



United States Coast Guard

Office of Navigation Systems



Intergovernmental Renewable Energy Task Force

for the New York Bight

Virtual
14 & 16 April 2021

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Office of Navigation Systems | U.S. Coast Guard | Washington, DC



Homeland
Security



COAST GUARD ROLES, RESPONSIBILITIES & OBJECTIVES

- **Protect** All mariners, Property (wind farm(s)) and the Environment
- Provide **recommendations** and identify **potential impacts** as a Cooperating agency for NEPA purposes to the Lead Agency (LA) (BOEM) on the following areas:
 - Safety of navigation for the entire maritime community,
 - Traditional uses of the particular waterway (MTS, Fishing),
 - Ability to still carry out other Coast Guard missions (SAR, MER, MLE/PWCS)
- “ **To the extent practicable**”, **reconcile the need for safe access routes with the needs of all other reasonable uses of the area involved**, e.g., MTS, wind renewable energy installations, fishing, recreation, tourism, etc. (Mutual Co-Existence)
- Maintain a safe, secure, efficient and resilient Marine Transportation System (**MTS**)
 - NY/NJ is the second largest container port in our nation.
 - Ensuring a **safe and secure flow** of national defense and commercial vessel traffic is vital to both our Nation’s national and economic security



SAFETY OF NAVIGATION

- Placement of structures on the OCS, where previously no structures existed, increases risk of a vessel collision and will **increase risk of collision** between vessels.
- Risk will increase as a result of **vessel traffic density being increased through funneling and decreased sea space maneuverability.**
- Rerouting traffic may also increase the **weather related casualty risk** to smaller vessels engaged in coastwise shipping.
- Forcing tug and barge traffic further offshore, vessels will be subjected to **larger sea states** which will affect their stability.
- Forcing this traffic further offshore, many **tracklines will now be interspersed among deep draft vessels transiting at higher speeds, causing more complex vessel interactions from different size vessels at different speeds.**
 - **ULCV 20Kts, Tug-Tow 4 to 6Kts, CFV(transit/fishing/haul-back 2-8 Kts)-
Regular/High Speed Rec Boat 20 to 45Kts**
 - **Example: Driving I-95 with trucks, motorcycles, cars, buses, going 20, 30, 40, 60, 80, 90 MPH.**



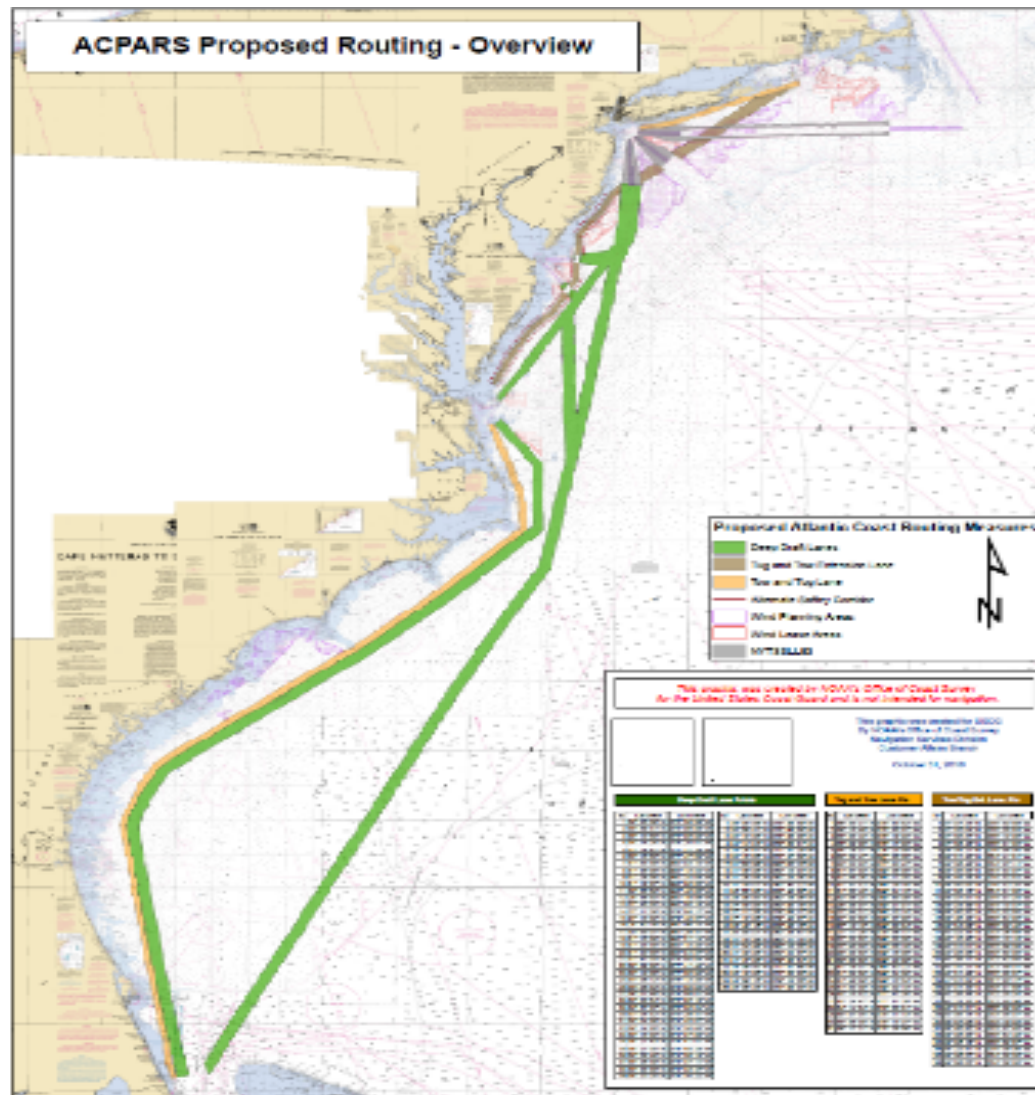
MOVING FORWARD

Coast Guard is committed to supporting the maritime community by:

- Helping to identify likely navigation conflicts that will occur from placing structures along and in close proximity to traditional maritime routes taking into account, as appropriate, our Marine Planning Guidelines,
- Helping to identify routing conflicts that will arise from development within the call areas and adjacent leased areas (cumulative effects),
- Helping to identify associated navigation safety risks,
- Working with other government agencies to develop workable solutions, and
- Evaluating areas that may be identified as potential areas of development in the New York Bight waters.
- **Developing a routing system of shipping safety fairways along the Atlantic Coast by “Converting” the navigation corridors identified in the Atlantic Coast Port Access Route Study (ACPARS).**



ATLANTIC COAST FAIRWAY SYSTEM



FAIRWAYS AND THE RULEMAKING PROCESS

- USCG is required by the Ports and Waterways Safety Act (PWSA) to conduct a Port Access Route Study (PARS) (ACPARS) before establishing new or adjusting existing fairways or Traffic Separation Schemes (TSSs).
- Consult/coordinate with Federal, State, and foreign state agencies (as appropriate) and maritime community representatives, environmental groups, and other interested stakeholders.
- Primary purpose of this coordination is, to the extent practicable, to reconcile the need for safe access routes with other reasonable waterway uses.
- PARS process (complete or modified) may be used to determine and justify if safety zones, security zones, recommended routes, regulated navigation areas and other routing measures should be created.
- Fairway definition: A lane or corridor in which no artificial island or structure, whether temporary or permanent, will be permitted so that vessels using U.S. ports will have unobstructed approaches.
- Fairways created domestically – require regulations in 33 CFR 166.
- USCG is the responsible agency to create them.

STATUS OF THE RULEMAKING PROCESS

- 1st Step published an Advance Notice of Proposed Rulemaking (ANPRM) on June 19, 2020,
 - Docket # USCG – 2019 – 0279
 - ANPRM readers reminders that USCG had announced potential studies of port approaches and international entry and departure areas published in the Federal Register on March 15, 2019 (84 FR 9541).
- Purpose of the ANPRM was to seek comments regarding the possible establishment of shipping safety fairways along the Atlantic Coast of the U.S. identified in the Atlantic Coast Port Access Route Study. The potential system is intended to ensure traditional navigation routes are kept free from obstructions that could impact navigation safety.
- Comment period closed on 18 August 2020, and the Coast Guard received 168 comments.
- Coast Guard currently working on responses to the comments, and is on track to publish a Notice of Proposed Rulemaking (NPRM) in June 2022.
- Will incorporate appropriate Supplemental PARS recommendations in NPRM



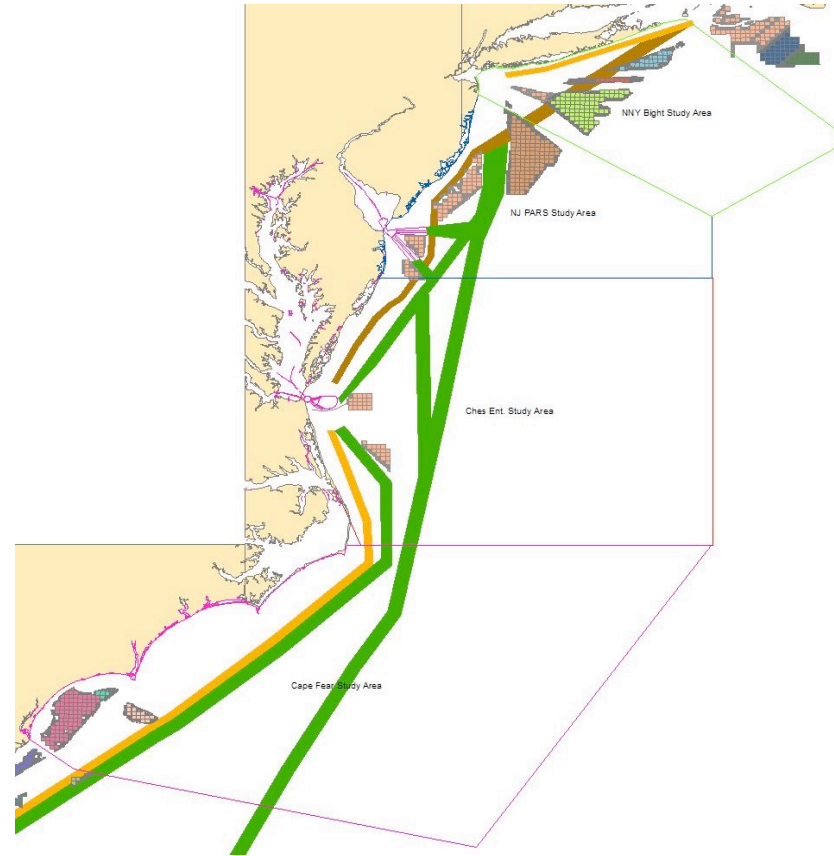
SUPPLEMENTAL PARS

- BUILD ON THE ACPARS
- FOCUSED ON ROUTES BETWEEN PORT APPROACHES AND INTERNATIONAL ENTRY AND DEPARTURE TRANSIT AREAS
- EAST – WEST VERSUS NORTH – SOUTH
- LOOK AT ALL PORTS TO DETERMINE IF PARS NEEDED
- SERIES OF SMALLER PARS AS IDENTIFIED BY DISTRICTS 1, 5, AND 7
- D1 - MARIPARS; NY BIGHT
- D5 - CHES BAY ENTRANCE; CAPE FEAR RIVER ENTRANCE; DELAWARE BAY ENTRANCE*, BEAUFORT INLET ENTRANCE*
- D7 – APPROACHES TO CHARLESTON, SAVANNAH, BRUNSWICK AND KINGS BAY; JACKSONVILLE; PORT CANAVERAL
- EACH PARS ANNOUNCED IN FEDERAL REGISTER
- HELP DETERMINE IF “CONNECTOR” FAIRWAYS ARE NEEDED

- * TIME PERMITTING



FAIRWAYS AND SUPPLEMENTAL PARS AREAS OF STUDY

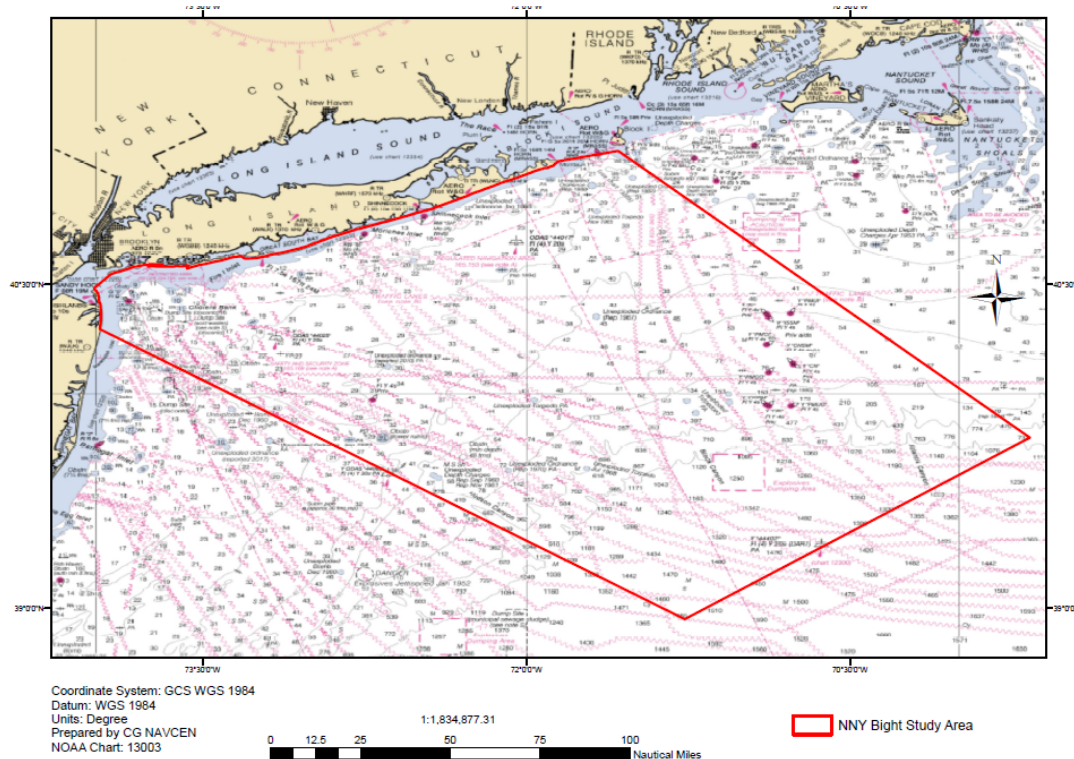


SUPPLEMENTAL PARS POSSIBLE RECOMMENDATIONS

- Supplemental PARS could recommend:
 - Status Quo (no changes)
 - Fairways
 - Limited Access Areas (safety and security zones, restricted navigation areas (RNAs))
 - Anchorages
 - Routing measures:
 - Created by the USCG
 - Approved internationally by the International Maritime Organization (IMO)
 - Approved domestically
 - Recommendatory, not mandatory
- Some examples are:
 - Area to be avoided (ATBA)
 - No Anchoring Area
 - Precautionary area
 - Traffic Separation Scheme (TSS)
 - Traffic lane
 - Separation Zone or separation line



FIRST DISTRICT – NORTHERN NEW YORK BIGHT PARS



The Notice of Study was published on June 29, 2020. It is available at Federal Register docket number USCG-2020-0278, on the federal portal at <https://www.regulations.gov/docket?D=USCG-2020-0278>.

The Coast Guard hosted two virtual public meetings:

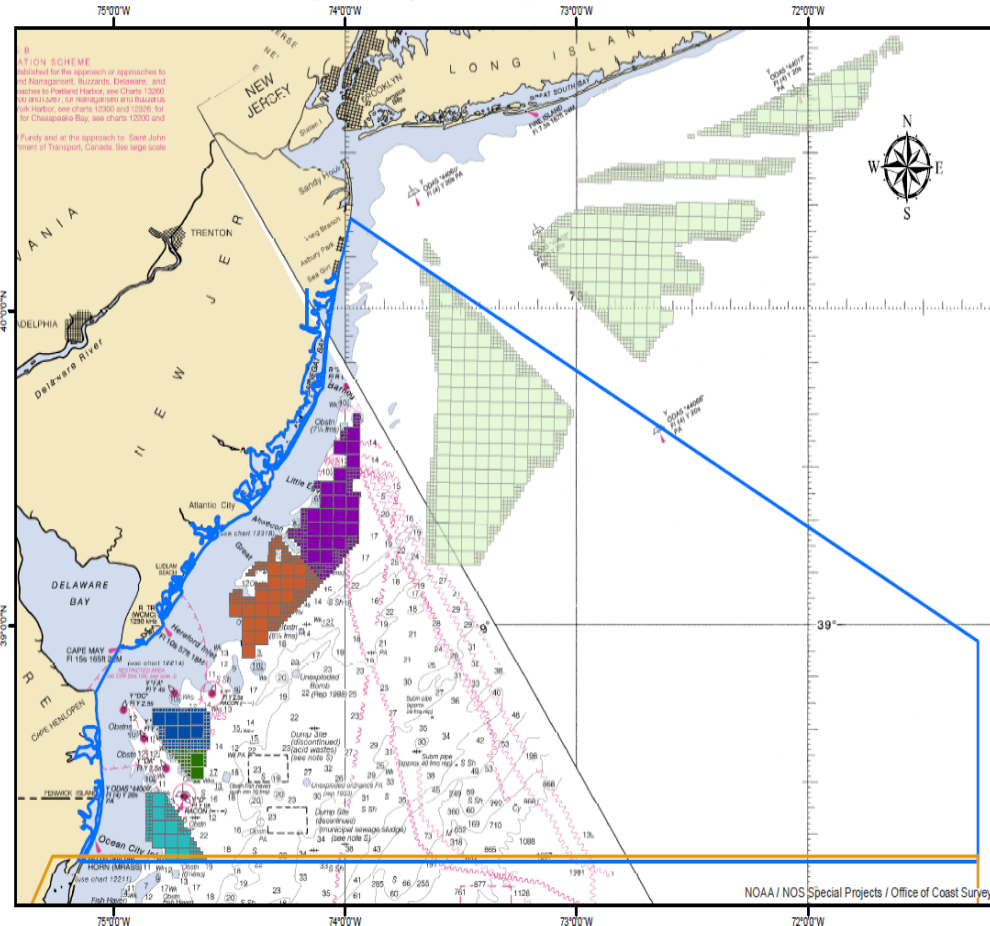
- Thursday, July 30th, 9 a.m. EST
- Tuesday, August 11th, 6 p.m. EST

The comment period closed August 28, 2020.

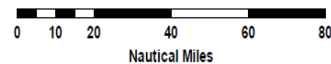
- 21 Comments received from Government, Fishing, Offshore Wind, Maritime Transportation System users
- Recommendations include consideration of additional data, studies, and stakeholder outreach in addition to specific routing measures.
- Next steps include in-depth comment analysis, coordination with HQ/D5 and potential stakeholder outreach.
- Publication of PARS final results will be in the Federal Register and may take 12 months or more to complete from Notice of Study (June 2021).

FIFTH DISTRICT – NJ SEACOAST AND DELAWARE BAY APPROACHES

Seacoast of New Jersey, Including Offshore Approaches to the Delaware Bay, Delaware



Coordinate System: GCS WGS 1984
Datum: WGS 1984
Units: Degree
NOAA RNC Web Service
Prepared by: CG Fifth District (dxc)



- Delaware Bay PARS Study Area
- DE North - Garden State Offshore
- DE South - Skipjack
- MD Lease Area - U.S. Wind
- NJ North - Atlantic Shores
- NJ South - Ocean Wind
- NY Hudson Bight - South

Published Notice on May 5, 2020, Docket number USCG-2020-0172

Initial comment period closed July 6, 2020
18 comments received from the public

Public meetings scheduled Oct 29 and Nov 4 via virtual platform

Comment period re-opened until Nov 10, 2020

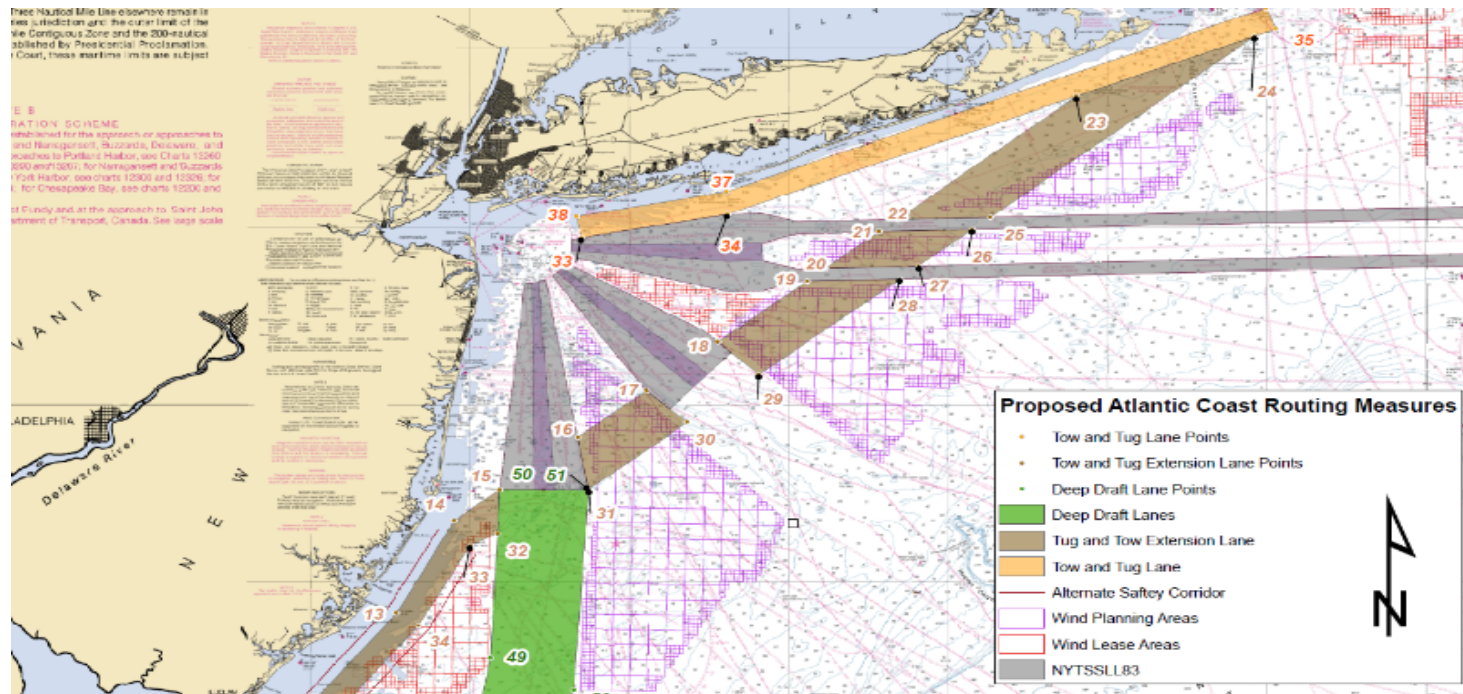
Draft report estimated June 2021

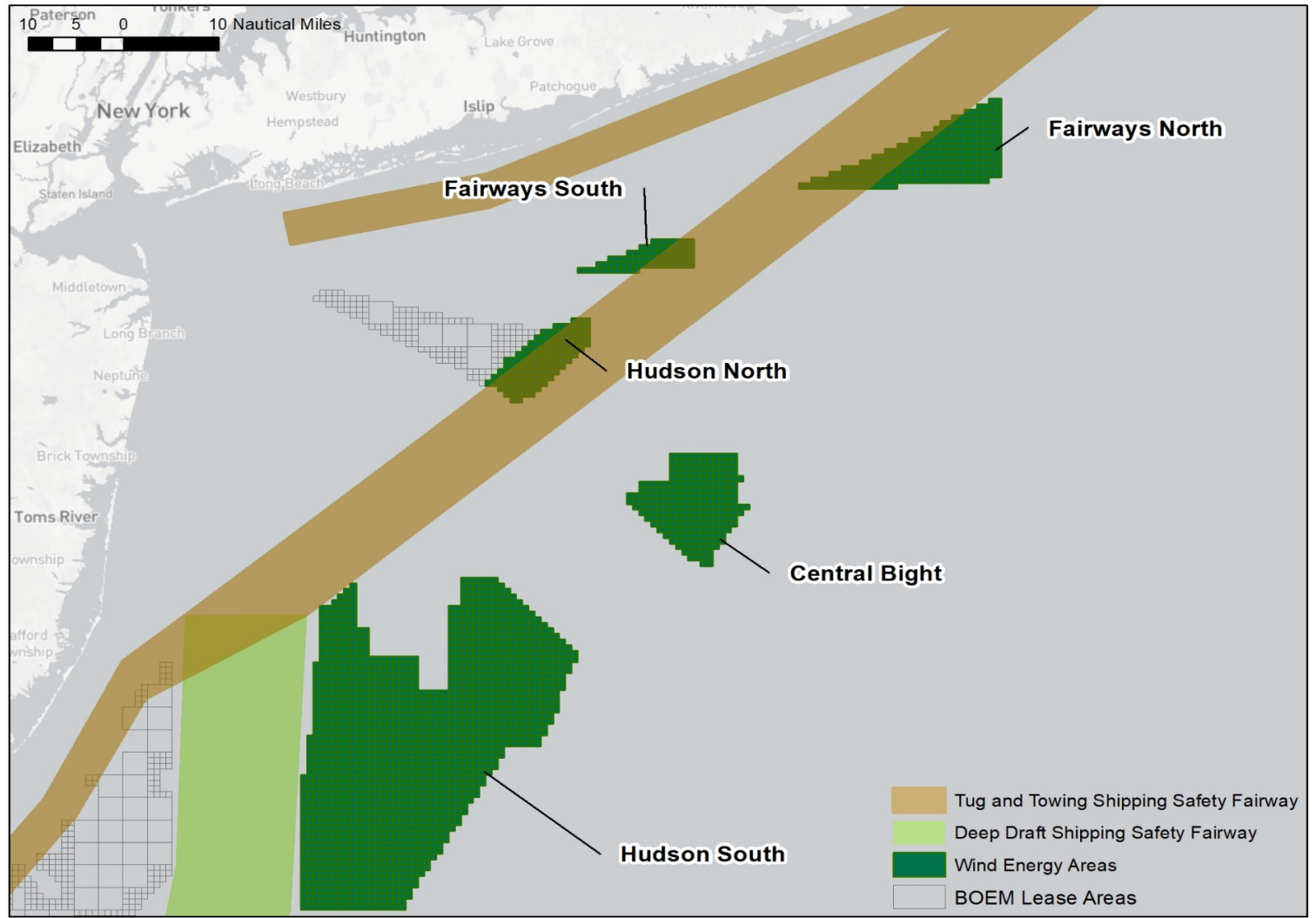


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NY BIGHT FAIRWAY SYSTEM



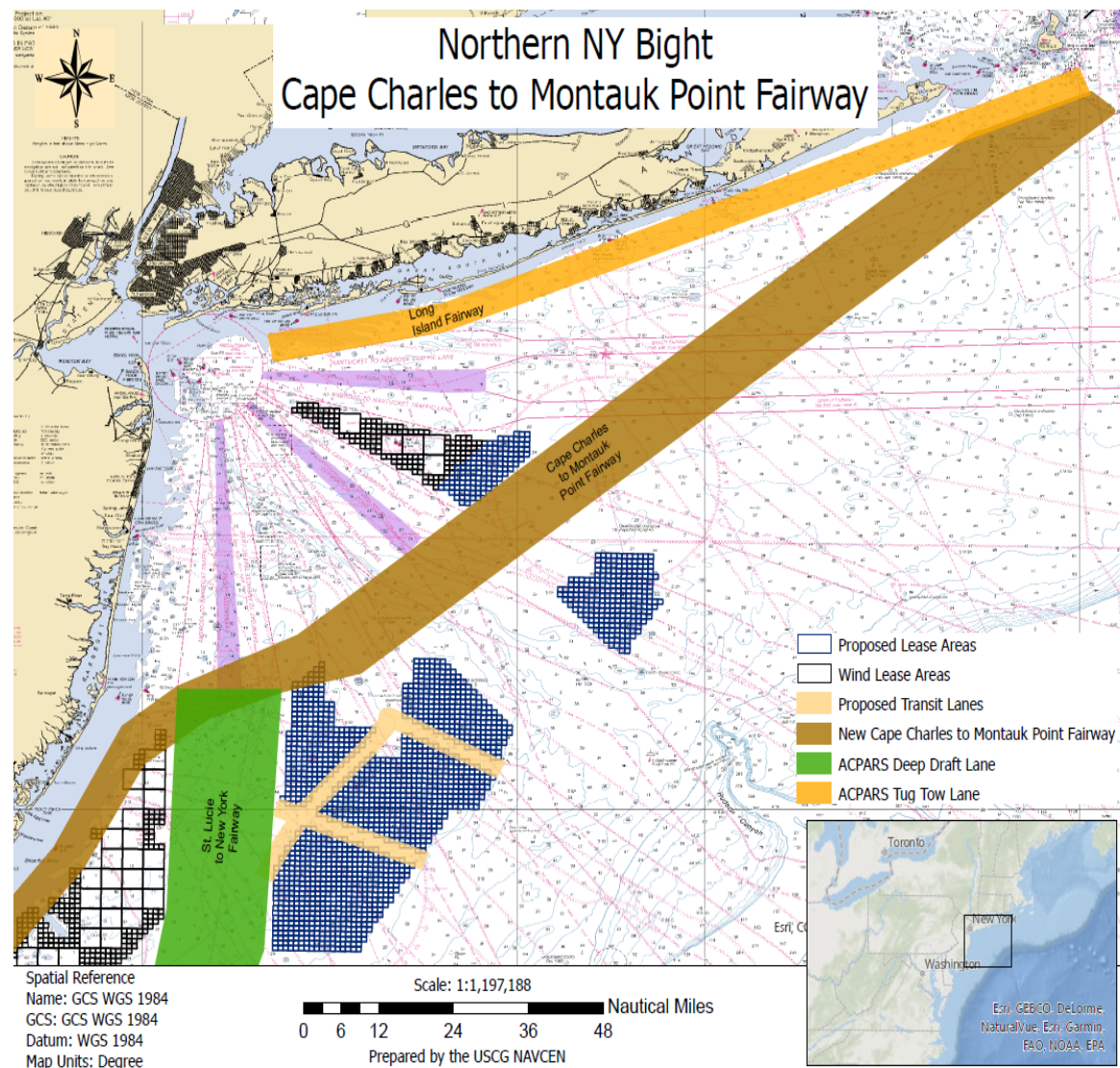


COAST GUARD STUDYING OPTIONS

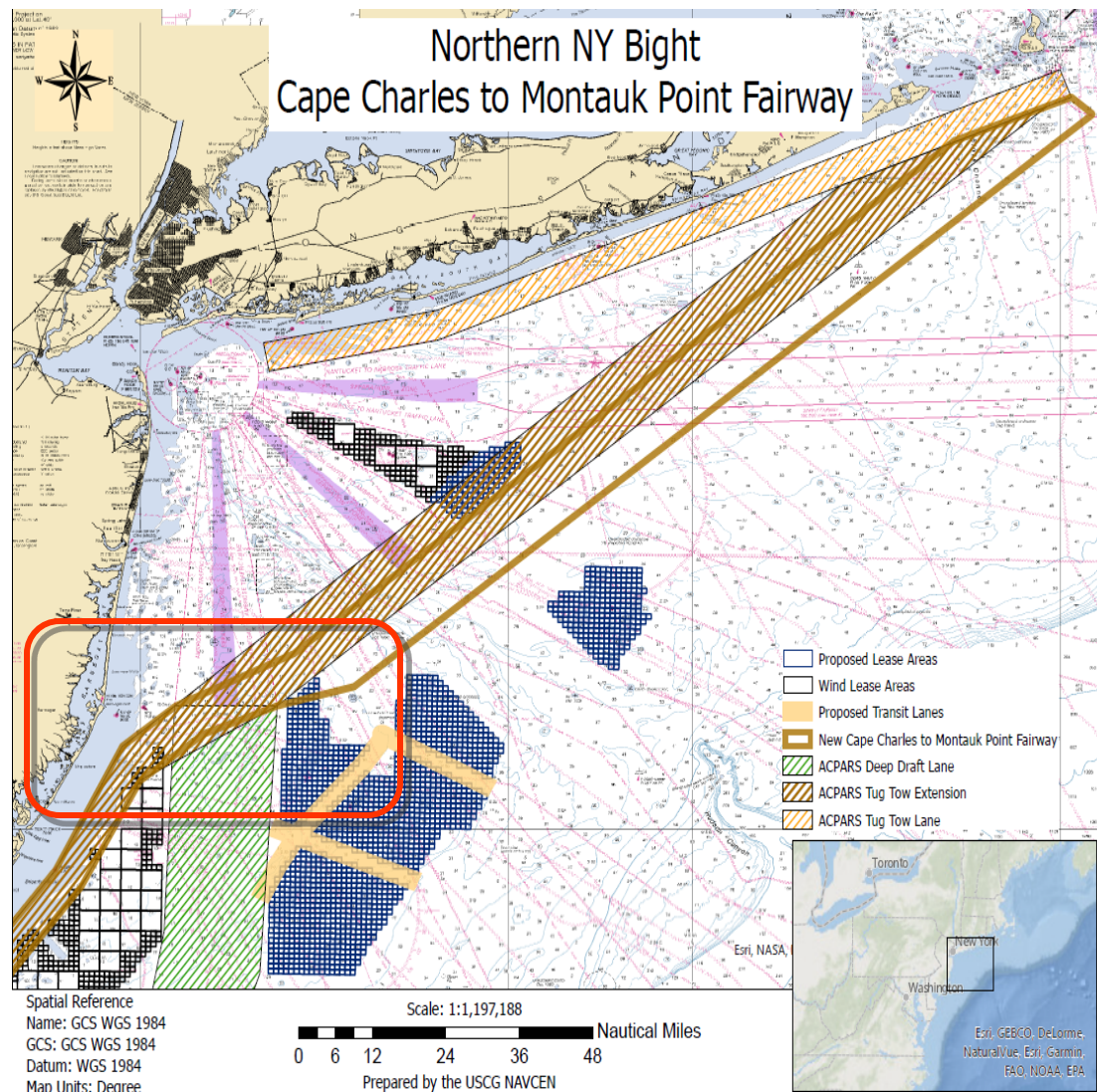
- OBJECTIVE: PRESERVE HUDSON NORTH AND HUDSON SOUTH WITH MINIMUM OR NO REDUCTION
- MOVE THE FAIRWAY
- REORIENT THE FAIRWAY
- NARROW THE FAIRWAY
- CONCERNS INCLUDE POSSIBLE IMPACT TO NEW JERSEY LEASE AREA
- POSSIBLE IMPACT TO HUDSON SOUTH
- POSSIBLE IMPACT TO HUDSON NORTH
- REMOVE FAIRWAYS NORTH AND SOUTH WEAs FROM ANY FUTURE CONSIDERATION



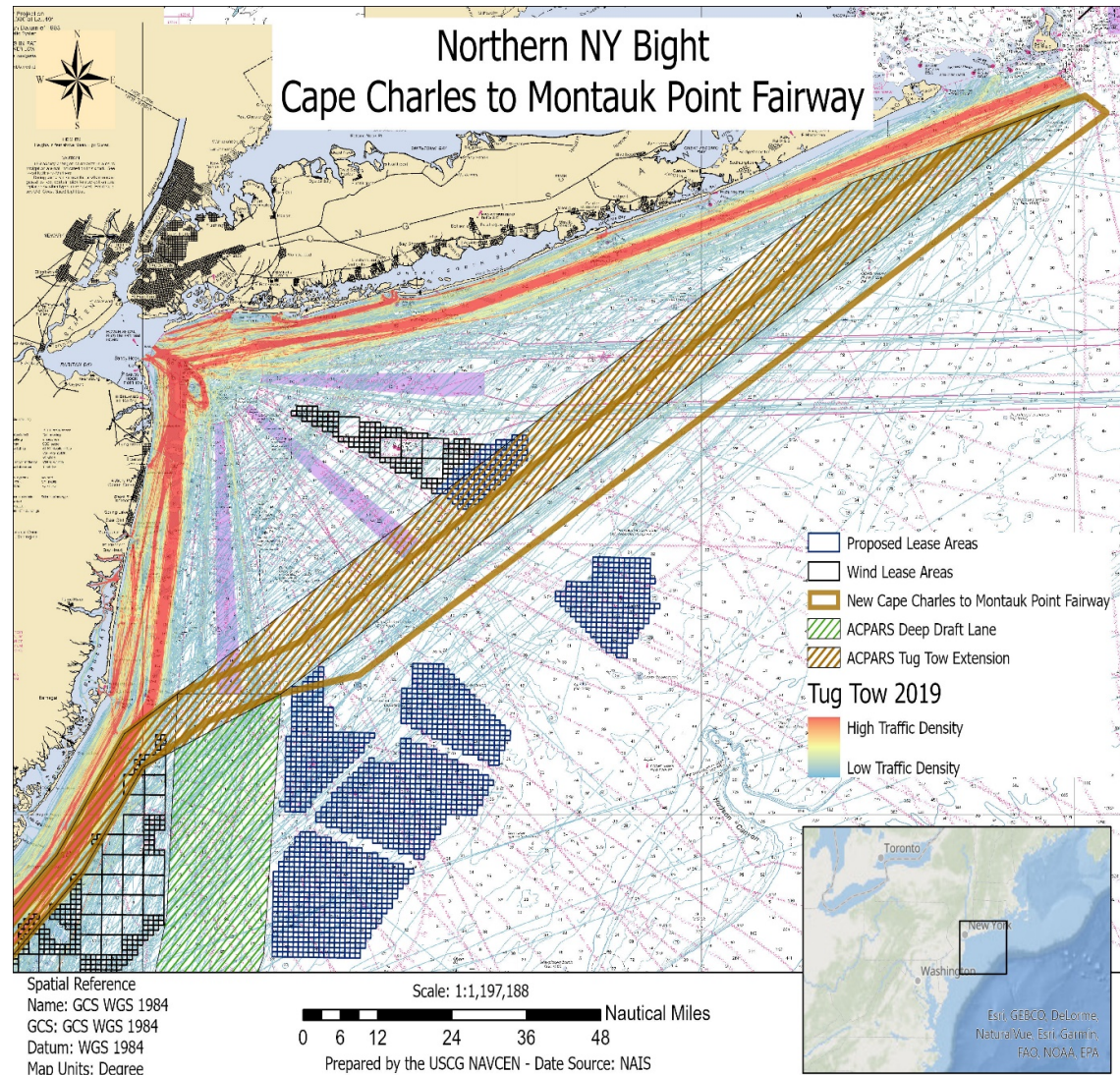
ONE POSSIBLE OPTION



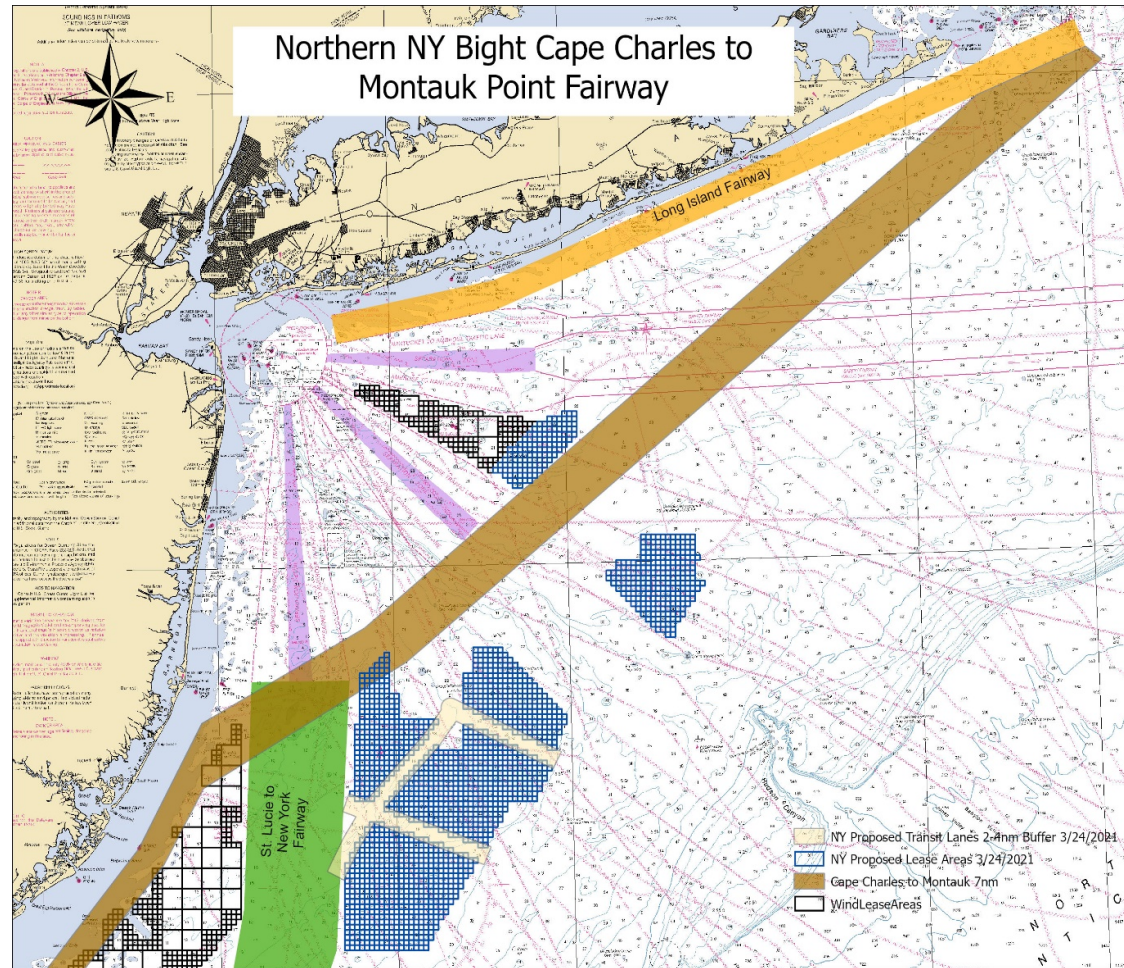
COMPARISON



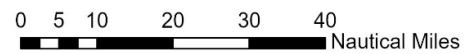
AIS DATA



STRAIGHT – IMPACT TO NEW JERSEY



Spatial Reference
Name: NAD 1983 UTM Zone 18N
GCS: GCS North American 1983
Datum: North American 1983
Map Units: Meter



Prepared by USCG NAVCEN



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FUTURE

- Finalize the NPRM and publish in the Federal Register
- Conduct public outreach
- Review and address comments as appropriate
- Adjust fairways system if applicable
- Continue to work/cooperate with BOEM through their processes
- Continue to work with stakeholders



QUESTIONS



“We Help Mariners Get There”

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