

# Maine Intergovernmental Renewable Energy Task Force

## Port Access Route Study: Approaches to Maine, New Hampshire, and Massachusetts May 11, 2023



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Office of Navigation Systems  
U.S. Coast Guard Headquarters



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## PORT ACCESS ROUTE STUDIES

46 USC 70003 (originally the Ports and Waterways Safety Act)



### STATUTORY AUTHORITY

Designate Fairways and Traffic Separation Schemes (TSS) in order to Provide Safe Access Routes for Vessel Traffic to and from U.S. Ports



### PORT ACCESS ROUTE STUDY (PARS)

Must Undertake a Study prior to Designating Fairways and TSSs.



### DISTRICT COMMANDER

Typically conducted by District Waterways Management in coordination w/ Federal and State agencies and considers input from the maritime community.



### RULEMAKING

PARS Results in the Issuance of Rules and Regulations to Designate Fairways and TSSs.



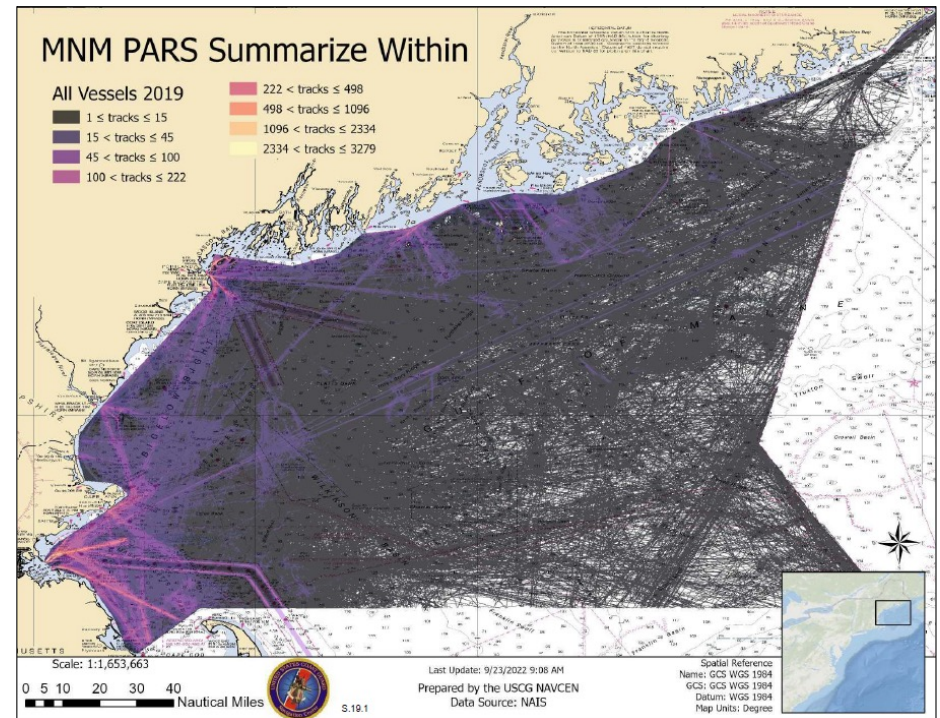
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# PARS Process

Conducted in accordance with Marine Planning Guidelines (COMDTINST 16003.2B)

- Data Gathering
  - 3-years of Automated Identification System (AIS) data
  - 10-years of NOAA Vessel Monitoring System (VMS) data
  - Search & Rescue, Marine Casualty data
  - Fishing activity/statistics
  - Public Comments
  
- Engagement
  - Coordinate with Federal, State, Tribal, and Local agencies.
  - Consider views of maritime community.
  - Reconcile the need for safe access routes.



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# Maine, New Hampshire, and Massachusetts PARS (MNM PARS)

**Study Area** – Approx. 20,500 square nautical mile region including the Gulf of Maine, New Hampshire Seacoast, and Massachusetts Bay

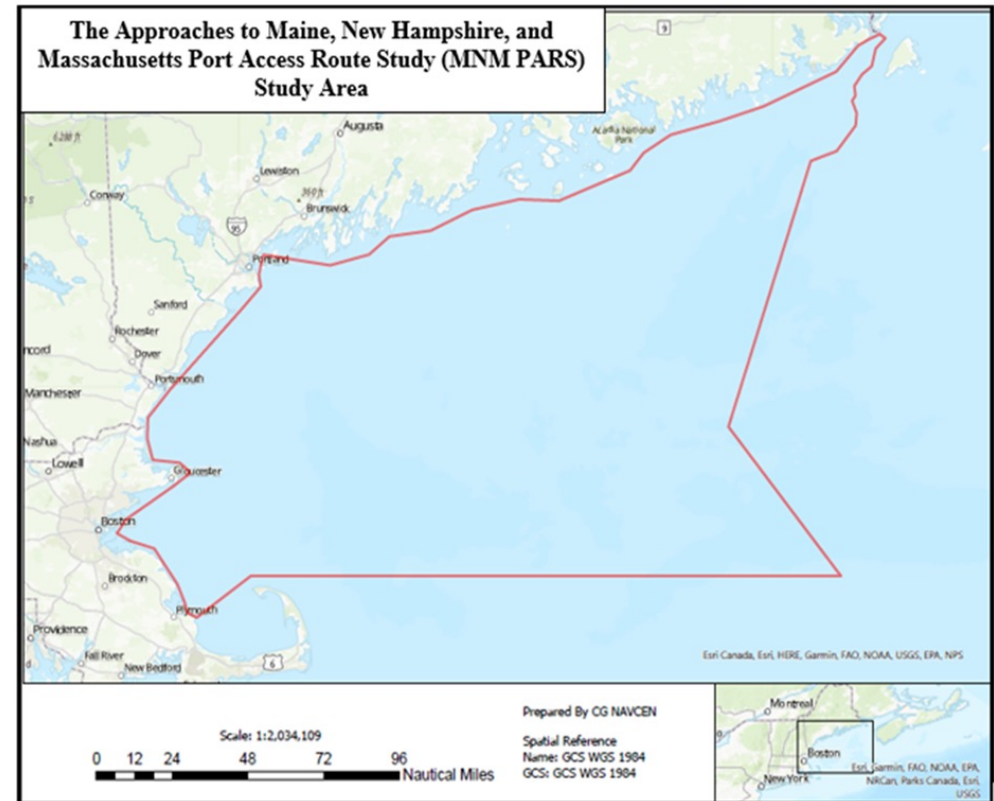
**March 31, 2022** – Notice of Study

**June 28, 2022** – Notification of Public Meetings

**August 19, 2022** – BOEM Announced RFCI for Maine Research Array

**January 3, 2023** – Draft Study Published for Comments

**April 6, 2023** – Final Report Published





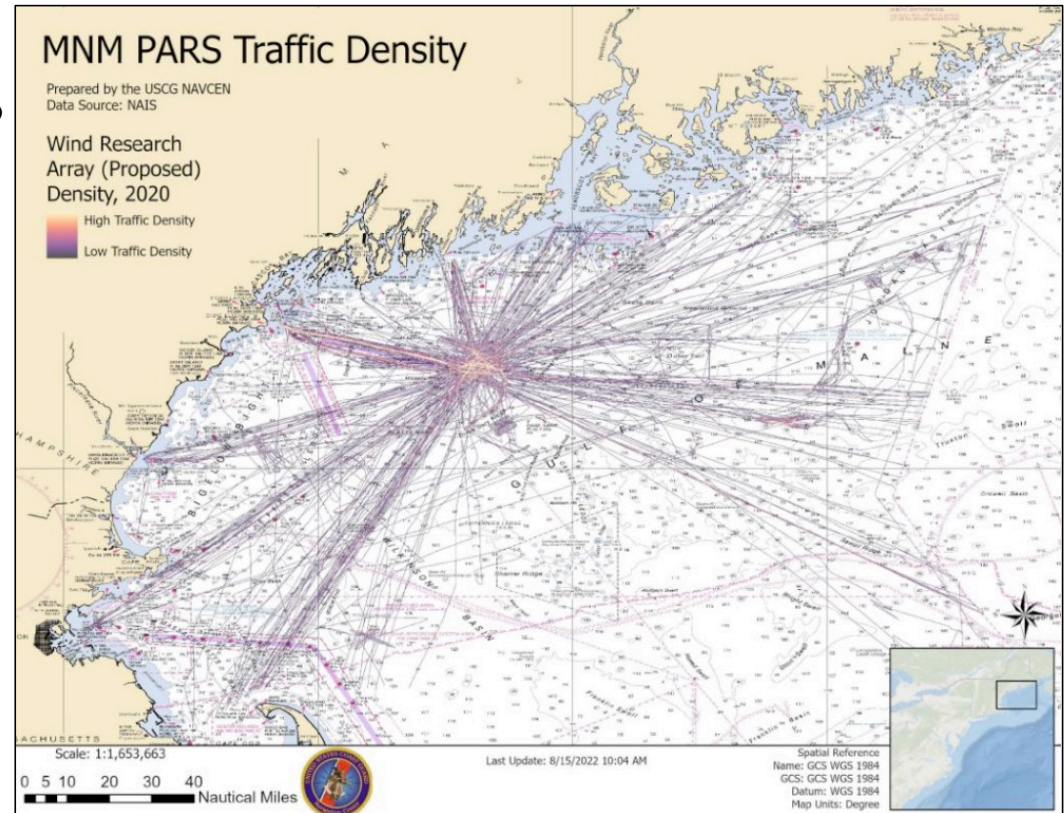
# MNM PARS - RECOMMENDATIONS

First Coast Guard District concluded:

**There is a need** for new routing measure regulations to promote safe navigation and efficient access to ports.

Factors:

- Planned Port Expansion Projects
- Offshore Wind Energy Infrastructure
- Larger vessel classes.
- Greater Traffic Densities
- Changing Traffic Patterns
- Displacement of Traditional Transit Routes
- Weather Conditions & Navigation Difficulty
- Increases in Complex Meeting Situations
- Heightened Risk of Marine Casualties



# MNM PARS - RECOMMENDATIONS

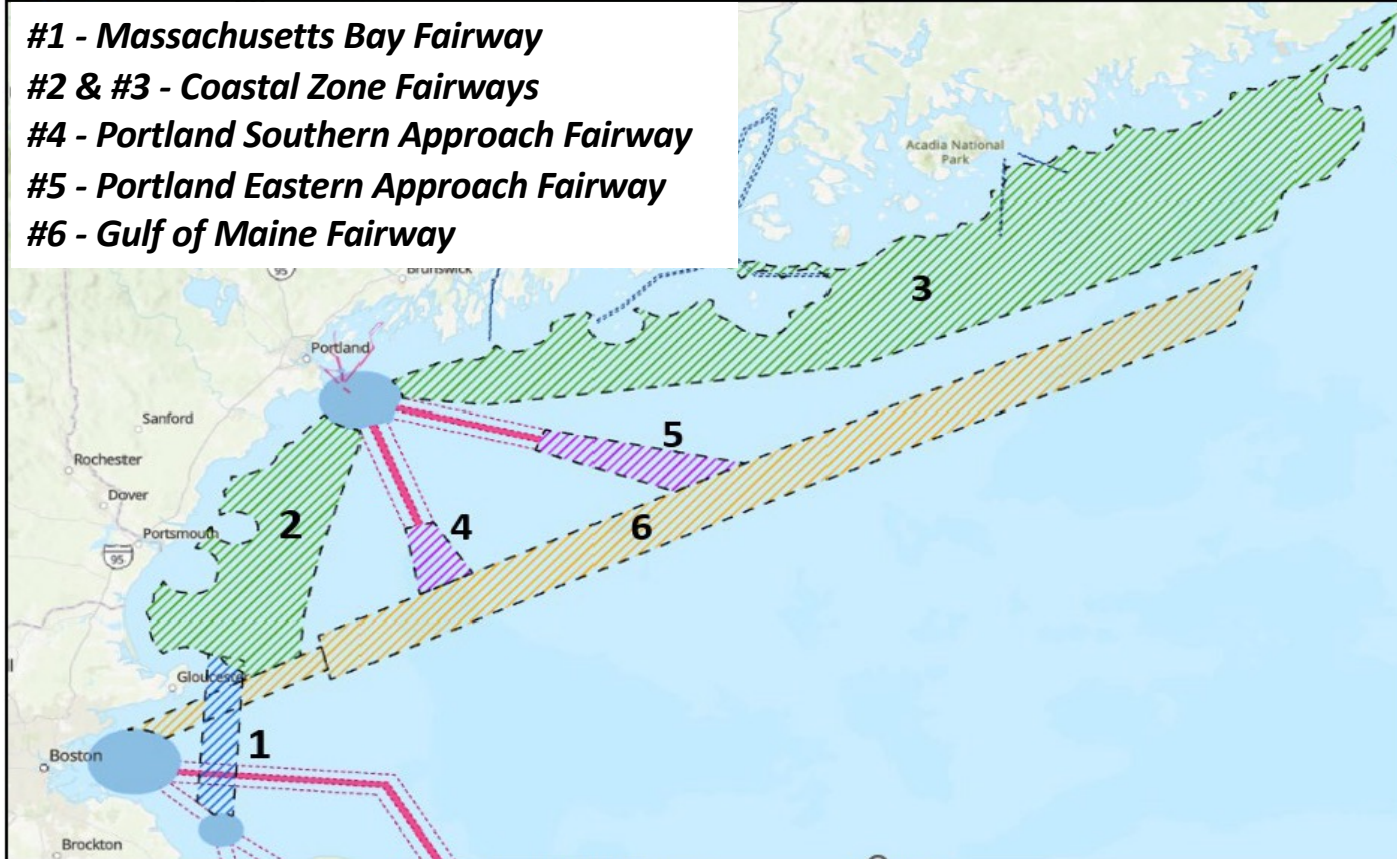
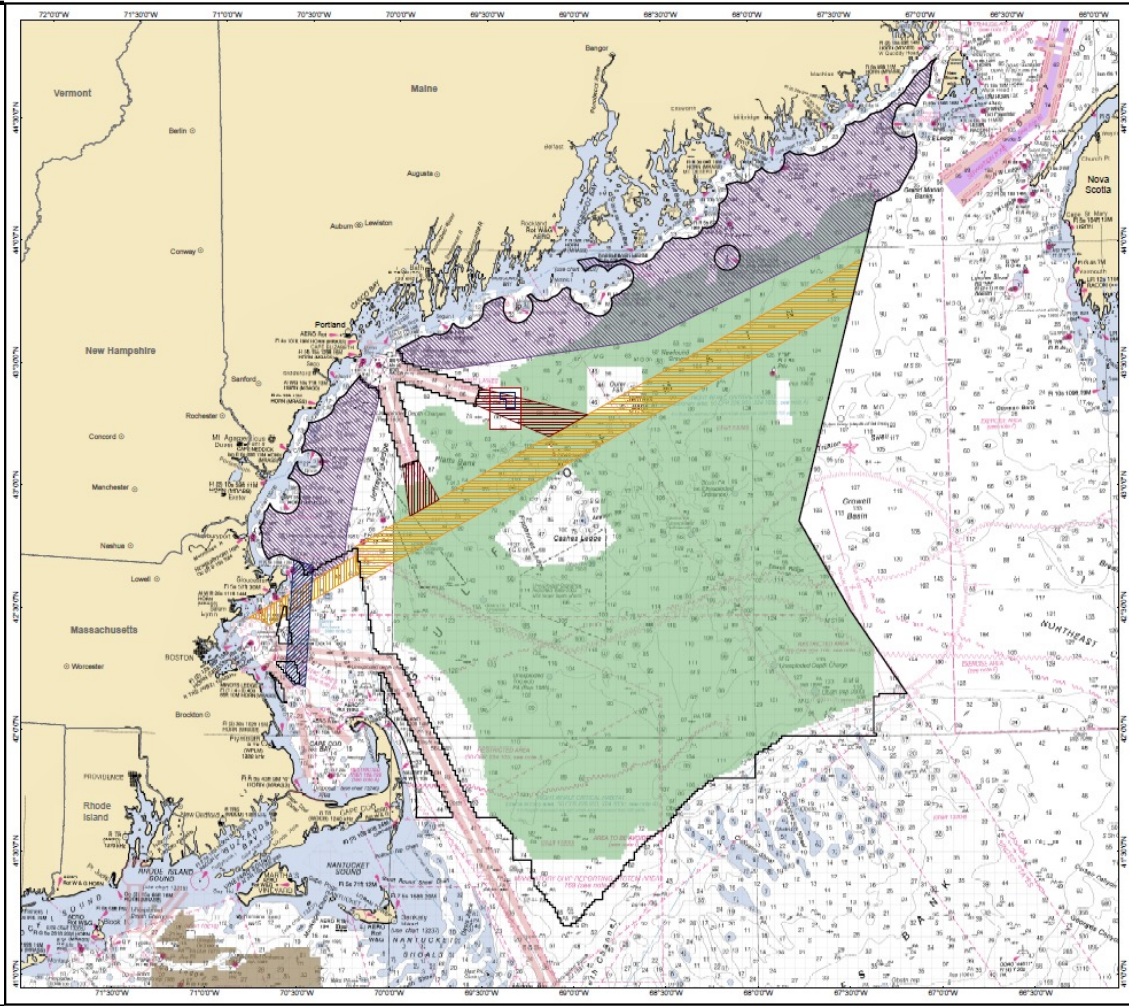


Figure 1 – MNMPARS Recommended Fairways

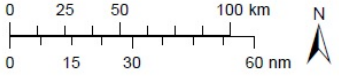






**Gulf of Maine Call for Information and Nominations Area (Call Area)**

-  Portland Southern Approach Fairway
-  Portland Eastern Approach Fairway
-  Massachusetts Bay Fairway
-  Gulf of Maine Fairway 1
-  Gulf of Maine Fairway
-  Coastal Zone Fairway
-  Traffic Separation Scheme
-  RFI Area
-  Call Area
-  RFCI
-  Maine Research Array Requested Lease Area
-  Existing BOEM Leases

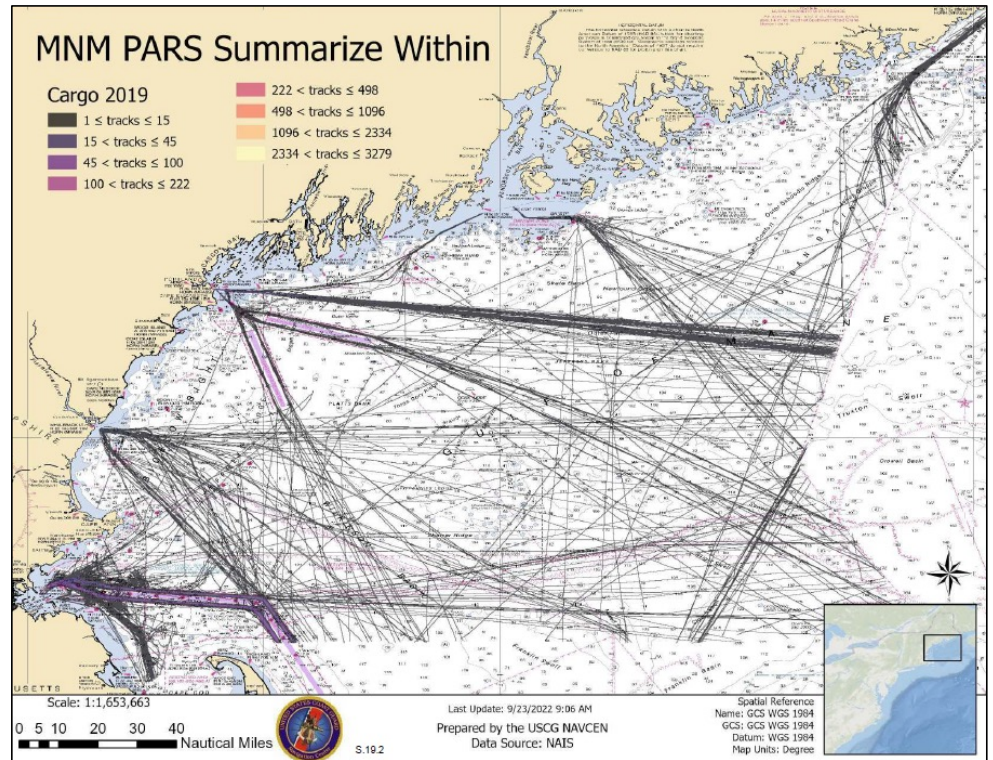
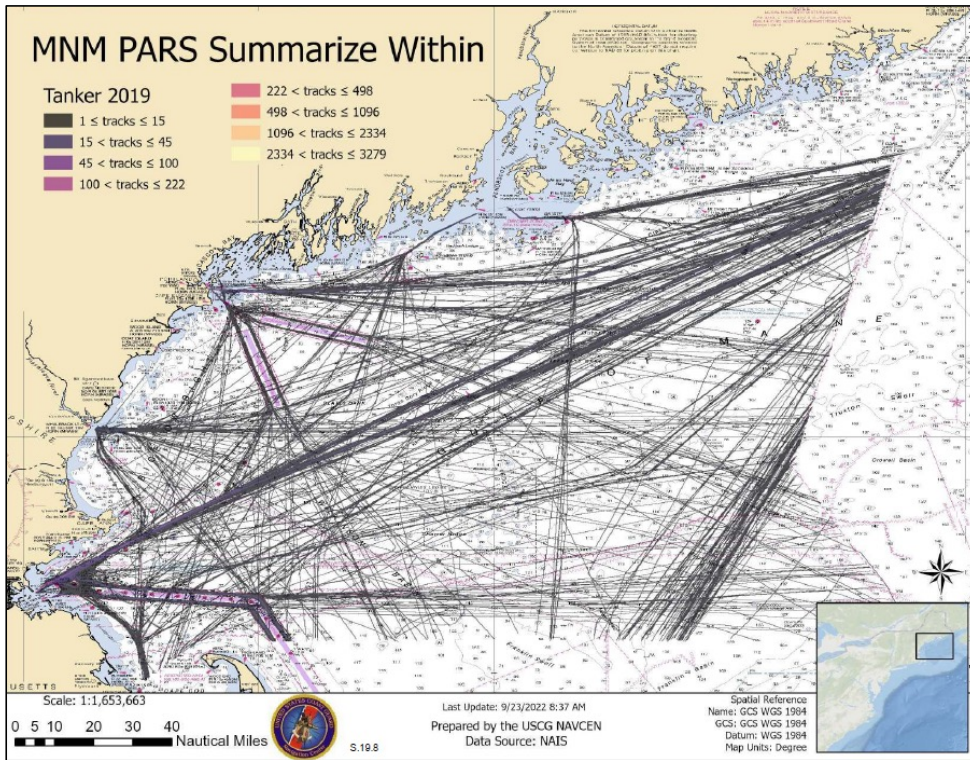


Map Date: 04/28/2023

OREP-2023-1004

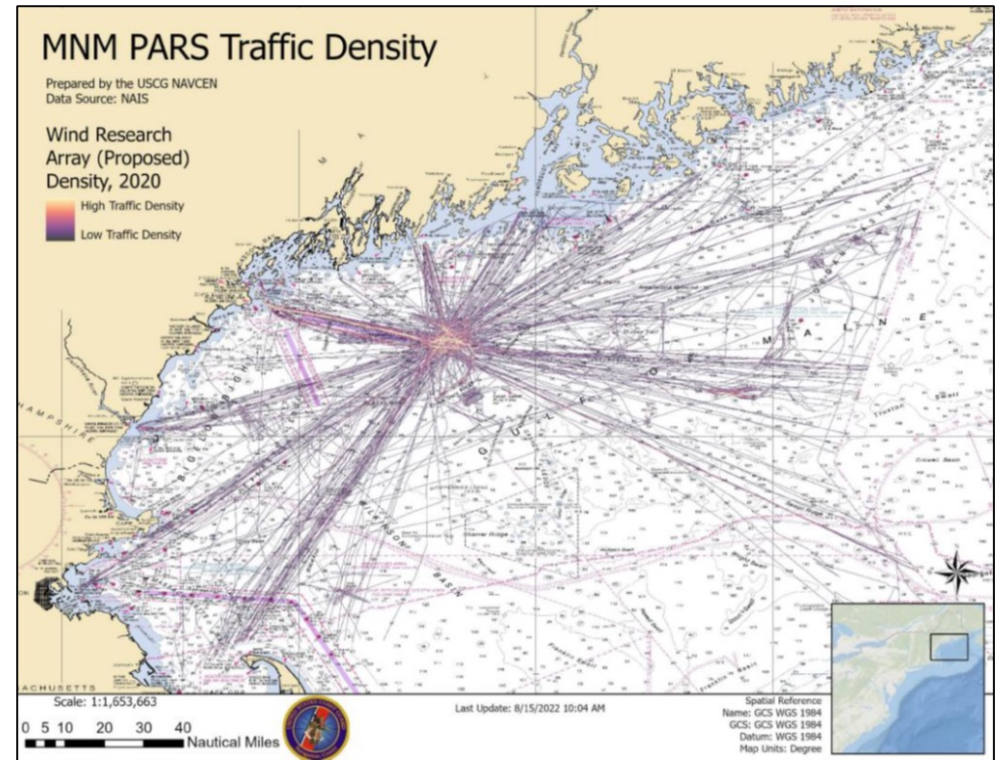
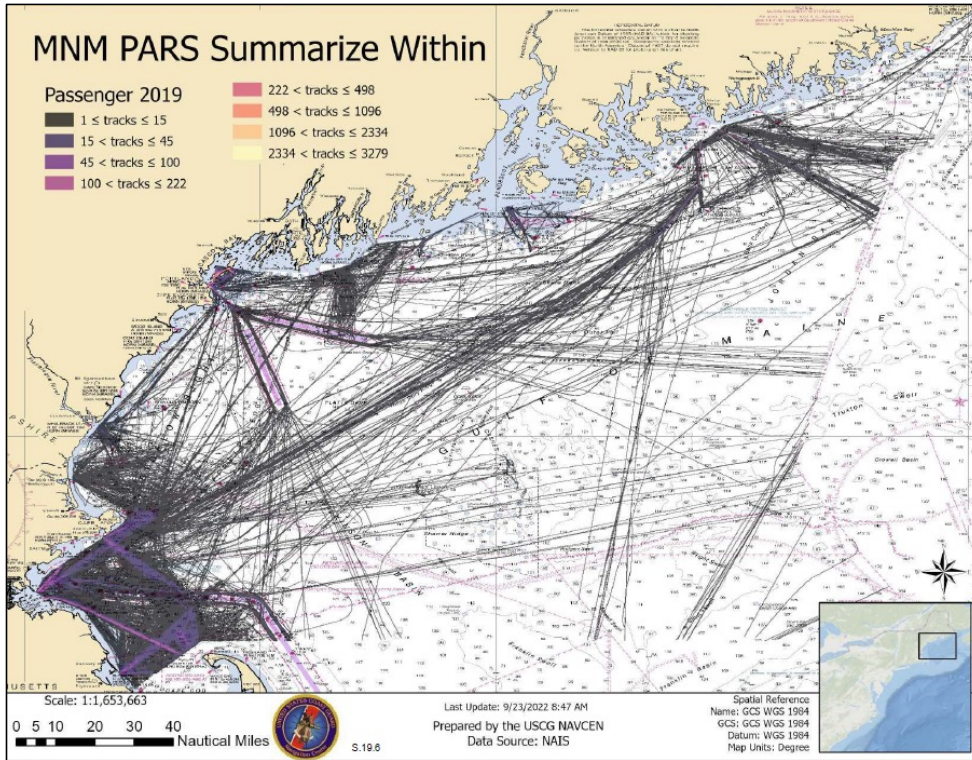


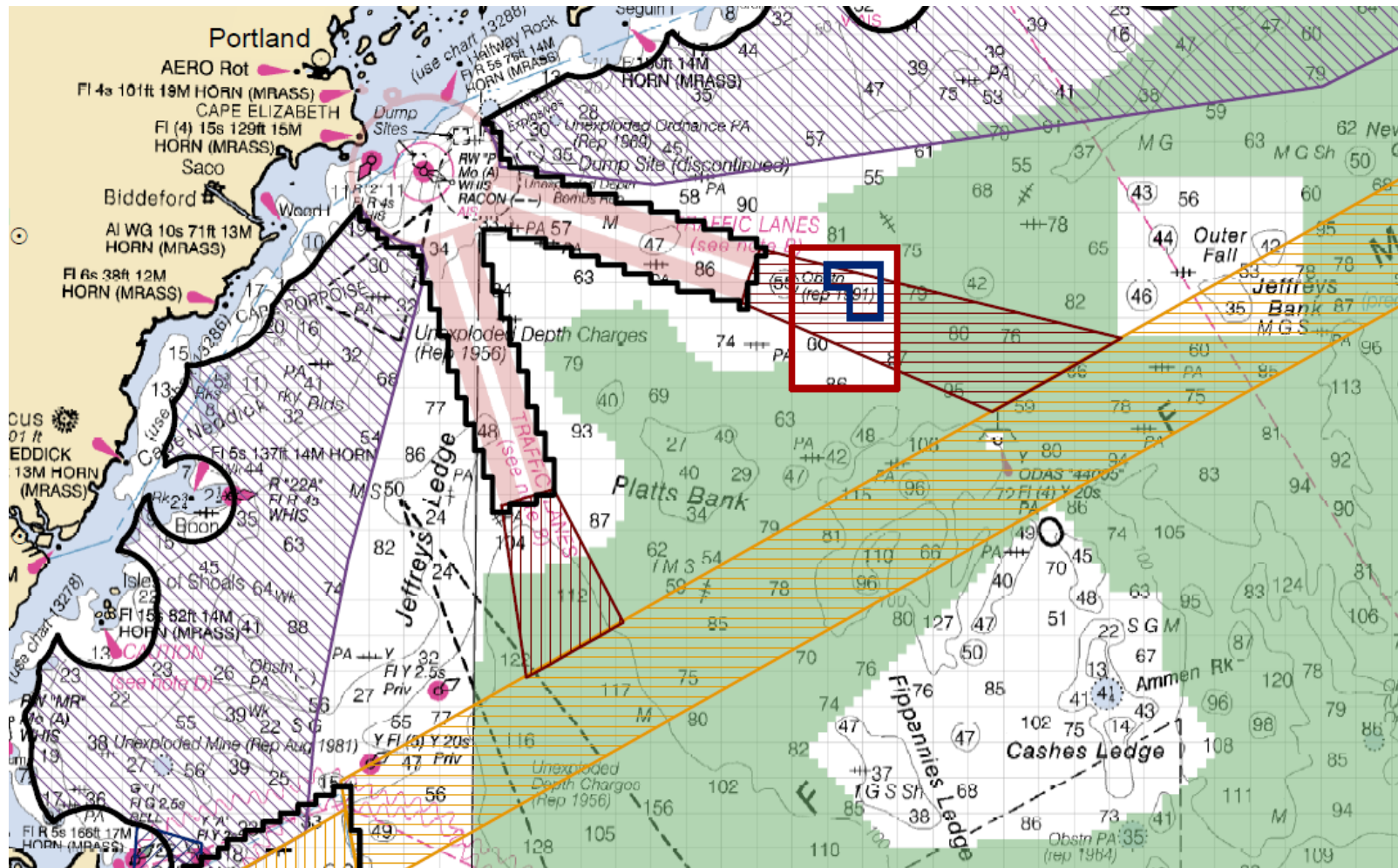
# Commercial Tank & Cargo Traffic





# Passenger Vessel & Research Array Traffic





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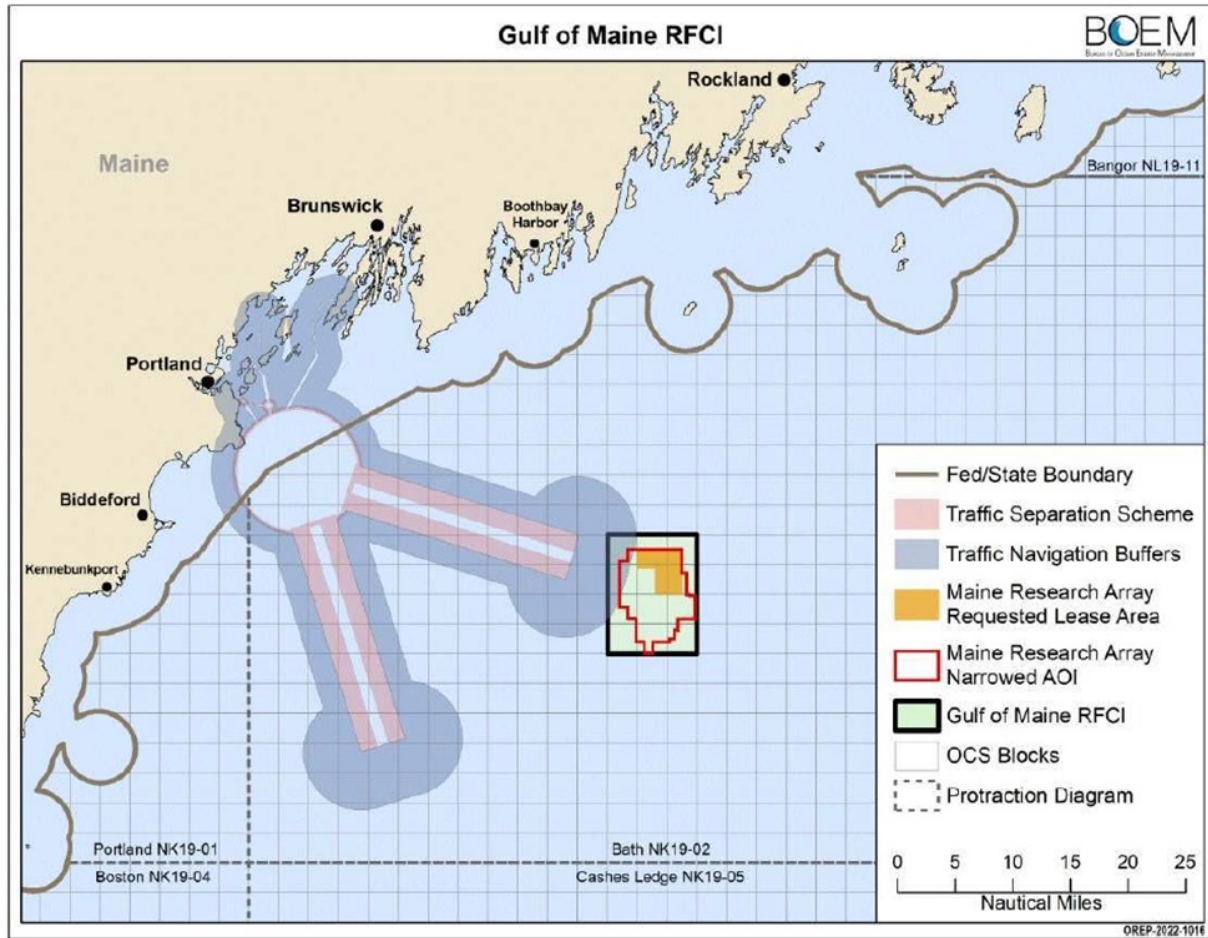


Figure 8 – BOEM Gulf of Maine RFCI



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# Maine Research Array Concerns



*Wind Turbines cause "substantial increase in strong, reflected energy cluttering the operator's display, leading to complications in navigation decision-making."*

## Location Concerns

- Directly in line w/ TSS traffic.
- Floating design may present hazards to navigation.
- Increased traffic during construction, operations, & maintenance.
- Weather & Sea Conditions.
- Separation space navigating during combined effects of weather, sea state, & loss of propulsion/maneuverability.
- Heightened risk of marine casualties.

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## Future Actions

- USCG Authority to Establish Fairways is Separate from BOEM's Leasing Authority.
- MNM PARS Report & Data Provided to BOEM to include in Suitability Analysis.
- Office of Navigation Systems Validating PARS.
- Initiate Federal Rulemaking Process.

Per 33 CFR § 166.105, shipping safety fairway or fairway means:

*A lane or corridor in which **no artificial island or fixed structure, whether temporary or permanent, will be permitted.***

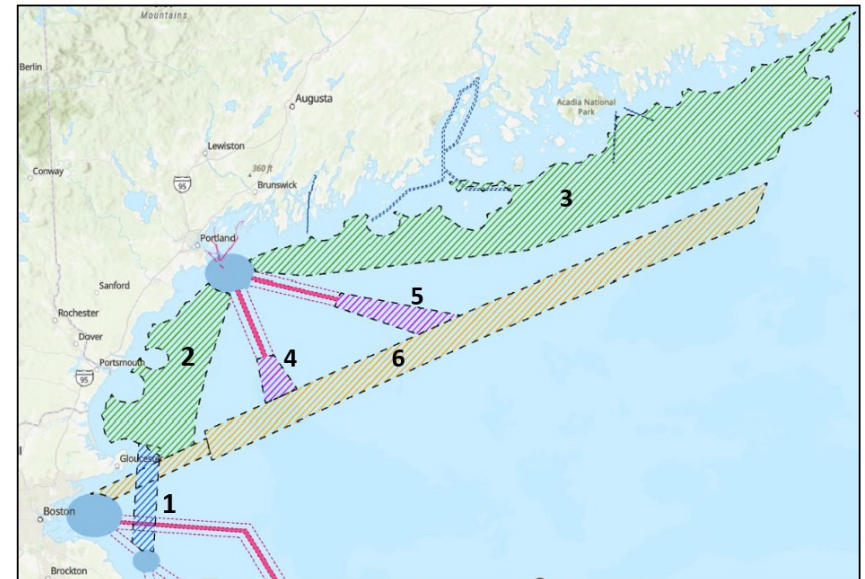


Figure 1 – MNMPARS Recommended Fairways

# Maine Intergovernmental Renewable Energy Task Force



## Thank You

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