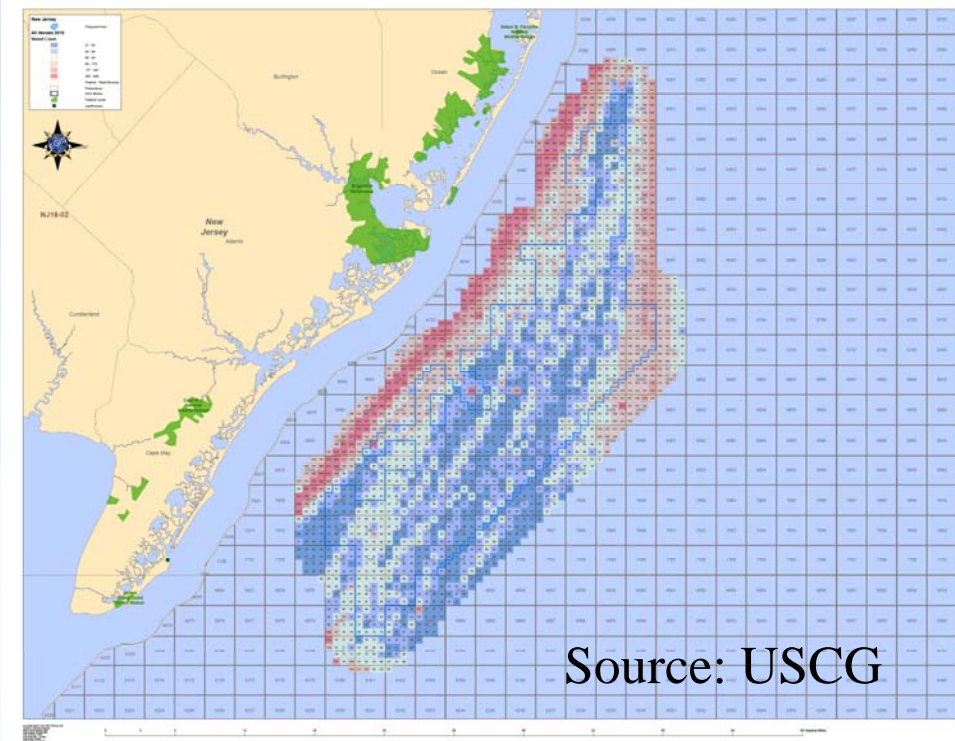




BOEM State Task Force Meeting for New Jersey



New Jersey Wind Energy Area

John Walters
U.S. Coast Guard Fifth District

Emile Benard
U.S. Coast Guard Atlantic Area

18 December 2012



Background



- ACPARS Workgroup formed March 2011
- Call published April 20, 2011
- ACPARS Notice of Study May 11, 2011
- Comment period closed June 6, 2011
- Call area accounted for inshore tug route
- AIS products limited to heat maps/density plots of all vessels
- CG Fifth District comments were general in nature, a R-Y-G was not able to be completed in the Call timeframe



Density Plot of NJ WEA



New Jersey

Proposed Area

All Vessels 2010

Vessel Count

	21 - 52
	53 - 64
	65 - 94
	95 - 176
	177 - 391
	392 - 960

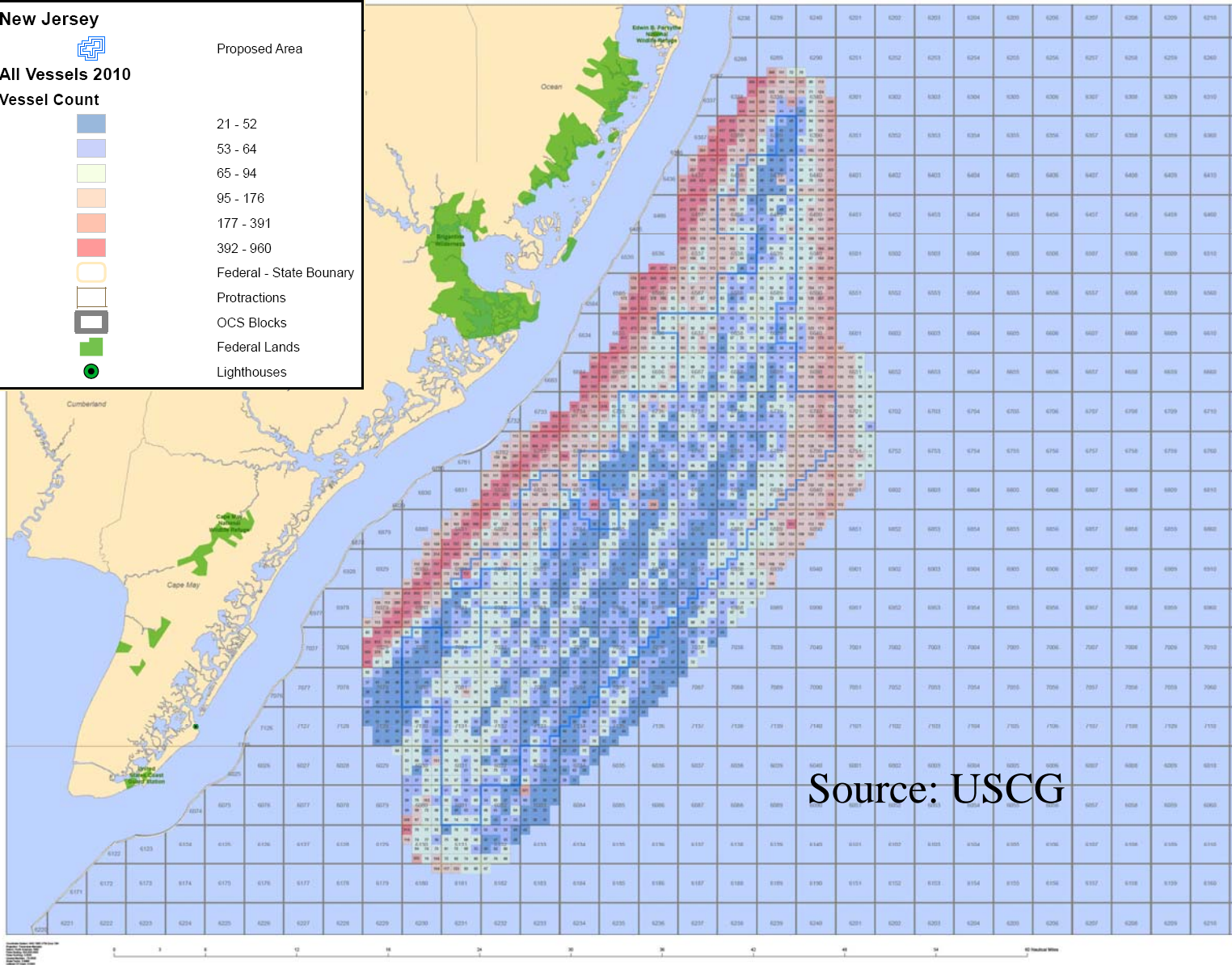
Federal - State Boundary

Protractions

OCS Blocks

Federal Lands

Lighthouses



Source: USCG

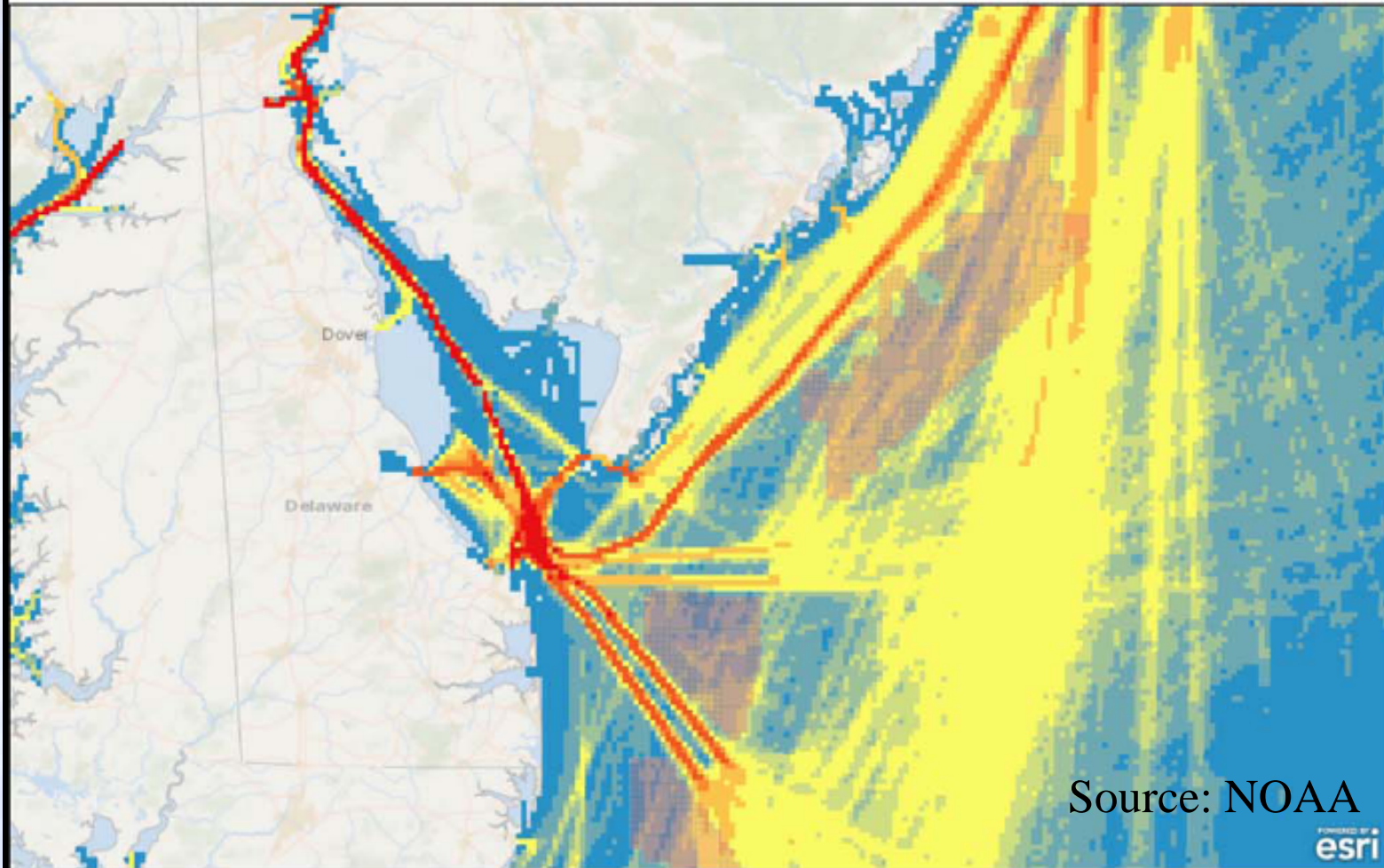


All Commercial Vessels



Commercial Vessel Density October 2009 - 2010

This data represents the total number of vessel transits from October 2009 - October 2010.



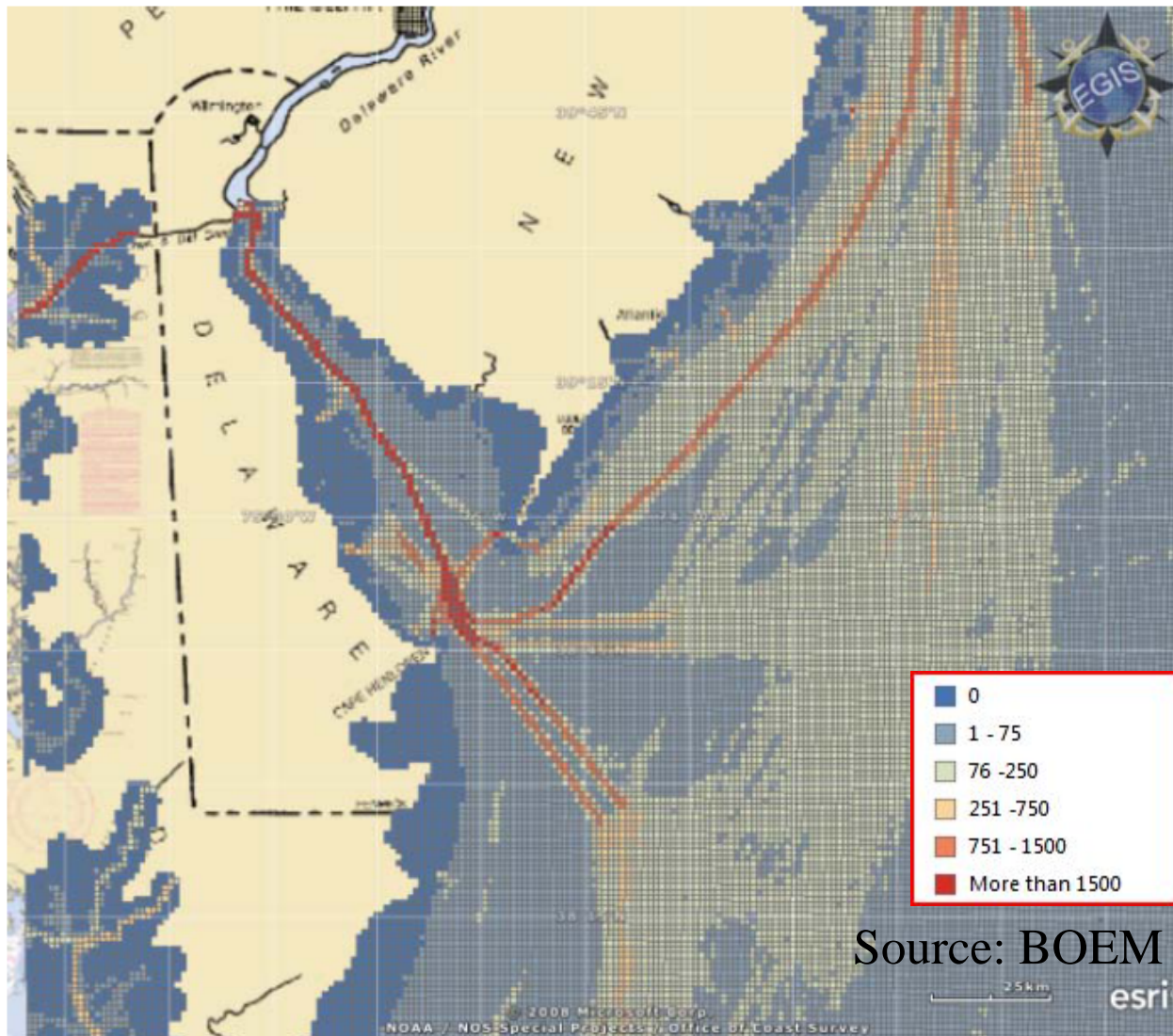
Source: NOAA



All Commercial Vessels

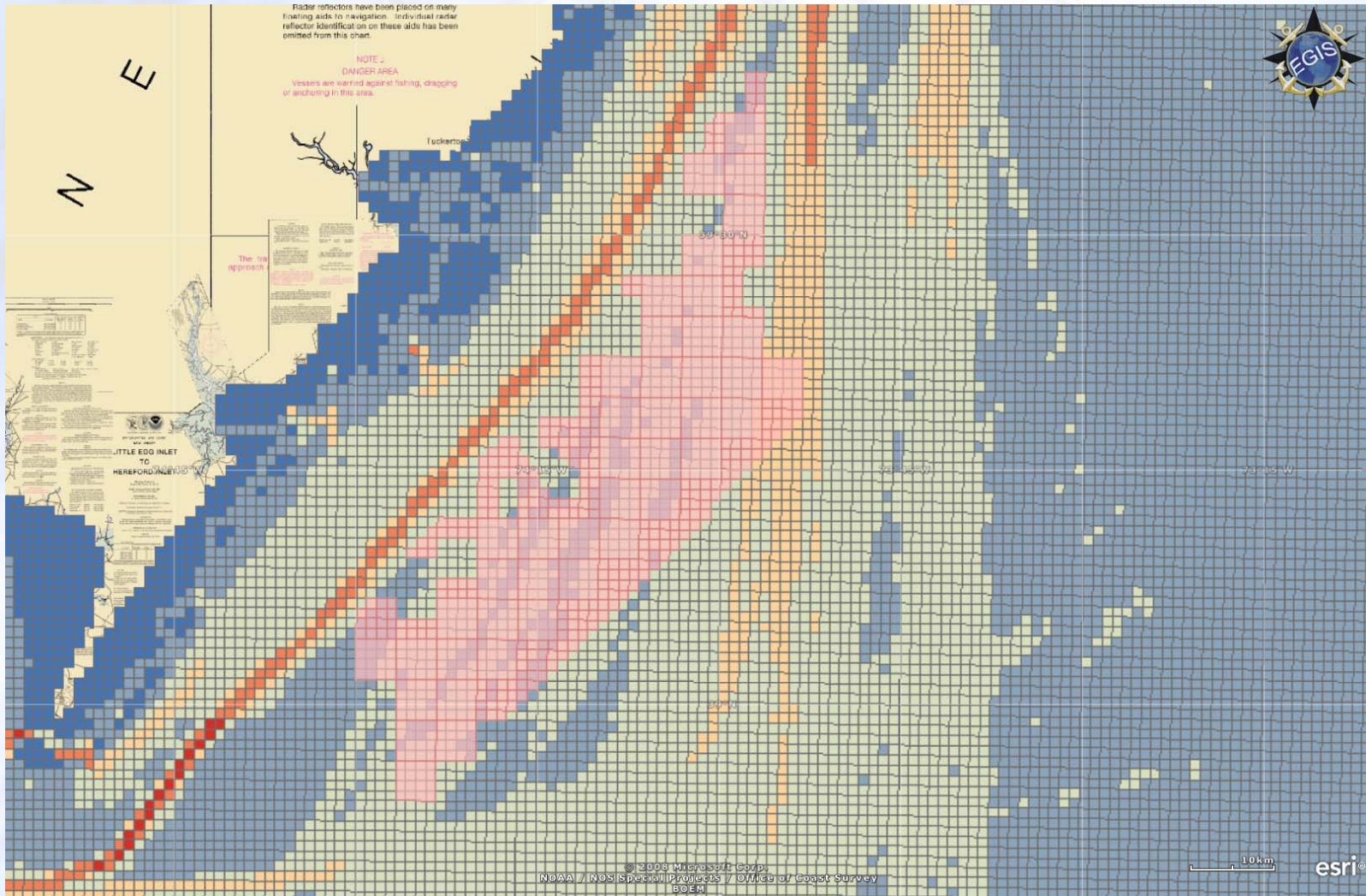


All vessels without WEAs



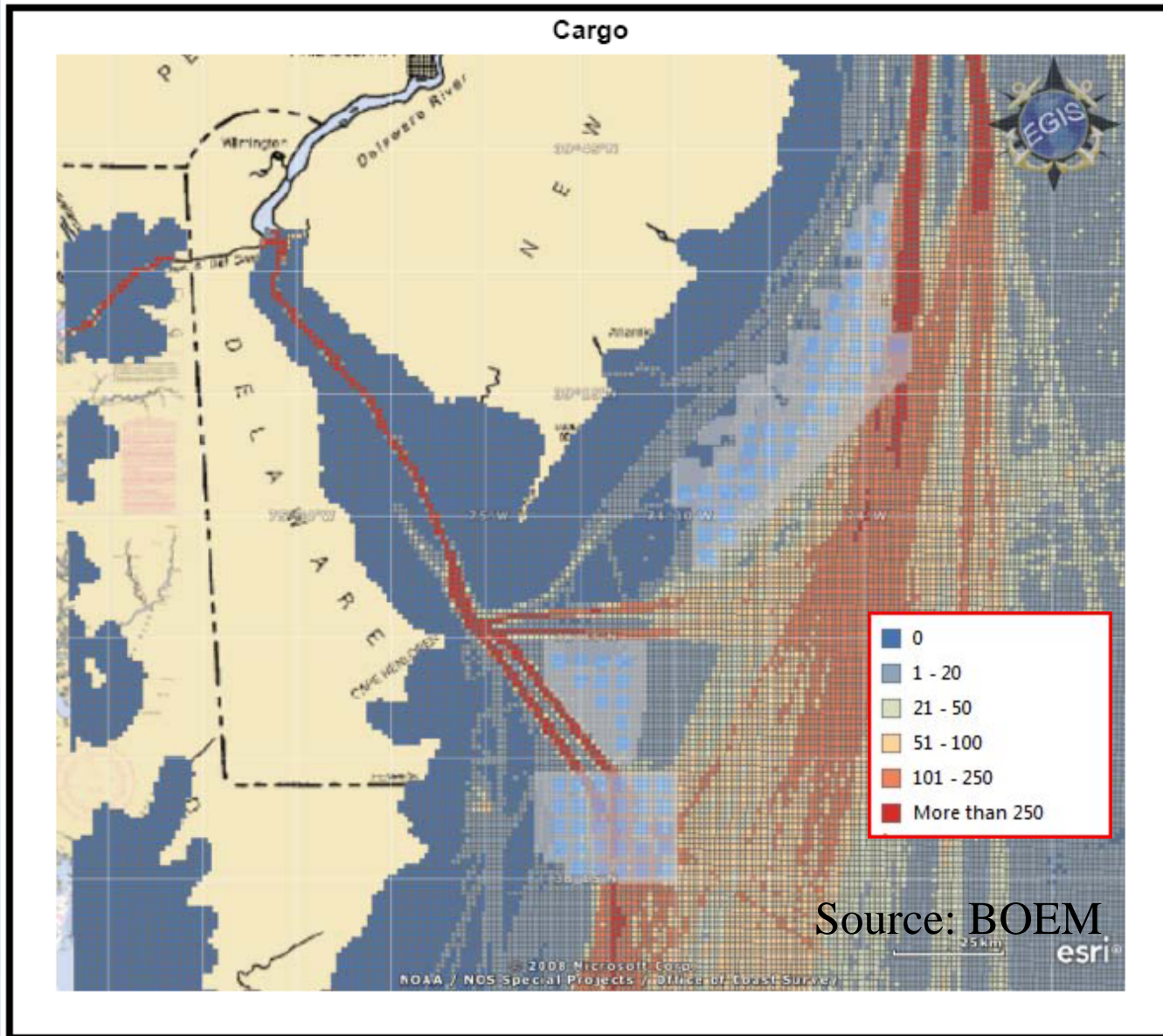


All Commercial Vessels



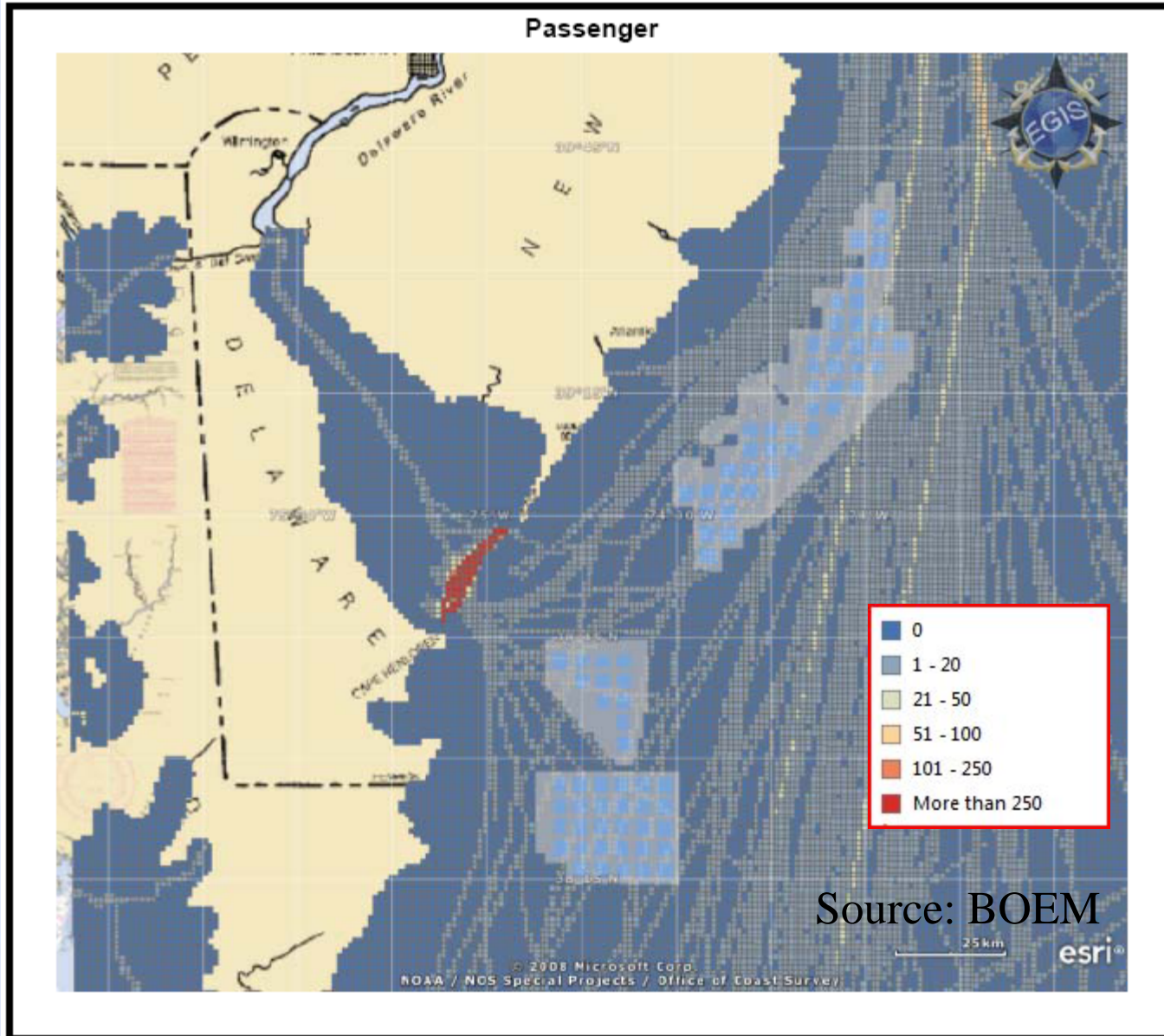


Cargo Vessels



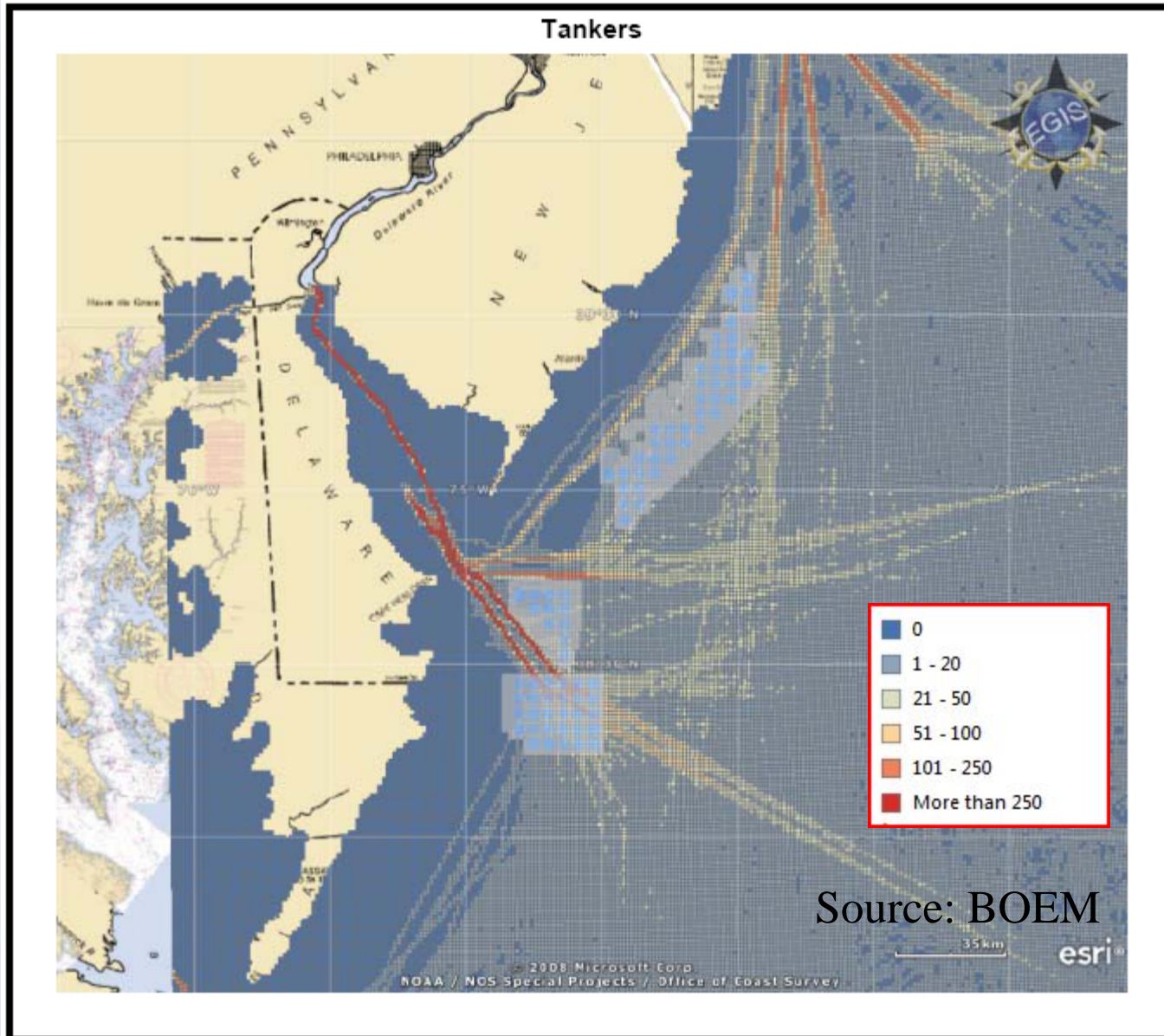


Passenger Vessels



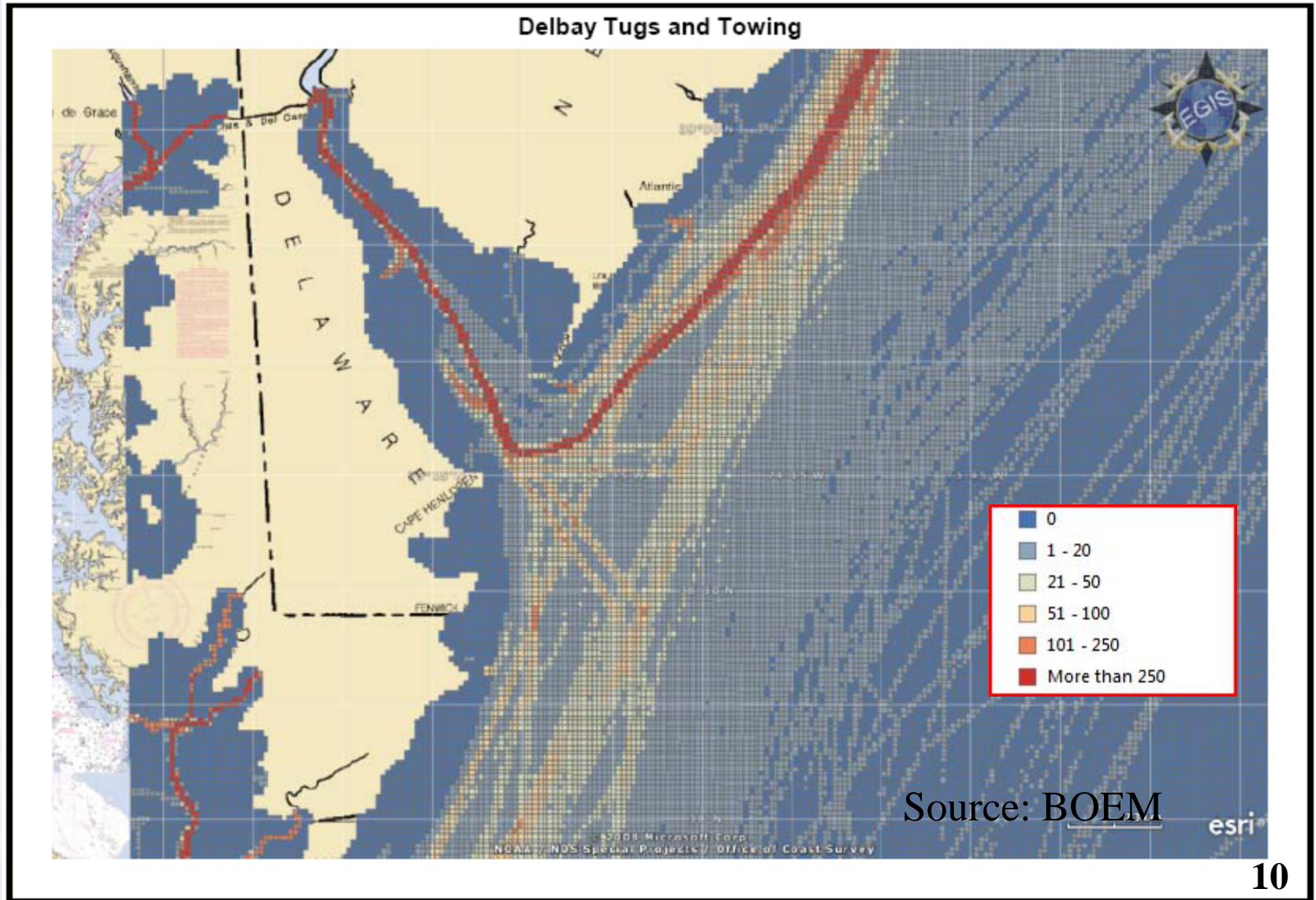


Tank Vessels



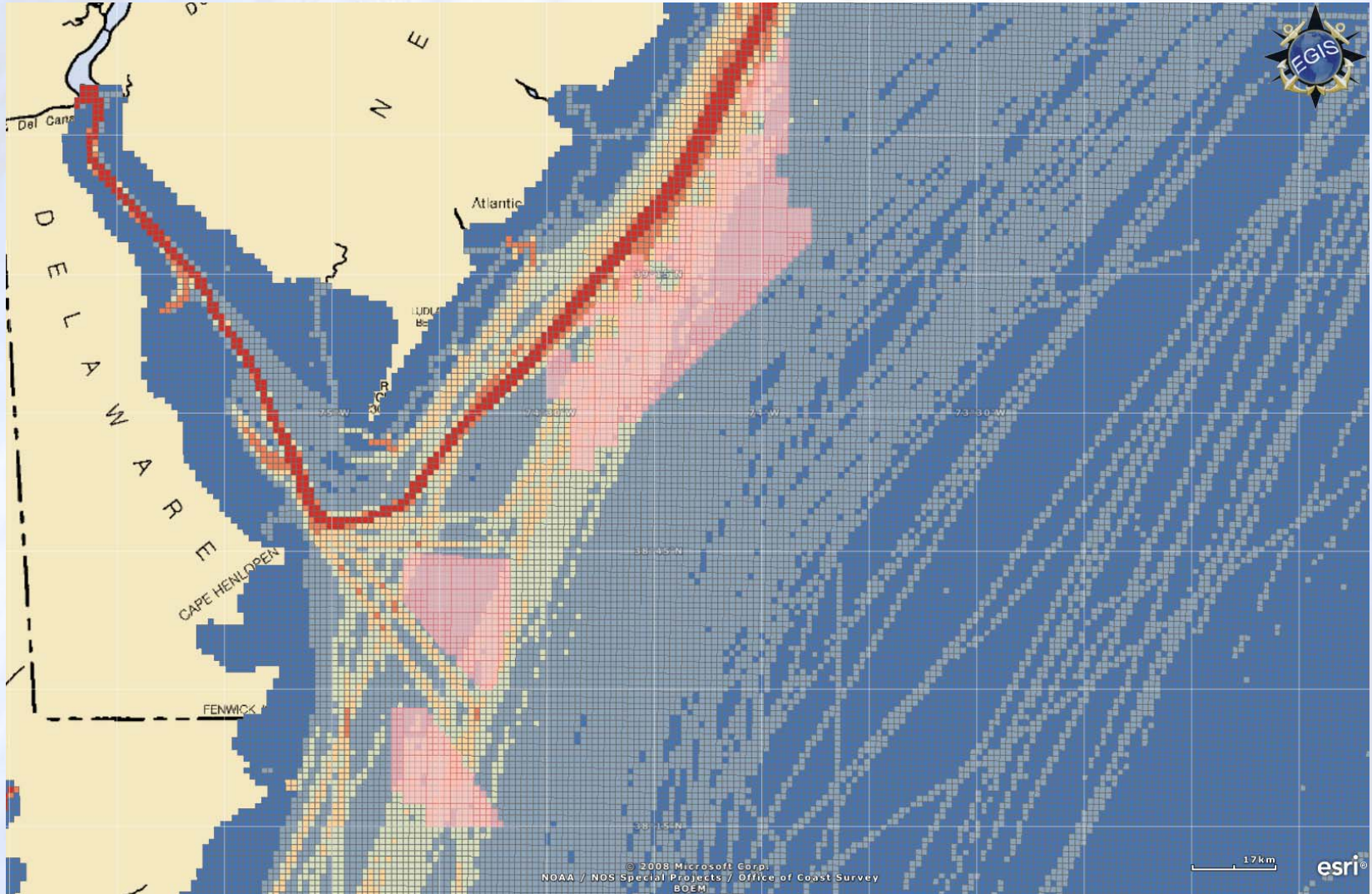


Tugs and Towing





Tugs and Towing w/WEAs





Tug & barges currently transit through the NJ WEA



- Divert Offshore
 - Weather and sea state conditions
 - Mixing vessel types, slow vs. fast moving
- Divert Inshore
 - Increased vessel density at DelBay entrance
 - Longer Transits
- Transit through wind farm
 - Significant navigation risk concern
 - May require actions to prevent from occurring



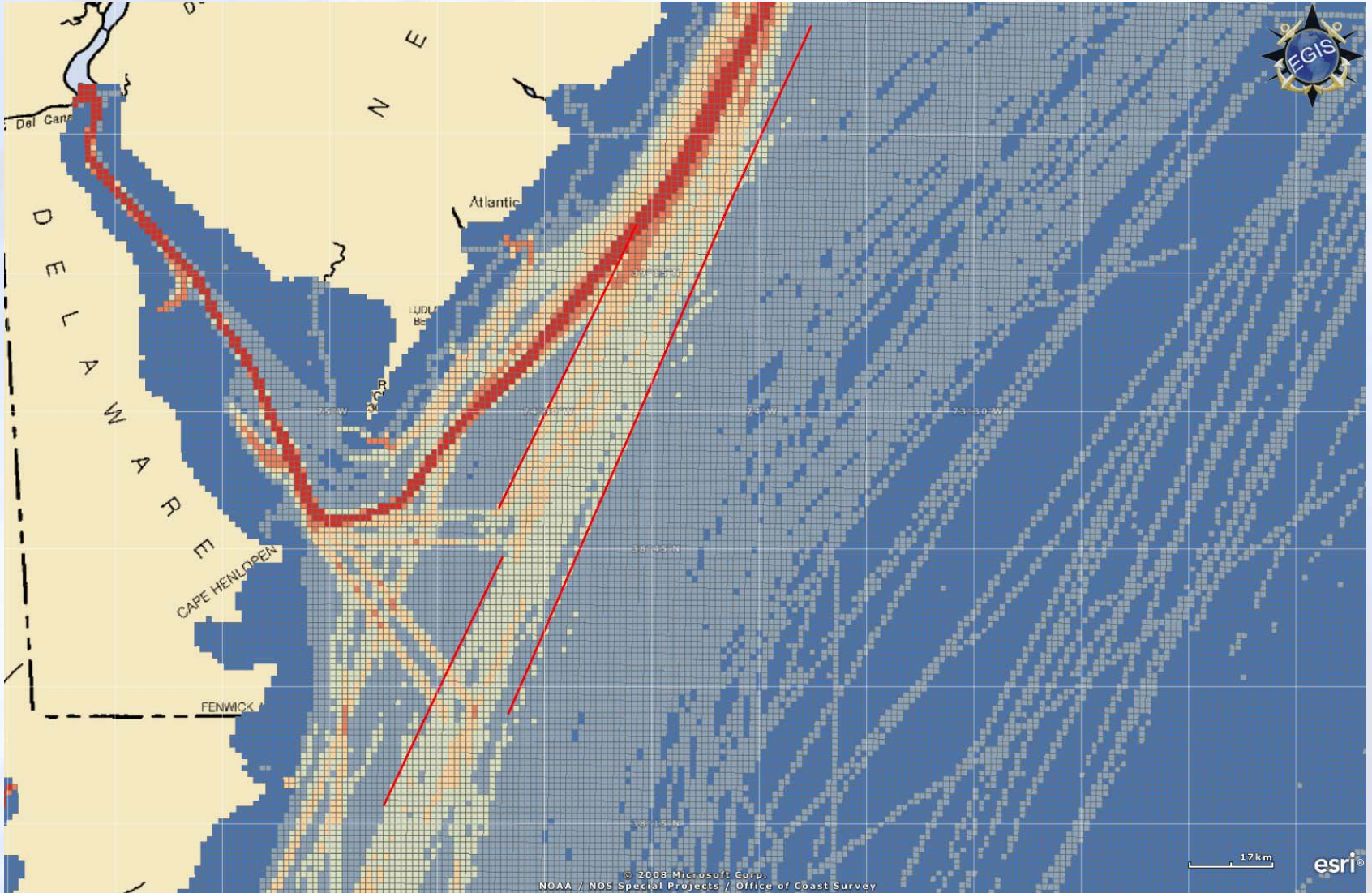
Other Issues/Concerns



- How does NJ WEA impact routes/approaches to other areas
- Cumulative impacts of multiple WEAs
- Thresholds- Volume/density of traffic vs. critical routes
- Tug/barge routes vary based on weather, sea state, depth of water (catenary)

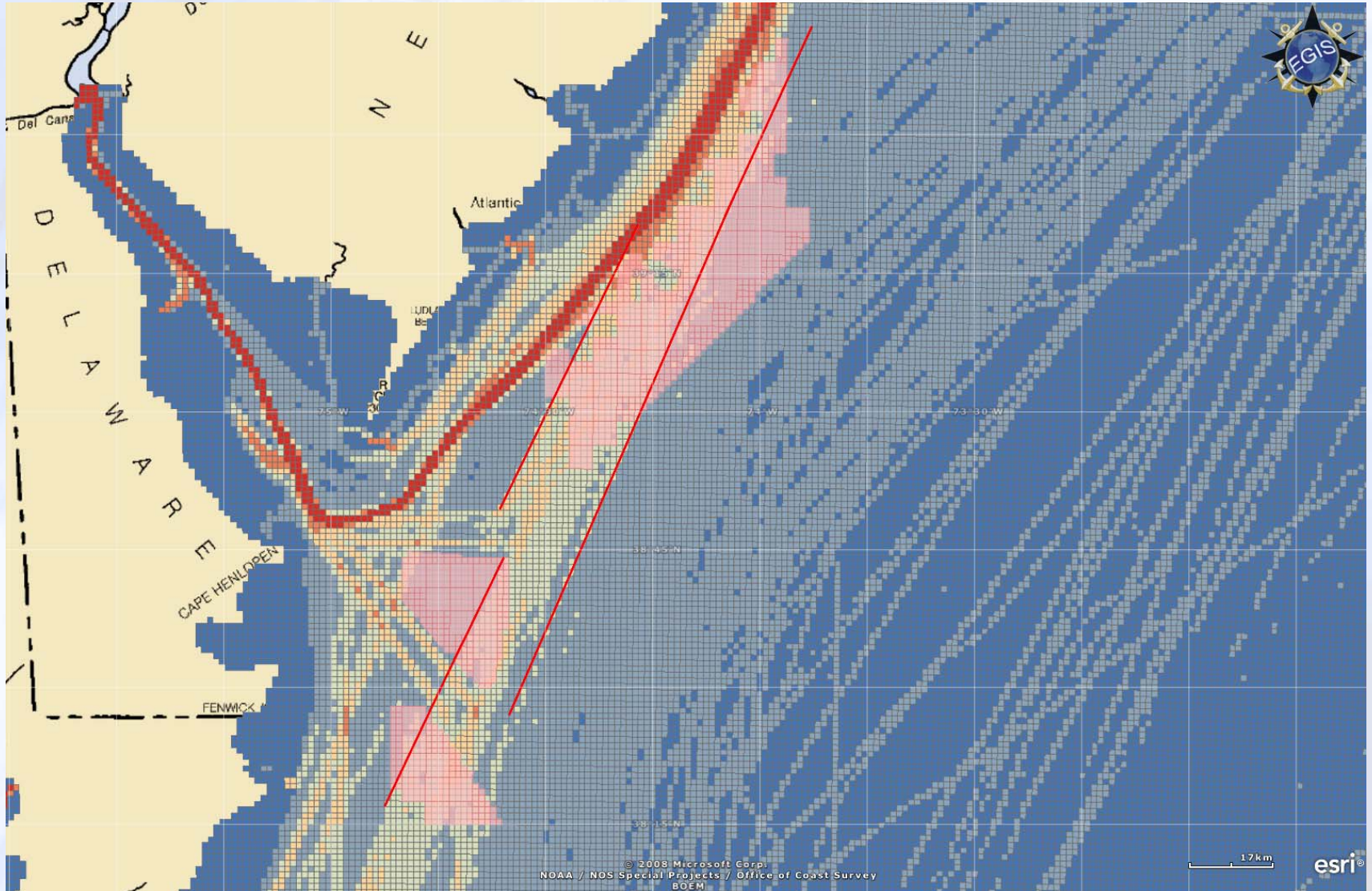


Existing Tug and Barge Lane





Existing Tug and Barge Lane

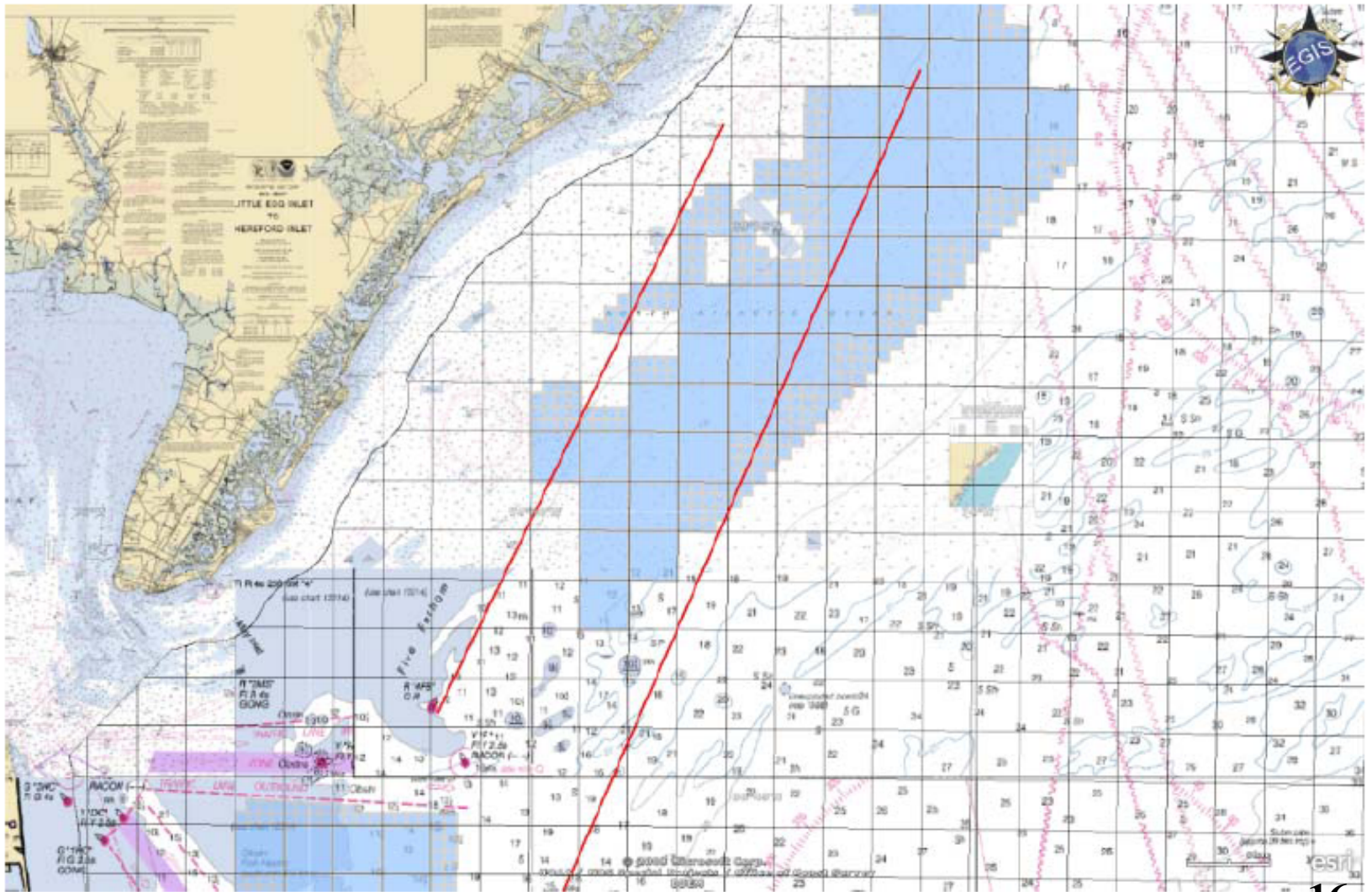




Existing Tug and Barge Lane



NJ WEA Blocks

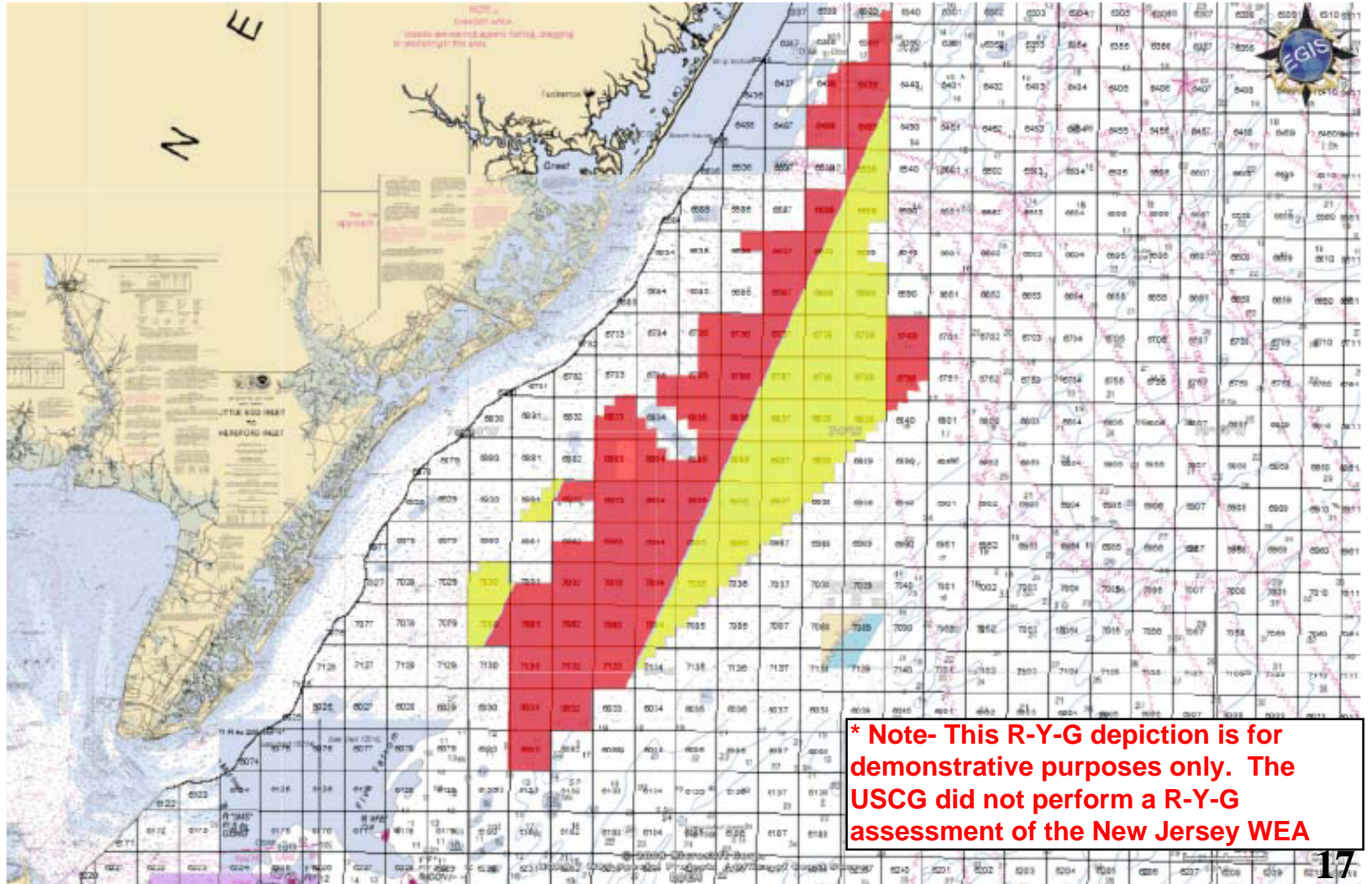




New Jersey R-Y-G Based on Existing Routes

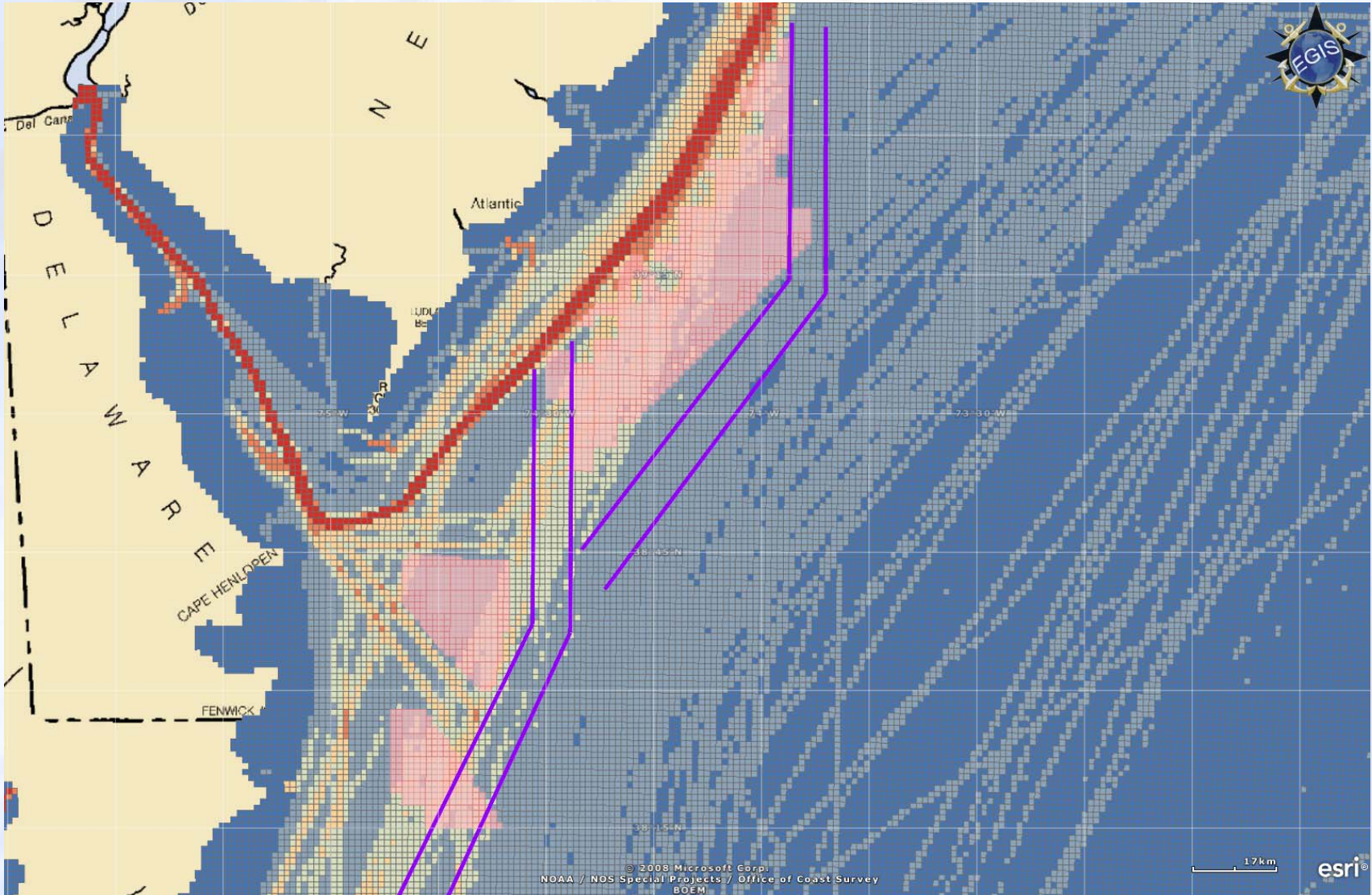


NJ WEA R-Y-G



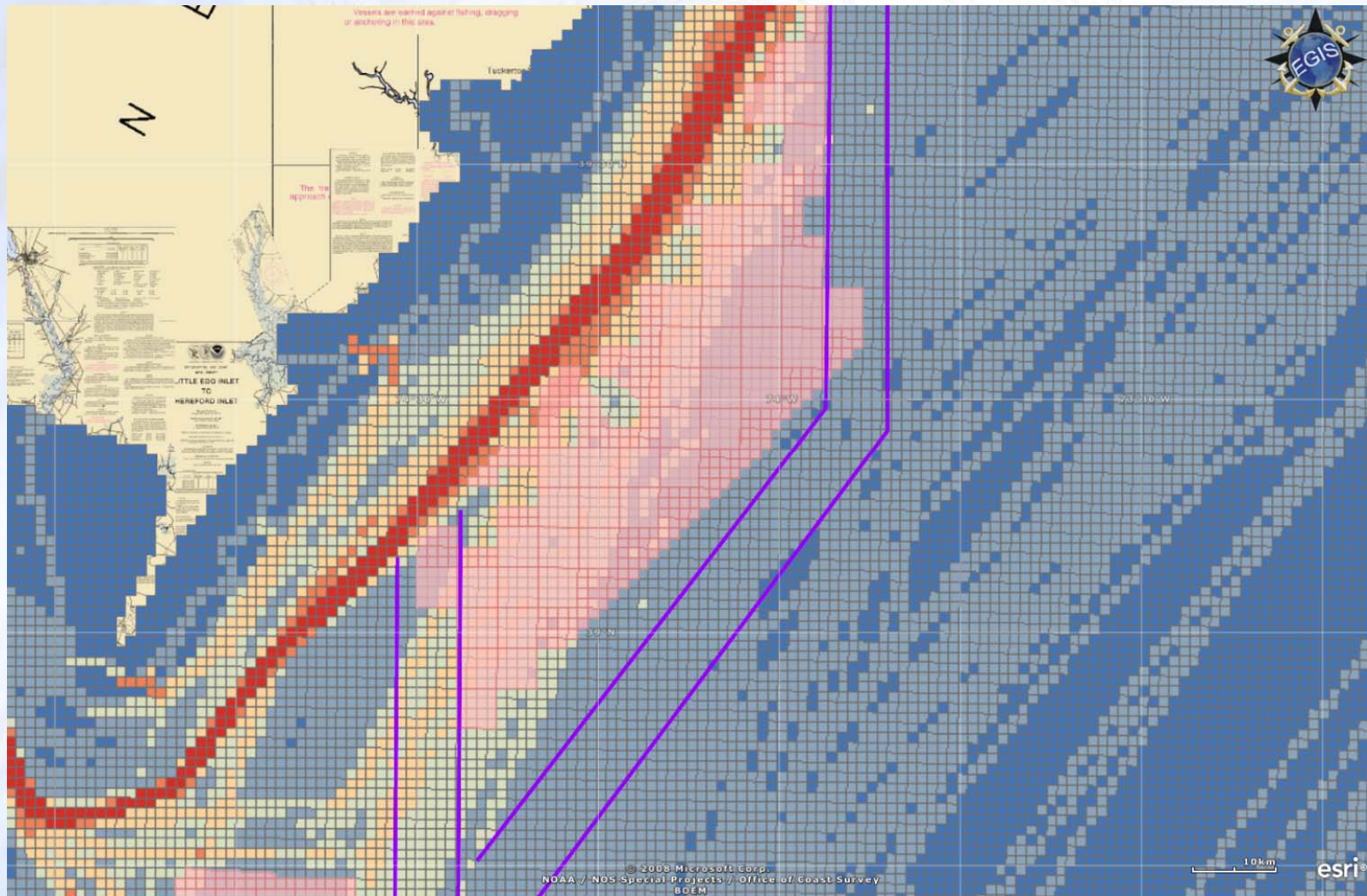


NJ WEA Rerouting





NJ WEA Rerouting





Recommendations

- Proceed with caution until impacts of developing the WEA are fully analyzed
- Remove the Easternmost blocks due to existing conflicts
- To maximize full development of the WEA, consider removing Westernmost blocks to minimize the impacts of rerouting



Questions?



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