

# PUBLIC SUBMISSION

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**Docket:** BOEM-2011-0005

Commercial Leasing for Wind Power on the Outer Continental Shelf (OCS) Offshore New Jersey –  
Call for Information and Nominations

**Comment On:** BOEM-2011-0005-0001

Commercial Leasing for Wind Power; Call for Information and Nominations Outer Continental Shelf  
Offshore New Jersey

**Document:** BOEM-2011-0005-0008

Comment from John Walters, organization

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## Submitter Information

**Name:** John Walters

**Address:**

Commander (dpw), Fifth Coast Guard District  
431 Crawford St  
Portsmouth, VA, 23704

**Email:** john.r.walters@uscg.mil

**Phone:** 757 398 6230

**Fax:** 757 398 6303

**Organization:** organization

**Government Agency Type:** Federal

**Government Agency:** USCG

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## General Comment

See attached file(s)

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## Attachments

**BOEM-2011-0005-0008.1:** Comment from John Walters, organization

U.S. Department of  
Homeland Security

United States  
Coast Guard



Commander  
Fifth Coast Guard District  
431 Crawford St.  
Portsmouth, Va. 23704-5004

Staff Symbol: (dpw)  
Phone: (757) 398-6230  
Fax: (757) 398-6303  
Email: john.r.walters@uscg.mil

16003  
June 6, 2011

Bureau of Ocean Energy Management, Regulation and Enforcement  
Office of Offshore Alternative Energy Programs  
381 Elden Street, Mail Stop 4090  
Herndon, Va. 20170

Dear Sir or Madam:

The following comments are provided in response to Docket No. BOEM-2011-005, Commercial Leasing for Wind Power on the Outer Continental Shelf (OCS) Offshore New Jersey-Call for Information and Nominations, 76 FR 22130:

The Coast Guard has a responsibility to ensure the safety of navigation under the Ports and Waterways Safety Act (PWSA). The PWSA provides that, as part of ensuring navigational safety, the Coast Guard shall designate necessary fairways and traffic separation schemes for vessels operating in the territorial sea of the United States and in high seas approaches, outside the territorial sea.

The navigational safety risk posed by building structures in proximity to shipping routes is affected by numerous factors including, but not limited to: vessel size, vessel type, density of traffic, prevailing conditions, cumulative impacts of multiple obstructions (wind farms), existence of multiple shipping routes (crossing or meeting situations), radar/ARPA interference, and existence of mitigating factors such as navigational aids, vessel traffic services, pilotage, etc.

There currently is no standard recommended separation distance between OREIs and shipping routes. We have reviewed guidance published by other countries such as the UK's Maritime Guidance Note MGN-371 and consulted with our waterways subject matter experts. Currently the Coast Guard believes that any areas <1 NM from existing shipping routes pose a high risk to navigational safety and therefore we do not recommend placement of OREIs in this area. Areas >5NM from existing shipping routes are considered to pose minimal risk to navigational safety from a siting consultation perspective. Everything between 1NM and 5NM would require analysis to determine if mitigation factors could be applied to bring navigational safety risk to within acceptable levels. Please note that impacts to radar and ARPA still occur outside of 1 NM which will have to be evaluated along with other potential impacts. The above are only planning guidelines and a full navigational risk assessment will be required as part of BOEMRE's EIS prior to BOEMRE approving construction of any OREIs.

The Coast Guard has undertaken an Atlantic Coast Port Access Route Study (ACPARS) to determine how best to route traffic on the Atlantic coast. (See *Federal Register* 76 FR 27288; May 11, 2011). This study will better inform the Coast Guard on the navigational safety risks, if any, associated with construction of OREI's offshore New Jersey. The data gathered during this ACPARS may result in establishment of new vessel routing measures, modification of existing

routing measures, or disestablishment of some existing routing measures off the Atlantic Coast from Maine to Florida. The Coast Guard advises that the blocks or portions of blocks identified in the CFI will be studied under the ACPARS to determine what, if any, risk exists and possible mitigations if they are developed, or whether the Coast Guard will recommend to BOEMRE to remove them and not make them available for development.

If additional information or discussion is necessary, please contact me at (757) 398-6230, or john.r.walters@uscg.mil.

Sincerely,



JOHN R. WALTERS  
Chief, Waterways Management Branch  
U.S. Coast Guard  
By direction

Copy: COMDT (CG-553)  
CG LANTAREA (LANT-3P)  
CCGDONE (dp)  
COGARD Sector Delaware Bay  
COGARD Sector New York