



Meeting Summary:

Offshore Wind and Maritime Industry Knowledge Exchange

Ports: Stressors, Conflicts, and Offshore Wind Needs

Thursday, June 24, 2021; 12:30 – 3:00 p.m. ET

I. Introduction

This summary captures the first of three Bureau of Ocean Energy Management (BOEM) Offshore Wind and Maritime Industry Knowledge Exchange sessions, held virtually on June 24, 2021. The information contained within is intended to serve as an important reference to support coordination and future planning decisions related to ports, offshore wind, and maritime industry needs. Over 115 participants joined the knowledge exchange session, including representatives from federal and state agencies, the maritime and offshore wind industry, and more.

This document summarizes discussion highlights and input shared throughout the session. It is not intended to be a detailed transcript. A recording of the session and speaker presentations are available to the public on BOEM's [project webpage](#). The session agenda is available as Appendix A.

BOEM Offshore Wind and Maritime Industry Knowledge Exchange Objectives:

- Share updates on offshore wind and maritime activities that occurred since BOEM's 2018 Offshore Wind and Maritime Industry Knowledge Exchange.
- Share how past recommendations and approaches were incorporated in offshore wind and maritime transportation co-existence.
- Discuss measures to minimize risk to safety and disruptions to maritime transportation operations while supporting the development of domestic renewable energy.

II. Discussion Highlights

A. Opening Remarks

Jason Gershowitz, Kearns & West Facilitator, opened the meeting by welcoming participants, providing an overview of the agenda framework and ground rules, and introducing BOEM's Director, Amanda Lefton.

Director Lefton opened by explaining the purpose of the Offshore Wind and Maritime Industry Knowledge exchange and the importance of understanding the challenges and opportunities the offshore wind and maritime industries face. She gave an overview of the roles and responsibilities of the

agency, including BOEM's role in the Biden-Harris administration's strategic vision to advance offshore wind, driven by the need for clean energy and job creation.

Director Lefton also covered BOEM accomplishments to date including the first commercial scale offshore wind project, Vineyard Wind, identifying new wind energy areas on the east and west coasts, new lease stipulations, and increased stakeholder coordination. She highlighted the need to create and maintain strong partnerships and engagement with state and local governments, tribal governments, and other ocean users. Director Lefton expressed BOEM's commitment to developing offshore wind responsibly and avoiding impacts to the maritime community and the environment. She noted BOEM task forces working to avoid conflicts within lease areas, including in the Gulf of Maine, the Carolinas, New York bight, and the Gulf of Mexico.

Director Lefton concluded by thanking attendees for their participation and emphasizing the significance of the environmental and economic benefits of offshore wind and the need for development to be guided by science in safe and responsible manner.

B. BOEM Updates

Brandi Carrier, BOEM Renewable Energy Program Specialist, shared program updates on leasing activities. She opened her presentation with a graphic depicting the renewable energy regulatory process and stages – planning and analysis, leasing, site assessment, and construction and operations. She noted that wind energy areas are selected for environmental review as part of the pre-lease process and that BOEM is now conducting an Environmental Assessment (EA) for wind energy areas in the New York Bight and estimate completing the assessment by October 2021.

Brandi presented a map of Atlantic OCS renewable energy projects and provided an update on post-lease project development status. She first reviewed the COP process and then development details of the following projects:

- Revolution Wind
- Southfork
- Sunrise
- Bay State Wind
- Vineyard Wind I
- Park City Wind
- Beacon Wind
- Mayflower Wind
- Liberty Wind
- Empire Wind
- Atlantic Shores Offshore Wind
- Ocean Wind
- GSOE I, LLC
- Skipjack Offshore Energy, LLC
- US Wind
- Coastal Virginia Offshore Wind (Pilot & Commercial)
- Kitty Hawk

Brandi concluded the presentation by reviewing a graphic representing anticipated commissioning of projects from 2020 through 2030. She also shared upcoming activities for 2021 including the New York Bight lease sale, Vineyard Wind 1 COP Approval and Conditions, North and South Carolina Force Meeting on July 21, and conducting environmental and technical reviews of COPs.

Throughout the session, participants asked questions and shared comments via chat, including:

- **Approval Timelines:** One participant asked via the chat about the timeline of approval once a COP is submitted. Brandi responded that BOEM strives for 2 years, but the EIS and other technical review processes takes time.
- **Mapping Lease Areas:** One participant asked via the chat if there was one map representing the geographic locations of lease areas. Brandi shared a link to the BOEM's Renewable Energy Lease Map Book in the chat: <https://www.boem.gov/Renewable-Energy-Lease-Map-Book/>.

C. USCG Updates

George Detweiler, with the United States Coastguard Office of Navigation, introduced himself and shared Coast Guard updates related to offshore wind activities. He started his presentation reviewing Coast Guard roles and responsibilities. He noted the objectives of the Coast Guard are to protect all mariners and property including wind turbines, provide recommendations and identify potential impacts related to the NEPA process, and to maintain a safe, secure, efficient, and resilient Marine Transportation System (MTS).

George noted the Coast Guard is required to conduct a Port Access Route Study (PARS) before establishing new or adjusting existing Traffic Separation Schemes (TSS) or fairways. He reviewed the Atlantic Coast Port Access Route Study (ACPARS), conducted between 2011 and 2017, which identified navigation safety corridors along the Atlantic Coast. These corridors include deep draft and coast tug and barge routes, and it was recommended to develop these navigation safety corridors into shipping safety fairways. George shared a graphic depicting the initial recommended fairways.

He also shared that supplemental PARS of port approaches and international entry, and departure areas were conducted considering offshore wind development. George shared graphics and specifically reviewed the New York Bight, NJ Seacoast, Chesapeake Bay, North Carolina PARS process and possible recommendations. He added that the Coast Guard is considering the Eleventh District and conducting the PACAREA PARS to address parallel travel to the coast and port approaches. He also reviewed possible anchorages recommended by PARS including at Cape Fear River, Del Bay, and the Ambrose Anchorage.

George discussed emergency training and Coast Guard coordination with developers and other agencies. including BSEE, on emergency response plans, tabletop, and real time exercises. To conclude his presentation, he shared next steps and noted that Coast Guard will publish Draft PARS reports in the Federal Register over the next several months and solicit public input.

During the presentation, participants asked questions and shared comments via chat, including:

- **Planning in the Gulf of Maine:** One participant asked if a PARS is planned for the Gulf of Maine. George responded that the Coast Guard is aware of a potential wind farm in that area and is not yet committed to a PARS, but considering one.

D. Major Shipping Lanes, Deep Draft Vessels, and Setbacks

Sean Kline, Director of Maritime Affairs for the Chamber of Shipping of America, shared a presentation on industry needs related to major shipping lanes, deep draft vessels, and setbacks. He opened by

highlighting the need for knowledge exchange events to reach solutions among stakeholders and then shared an overview of the role and diverse members of the Chamber of Shipping of America.

Sean briefly reviewed commercial ship planning and coordination factors including regulatory, economic/political, and geographic factors and then shared that it is an important reminder when considering wind energy areas that ships don't turn on a dime or have breaks. He then highlighted critical points in planning for wind energy. The first being a safe and reasonable distance from wind turbines to traffic lanes, recommending a minimum of 2 nautical miles. He added the importance of taking a regional approach to planning wind energy areas and considering the cumulative impact of ships traveling up and down the east coast, such as fuel cost and safety. And the need to engage and communicate with stakeholders across the shipping industry in planning.

He concluded that shipping is a dynamic and adaptable industry and that there is a need to discuss and agree on a reasonable setback, and to focus on a regional approach to ports.

Throughout the presentation, participants asked questions and shared comments via chat, including:

- **Managing Vessel Interactions:** *A participant made a comment about coordination and separation across the maritime industry and manage vessel interaction. Sean spoke to opportunities related to coordination and the importance of early planning to adapt to these interactions.*
- **Setback Data:** *One participant noted Coast Guard's process for assessing safety and setbacks and asked if Chamber of Shipping of America has data or information on setbacks that they could share. Sean responded that the where the lane ends to where the wind turbine begins should be two nautical miles to error on the side of caution. He also noted that the Chamber of Shipping of America does work with the Coast Guard on various publications.*

E. Panel on Port Conflicts

Jason Gershowitz introduced the following panelists and facilitated brief introductions:

- Cathie Vick, Chief Development and Public Affairs Officer, Port of Virginia
- Captain Kevin Carroll, Operations and Maintenance Manager, CVOW at Dominion Energy
- Commander John Singletary, Chief of Waterways Management Sector New York, USCG
- Stuart Griffin, Principal, Griffin Maritime Strategies

Jason then moderated a facilitated discussion, sharing prompt questions and weaving in participant inquiries throughout. Throughout the session, the panelists shared remarks about the *themes* noted below, including:

Considering port space use and activities within ports, where do you see it now and as industries continue to grow, what opportunities are there for coordination?

- **Kevin Carroll** – Responded that ports support the economy and national security. He continued that it is critical for stakeholders to collaborate, and that offshore wind energy poses new opportunities and challenges for the port environment. He highlighted the importance of taking a forward leaning approach to port coordination and planning.

- **Cathie Vick** – Responded that there has been significant growth and diversity to the maritime industry and vessels – commercial vessels share space with a number of offshore wind vessels. She emphasized the need to communicate and understand the volume of vessels that will be traveling in and out of ports in the future. She suggested that the Army Corps of Engineers and BOEM could collaborate to examine forecasts. She added that offshore wind vessels are heavy and there is a need for federal investment to strengthen port infrastructure, there are some collaborative agreements between states.
- **Stuart Griffin** – Highlighted the impacts on traditional traffic patterns, funneling effect, and increased density in some areas. He added that ports are dynamic and complex. For example, Delaware deals with hazardous cargo, gas exports, as well as tug and barge and fishing traffic. All of these changes and diversity of vessel types should be considered when discussing setbacks. He added that traffic congestion has impacted the supply chain and there is a need to look at potential impacts of the offshore wind supply chain. He suggested utilizing stakeholders like the Harbor Safety Committee.
- **Commander John Singletary** – Responded that there is a need to embrace offshore wind infrastructure and that transparency is important to give the Coast Guard and stakeholders time to prepare for new business, increased traffic, and infrastructure. *He added that ice breaking is a consideration and challenge and that the Coast Guard needs a chance to update policies and guidelines to meet offshore wind needs. The Commander concluded that there is a need to examine setbacks and to compensate the diverse users of constrained waterways.*

Discussion about potential synergies/compliments related to vessel use, work force overlap, or other port and maritime activities.

- **Stuart Griffin** – Responded that developers are sometimes constrained by local content requirements from state issued ORECS. He added that there are tremendous opportunities that will emerge over time and that he looks forward to those efficiencies and processes unfold.
- **Cathie Vick** – Responded that the Port of Virginia has sent team members to Europe where the industry is vital. She added that Dominion is building an installation vessel that will first be used in New London and that they are training workforce in New London before the CVOW project. She added that there is a need and opportunity to work with supply chain and maintenance folks to be prepared for the industry after installations.
- **Kevin Carroll** – Responded that in terms of workforce, he had to travel to Oklahoma for a certification, suggesting there is a need to develop work force opportunities closer to offshore wind activities. He added that developers share safety intel and that as soon as Europe is open, Dominion will send team members to train on wind energy lease areas there. He also noted that the Port of Virginia has deepened and widened the port to accommodate new activities and that there is a need to approach stakeholder engagement in port planning.

There was a comment in the chat that for European Wind farms, vessels operating within 1 nautical mile of wind farms are coexisting. How can vessels operate within those distances and TSS lanes?

- **Commander John Singletary** – Responded that he doesn't think that will be an issue but considering diverse vessels, there is a need to consider if the industry can sustain standard 1 nautical mile setback operations during east coast weather events.

Wrap up question: with more activity in maritime and offshore wind energy space, what comes next?

- **Cathie Vick** – Responded that continued communication and transparency comes next. She added that the BOEM Task Force structure serves as an example to vet perspectives as we move forward with offshore wind activities, and that there is a need to use a similar structure to continually share information. She added that there is a need for infrastructure investment for the federal government and workforce training.
- **Stuart Griffin** – Responded that looking forward, communication and collaboration are important. He highlighted the need to analyze each stage of the process and ask how we can involve the maritime industry early as we become more consistent and predictable.
- **Kevin Carroll** – Agreed with the following Panelists are added that holistically there is a need to emphasize innovation in the maritime transportation system and take a forward-looking approach at what our ports will look like in the future and consider that they will absorb more industries as time goes on.
- **Commander John Singleary** – Emphasized engagement with industry and port partners are critical, like Harbor Ops Committees. He also asked BOEM to engage with Coast Guard before the media and give the agency the opportunity to review and weigh in before answering questions.

F. Wrap up and Next Steps

Jason Gershowitz shared that a link to the Knowledge Exchange video recording, presentation materials, and a summary report will be available to attendees in the coming weeks. He also noted the upcoming July 22 and August 19 Knowledge Exchange events covering Agency and Industry Coordination and Marine Spatial Planning for the Maritime Sector.

Darryl Francois with BOEM then concluded the session by thanking attendees and panelists for their participation in the event.

III. Appendix

A. Public Agenda