BOEM New York Task Force

U.S. Coast Guard Role

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Marine Transportation System Value

• More than 90% of the world’s trade is carried on the water, including:
  – More than 78% of all U.S. international trade
  – 66% of all U.S. crude oil
  – Each year waterborne trade contributes $650 billion to the U.S. Economy
Marine Transportation System Value

- More than 9.5 billion pounds of commercial catch valued at $4.0 billion.
- 13 million recreational anglers
- Marine wildlife viewing = billions
BOEM State Task Forces

- CG responsible to waterways users for safe and efficient operation of the Marine Transportation System (MTS)
- BOEM consultation w/ Coast Guard
  - Safety of Navigation
  - Traditional uses
  - Impact to CG missions
- Navigational Safety Assessment required of the applicant
- Need exists to incorporate waterway use considerations early in WEA siting efforts
Coast Guard Authorities

- PORTS AND WATERWAYS SAFETY ACT (PWSA)
  P.L. 95-474; 33 U.S.C. 1221
  - Navigation and Vessel Safety
  - Protection of Marine Environment
  - Safety of US Ports and Waterways
  - Waterways are Matters of National Importance
Port Access Route Studies

- PWSA requires a study to determine potential traffic density & need for safe access routes
- Conducted prior to creating or modifying existing fairways or Traffic separation schemes
- Normally focus on a single port
Phase 1- Data Gathering

• Public Comments
  ➢ Two Public Comment periods
  ➢ Received 128 submissions total
  ➢ 40% outside scope

• Visualization of AIS Data
  ➢ Coast Guard
  ➢ BOEM
  ➢ NOAA

• VMS Data
Visualization

ACPARS Website

www.uscg.mil/LANTAREA/ACPARS
Ambrose Light Tower

- November 3, 2007 allision
- 799 foot tanker *Axel Spirit* Tower damaged beyond repair
- Previous tower was destroyed in a 1996 allision
- June 24, 1960 Relief Lightship sunk
Phase 2- Determine Shipping Routes

- Determine port & coastal shipping routes
- Apply maritime risk guidance from UK
- Deliverable - Red/Yellow/Green areas (pending more detailed analysis)
- For some proposed Wind Energy Areas this is occurring concurrently w/outreach
# UK Maritime Guidance Note

**MGN-371**

<table>
<thead>
<tr>
<th>Distance</th>
<th>Factors</th>
<th>Risk</th>
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</thead>
<tbody>
<tr>
<td>&lt; 0.25 NM</td>
<td>Inter-turbine spacing = only small craft recommended</td>
<td>Very High</td>
</tr>
<tr>
<td>0.5 NM</td>
<td>Mariner’s high traffic density domain</td>
<td>High</td>
</tr>
<tr>
<td>1.0 NM</td>
<td>Minimum distance to parallel boundary of TSS</td>
<td>Medium</td>
</tr>
<tr>
<td>1.5 NM</td>
<td>S band radar interference - ARPA affected</td>
<td>Medium</td>
</tr>
<tr>
<td>2.0 NM</td>
<td>Compliance with COLREGS becomes less challenging</td>
<td>Medium</td>
</tr>
<tr>
<td>&gt; 2.0 NM</td>
<td>But not near a TSS</td>
<td>Low</td>
</tr>
<tr>
<td>5.0 NM</td>
<td>Adjacent wind farm introduces cumulative effect. Distance from TSS entry/exit</td>
<td>Very Low</td>
</tr>
<tr>
<td>10.0 NM</td>
<td>No other wind farms</td>
<td>Very Low</td>
</tr>
</tbody>
</table>
R-Y-G Methodology

Within 1 NM → RED → Not suitable for development

Between 1 – 5 NM → YELLOW → May be suitable w/ mitigation
Requires further analysis

> 5 NM → GREEN → minimal impact
Phase 3- Modeling and Analysis

- Transparent, repeatable, risk-based process to evaluate potential impacts of WEAs on other coastal waterway users, safety and the environment.
- Develop a GIS based model to predict traffic density and traffic patterns given alternative siting scenarios
- Working with BOEM to initiate
Way Forward

• Continue to fill role as Cooperating Agency
• Support BOEM / State Task Forces
• Publish Interim ACPARS Report
Questions?