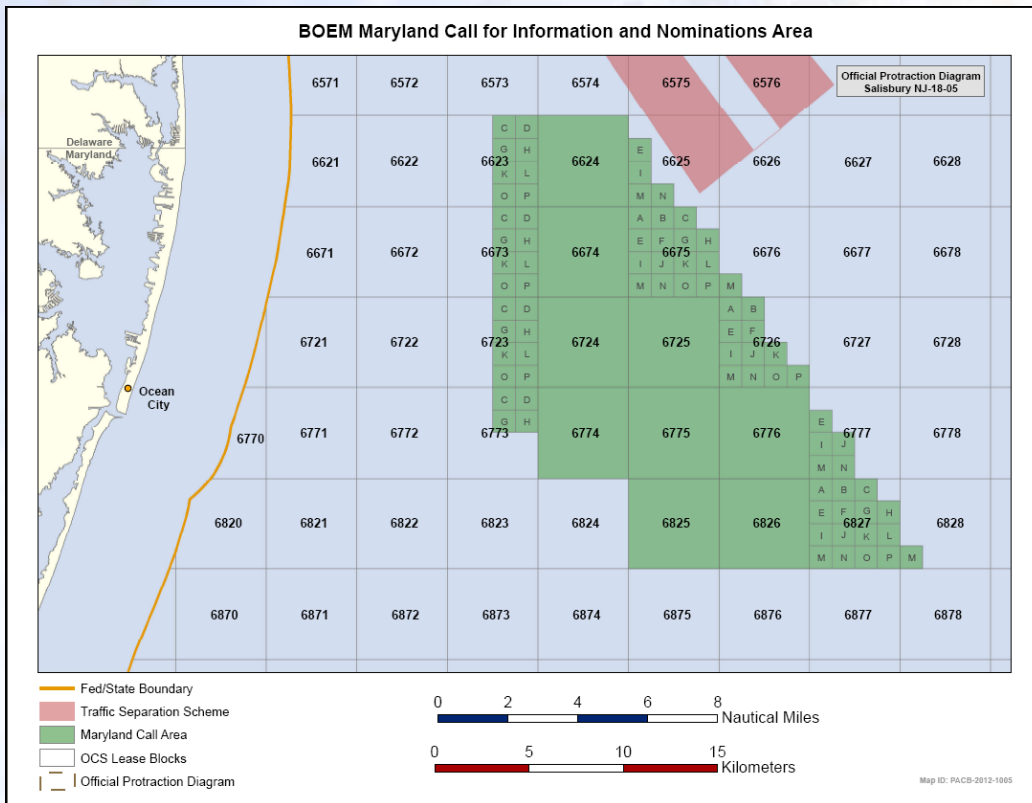




BOEM

State Task Force Meeting for Maryland



Maryland Wind Energy Area

John Walters
U.S. Coast Guard Fifth District

Emile Benard
U.S. Coast Guard Atlantic Area

29 January 2013



Goal

Provide the task force with the latest information & analysis regarding navigational conflicts.



Background

- 1st Task Force Meeting April 14, 2010
- 2nd Task Force Meeting July 14, 2010
- RFI Closed January 10, 2011
- 3rd Task Force Meeting March 23, 2011

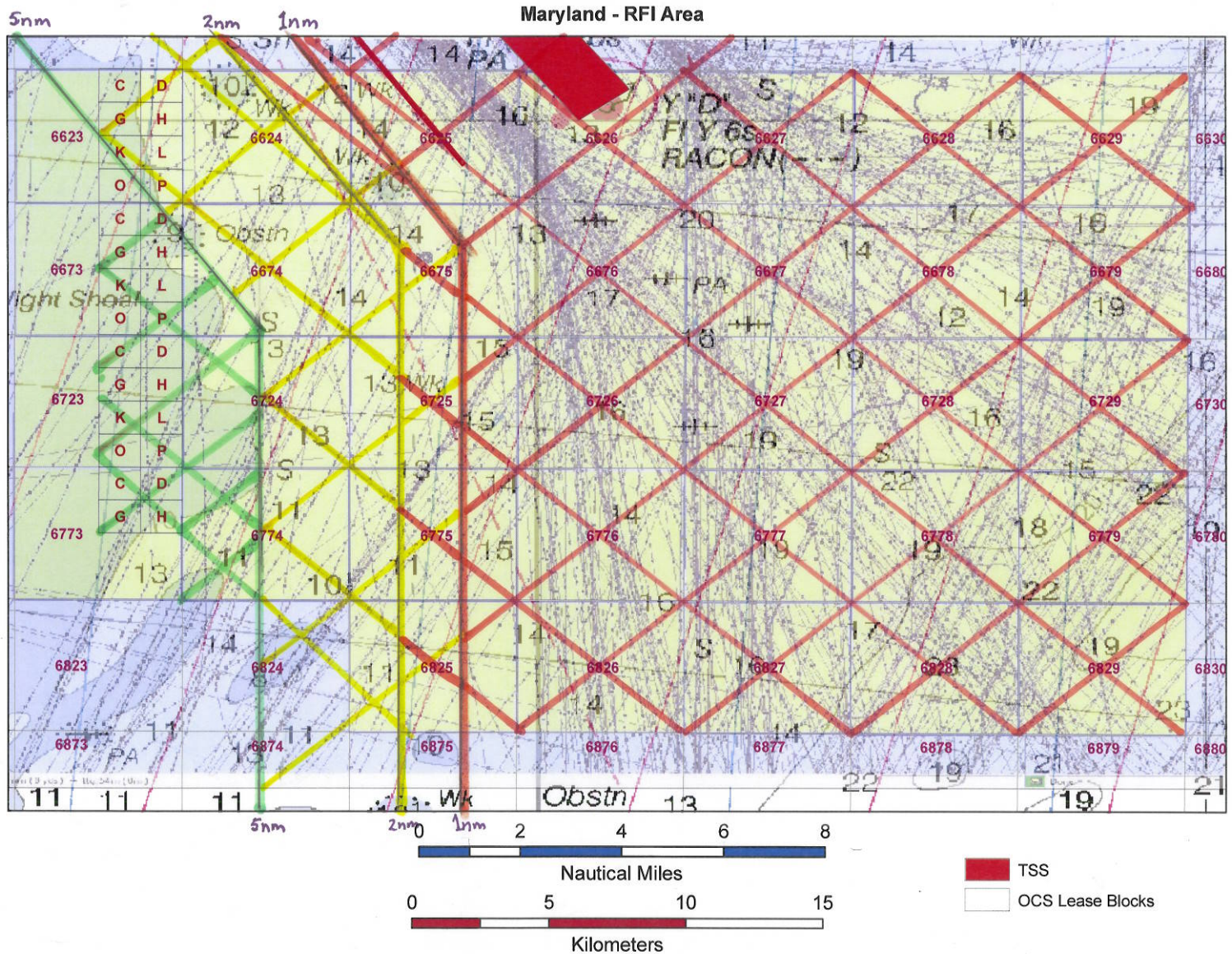


Background

- ACPARS Workgroup formed March 2011
- ACPARS Notice of Study May 11, 2011
- USCG R-Y-G for Maryland June 10, 2011
- 4th Task Force Meeting June 24, 2011
- Initial ACPARS comment period closed August 9, 2011
- Call for Information & Nominations Feb 3, 2012



Initial Draft R-Y-G



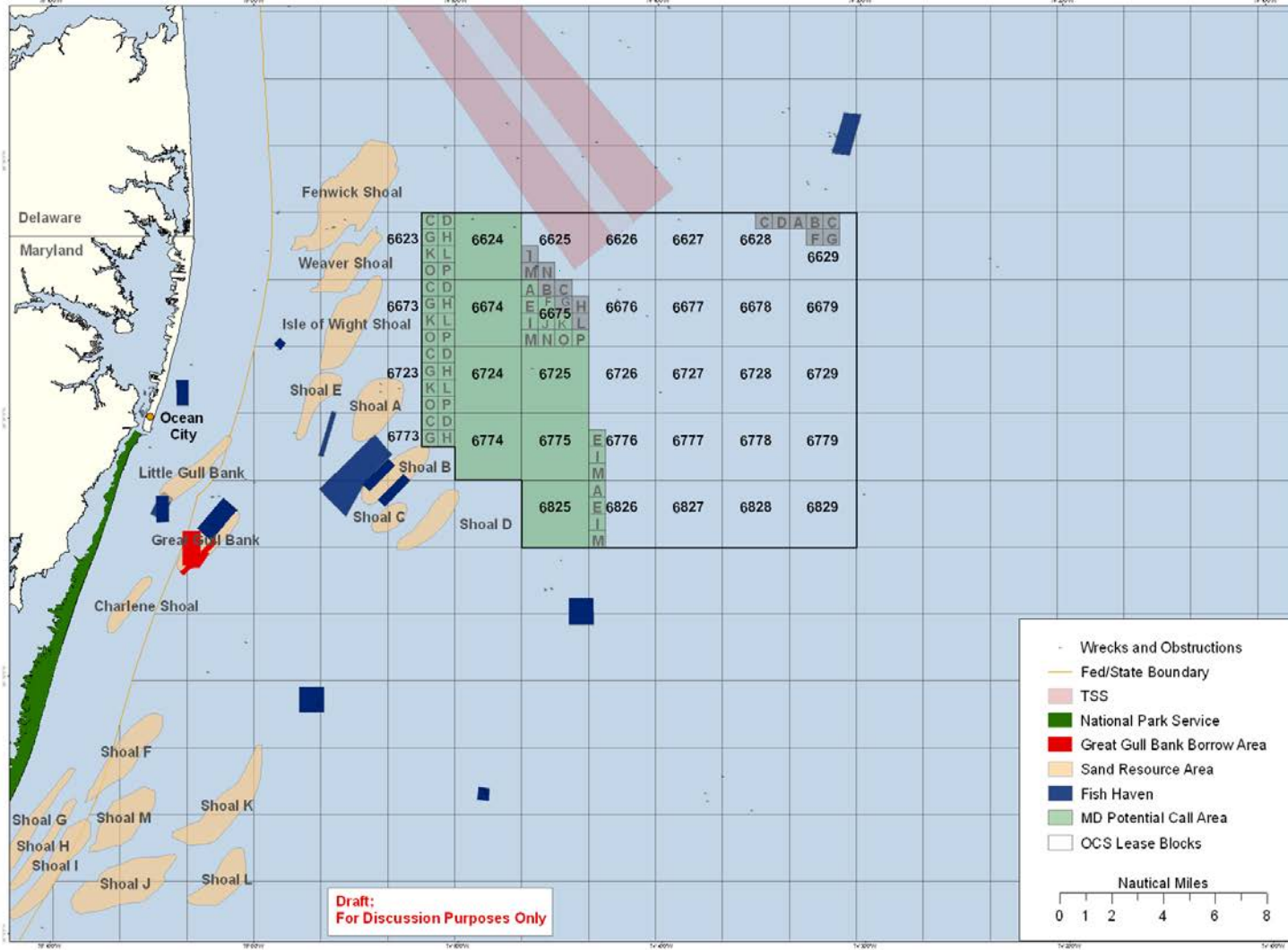


3rd Task Force Meeting

March 23, 2011



Maryland Potential Call Area

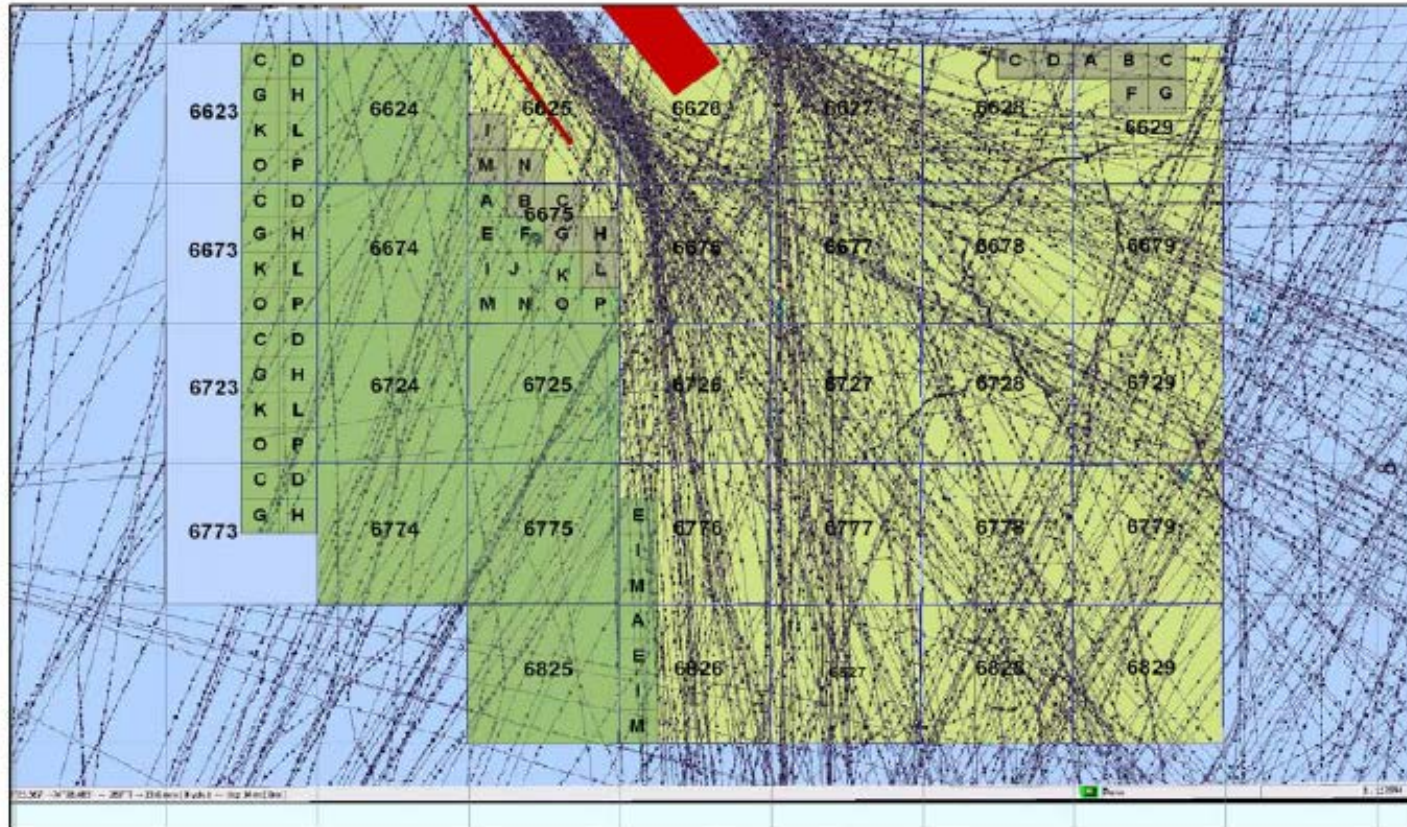


Draft:
For Discussion Purposes Only

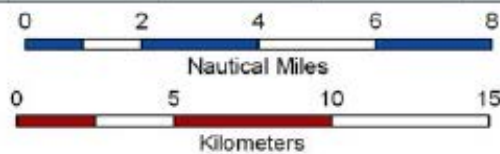


3rd Task Force Meeting

March 23, 2011



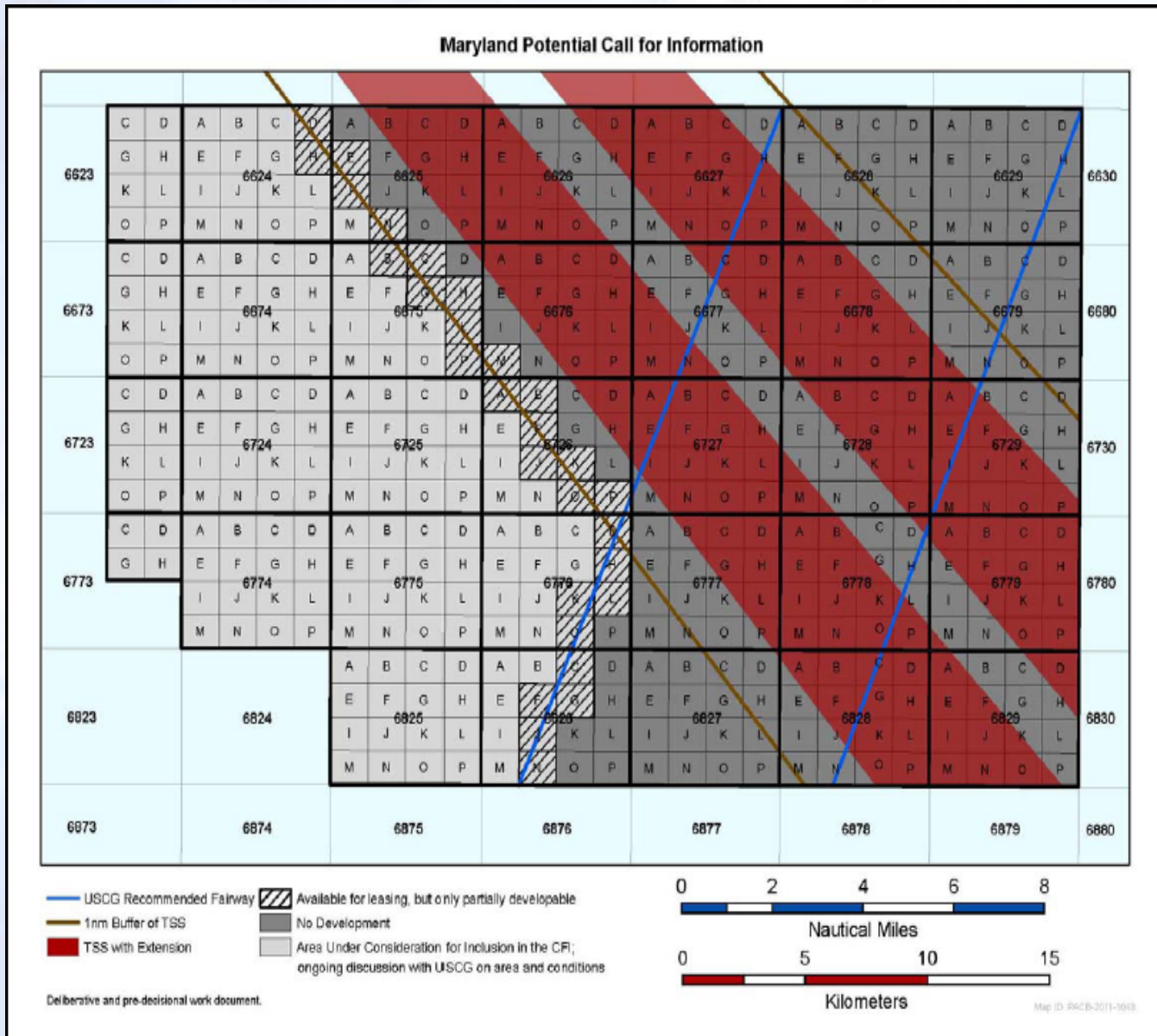
For Discussion
Purposes Only





4th Task Force Meeting

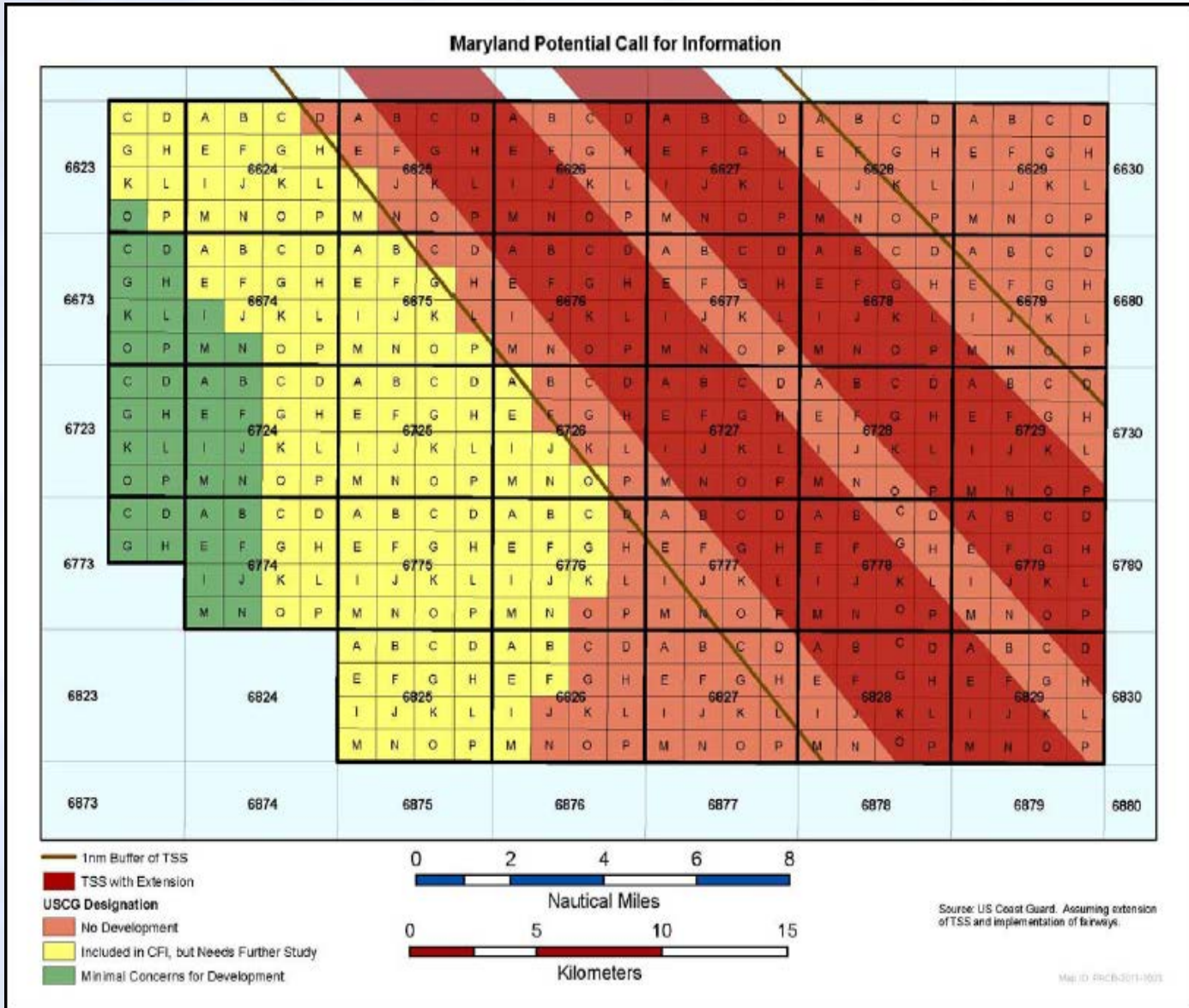
June 24, 2011





4th Task Force Meeting

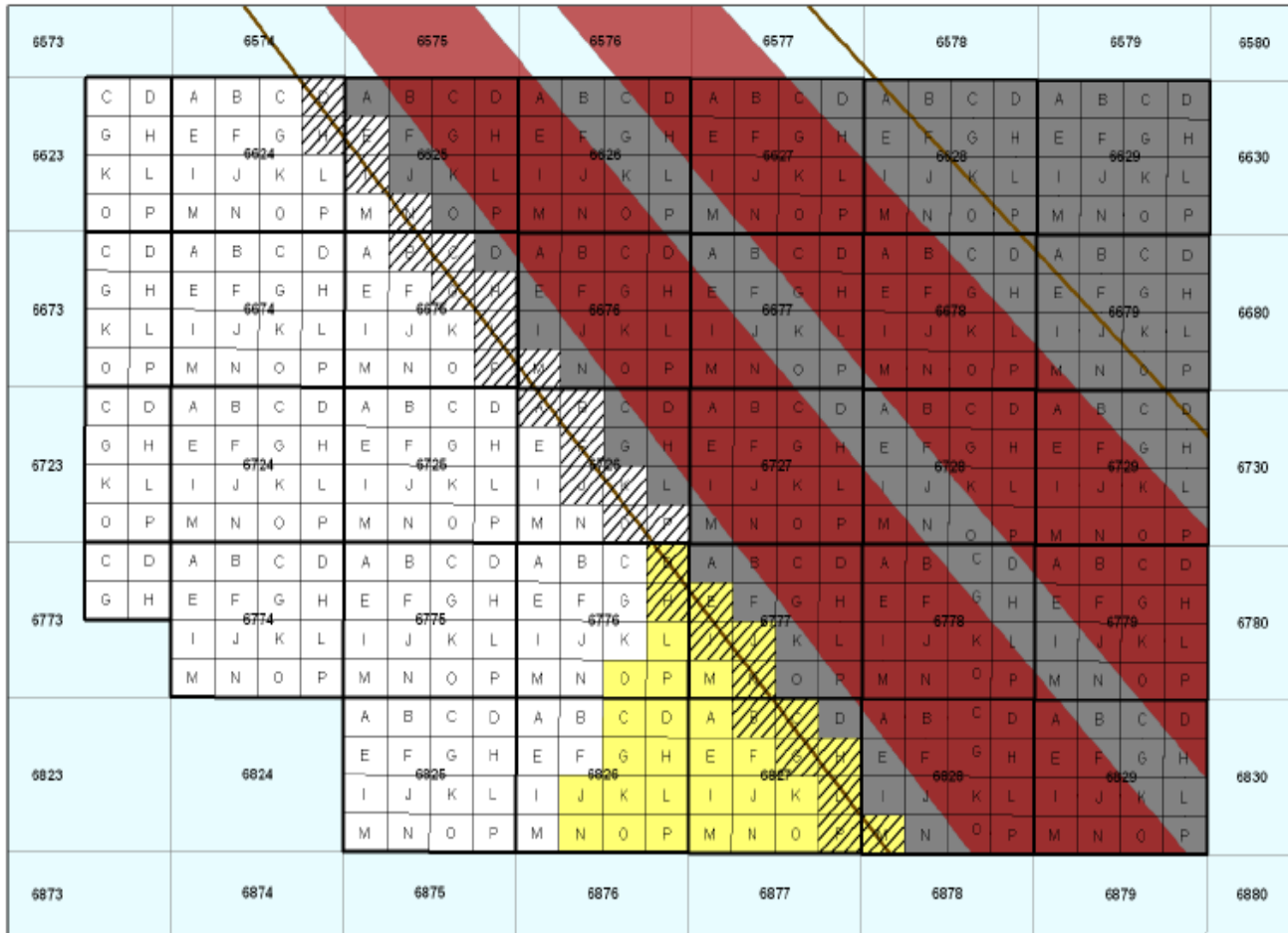
June 24, 2011



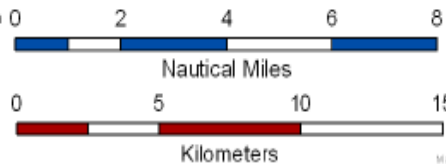


4th Task Force Meeting

June 24, 2011



- Existing Traffic Separation Scheme
- 1nm Buffer of Traffic Separation Scheme
- Traffic Separation Scheme Extension (Hypothetical)
- Areas with Potential No Build Zone Stipulation
- Excluded Areas
- Included Areas



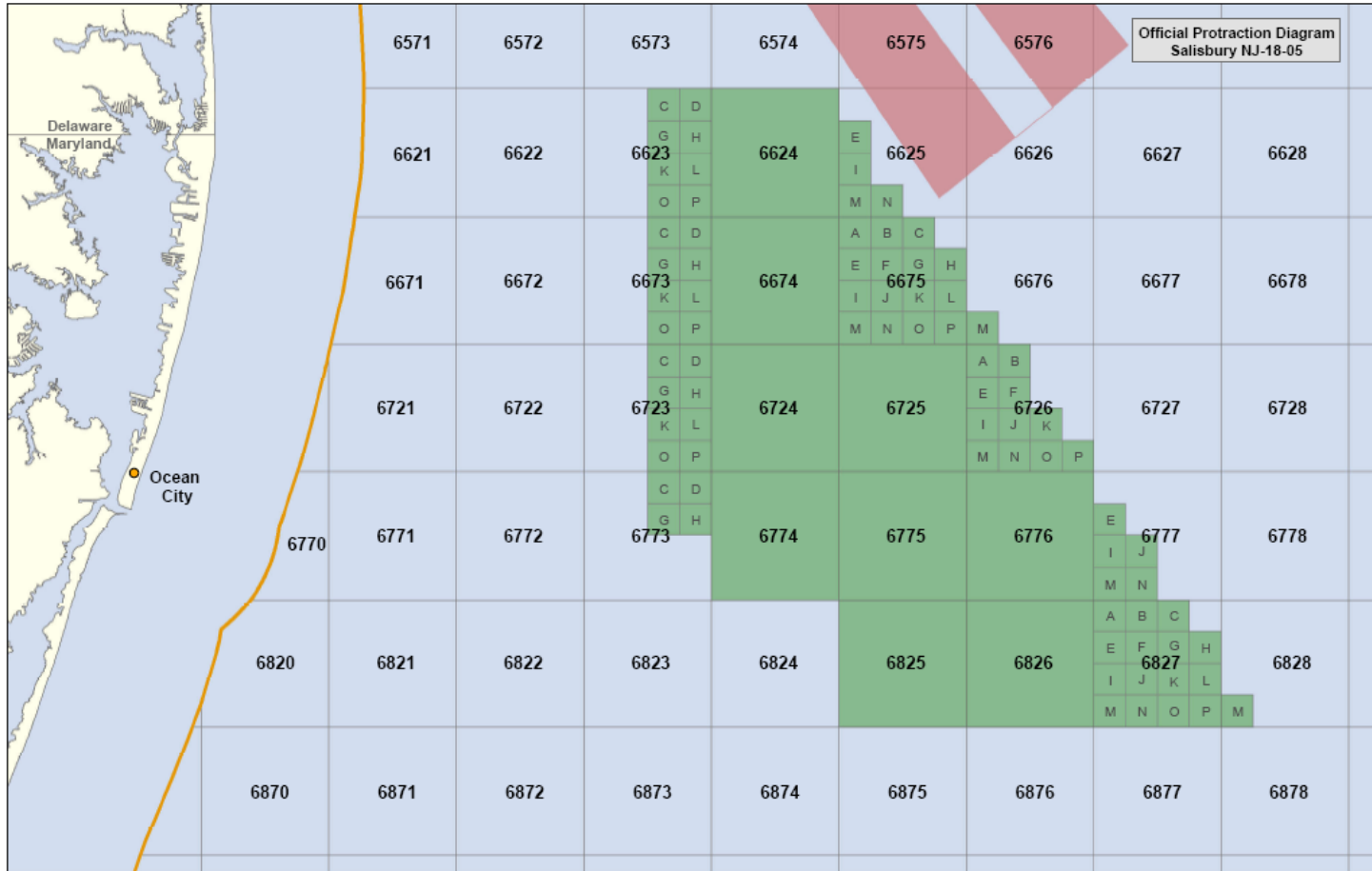
Deliberative and pre-decisional work document.

Map ID: PACS-2011-1070B

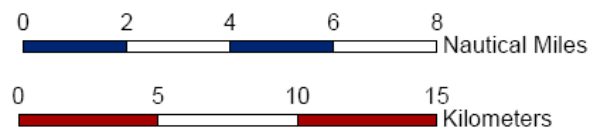


MD Call Area

BOEM Maryland Call for Information and Nominations Area



- Fed/State Boundary
- Traffic Separation Scheme
- Maryland Call Area
- OCS Lease Blocks
- Official Protraction Diagram





What's new?

- ACPARS Public Comments- August 2011 and January 2012
- ACPARS Interim Report- Spring 2012
- NOAA refined AIS products Fall 2012
 - Continental U.S.
 - All vessels
- BOEM AIS products available on MMC
 - Atlantic Coast
 - By vessel type
- View of Atlantic Coast as a system



MD Call Area

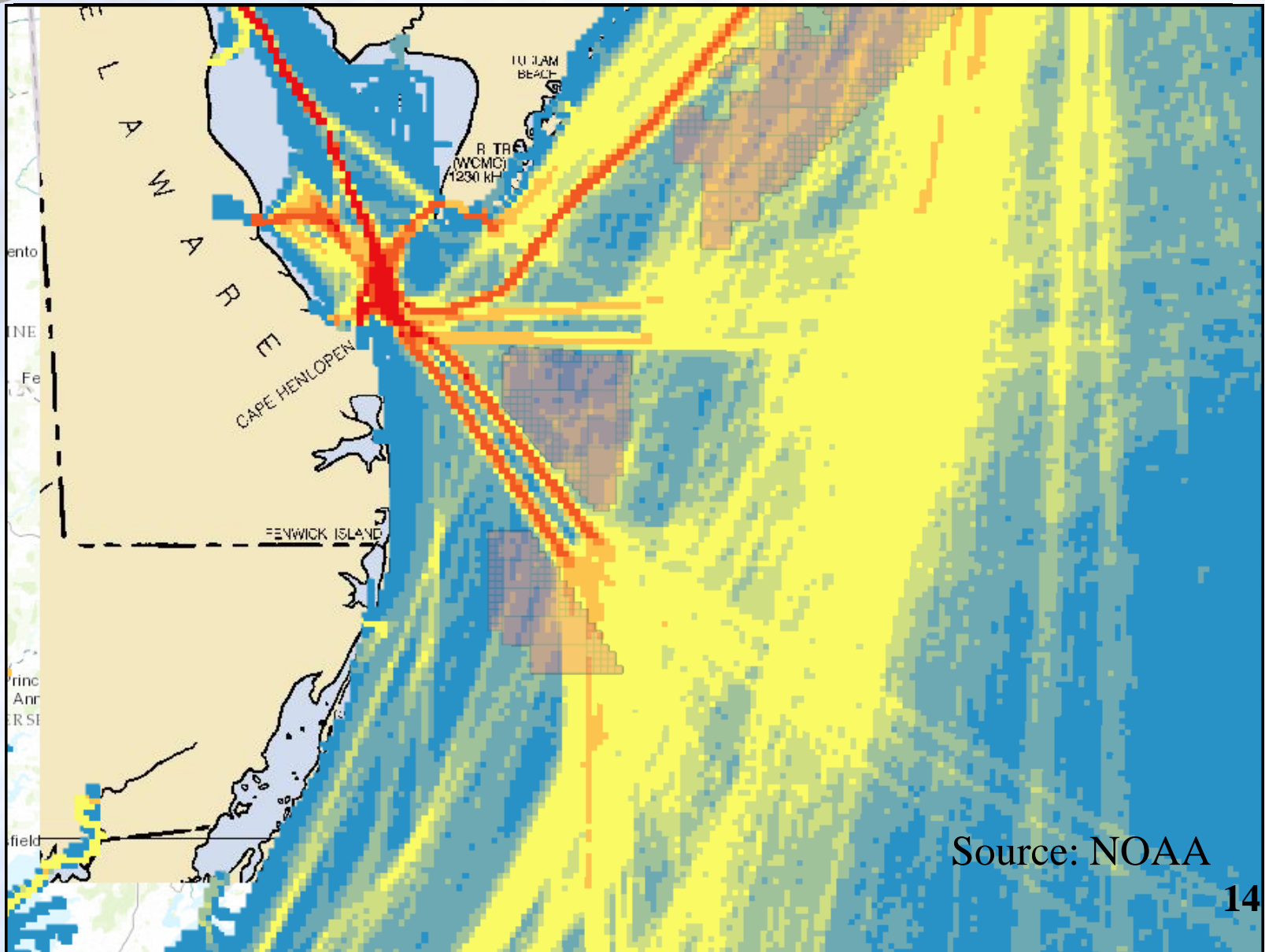


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Source: USCG

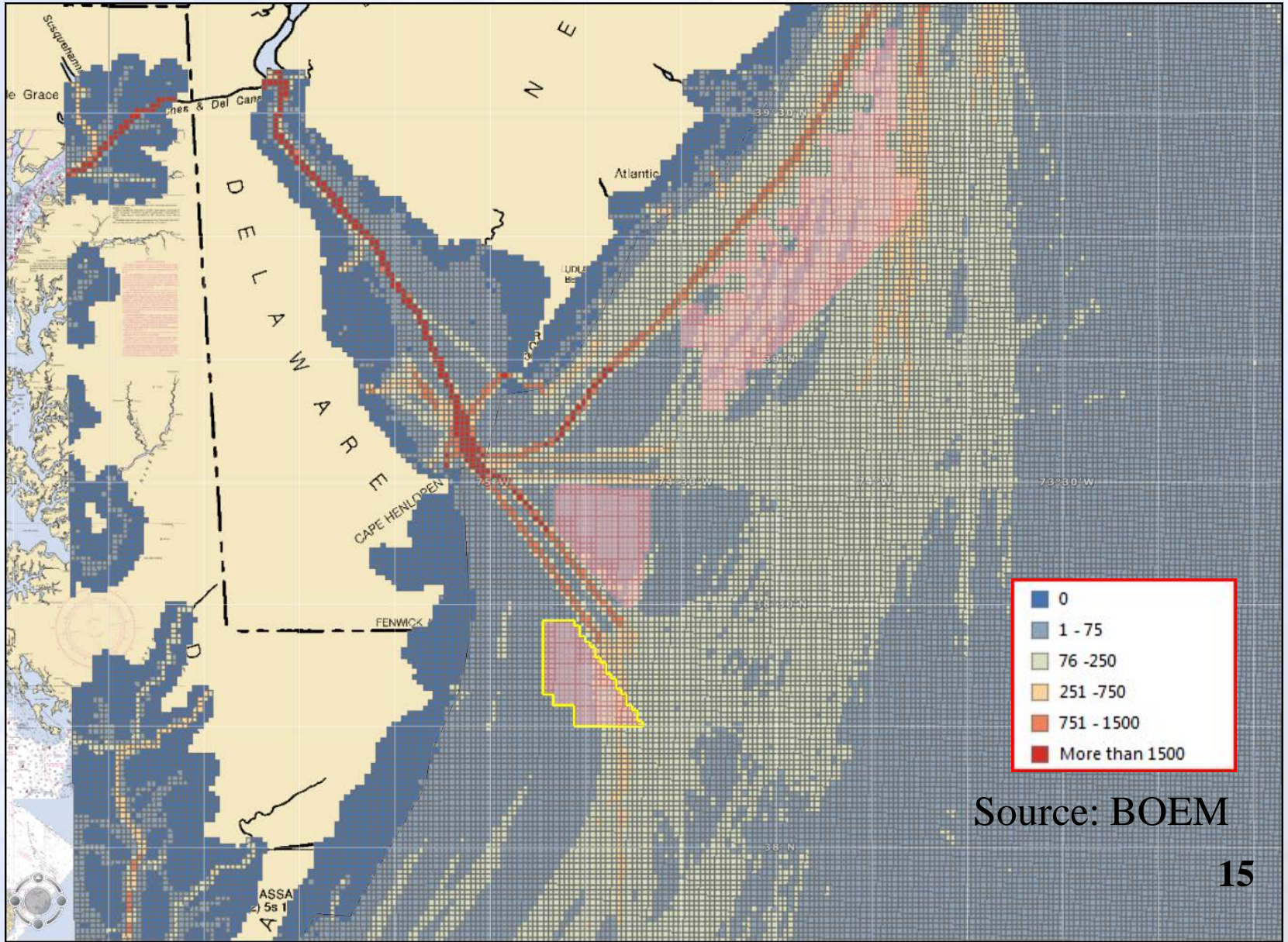


All Commercial Vessels 2010





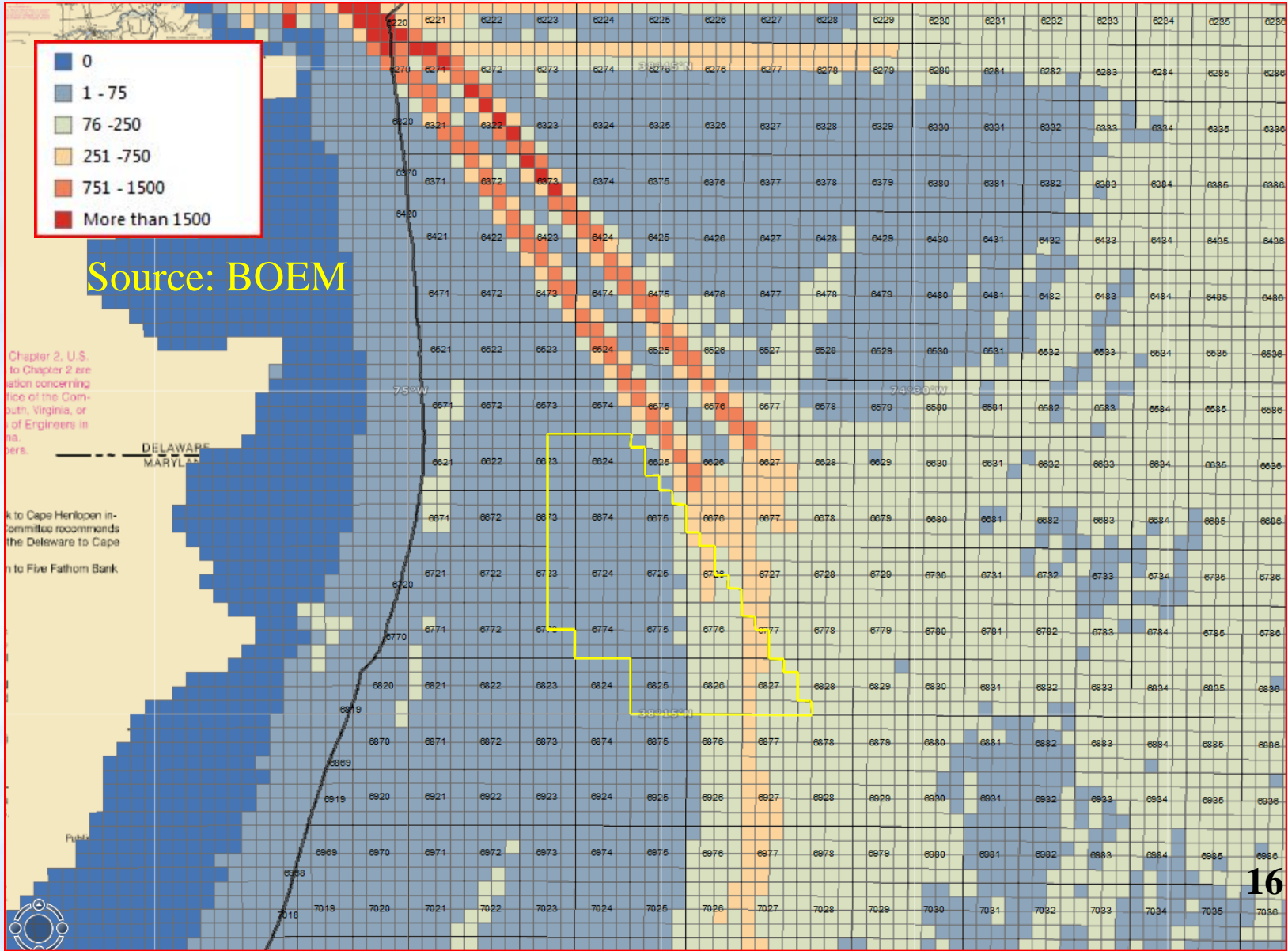
All Commercial Vessels 2010



Source: BOEM

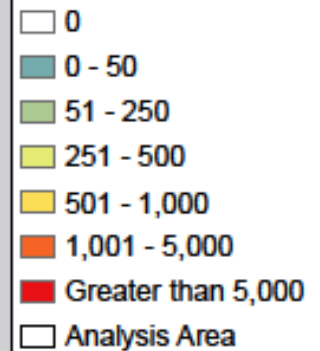


All Commercial Vessels 2010

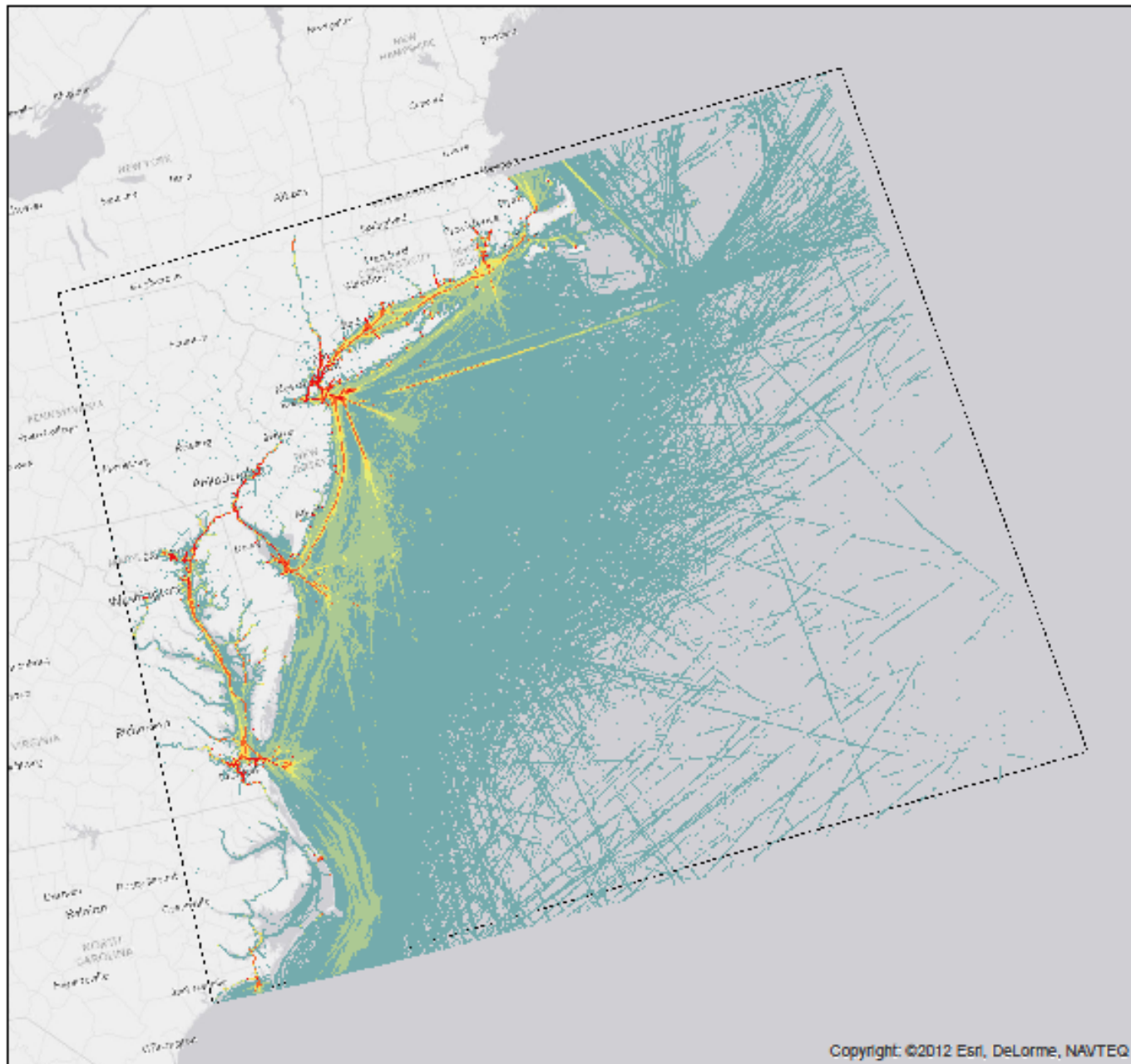


2009 AIS Message Vessel Direction in the Mid-Atlantic

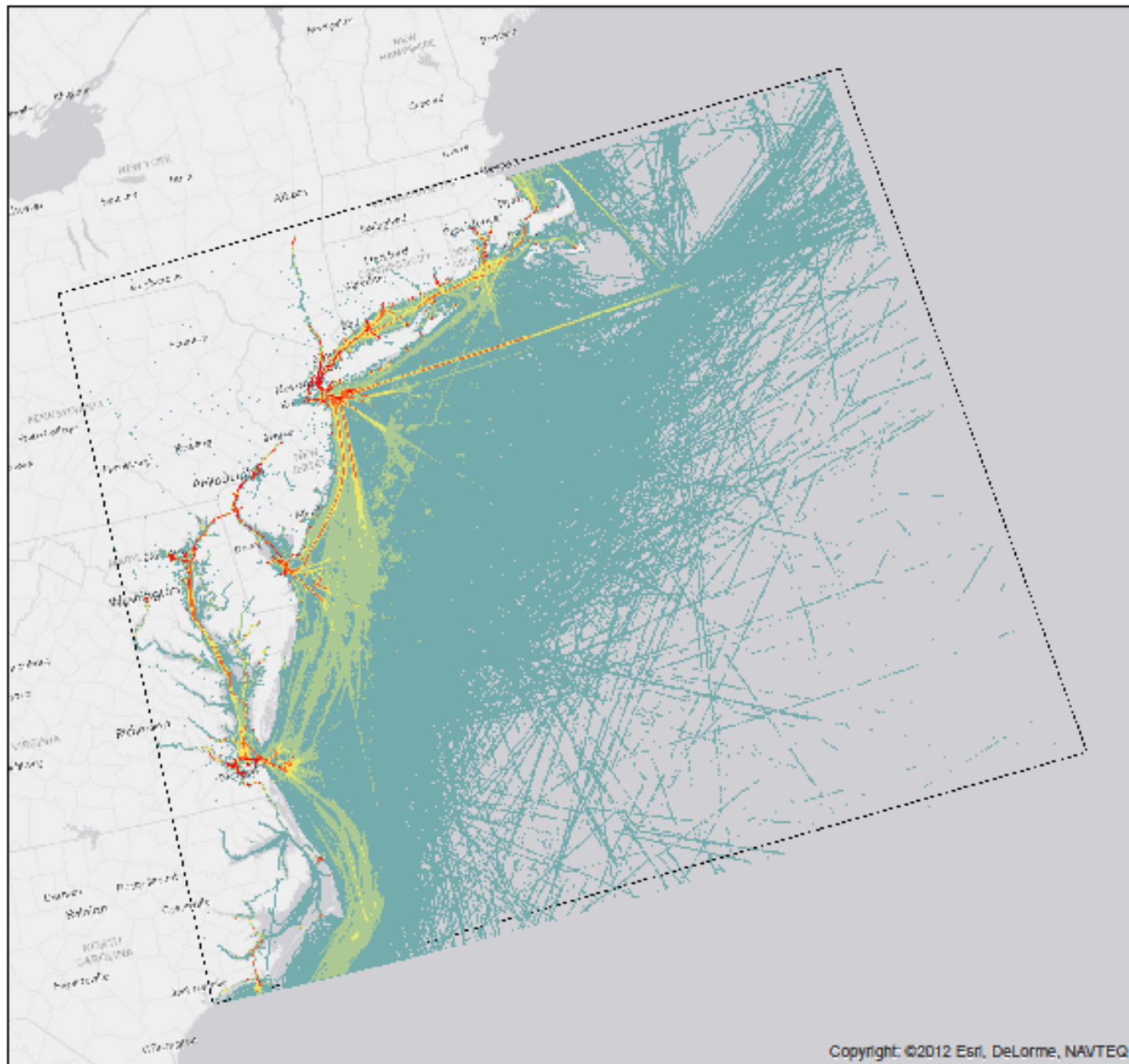
Northbound Density Position Reports/sq. KM



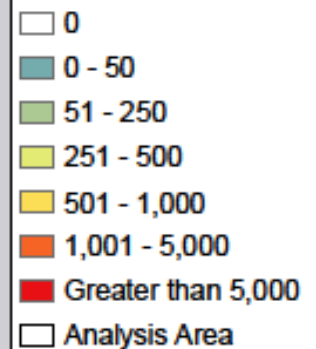
0 50 Nautical Miles



2009 AIS Message Vessel Direction in the Mid-Atlantic



Southbound Density Position Reports/sq. KM

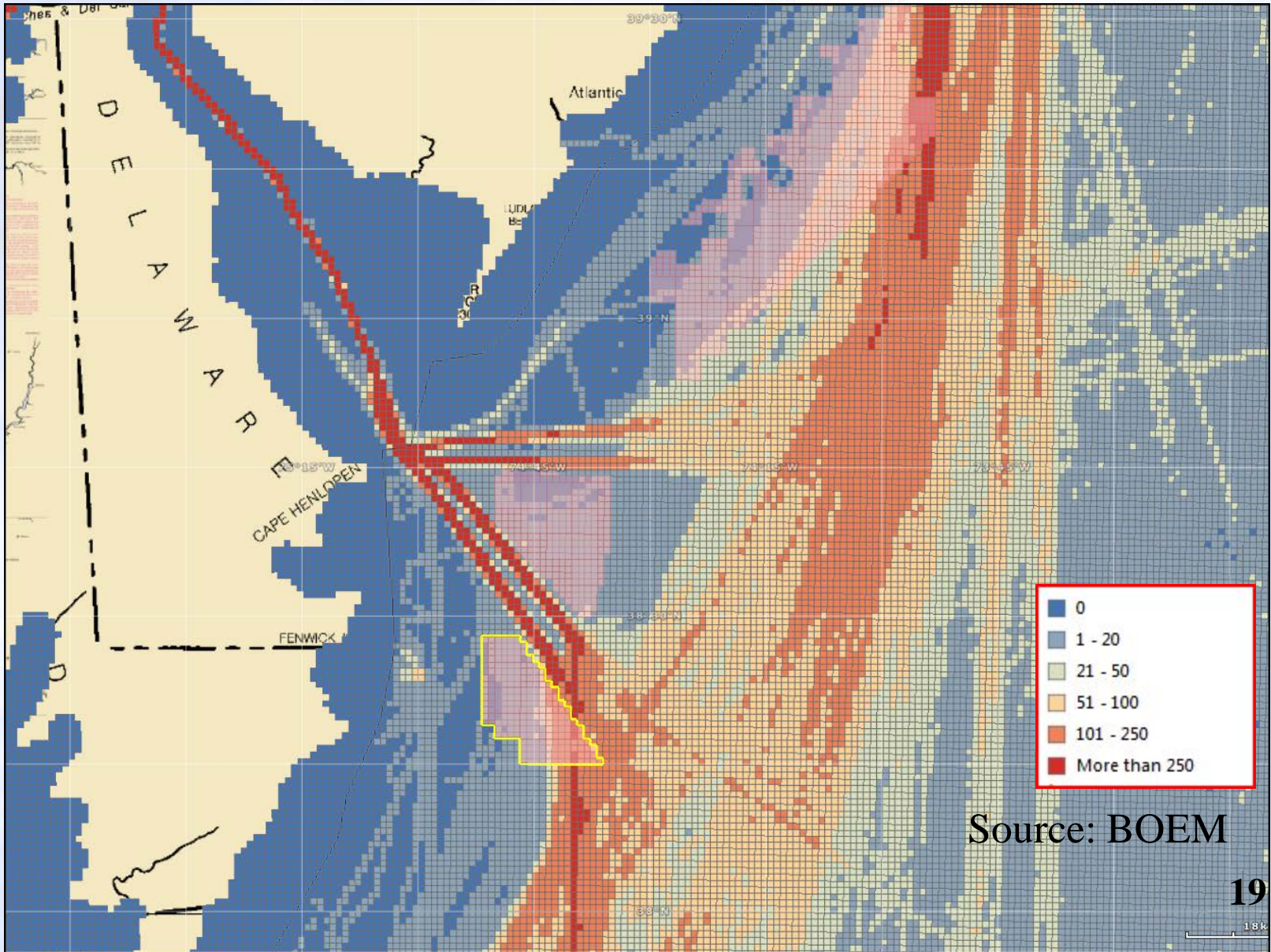


0 50 Nautical Miles

Map created by U.S. Coast
Guard, January 2013.

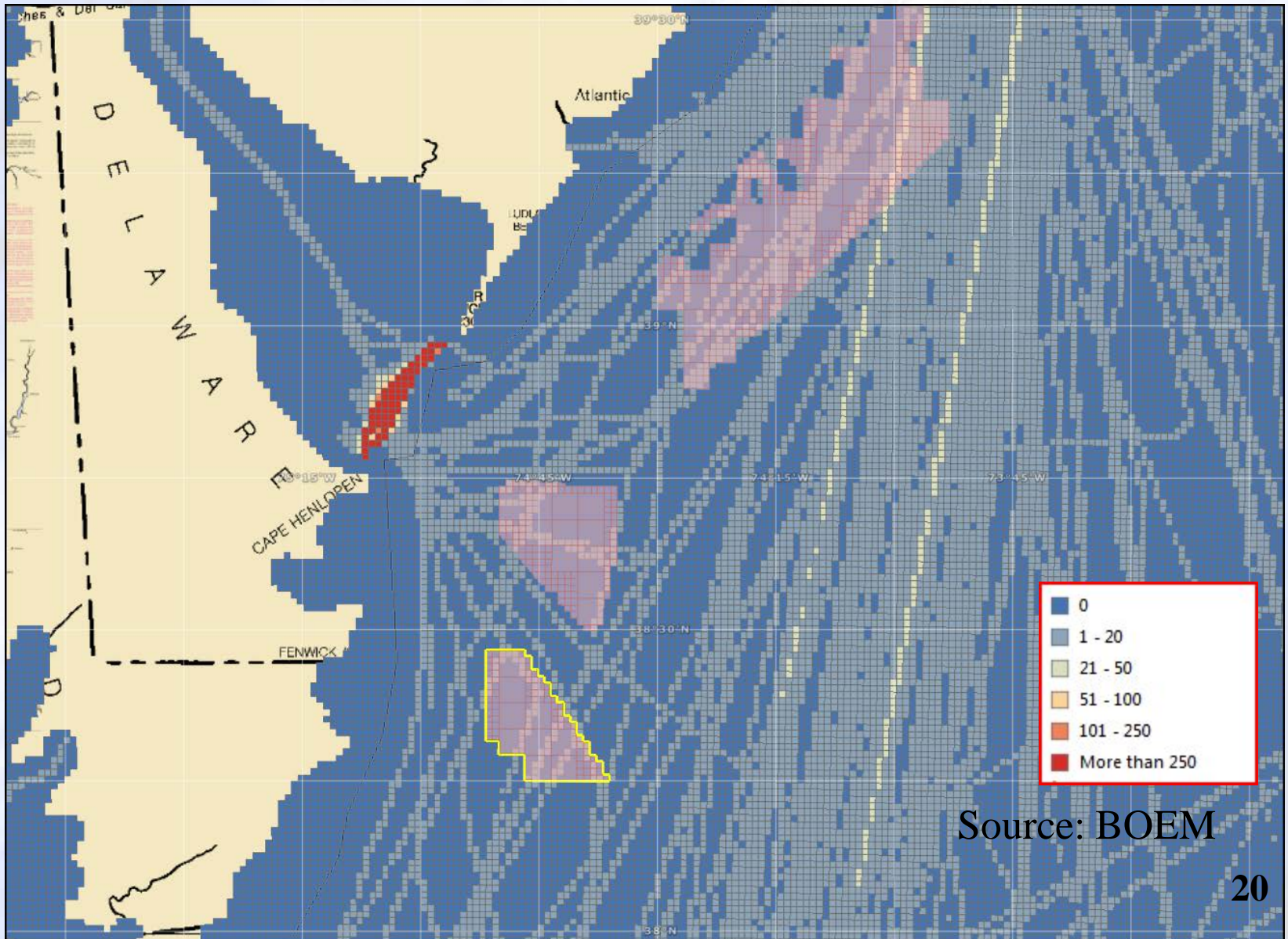


Cargo Vessels 2010





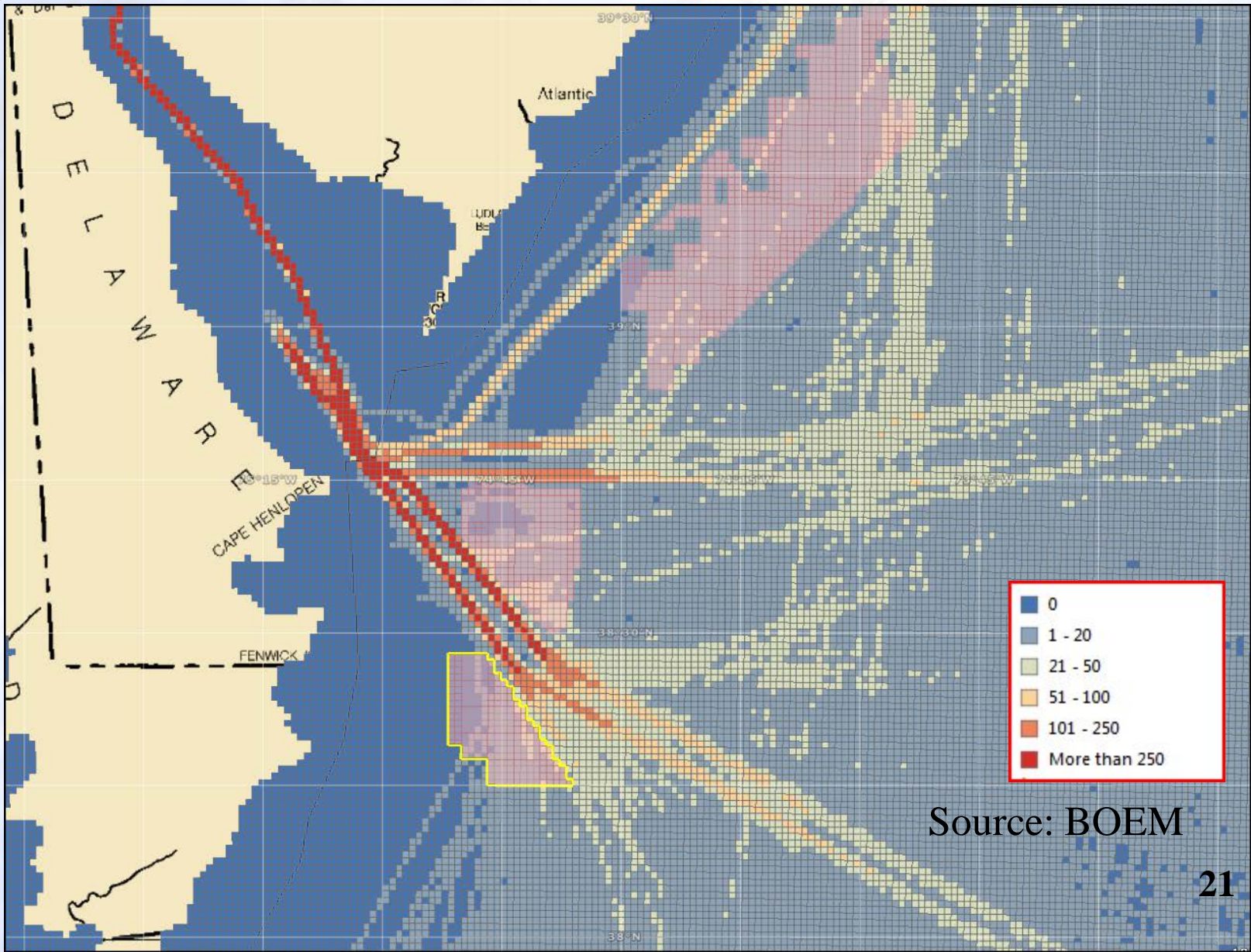
Passenger Vessels 2010



Source: BOEM



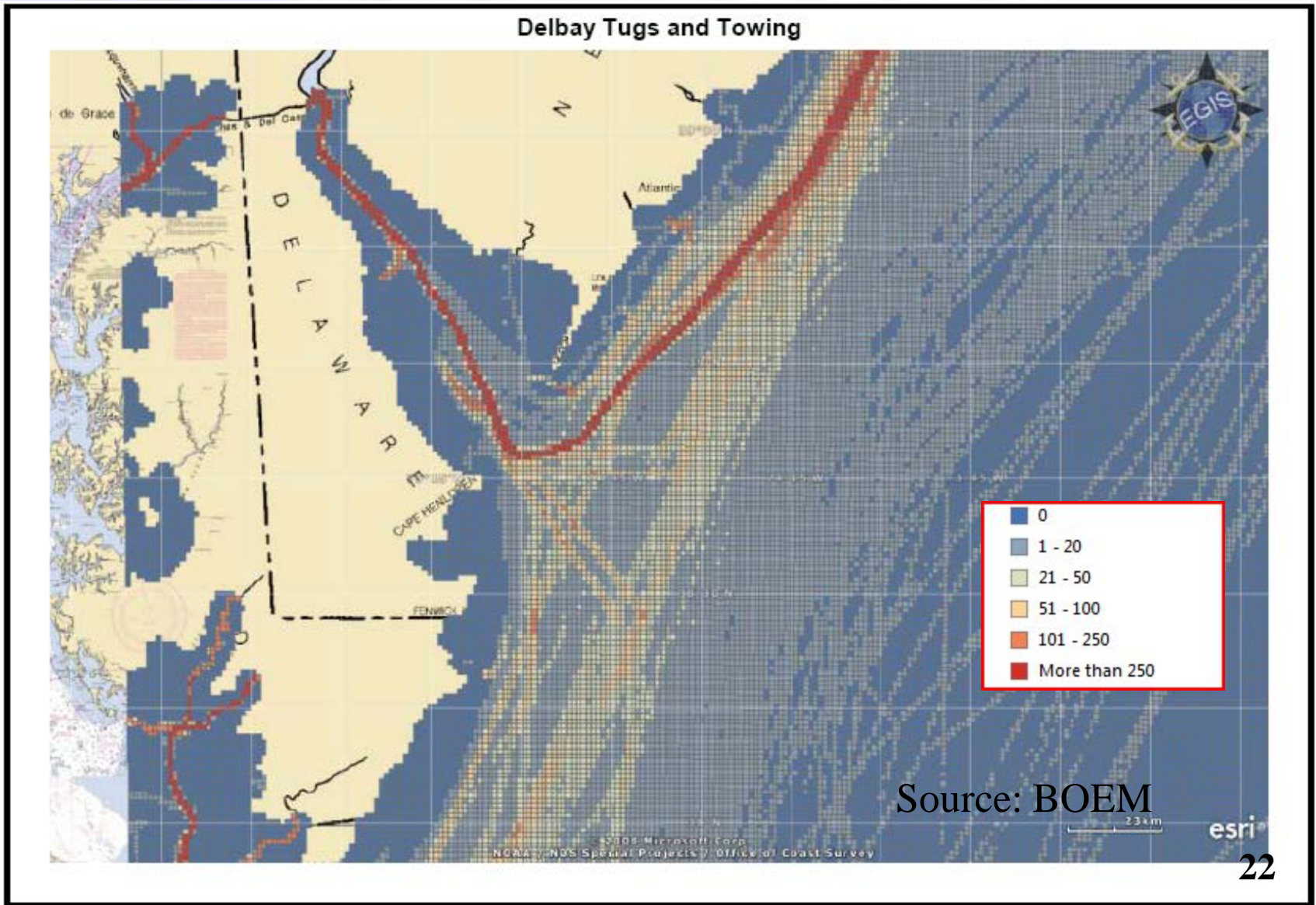
Tank Vessels 2010



Source: BOEM

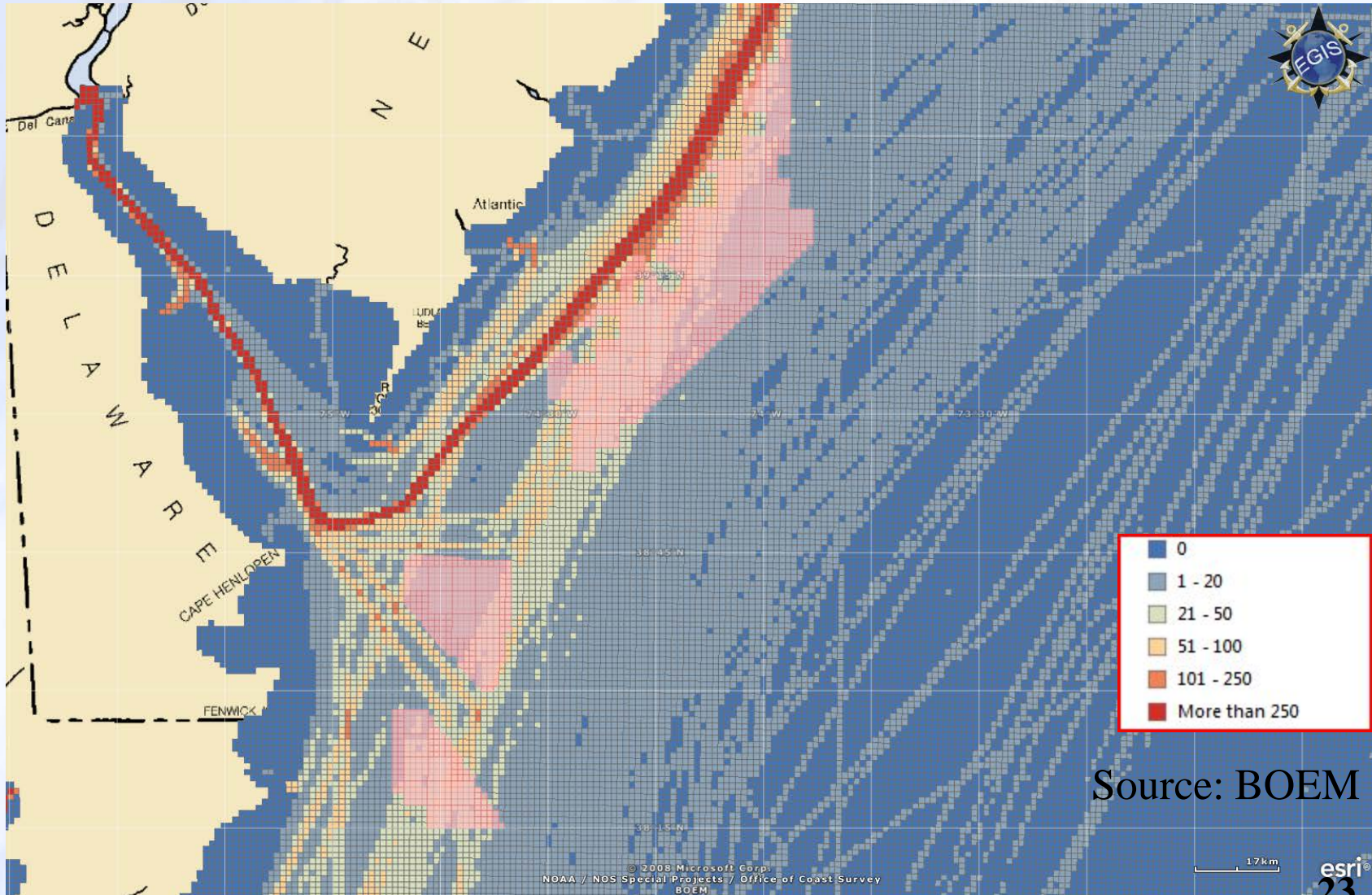


Tugs and Towing 2010



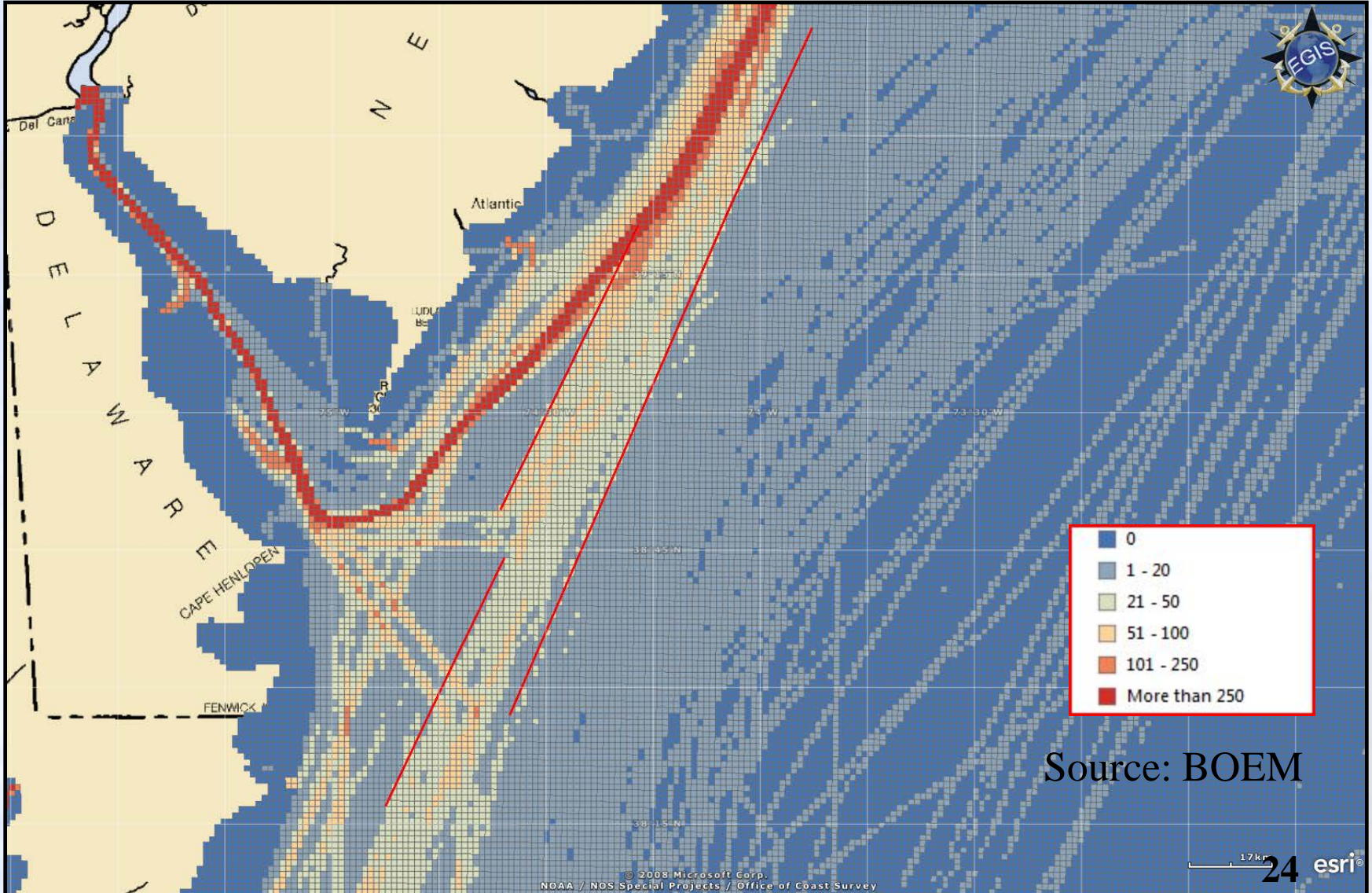


Tugs and Towing w/WEAs 2010



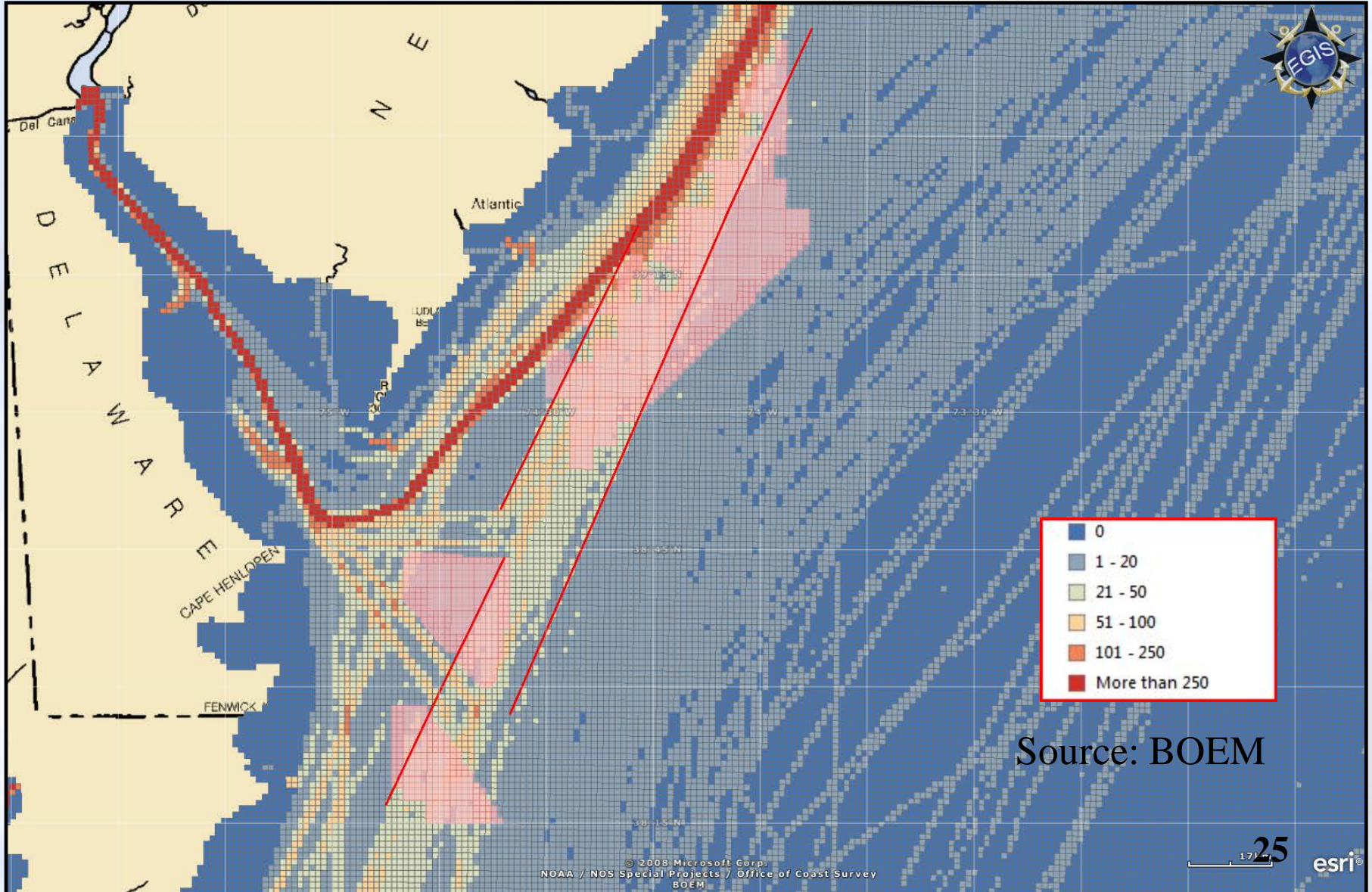


Existing Tug and Barge Lane



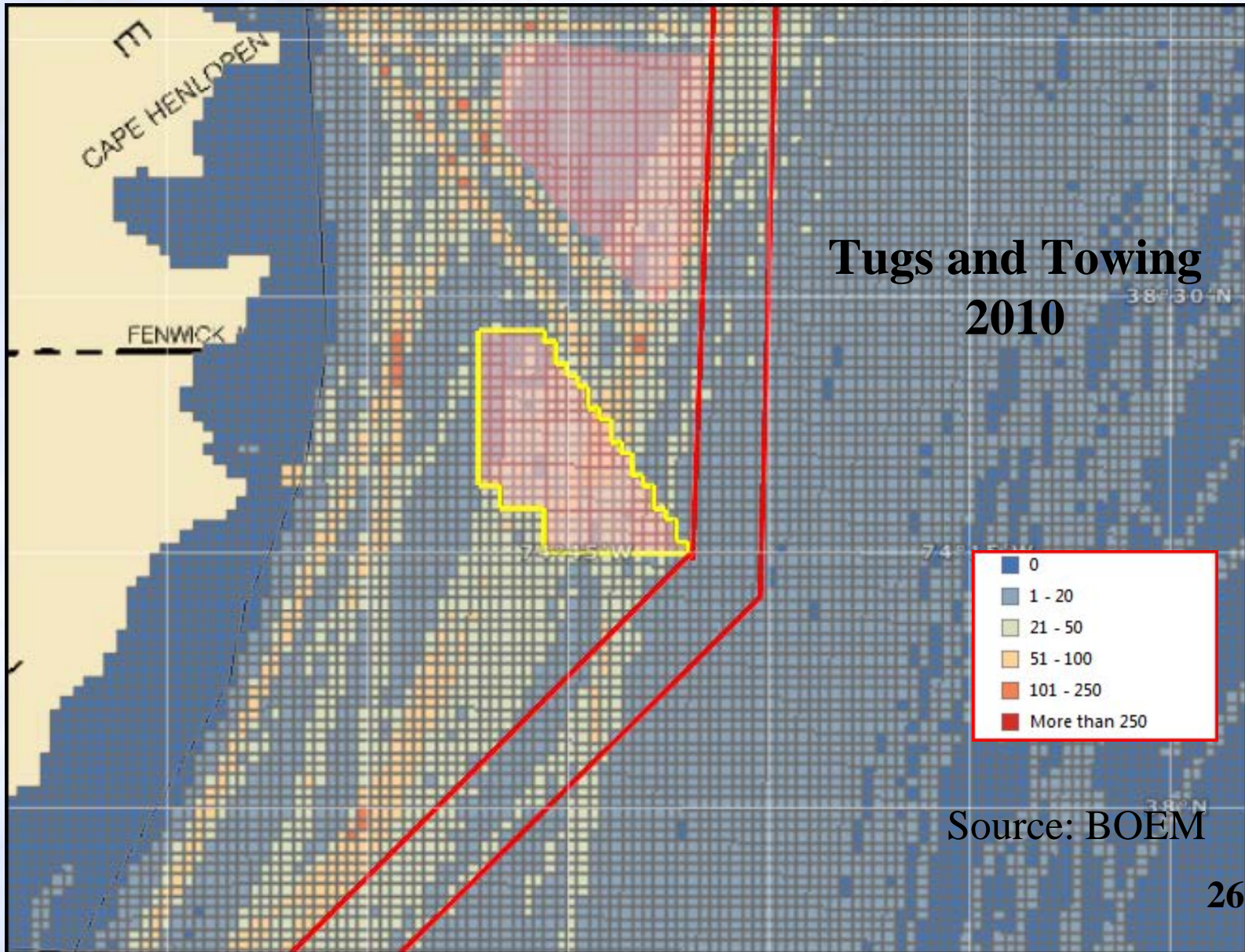


Existing Tug and Barge Lane





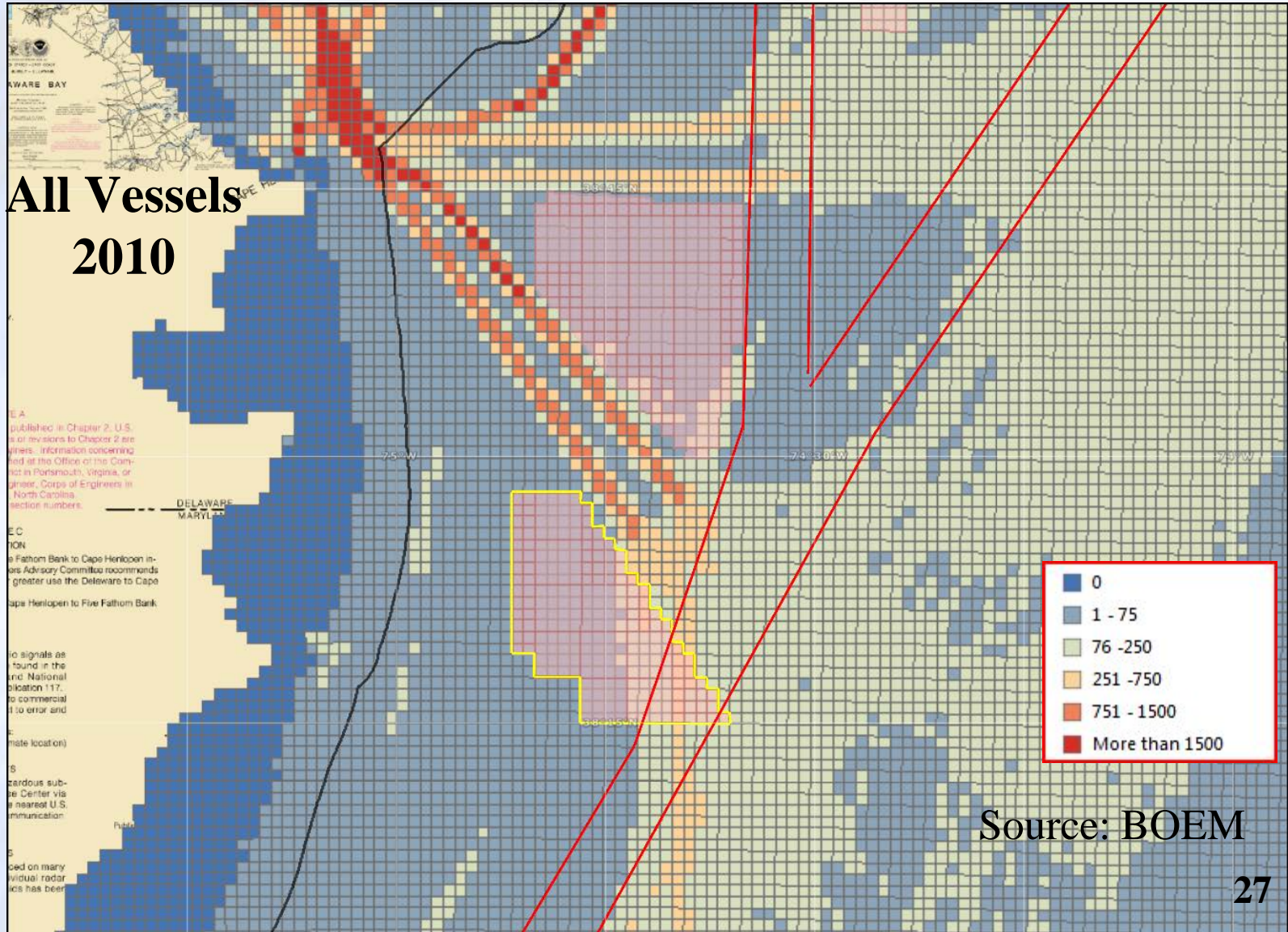
Impacts of Re-routing Offshore





Hypothetical Re-routing

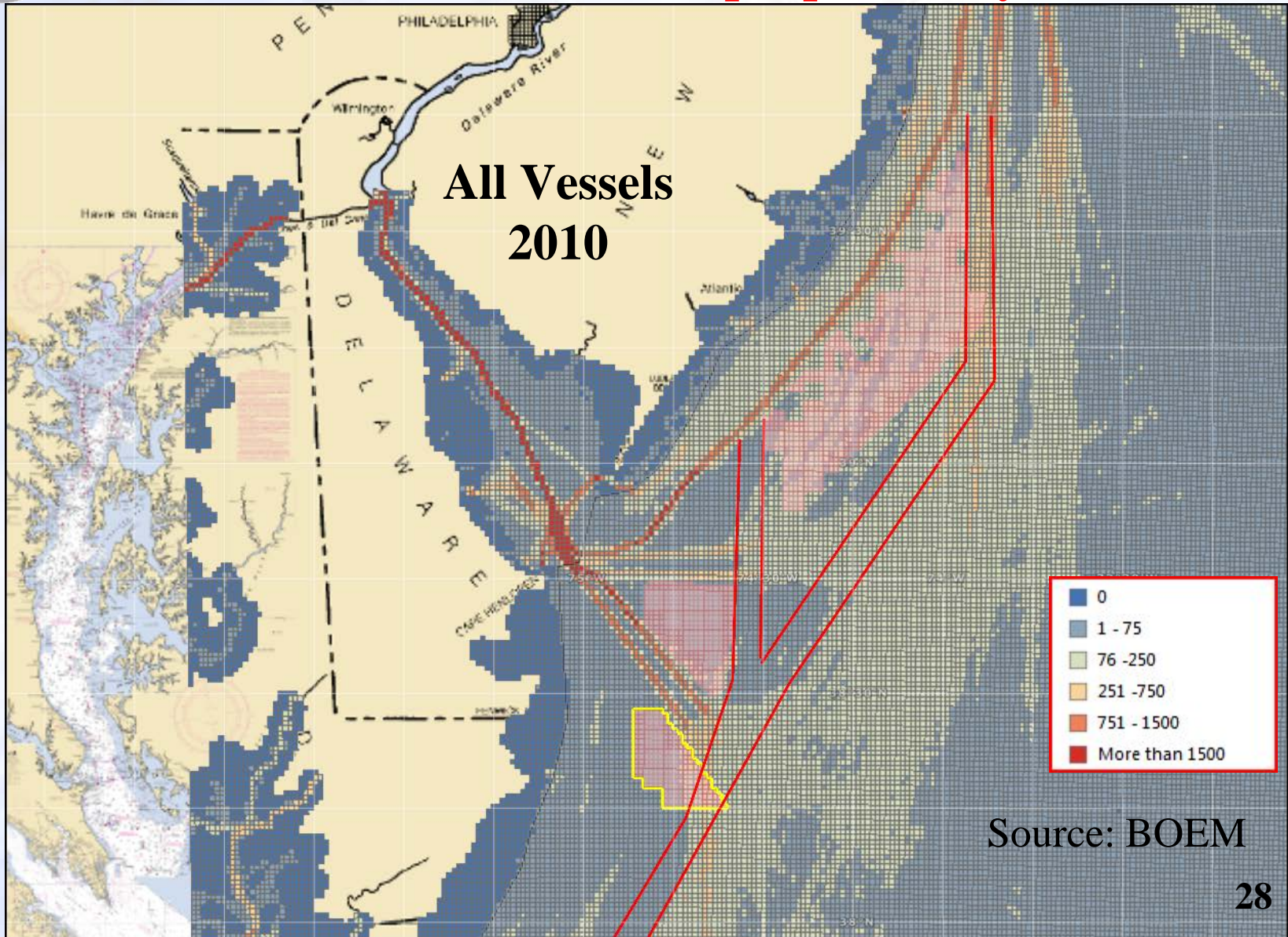
*** For demonstration purposes only**





Hypothetical Re-routing

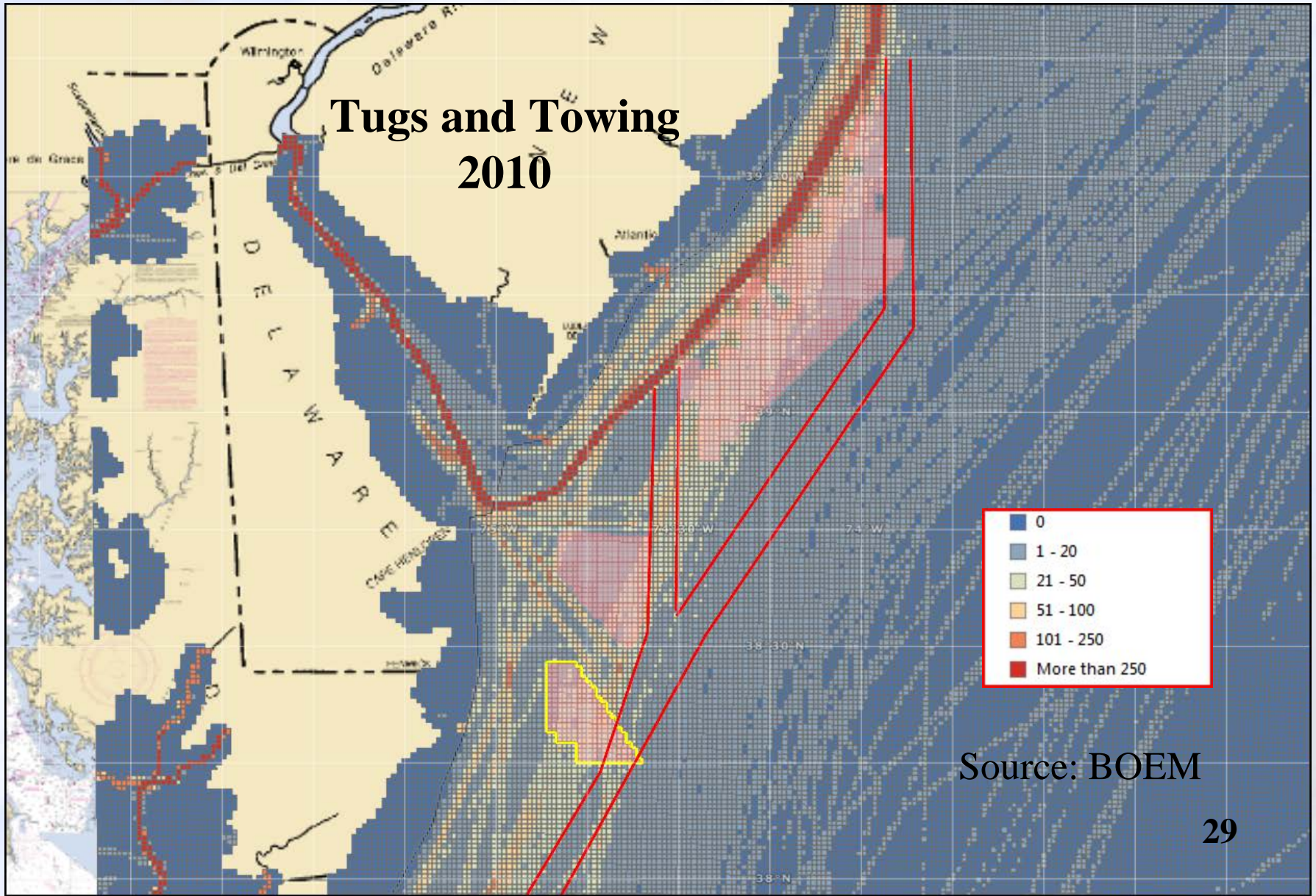
*** For demonstration purposes only**





Hypothetical Re-routing

*** For demonstration purposes only**

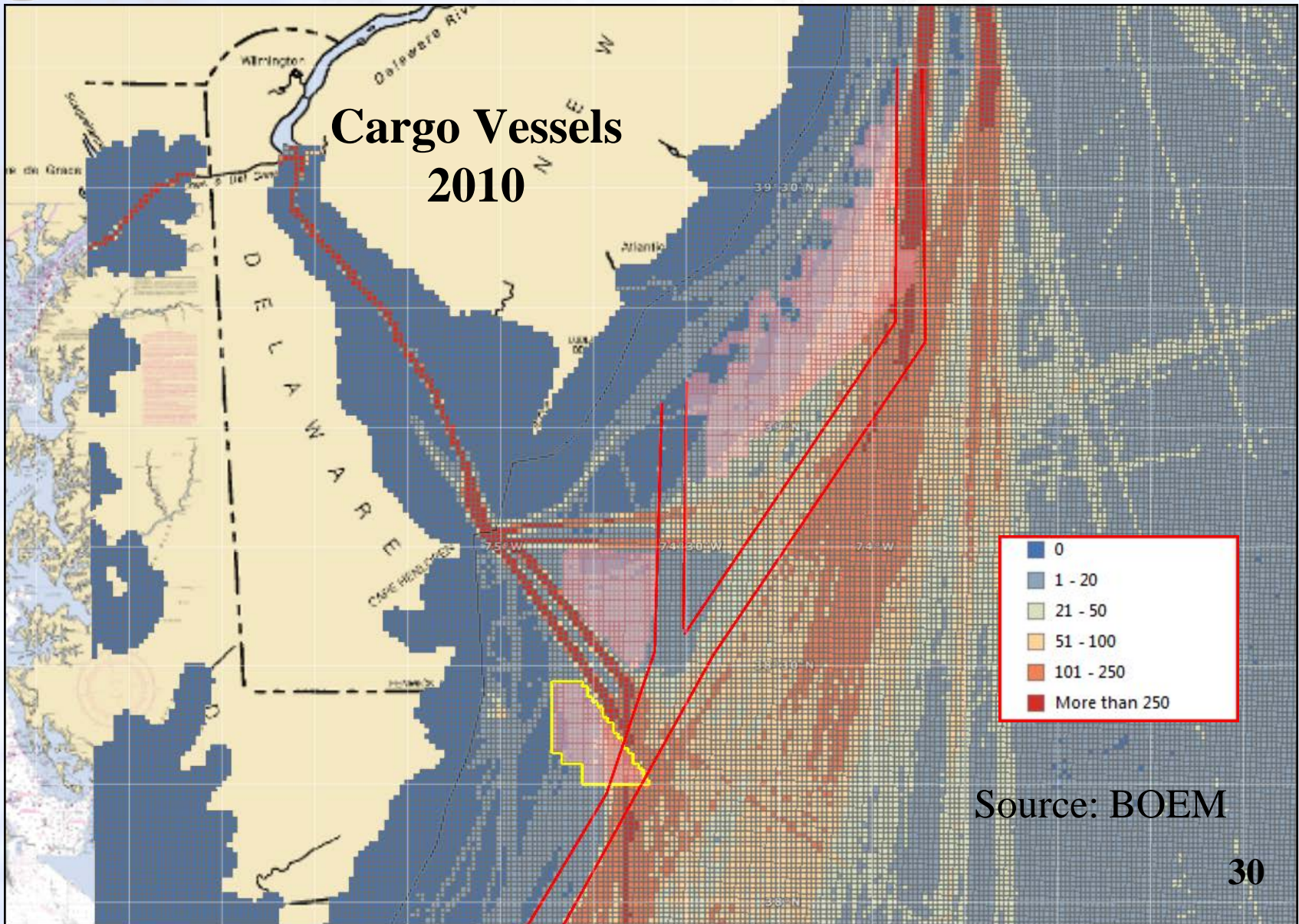




Hypothetical Re-routing



*** For demonstration purposes only**





Tug & barges currently transit through the MD WEA



- Divert Offshore (30+ NM)
 - 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

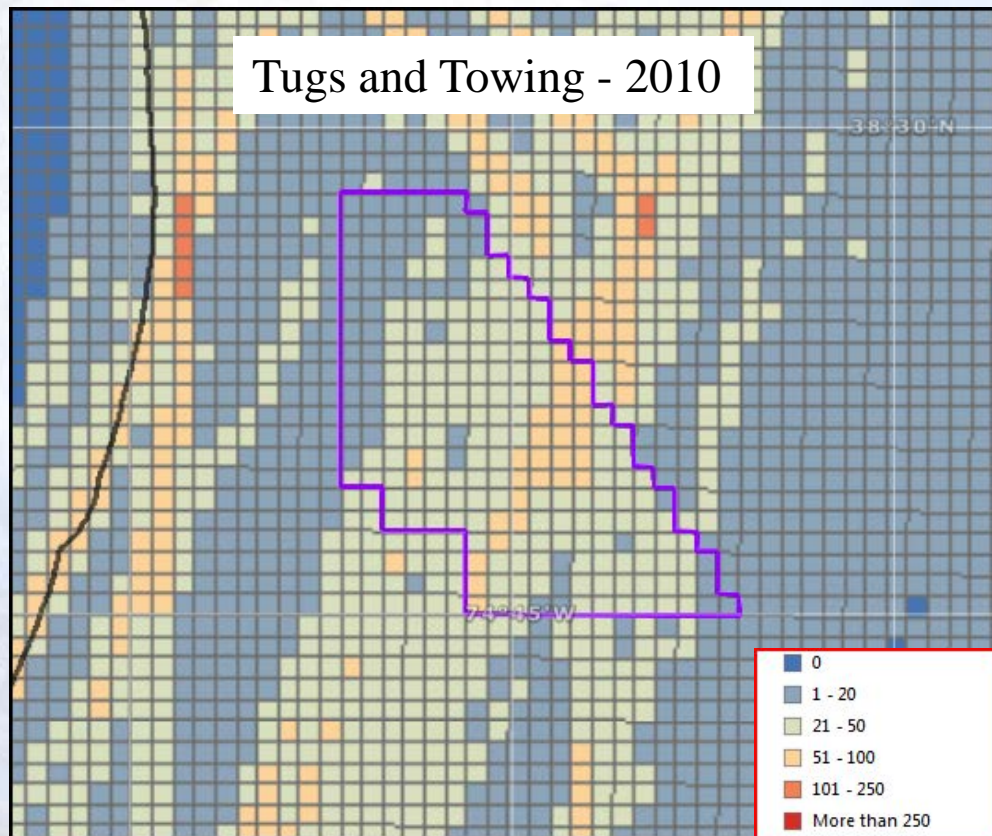


- How does MD WEA impact routes or approaches to other areas
- Cumulative impacts of multiple WEAs
- Thresholds- Volume/density of traffic vs. critical routes
- Tug/barge routes vary based on weather, sea state, depth of water (catenary)



In Conclusion

- Conflicts Remain
- Re-routing may result in an unacceptable level of risk
- Cumulative effects may require a holistic approach to resolve



Source: BOEM



Way Forward



Proceed with caution until impacts of developing the WEA are fully analyzed

- Modeling and Analysis – Fall 2013
- Complete EIS prior to approval of COP
 - Full Navigational Safety Risk Assessment
 - Address cumulative Impacts



Questions?



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www.uscg.mil/LANTAREA/ACPARS