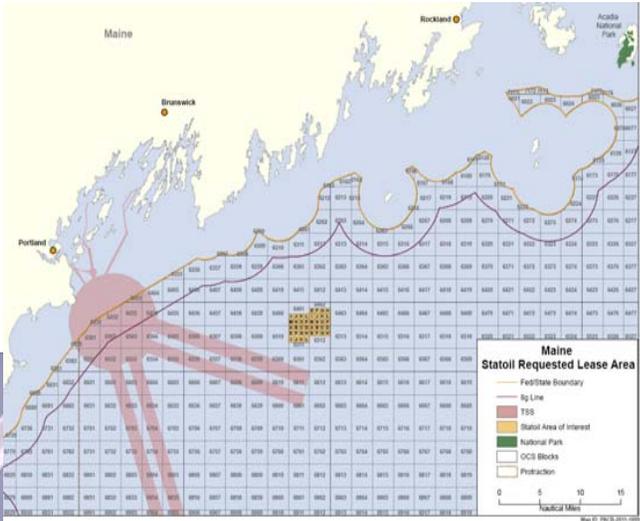


BOEM MAINE RENEWABLE ENERGY TASK FORCE MEETING



8 DECEMBER 2011



Homeland Security



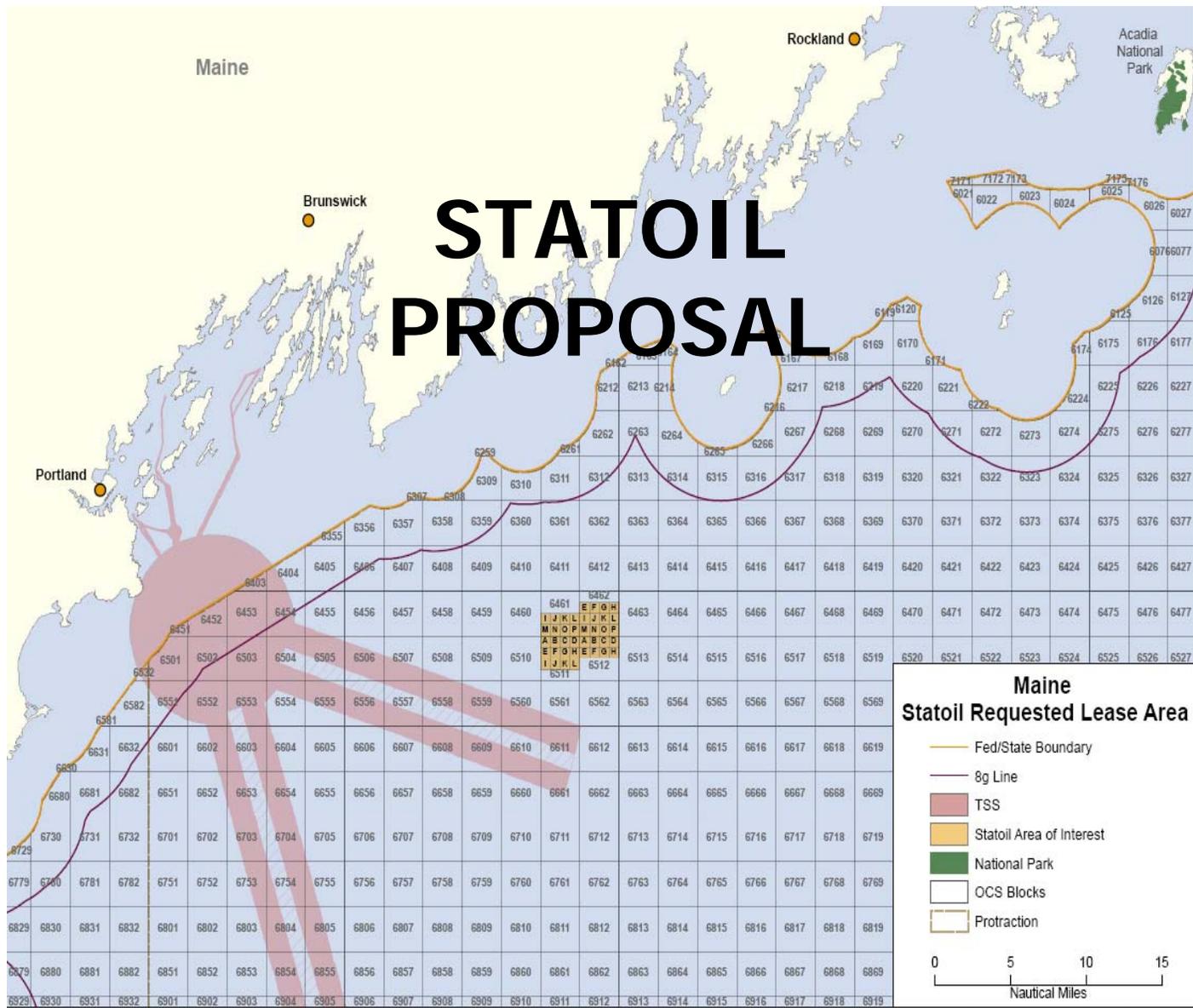
AUTHORITY-RESPONSIBILITY

- PORTS AND WATERWAYS SAFETY ACT (PWSA)
- Navigation, vessel safety, protection of the marine environment are matters of national importance
- In order to “provide safe access routes ... to and from ports or other places... United States.”
- Sec DHS (Coast Guard) designate fairways & TSS
- Right of navigation paramount in these areas

- P.L. 95-474; 33 U.S.C. 1223



STATOIL PROPOSAL



Homeland Security



PROCESS

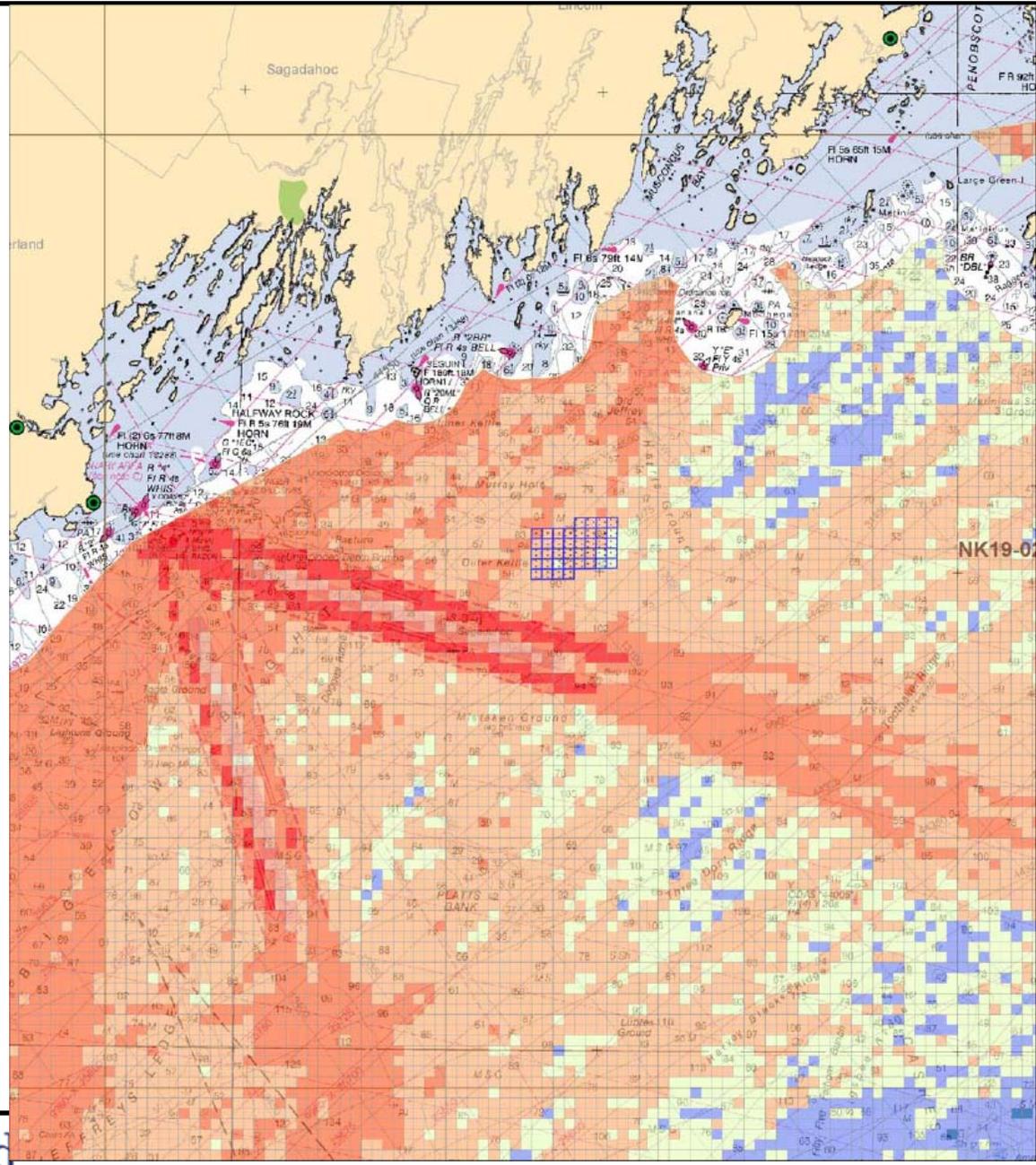
- Developed Red-Yellow-Green (R-Y-G) definitions
- Developed a process for classification of lease blocks
- Review available information including
 - AIS data and user input
- Review existing traffic patterns
- Review existing literature
- Consider opinions/advice of USCG Subject Matter Experts (SME) on waterways management and the ACPARS Workgroup



PROCESS

- Apply concepts from UK MGN 371 (guidance for determining risk levels based on proposed OREI distances from shipping routes)
- Consider potential modifications to existing routing measures and the creation of new routing measures
- Senior Coast Guard leadership review
- Meetings/conference calls with BOEM
- Submit recommended classified blocks to BOEM





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CAUTION

The USCG has advised BOEM that all blocks included in the Statoil Project may be considered for possible leasing and potential development. However, the USCG advises that these blocks require further study and analysis of existing traffic usage and patterns, as well as projected future traffic increases based on the development of adjacent and adjoining blocks which will be accomplished during the ACPARS. Such an evaluation will help the USCG determine what, if any, risks exist, and whether USCG should recommend that BOEM remove any blocks included in the proposal from consideration for leasing and potential development, or consider potential mitigation measures for blocks that are made available for development.



CONCERNS

- “Moving / relocating” traffic
- Cumulative impacts of Atlantic Coast projects
- False expectations of developers
- Shrinkage of area / Economic viability
- Tug and barge routes



FUTURE

- BOEM publishes applicable “Interest” area
- Review comments to the document
- Conduct/complete the ACPARS
- Revisit recommended R-Y-G classification
- Recommend to BOEM revisions to its area
- Review BOEM’s EA and comments



Atlantic Coast PARS (ACPARS)

- Largest ever done
- Announced in Federal Register – May 11, 2011
- 76 FR 27288; may 11, 2011
- Comment period closed – Aug 9, 2011 (reopening)
- Public outreach
- Public meetings contemplated
- NOPS R may be published – another round for comments



ACPARS

OBJECTIVES

- Define need
- Traffic density (present and future)
- Form/type of measure(s)
- Existing measure(s): still needed?
- Mandatory use for certain classes of vessels



RISK ANALYSIS

- Reviewing proposals
- Modeling and analysis
- Cumulative effects
- Change case scenarios



RESULTS OF ACPARS

- Results

- Inform the USCG about the navigational safety risks, if any, associated with construction of OREIs
- Establish new vessel routing measures
- Modification of existing routing measures
- Removal of some existing routing measures off the Atlantic Coast from Maine to Florida



QUESTIONS



“We Help Mariners Get There”

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