



Memorandum

To: Mariners' Advisory Committee Members and Interested Parties
From: Captain Drew Hodgens
Re: Meeting Agenda - June 8, 2022

Your presence is requested at the Quarterly Meeting of the above-mentioned committee on Thursday, June 8, 2022 at 1100 hours.

Agenda

I Approval of Minutes – from the March 2023 meeting

Introduction of all in attendance

II. Reports

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| A. Treasurer's Report | - Capt. Rick Iuliucci |
| B. Membership Report | - Capt. John Gazzola |
| C. USCG Report | - Capt. Jonathan Theel, COTP USCG |
| D. USACE Report | - Mr. Michael Landis, Chief, Operations Division, USACE |
| E. NOAA Reports | - Mr. Chris DiVeglio, NOAA Ports Program
- Mr. Ryan Wartick, Navigation Manager, Mid-Atlantic Office, NOAA |
| F. C&D Canal Bridge Closure Presentation | - Mr. Donald Marinelli, PE, Hardesty & Hanover |

III. Unfinished Business

IV. New Business

V. Open Discussion

VI. Adjournment

Next meeting: Thursday, Sept. 14, 2023 at 1100 hours.

**Mariners Advisory Committee (MAC) For the Bay & River Delaware
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1. Seasonal Alerts

- a. Hurricane Seasonal Alert was announced on June 1, 2023. The MSIB is posted on homeport as well as the Port Hurricane Contingency Plan which contains checklists for facilities and vessels to prepare for hurricane season.

2. Marine Safety Information Bulletins

- a. MSIB 07-23 Hurricane Seasonal Alert to expire 1 December, 2023.
- b. MSIB 01-23 from CG-INV on Reporting Sexual Misconduct on U.S. vessels was posted on homeport. In short, recent changes to the law now require the owner, master, or managing operator of a U.S. flagged vessel to report any complaint or incident of harassment, sexual harassment, or sexual assault to the Coast Guard that violates company policy. To help facilitate reporting, the Coast Guard has consolidated reporting for all types of sexual misconduct and established multiple reporting options as detailed in the MSIB attachment. The reporting options include a CGIS Tips App, and/or the email address CGISTIPS@uscg.mil which can be used by all reporting sources. CGIS will launch an investigation into all reports.

3. Inspections Activities

- a. For companies that use Mid-Atlantic Maritime Academy in Virginia for courses, an investigation has revealed that evening courses at Mid-Atlantic Maritime Academy in Virginia had their instruction hours significantly reduced between January 2015 and December 2019, potentially compromising end-of-course exams. As a result, the affected courses were not Coast Guard approved, rendering certificates issued for those courses invalid. Mariners with valid credentials related to the impacted courses are given options to retain their endorsements, including submitting an affidavit attesting to their competence or retesting at Maritime Institute. Failure to act may result in the loss of endorsements and potential impact on sea service.
- b. The Coast Guard is urging companies to strengthen their cybersecurity defenses in response to recent cyber activities sponsored by China. A threat actor group known as Volt Typhoon has been utilizing administration tools within victim networks, a technique called "living off the land," to carry out undetected malicious activities. Companies are advised to review the advisory, identify indicators of compromise within their systems, report any malicious activity, and seek assistance from the Coast Guard's Cyber Protection Team if needed.
- c. The National Maritime Center (NMC) is experiencing delays in issuing merchant mariner credentials (MMCs) due to increased application volume and technical difficulties. To alleviate the burden on mariners, interim solutions are provided to verify the validity of their MMCs and endorsements. Mariners on domestic voyages can use the MMLD Credential Verification tool, while the MMLD Application Status tool can be used to check the status of

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recent applications. The Coast Guard will accept printed verification outcomes as proof of a valid MMC until the printed credential is received.

- d. On December 31, 2023, Policy Letter 21-01 and CVC-WI-014(1) will be canceled, requiring all new ship engines that are required to comply with MARPOL Annex VI Reg 13 Tier III requirements. However, engines installed under the previous policies will remain covered and can be used for the entire operating life of the engine. Vessel owners/operators must maintain relevant records to determine the status of the engine.
- e. The Coast Guard Office of Commercial Vessel Compliance has released Work Instruction CG CVC-WI-001(1), which provides guidance on worksite exception requests and workboat designation. This instruction outlines the process for applying and implementing a worksite exception and obtaining exemptions to Subchapter “M” regulations.

4. Cyber Security Highlights

- a. The MTS remains an enticing target for cybercriminals or state and non-state malicious cyber actors. As diplomatic and economic pressure on Russia to discontinue its invasion of Ukraine mounts, the risk of cyberattacks on U.S. critical infrastructure is assessed to be elevated. Please visit CISA’s new page for its “Shields Up” campaign to keep up to date on the latest technical and non-technical alerts and notifications: www.cisa.gov/shields-up.
- b. In case of an actual cybersecurity incident or even just anomalous activity, MTS stakeholders should immediately make three notifications to federal authorities. Contact information for CISA Central and FBI Cyber Watch are available on the Shields Up page. The National Response Center (NRC), which can be reached at 1-800-424-8802, will provide notification to the USCG Sector. These notifications will trigger resources and interagency coordination to help you mitigate damage to your systems, and ultimately the MTS.
- c. All MTS vessels and facilities experiencing a cyber-attack or suspicious cyber-activity should also report the activity to their local FBI Field Office or file a complaint through the FBI’s Internet Crime Complaint Center at www.IC3.gov, as well as the MTS Information Sharing and Analysis Center (MTS-ISAC) via email at soc@mtsisac.org. The MTS Information Sharing and Analysis Center (MTS-ISAC) is a resource for timely reporting of cyber threats toward the MTS. It is highly recommended you subscribe to their alerts and bulletins.

5. Offshore Wind Energy Lease Areas

- a. Sector Delaware Bay has been participating in meetings with offshore wind developers and District Five Waterways staff regarding five wind energy lease areas off the coasts of NJ, DE, and MD and an additional four lease areas in the New York Bight that impact the Delaware Bay and NJ coast.
- b. If any MAC members have questions or concerns as these projects move forward, you can reach out to LT Owen Mims (Waterways Management Division), CDR Jodi Min (Prevention Department Head), or Mr. Robert Webb (Marine Planning Specialist) at District Five Waterways.

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Sector Delaware Bay Aids to Navigation (ATON) Updates

1. CGC WILLIAM TATE
 - a. Dry docked until early August. CGC JAMES RANKIN has coverage for our area.
 - b. The cutter will host a change of command ceremony in Philadelphia on August 3rd. LT Corey Engel will be relieved by LT Cory Sonnega.
 - c. Seasonal buoys from 1DR up to 66 have proposed to be year around ice hulls. The Fifth District is looking at most effective and efficient lighting means. Approval pending.
 - d. Delaware River Light 2 is extinguished. Working on a solution to temporarily mark it with a buoy because the structure has been deemed unsafe to climb.
 - e. Delaware River Lighted Buoy 35 was struck and damaged by a boater.
2. Aids To Navigation Team (ANT) Philadelphia
 - a. Marcus Hook Rear Range light – unit received funding to purchase new batteries. Waiting on batteries to be delivered. Lead time to complete the project is 1-3 months.
 - b. ANT Philadelphia had their Change of Command ceremony on June 2, 2023. The new Officer in Charge is BMC Derek Casper.
3. Aids to Navigation Team (ANT) Cape May
 - a. Conducted dive operations for two weeks in the NJ ICW to cut down 6 damaged aids.
 - b. CGC SLEDGE was able to rebuild or repair 18 aids to navigation in Cape May Harbor and portions of the ICW.
 - c. Brandywine Shoal Light- a new catwalk has been built by the owner, however, the catwalk still needs to be secured to piles. Once complete, ANT Cape May will service the light.

District Five Aids to Navigation Updates

1. Rebuild Fisher Point Range Front and Rear Lights
 - a. Design is complete and we are waiting on permits, both front and rear ranges will be rebuilt in the river. Bottom core samples were taken in September 2021.
2. Rebuild Liston/Reedy Range Lights
 - a. This project entails the relocation/rebuild of front and rear structures for both ranges. The new range front light will be constructed at the intersection of both ranges and will serve as a combined range front structure. Separate rear structures will be constructed. Consulations with SHPO are complete, ACOE Permits received waiting on State of Delaware permits.
3. Rebuild New Castle Front/Rear Range Lights
 - a. This project will entail the relocation of the front and rear structures for the range. The existing range front and rear towers located on land will be demolished. The new range front light will be constructed near the edge of the channel. The new rear light will be constructed near the shoreline in front of the existing front tower in approx. 22 feet of water. Both new structures will have mono-pile type foundations driven into the river bottom. All optics will be changed to solar power. Consulations with SHPO are complete and the design is 100%. Waiting on permits.

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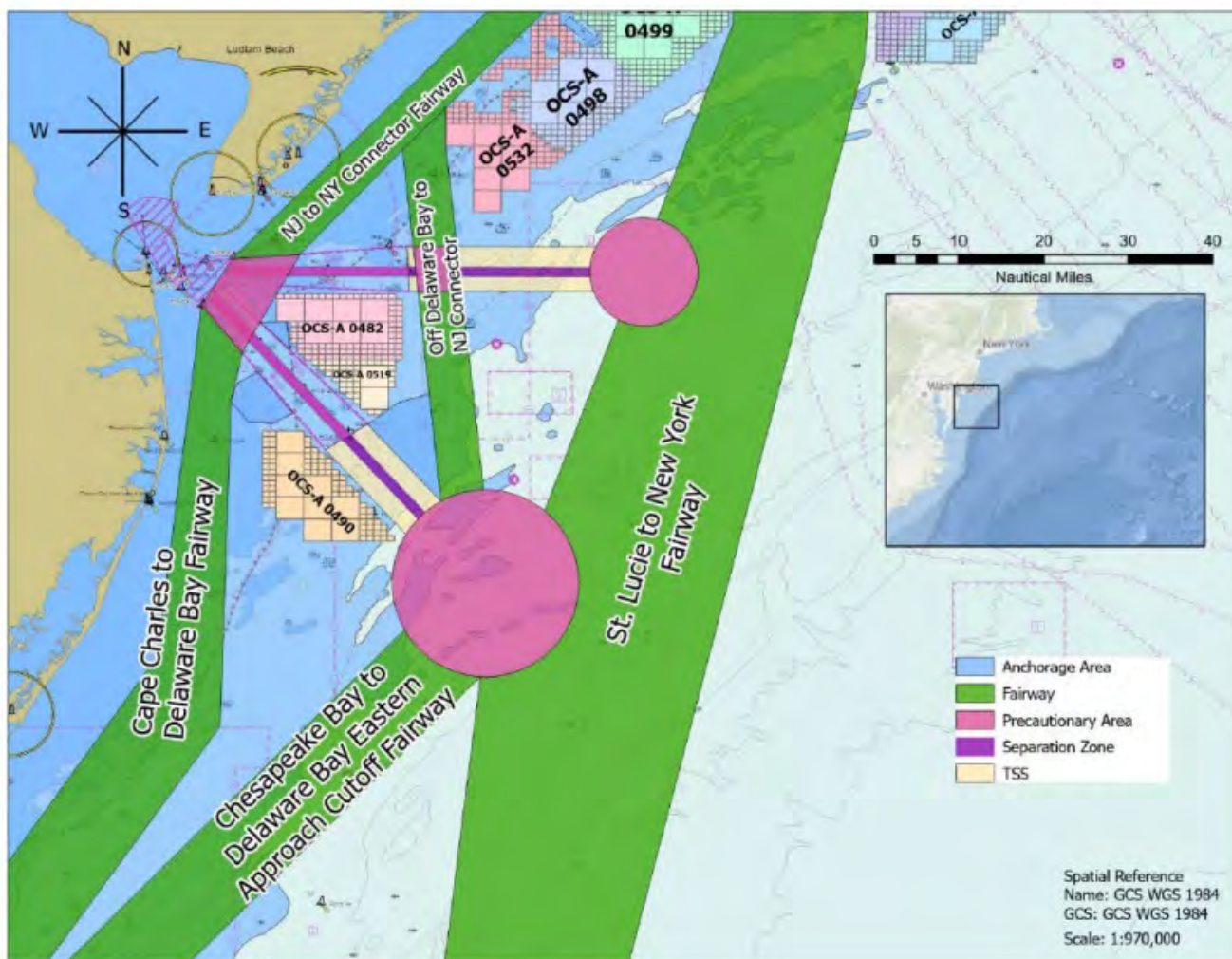
4. Mud Island Upper and Beverly Lower Ranges
 - a. Range lights are scheduled to be converted to LEDs this year. An Advance Notice will run in the LNM before the conversions are completed. This upgrade from incandescence lamps to LED optics, at the scheduled recharge date, is in alignment with the Commandant's Strategic Plan to increase the use of LEDs on AtoN systems reducing the amount of power required, thereby lowering the number a batteries required which in turn will reduce the life cycle cost, reduce hazardous waste and reduce ANT work load. Feedback after the conversion is appreciated.
5. Brown Shoal Light (LLNR 1535) Approved for funding and rebuild in FY24.

Fifth Coast Guard District Marine Planning
Meeting Notes

HIGHLIGHTS

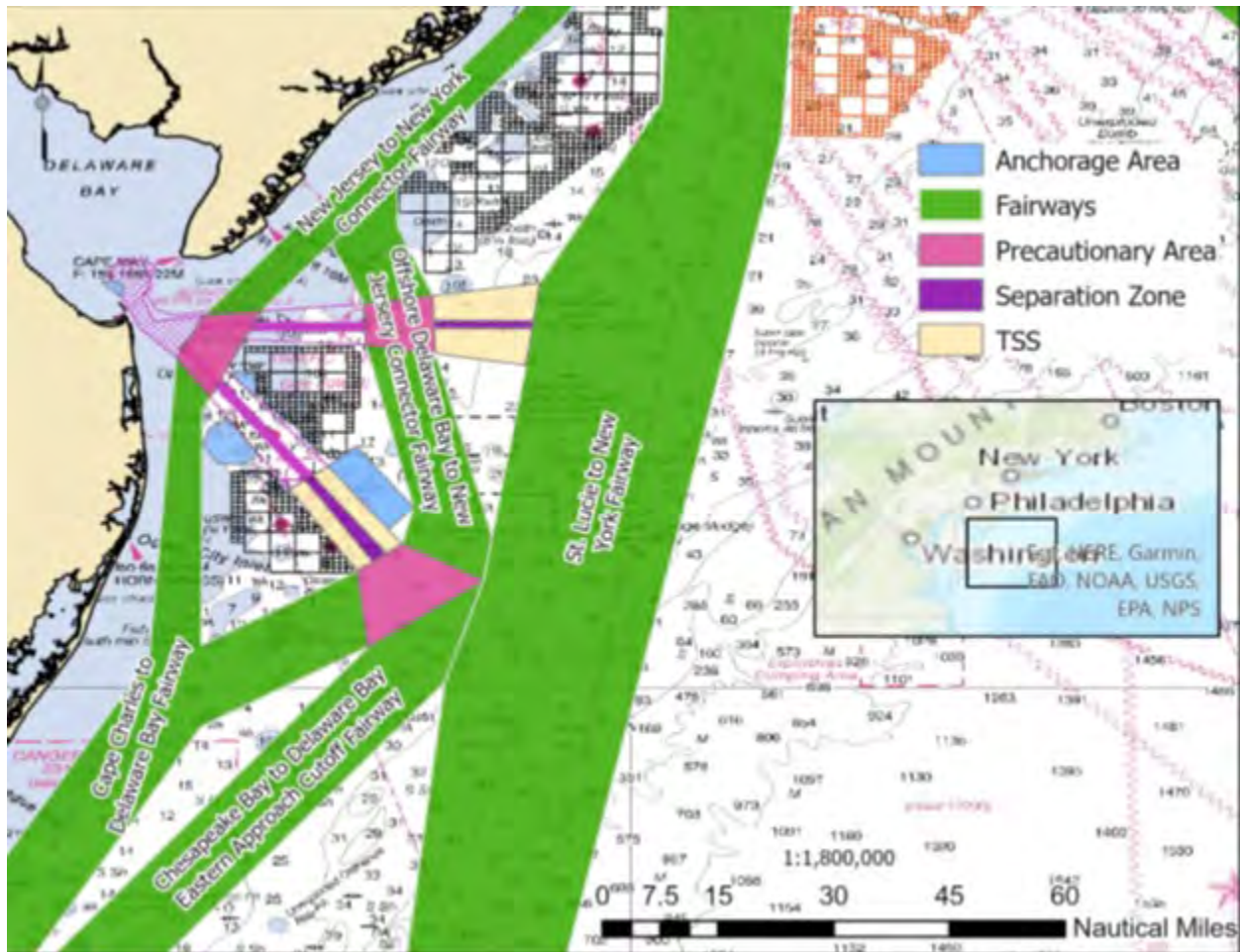
- The NPRM which announced the updated Consolidated Port Approaches Study was released to the public in March 2023. In general, the new proposed routing measures provide wider traffic lanes for shipping, expands the Bay's Precautionary Area, and provides an intermediate shipping lane between the nearshore route and the offshore route (St. Lucie to New York Fairway). It also includes a proposal for a new fairway anchorage on the southern approach to the Delaware Bay to assist with ship congestion in the offshore anchorages and preserve space for safe anchoring from offshore wind development. Comment period closes on June 8, 2023.

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Consolidated Port Approaches Port Access Route Studies (CPAPARS)

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Port Access Route Study: Seacoast of New Jersey Including Offshore Approaches to the Delaware Bay, Delaware

DETAILED BACKGROUND INFORMATION

Shipping Safety Fairways

- Section 70003 of Title 46 United States Code directs the Secretary of the department in which the Coast Guard resides to designate necessary fairways that provide safe access routes for vessels proceeding to and from U.S. ports. Designation as a fairway keeps an area free of fixed structures. This designation recognizes the generally paramount right of navigation over other uses in the designated areas. The Coast Guard is coordinating its possible establishment of fairways along the Atlantic Coast, as well as complementary port approaches and international entry and departure zones, with the Bureau of Ocean Energy Management (BOEM) to minimize the impact on offshore energy leases.
- Under 46 U.S.C. 70003, fairways are designated through federal regulations. Regulations governing fairways in 33 CFR part 166 provide that fixed offshore structures are not permitted within fairways because these structures would jeopardize safe navigation. The Coast Guard may

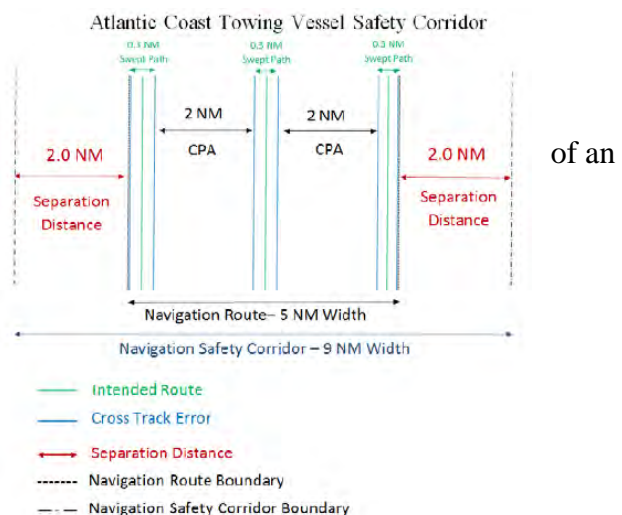
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establish, modify, or relocate existing fairways to improve navigation safety or accommodate offshore activities such as mineral exploitation and exploration.

- Before establishing or adjusting fairways, 46 U.S.C. 70003(c)(1) requires the Coast Guard to study potential traffic density and assess the need for safe access routes for vessels. During this process, the Coast Guard considers the views of the maritime community, environmental groups, and other stakeholders to reconcile the need for safe access routes with reasonable waterway uses. The Coast Guard attempts to recognize and minimize each identifiable cost, and balance cost impacts against the needs of safe navigation.

Background on the Atlantic Coast Port Access Route Study (ACPARS)

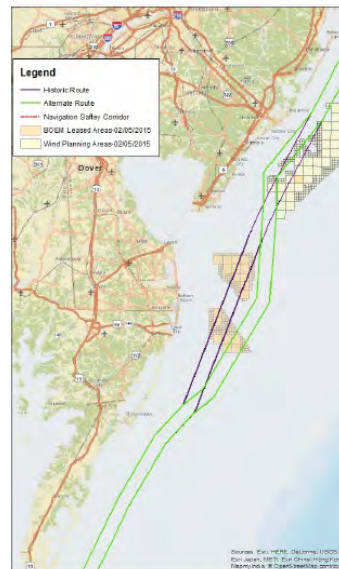
- On May 11, 2011, the Coast Guard chartered an ACPARS workgroup to address the potential navigational safety risks associated with offshore developments and to support future marine planning efforts. The workgroup analyzed the entire Atlantic Coast and focused on waters located seaward of existing port approaches within the U.S. Exclusive Economic Zone (EEZ). The Coast Guard used Automatic Identification System (AIS) data and information from shipping organizations to identify traditional navigation routes.
- The Coast Guard announced the availability of the final ACPARS report and requested public comment in the Federal Register on March 14, 2016 (81 FR 13307). After considering comments submitted in response to that notice, the Coast Guard determined that the final report was complete as published and announced this finding in the Federal Register on April 5, 2017 (82 FR 16510).
- The ACPARS workgroup identified navigation safety corridors along the Atlantic Coast that have the width necessary for navigation and sufficient buffer areas. The ACPARS Final Report identified deep draft routes for navigation and recommended that they be given priority consideration over other uses for consistency with the United Nations Convention of the Law of the Sea (UNCLOS). Article 78 of UNCLOS states that, “[t]he exercise of the rights of the coastal State over the continental shelf must not infringe or result in any unjustifiable interference with navigation and other rights and freedoms of other States as provided for in this Convention.”
- The ACPARS final report also identified coastal navigation routes and safety corridors appropriate width for seagoing tows. The report recommended that the Coast Guard consider developing the navigation safety corridors it identifies in its Appendix VII—



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which include ones for deep draft vessels and ones closer to shore for towing vessels—into official shipping safety fairways or other appropriate vessel routing measures. Analysis of the sea space required for vessels to maneuver led to the development of marine planning guidelines that were included in the ACPARS final report and that the workgroup considered when identifying the navigation safety corridors in its Appendix VII.

- The navigation corridors identified in ACPARS report included sea space between the route and structures to maneuver safely under emergency situations (i.e., a buffer comprised of 2 NM of space on each side of navigation route). The was an identification of navigation route width 5NM and a navigation safety corridor width of NM. The ANPRM published in June 2020 included towing vessel routes that varied in width from 5 to 10 NM.



ACPARS Traditional Towing Vessel Route and Alternate Route

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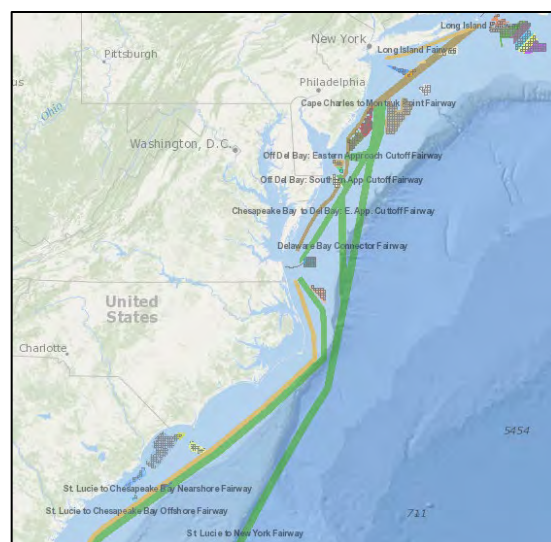


ACPARS Alternate Route with Buffer Zone

- Another important issue discussed in the ACPARS report is the need to preserve traditional towing vessel routes offshore New Jersey and Delaware Bay. The ACPARS workgroup identified a navigation route through the proposed wind energy lease areas and recommended an alternative route following the marine planning guidelines and width recommendations, with the goal of minimizing conflicts with the areas proposed for development.

Shipping Safety Fairways along the Atlantic Coast (Docket No. USCG-2019-0279)

- On June 19, 2020, the Coast Guard published an ANPRM seeking comments on possible establishment of shipping safety fairways along the Atlantic Coast identified the ACPARS Study. This potential system fairways is intended to ensure the traditional navigation routes are kept free from



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obstructions that could impact navigation safety. The comment period closed on August 18, 2020.

- CG NAV at CGHQ used supplemental PARS from D1 and D5 to inform and draft the Consolidated Port Approaches Study released in September 2022. This study will be used to inform a rulemaking on Atlantic Coast Routings measures.

Supplemental Port Access Route Studies

- On March 15, 2019, the Coast Guard announced a study of port approaches and international entry and departure areas in the Federal Register (84 FR 9541). This study will consider access routes from ports along the Atlantic Coast to the navigation safety corridors the ACPARS report recommended



Supplemental PARS

On March 14, 2019, USCG announced it would be conducting supplemental PARS at its major east coast ports.

- Northern New York Bight (USCG-2020-0278), notice of study published June 29, 2020
- Seacoast of New Jersey and Approaches to Delaware Bay (USCG-2019-0862), notice of study published May 5, 2020
- Approaches to the Chesapeake Bay, VA (USCG-2020-0093), notice of study published November 27, 2019
- Seacoast of North Carolina and Approaches to the Cape Fear River and Beaufort Inlet, NC (USCG-2020-0172), notice of study published March 23, 2020

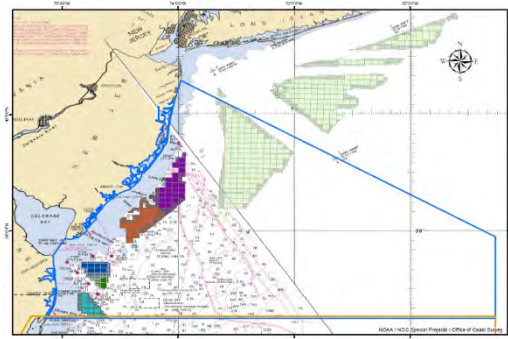
that we consider developing as fairways or other appropriate vessel routing measures. The ports to be considered in this study are economically important, support military operations, or have been identified to be strategically critical to national defense. The study will also examine areas associated with customary international trade routes seaward of the navigation safety corridors identified in the ACPARS. The creation of unimpeded transit lanes from the potential fairways outlined in the ACPARS final report to ports, and from those potential fairways to international transit areas, would help ensure the safe and efficient flow of commerce and enhance national security.

- Similar to the ACPARS methodology, AIS data and information from shipping organizations will again be used to identify and verify the customary navigation routes that are followed by ships in open-water situations where no obstructions exist. This will allow the Coast Guard to identify areas where structures could jeopardize safe navigation and impede commerce. These studies will provide a mechanism to engage stakeholders with potentially competing uses of the waters of the U.S. EEZ in an effort to reduce impacts to those uses.

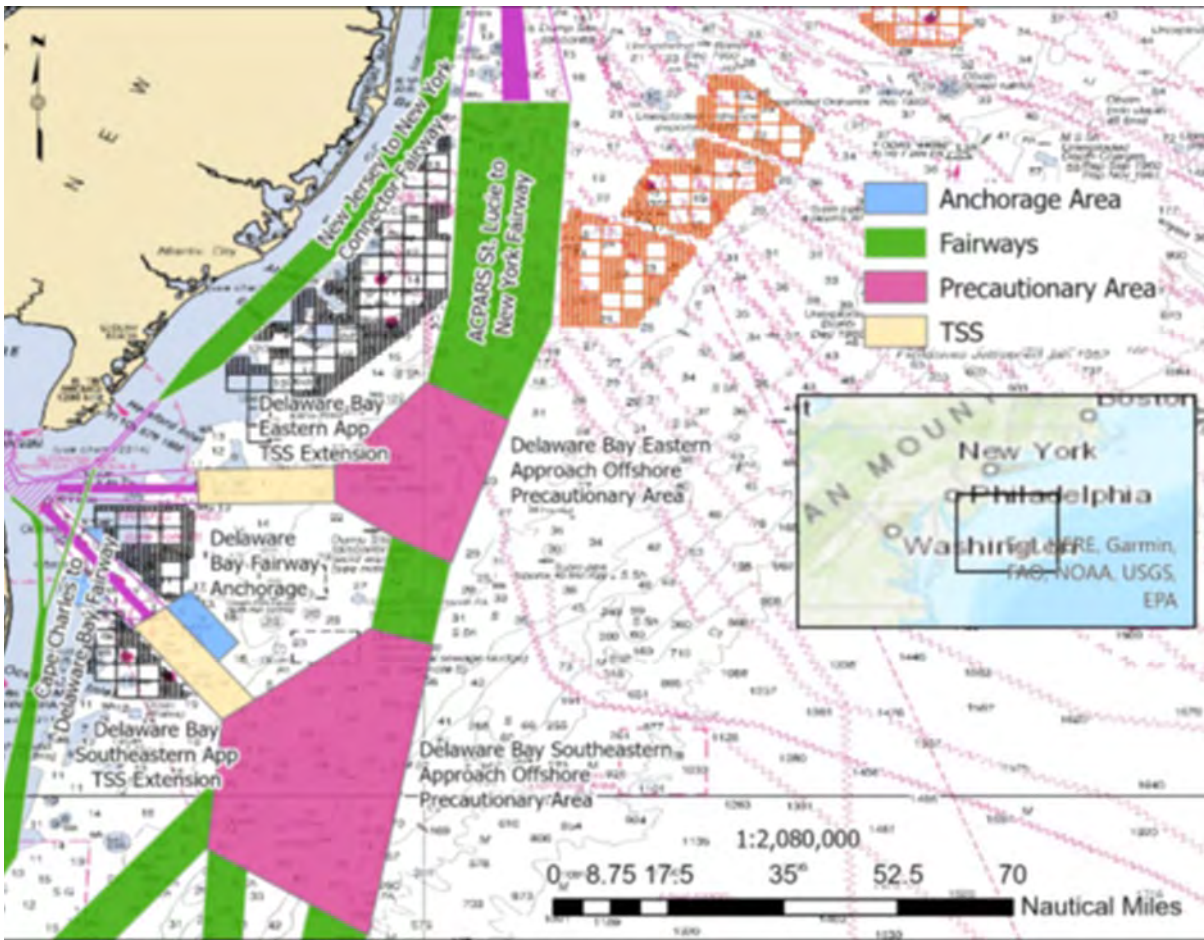
Seacoast of New Jersey and Approaches to the Delaware Bay (Docket Number USCG-2020-0172)

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- On May 5, 2020, the Coast Guard announced a supplemental PARS to determine whether existing or additional routing measures are necessary along the seacoast of New Jersey and approaches to Delaware Bay.
- The comment period closed Jul 6, 2020. In response to four separate requests, the Coast Guard reopened the comment period for 30 days, and held virtual public meetings on Oct 29 and Nov 4, 2020. The comment period closed Nov 10, 2020.
- Note: offshore lightering and anchoring is critically important to the ports of the Delaware River, and the lease areas offshore Maryland and Delaware, if developed will displace these operations. In anticipation of this, the Coast Guard and the Mariners' Advisory Committee of the Delaware River and Bay identified potential anchorage areas to be formally designated outside the offshore wind projects. In May 2019, the Coast Guard learned that both the US Wind and Skipjack Offshore Wind projects were planning to run transmission lines through the largest of these areas identified as a potential future anchorage ground.
- As a result and in support of the NJ PARS, the Coast Guard Navigation Center completed an analysis of the Delaware Bay approaches to confirm the areas traditionally used for anchoring. On Dec 2, 2020, D5 forwarded the analysis to BOEM, the windfarm developers, and the maritime advisory committee.
- To address the conflicts between the lease areas, transmission lines, offshore anchoring, north-south tug and tow traffic, and the coastal and international traffic, the Coast Guard Navigation Center completed an in-depth analysis of vessel traffic in the study area including towing vessels. On Feb 22, 2021, Sector Delaware Bay posted the analyses on their CG Homeport site. On Mar 9, 2021, D5 obtained informal feedback from key stakeholders on ideas regarding existing and potential routing measures and anchorage areas via a roundtable discussion and exchanging of ideas hosted by the Mariners' Advisory Committee for the Bay & River Delaware.
- Based on this feedback and consultations, the Fifth District published the following recommendations (See insert).



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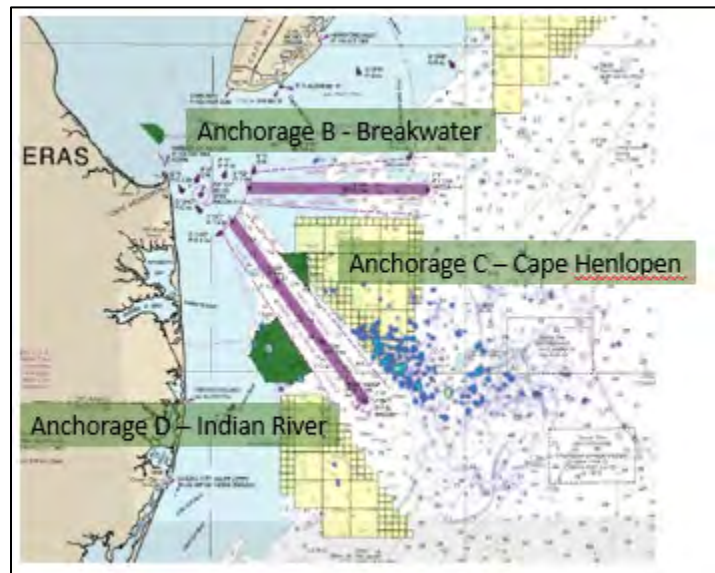


- Final Report published May 2022.

Anchorage

Anchorage Grounds; Delaware Bay and Atlantic Ocean, Delaware (Docket Number: USCG-2019-0822)

- On Nov 29, 2019, the Coast Guard published a notice of inquiry, request for comments, on the need to establish new anchorage grounds in the Delaware Bay and Atlantic Ocean. 42 comments were received.
- Initial analysis shows an overwhelming percentage of comments (66%) involved



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environmental concerns (including fuel bunkering spill concerns, endangered species concerns and sensitive areas in Anchorage B). 9 comments (21%) expressed concerns over view shed and tourism impacts. 5 (12%) were supportive from maritime stakeholders. 3 (7%) were from wind energy proponents that expressed concerns about anchorage locations impacting planned electrical transmission line routes.

- On May 19, 2020, the Coast Guard held a conference call with Dr. Dewayne Fox from Delaware State University to better understand his research and concern regarding impacts from anchoring to the Atlantic Sturgeon in the Delaware Bay.
- The Coast Guard reopened the comment period for 30 days, and held virtual public meetings on Oct 29 and Nov 4, 2020. The comment period closed Nov 10, 2020.
- As part of the New Jersey PARS, the Coast Guard Navigation Center completed an analysis of the Delaware Bay approaches to identify areas traditionally used for anchoring. On December 2, 2020, D5 forwarded the anchorage analysis to BOEM, the windfarm developers, and the maritime advisory committee.
- The Coast Guard Navigation Center completed a subsequent and more in-depth analysis of vessel traffic within the study area to include a separate study focusing on towing vessels. On February 22, 2021, Sector Delaware Bay posted these analyses along with the anchorage analysis on their CG Homeport site in support of future stakeholder discussions.
- On Mar 9, 2021, D5 shared the analysis and obtained informal feedback from key stakeholders on ideas regarding existing and potential routing measures and anchorage areas. This roundtable discussion and exchanging of ideas was hosted by the Mariners' Advisory Committee for the Bay & River Delaware.
- Based on comments received and analysis conducted by the Navigation Center, D5 marine planners recommended the development of a NPRM to establish Anchorages C and D. That NPRM was published in the federal Register May 22, 2022 and received one comment.
- Final Rule effective August 11, 2022. MSIB 15-22.

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Offshore Wind

Coast Guard's Role

- The US Coast Guard evaluates a proposed project's impact on the marine transportation system, safety of navigation, and the Coast Guard's ability to conduct its missions, and assists in the development of related mitigations.
- The Coast Guard does not evaluate potential impacts outside our expertise, nor do we approve or disapprove a specific project.



Figure 3. U.S. North Atlantic and Great Lakes offshore wind energy pipeline and Call Areas as of May 31, 2022. Map created by NREL

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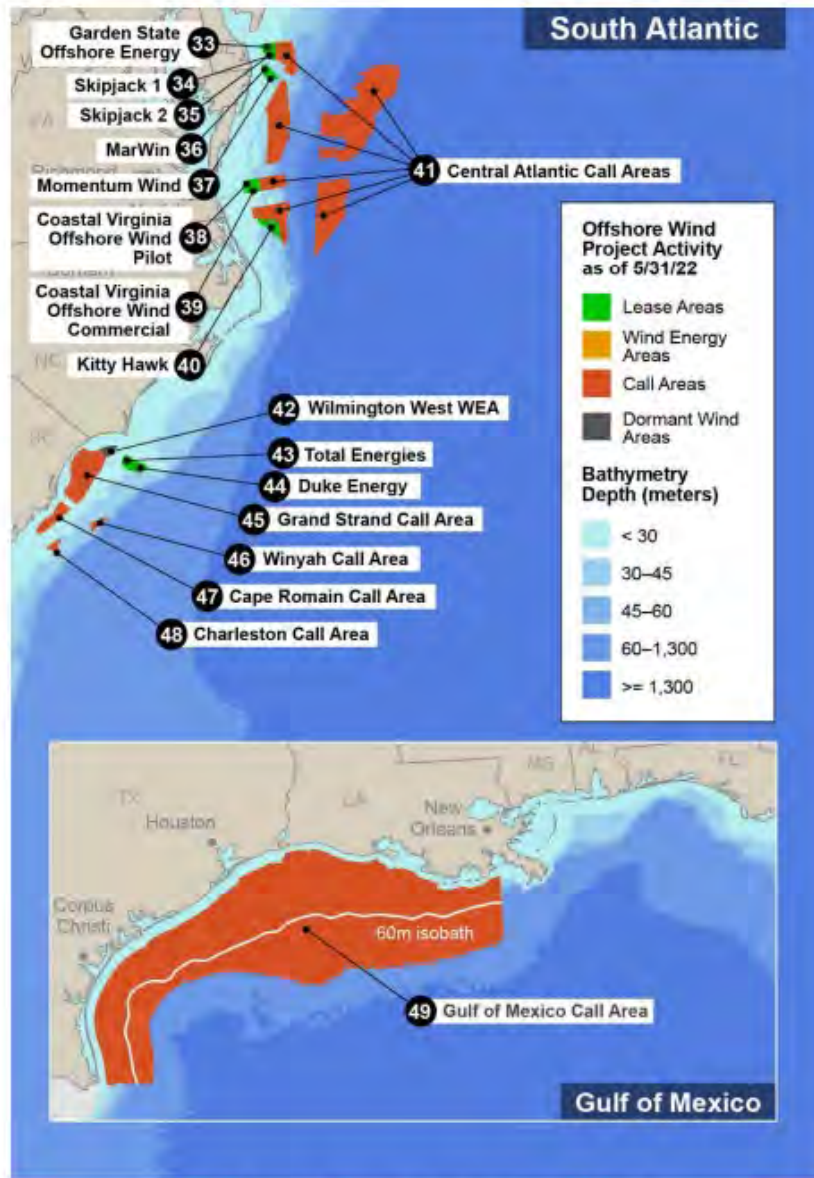


Figure 4. South Atlantic and Gulf of Mexico offshore wind pipeline and Call Areas as of May 31, 2022. Map created by NREL

Source for Figure 3 and 4: DOE Offshore Wind Market Report, 2022 Edition

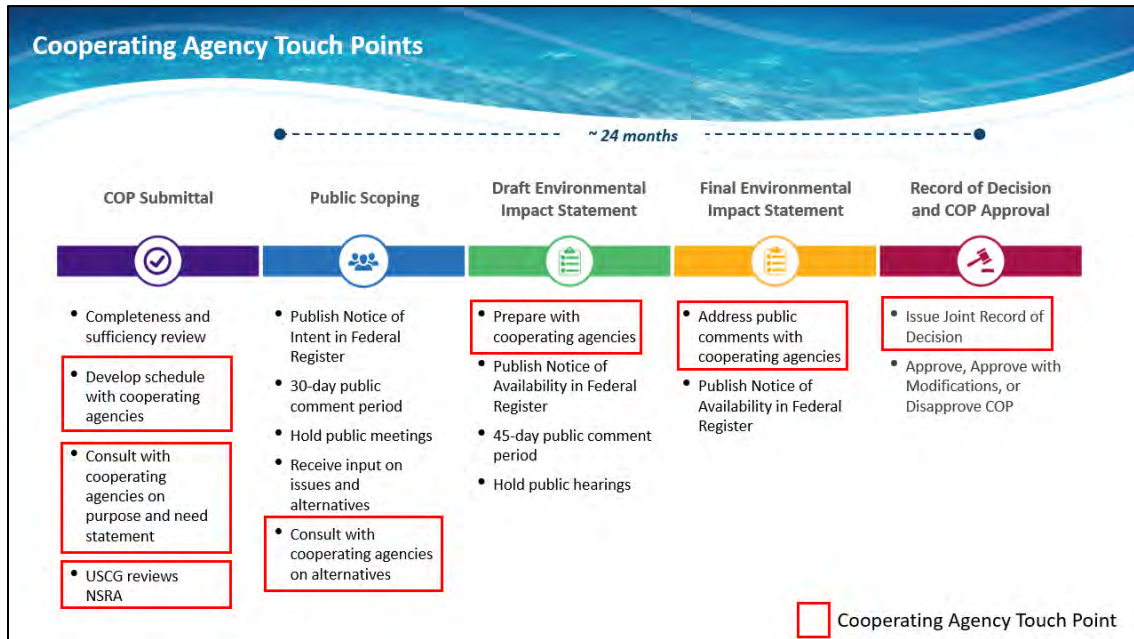
BOEM Authorization Timeline and Touchpoints with Coast Guard as a Cooperating Agency

- The Bureau of Ocean Energy Management (BOEM) is responsible for offshore renewable energy development in Federal waters. As the federal agency principally responsible for issuing leases, easements and rights of way for renewable energy development, BOEM bears

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the primary responsibility for coordinating environmental reviews and preparation of an Environmental Impact Statement. During the authorization process, BOEM provides the Coast Guard the opportunity to review a developer's plans at multiple stages.

Policy of the United States and Offshore Wind

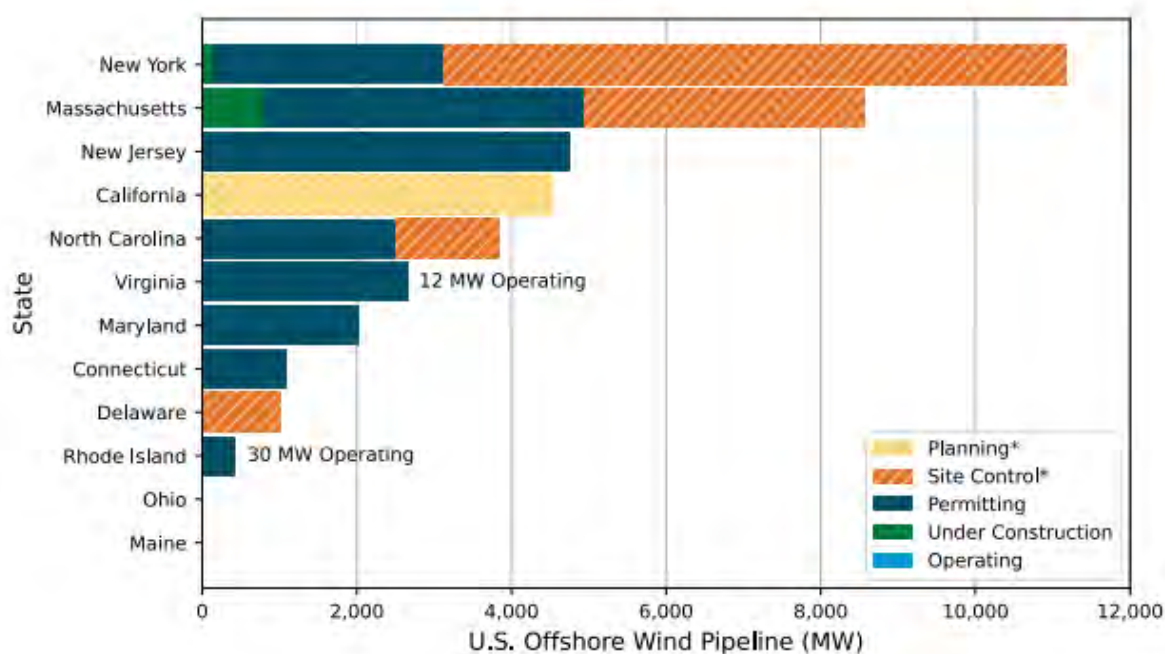


Procurement Timeline by State

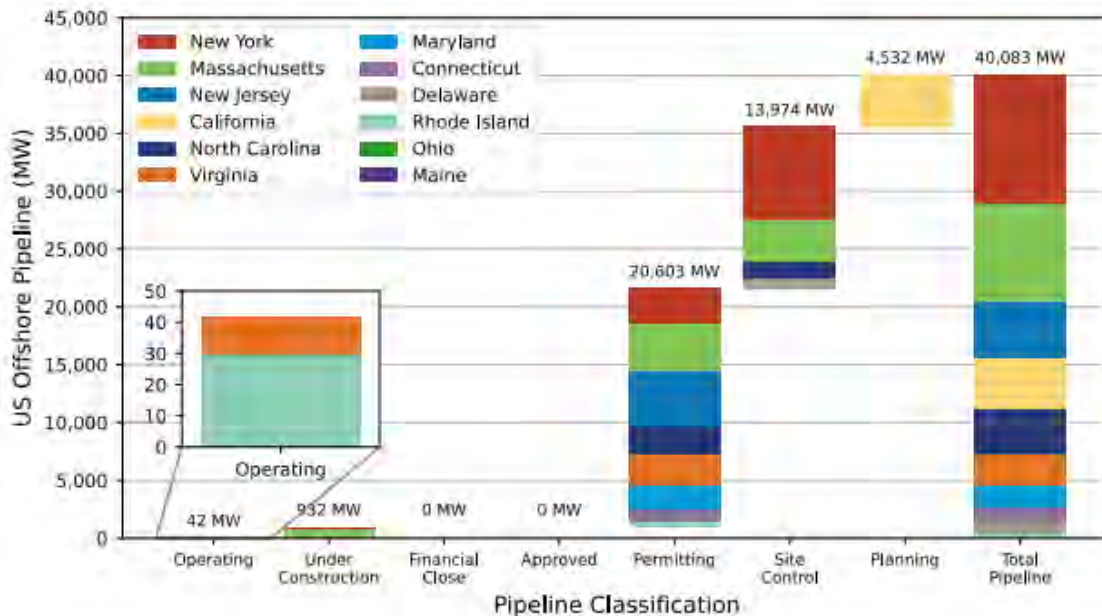
- On January 27, 2021, the President signed Executive Order 14008 setting forth the commitment of the United States “to organize and deploy the full capacity of its agencies to combat the climate crisis to implement a Government-wide approach that reduces climate pollution in every sector of the economy; increases resilience to the impacts of climate change; protects public health; conserves our lands, waters, and biodiversity; delivers environmental justice; and spurs well-paying union jobs and economic growth, especially through innovation, commercialization, and deployment of clean energy technologies and infrastructure.”
- Prior to this EO, many States had developed their own offshore wind policies and permitting goals that have been driving demand.

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Source: DOE Offshore Wind Market Report, 2022 Edition



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Source: DOE Offshore Wind Market Report, 2022 Edition

New York/New Jersey

- In February 2022, BOEM auctioned six lease areas in the New York Bight (see inserted images below). This auction was the first held in the United States since three lease areas in the Massachusetts WEA were auctioned in 2018 for about \$154 million each. Lease areas in the New York Bight auction ranged from \$285 million to \$1.1 billion, for a total of \$4.37 billion for all six lease areas, which increased the pipeline capacity by at least 5,600 MW. The New York Bight winning bids set new records for offshore wind lease prices. The new leases also added several new developers, including Engie, Total Energies, RWE, and Invenergy. When developed, electricity from these new lease areas is likely to be sold to either New York or New Jersey, which have made policy procurement mandates of 9,000 MW and 7,500 MW respectively.

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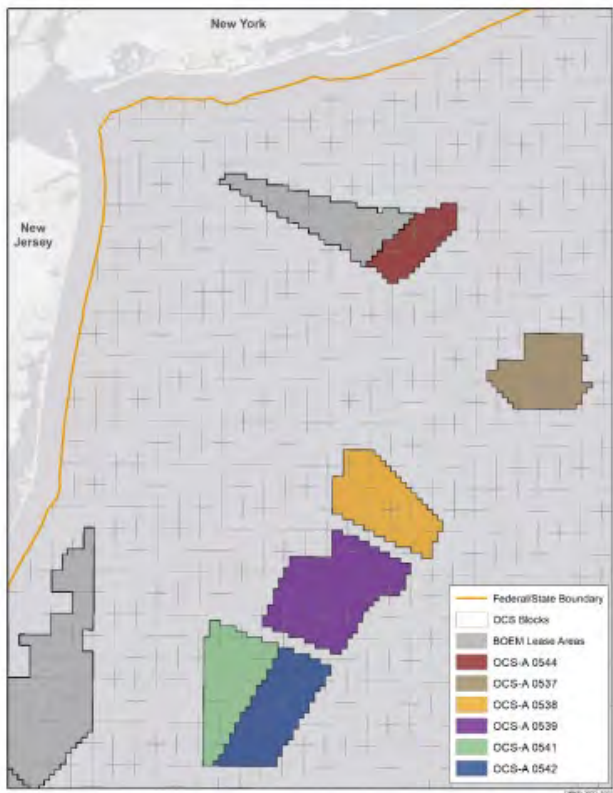


Figure 8. New York Bight leasing area map. Map created by BOEM

Source: DOE Offshore Wind Market Report, 2022 Edition

Table 7. New York Bight Lease Area Auction Results

Lease Number	Purchaser	Developer	Area (km ²)	Capacity (MW)	Price	Price per km ²
OCS-A 0544	Mid-Atlantic Offshore Wind LLC	CIP	174	523	\$285,000,000	\$1,637,931
OCS-A 0537	OW Ocean Winds East LLC	EDPR and Engie	289	868	\$765,000,000	\$2,647,059
OCS-A 0538	Attentive Energy LLC	Total Energies	321	964	\$795,000,000	\$2,476,636
OCS-A 0539	Bight Wind Holdings LLC	RWE and National Grid	462	1,387	\$1,100,000,000	\$2,380,952
OCS-A 0541	Atlantic Shores Offshore Wind Bight LLC	Shell and EDF	308	924	\$780,000,000	\$2,532,468
OCS-A 0542	Invenergy Wind Offshore Wind LCC	Invenergy and EnergyRE	311	934	\$645,000,000	\$2,073,955

— *Source: DOE Offshore Wind Market Report, 2022 Edition*

New Jersey

- **State Commitments:** On Nov. 19, 2019, New Jersey more than doubled its target for offshore-wind energy production under an executive order (EO No. 92) signed by Gov. Phil Murphy. The EO raises NJ's goal from 3.5 GW of offshore wind-energy generated electricity by 2030 to 7.5 GW by 2035. The New Jersey Board of Public Utilities granted the state's

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first award for offshore wind to Ørsted's Ocean Wind 1,100 MW project. In Jan 2020, Gov Murphy signed an offshore wind solicitation bill into law which expanded the definition of a "qualified offshore wind project" to include "offshore wind transmission facilities." On Mar 3, 2020, the State released its timetable for its 7.5GW offshore wind procurement program, which calls for solicitations of 1.2 GW in Q3 2020, Q3 2022, Q3, 2024, followed by solicitations for 1.4 GW in Q3 2026 and Q3 2028. On Sep 9, 2020, the State opened the application window for its second offshore wind solicitation, inviting all interested parties to submit applications for consideration by Dec 10, 2020. Atlantic Shores and Orsted/Ocean Wind both submitted applications.

- On Nov 30, 2020, the State issued a Request of Qualifications for construction management services for its first-of-its-kind offshore wind manufacturing and marshalling facility located in Lower Alloways Creek. Construction of the NJ Wind Port is planned in two phases, beginning in 2021. Phase 1, which is currently underway, will comprise the development of an approximately 30-acre site to accommodate marshalling activities and an approximately 35-acre Tier 1 component manufacturing site. Phase 2 adds a further 150 acres or more to accommodate expanded marshalling activities and extensive manufacturing facilities for turbine components like blades and nacelles. On Jun 30, NJ awarded 2.7 GW of offshore power; 1.51 GW to Atlantic Shores and 1.148 GW to Orsted and its new Ocean Wind 2 project.

Delaware

- The state has set a target of achieving 40% renewable energy by 2035.

Maryland

- State Commitments: Maryland's Offshore Wind Energy Act of 2013 amended the state's renewable energy portfolio standard to include offshore wind and to provide financial support for projects in the form of Offshore Wind Renewable Energy Credits (ORECs). In May 2017, the Maryland Public Service Commission (PSC) awarded both Orsted and US Wind Offshore Wind Renewable Energy Credits (OREC) for 120 MW and 248 MW respectively, and Orsted and US Wind agreed to invest \$115 million in port infrastructure and steel fabrication facilities in Baltimore. In its announcement, Maryland estimated the projects would create 9,700 full time equivalent jobs and result in more than \$2 billion of economic activity for the state. In May 2019, the state passed an offshore wind mandate of 1.2 GW by 2030. Maryland is in the process of issuing a second round of ORECs, which will consider 3 application periods: Jan 1, 2020 for projects to begin creating (400 MW) ORECs not later than 2026 (announcements expected soon); Jan 1, 2021 for projects to begin creating (800 MW) ORECs not later than 2028; and Jan 1, 2022 for projects to begin creating (1,200 MW) ORECs not later than 2030. In Jun 2021, both US Wind and Orsted submitted bids to the Maryland Public Service Commission, which intends to award 440 MW of ORECs by the end of CY2021.

Mariners Advisory Committee (MAC) For the Bay & River Delaware
Fifth Coast Guard District and Sector Delaware Bay
Waterways and Aids to Navigation Report for June 8, 2023

For a list of all OREI projects and their current status - see Table below. For more information on each project, please visit BOEM's website. [State Activities](#) | [Bureau of Ocean Energy Management \(boem.gov\)](#)

Table 6. U.S. Federal Offshore Wind Lease Permitting Status as of May 31, 2022

Geographic Location	Lease Number	Area (km ²)	Date Issued	Project(s) Being Developed in Lease Area	Status
Delaware	OCS-A 0482	284	2012	Garden State Offshore Energy Skipjack 2	SAP Approved (COP Not Submitted)
Virginia	OCS-A 0483	456	2013	Coastal Virginia Offshore Wind – Commercial	COP Submitted – Notice of Intent (NOI) for Environmental Impact Statement (EIS)
Massachusetts/Rhode Island	OCS-A 0486	339	2013	Revolution Wind	COP Submitted – NOI for EIS
Massachusetts/Rhode Island	OCS-A 0517	55	2013	South Fork	ROD Approved – Under Construction
Massachusetts/Rhode Island	OCS-A 0487	445	2013	Sunrise Wind 1	COP Submitted – NOI for EIS
Maryland	OCS-A 0490	323	2014	MarWin	SAP Approved (COP Not Submitted)
Massachusetts	OCS-A 0500	586	2015	Bay State Wind	COP Submitted
Massachusetts	OCS-A 0501	264	2015	Vineyard Wind 1	ROD Approved – Under Construction
Massachusetts	OCS-A 0534	411	2015	Park City Wind Commonwealth Wind	COP Submitted – NOI for EIS
New Jersey	OCS-A 0498	306	2016	Ocean Wind 1	COP Submitted – NOI for EIS
New Jersey	OCS-A 0532	344	2016	Ocean Wind 2	COP Submitted – NOI for EIS
New Jersey	OCS-A 0499	742	2016	Atlantic Shores Offshore Wind	COP Submitted – NOI for EIS
North Carolina	OCS-A 0508	495	2017	Kitty Hawk	COP Submitted – NOI for EIS
New York	OCS-A 0512	321	2017	Empire Wind 1 & 2	COP Submitted – NOI for EIS
Delaware	OCS-A 0519	107	2018	Skipjack 1& 2	SAP Approved (COP Not Submitted)
Massachusetts	OCS-A 0520	521	2018	Beacon Wind	SAP Approved (COP Not Submitted)
Massachusetts	OCS-A 0521	516	2018	Mayflower Wind 1 & 2	COP Submitted – NOI for EIS
Massachusetts	OCS-A 0522	536	2018	Shell/Kent HOE/Ocergy Demonstration CIP Massachusetts	SAP Approved (COP Not Submitted)
New York/New Jersey	OCS-A 0544	174	2022	Mid-Atlantic Offshore Wind	Provisional Auction Winner
New York/New Jersey	OCS-A 0537	289	2022	OW Ocean Winds East	Provisional Auction Winner
New York/New Jersey	OCS-A 0538	321	2022	Attentive Energy	Provisional Auction Winner
New York/New Jersey	OCS-A 0539	462	2022	Community Wind	Provisional Auction Winner
New York/New Jersey	OCS-A 0541	308	2022	Atlantic Shores Offshore Wind Bight	Provisional Auction Winner
New York/New Jersey	OCS-A 0542	311	2022	Invenergy Wind Offshore	Provisional Auction Winner
North Carolina	OCS-A 0545	222	2022	Total Energies	Provisional Auction Winner
North Carolina	OCS-A 0546	223	2022	Duke Energy	Provisional Auction Winner

Source: DOE Offshore Wind Market Report, 2022 Edition

Note: As of April 20, 2021, the Fifth Coast Guard District Local Notice to Mariners (LNM) includes an enclosure exclusively dedicated to Offshore Renewable Energy Installations (OREI) projects, survey operations, and construction activities. New articles will run for three weeks in the LNM's General Section and the OREI Enclosure. After three weeks, articles will be removed from the General Section and will remain in the OREI Enclosure until completed. Coast Guard LNMs are published weekly and are accessible online at <https://www.navcen.uscg.gov/>.

Fifth District Point of Contact

Mr. Matthew Creelman

Marine Information Specialist

U.S. Coast Guard Fifth District

Branch Email: CGD5Waterways@uscg.mil

Office: 757 398-6230

**Mariners Advisory Committee (MAC) For the Bay & River Delaware
Fifth Coast Guard District and Sector Delaware Bay
Waterways and Aids to Navigation Report for June 8, 2023**

USACE PHILADELPHIA DISTRICT

MAC MEETING

MAC Meeting Presentation

Timothy J. Kelly, P.E., Deputy Chief Operations Division

Timothy J. Rooney, Project Manager

08JUNE2023

"The views, opinions and findings contained in this report are those of the authors(s) and should not be construed as an official Department of the Army position, policy or decision, unless so designated by other official documentation."



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of Engineers®



Delaware River, Philadelphia to Sea

- Norfolk Dredging Company (NDC) completed New Castle Range and currently mobilizing to Deepwater Point Range. Mifflin Range is going to be the next dredging orders issued.
- The Hopper Dredge McFarland is in the shipyard for steel work and anticipated to be out of the shipyard by the end of this week. The McFarland is scheduled to get underway on July 7th to dredge Liston and Miah Maul Ranges with placement of material at Buoy 10 site.
- There were two objects in Cherry Island Range which were both above project depth of 45 ft MLLW. The District is in the process of formulating a contract for removal of said objects. It is anticipated that these objects can be removed by the end of June.



US Army Corps
of Engineers ®



Delaware River, Philadelphia to Trenton

- The FY 23 bucket dredging between the Tacony-Palmyra Bridge and Newbold Island as well as the Fairless Turning Basin, is scheduled to begin in August by Seaward Marine of Norfolk, VA.

Wilmington Harbor

- The FY23 maintenance dredging will again be consolidated with the Philly to Sea Maintenance Dredging Contract, currently scheduled for advertisement in late June.



US Army Corps
of Engineers ®



C & D Canal

- Construction continues on St. Georges Bridge's deck replacement. This work is not expected to reduce the air gap beneath the bridge. A barge will be attached to the water piers and may encroach into the federal channel by approximately 30' during work hours. Outside of work hours the barge will be moved out of the channel. The barge can be moved out of the navigation channel with 2 hours notice.
- Maintenance dredging in the Upper Chesapeake is scheduled to be awarded in September 2023. Anticipated dredge areas are going to be in the upper Chesapeake Bay with disposal of material at Pearce Creek placement site.



US Army Corps
of Engineers ®



Salem River

- Advertisement of a dredging contract is anticipated by the end of June 2023 as a Request for Proposal. Work under the contract will clear remaining fine-grained sediment and beneficially place the dredged material in USFWS's Supawna Meadows to restore marsh.
 - *Dredging under the contract will occur in the lower part of the river between Stations 3+000 and 15+500 to the authorized depth of 16 ft MLLW with 1 ft of allowable overdepth.*
 - *Estimated quantity is 190,000 cy total.*
 - *It is anticipated that dredging can occur between July 2023 and end of Feb 2024, but waiting on environmental consultations to be completed.*



US Army Corps
of Engineers®



NJ Intracoastal Waterway, Cape May Ferry Channel

- A new contract will be advertised in late 2023 for maintenance dredging in 2024.

Maurice River, NJ

- A new contract will be advertised by the end of July 2023 for maintenance dredging.



US Army Corps
of Engineers ®





NOAA Physical Oceanographic Real Time System (PORTS®) Updates

Chris DiVeglio - NOAA PORTS Program
June 8, 2023

<https://tidesandcurrents.noaa.gov/ports/index.html?port=db>

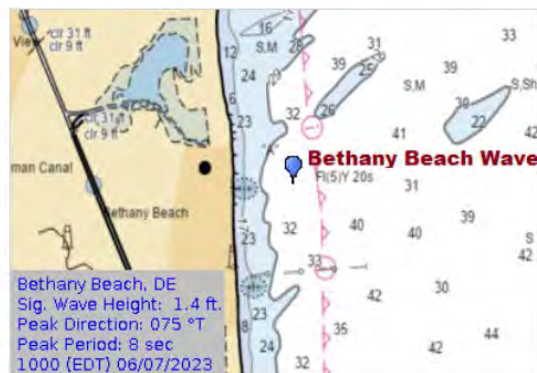
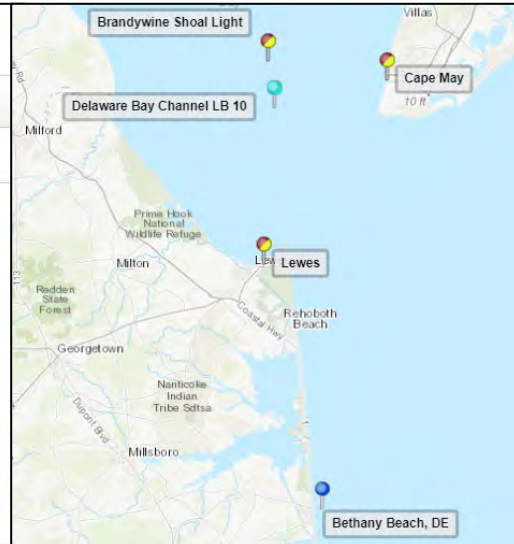
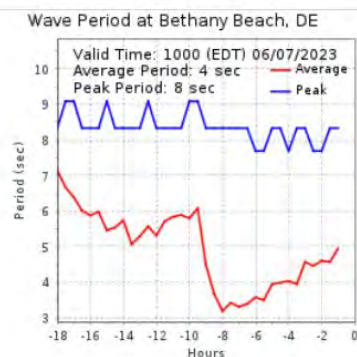
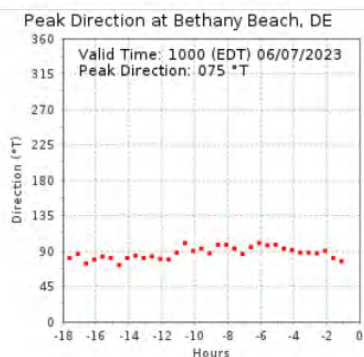
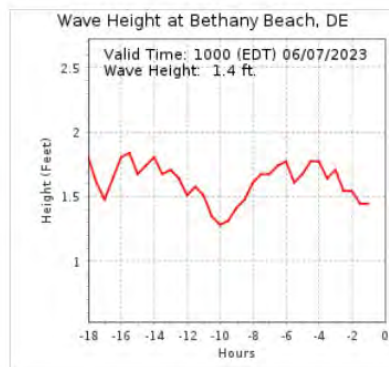


New Wave Buoy off Bethany Beach pulled into PORTS

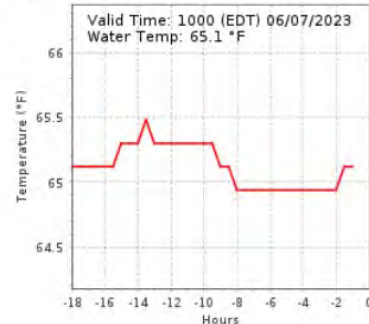
- Partnership with UCSD/Scripps Institute/ Coastal Data Information Program
- New wave buoy off Bethany Beach was installed over the winter

PORTS®: vv44084 Bethany Beach Waves

Summary Composite 3 Days Wave



Water Temperature at Bethany Beach, DE



Quarterly Sensor Statistics

Air gap and current meter station Instrument performance stats

Criteria - Percentages report of data which

1- Passed preliminary Quality Control (public dissemination = ON)

2- Data were 18 minutes old or less when populated into the database

03/01/2023-05/31/2023

Delaware Memorial Bridge Air Gap – 100.0%

Ben Franklin Air Gap – 99.1%

Reedy Point Air Gap – 96.9 %

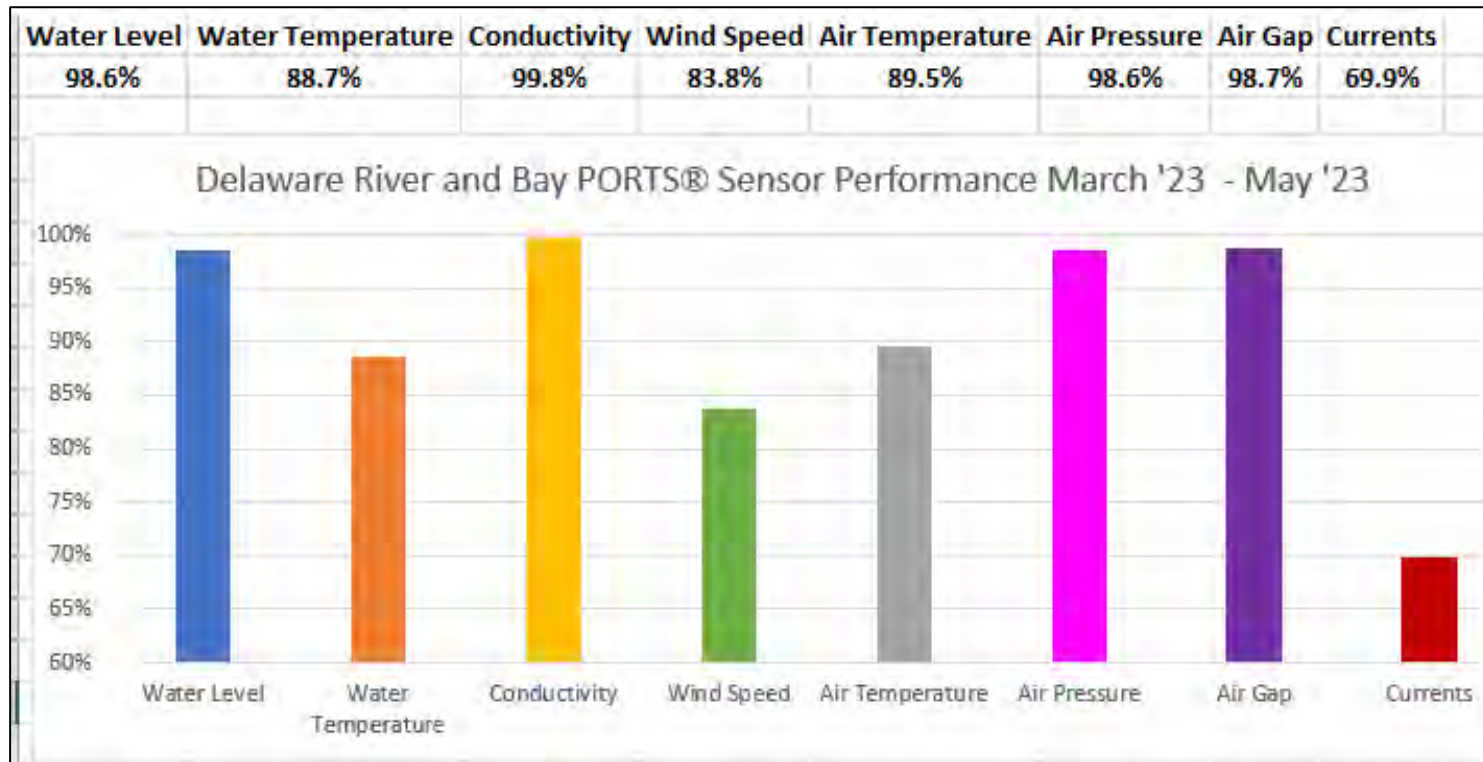
Chesapeake City Gap – 100.0%

db0301 (Philadelphia) currents – 100.0%

db0502 (Brown Shoal LB10) currents – 40%

(Out from 3/19 to 4/13 and again from 4/29 to 5/25)

Quarterly Sensor Statistics by sensor type



- Currents stats pulled down due to Delaware Bay LB10 outage(s)
- Wind and air temp data brought down by Brandywine and Delaware City
- Water temp down a bit due to Cape May

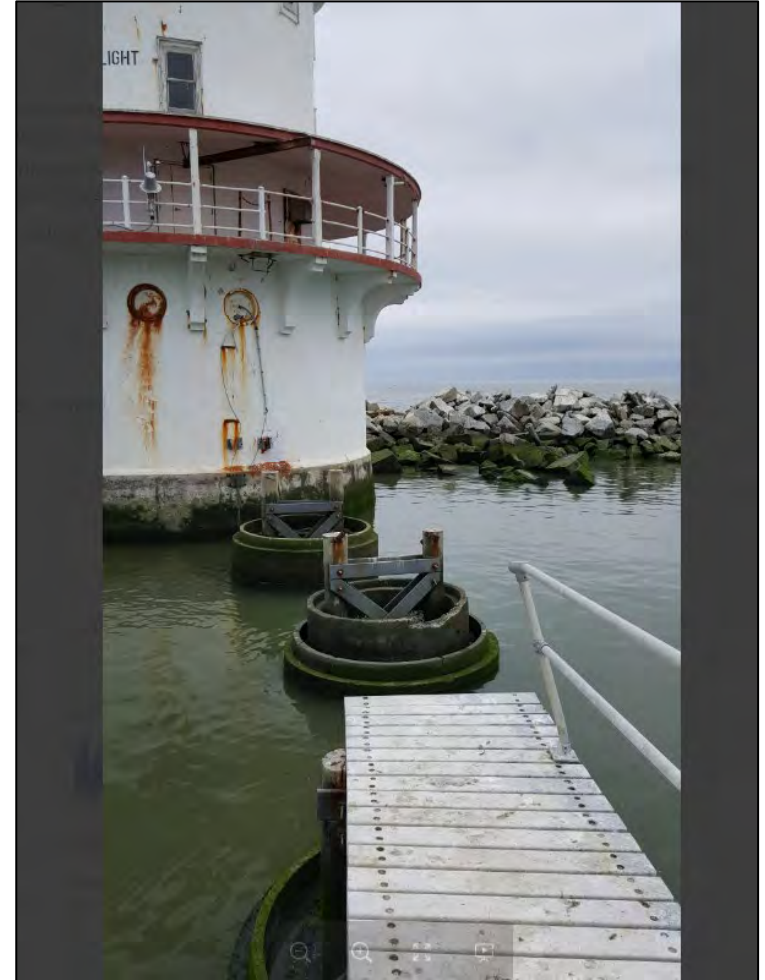
Delaware City station upgrades

Delaware Valley Refining Complex



Brandywine Shoal access/ upgrades

- Update from Cape May Whale Watchers (owner?) that there is still no safe access
- In the process of rebuilding the dock this summer
- Repair wind and air temp
- Install a second (backup) water level sensor



NOAA PORTS External Assessment Workshops

Determine the requirements for a fully built out system

- In order to make a better estimate of the full extent of NOAA appropriations needed to fulfill associated Federal responsibilities, NOAA needs to understand community requirements for a fully built out PORTS® at all 175 top US seaports

Outline and evaluate governance options

- Outline the pros and cons of the current PORTS® cost-share model
- Outline the pros and cons of a wholly owned Federal PORTS® program
- Generate a detailed recommendation for a wholly owned Federal PORTS® governance model
- Evaluate the larger marine navigation community's support for the two governance models
- Evaluate how underserved communities are supported under the two governance models
- Awarded a contract to Eastern Research Group, Inc.
- Plans to have a final deliverable by the end of 2023

NOAA PORTS External Assessment Workshops

Mid-Atlantic (New York, New Jersey, Delaware, Pennsylvania, Maryland, Virginia, D.C.)

Thursday August 24, 2023, 9am-11am EDT

<https://www.zoomgov.com/meeting/register/vJlscuGuqD8qEtFX0nNAOjTHr5s6lPytci0>

Northeast Coastal Operational Forecast System (NECOFS)

- **Initial Development:**

- UMASS
- FVCOM-based
- Hindcast from 1978-2018
- Daily 5-day forecast run

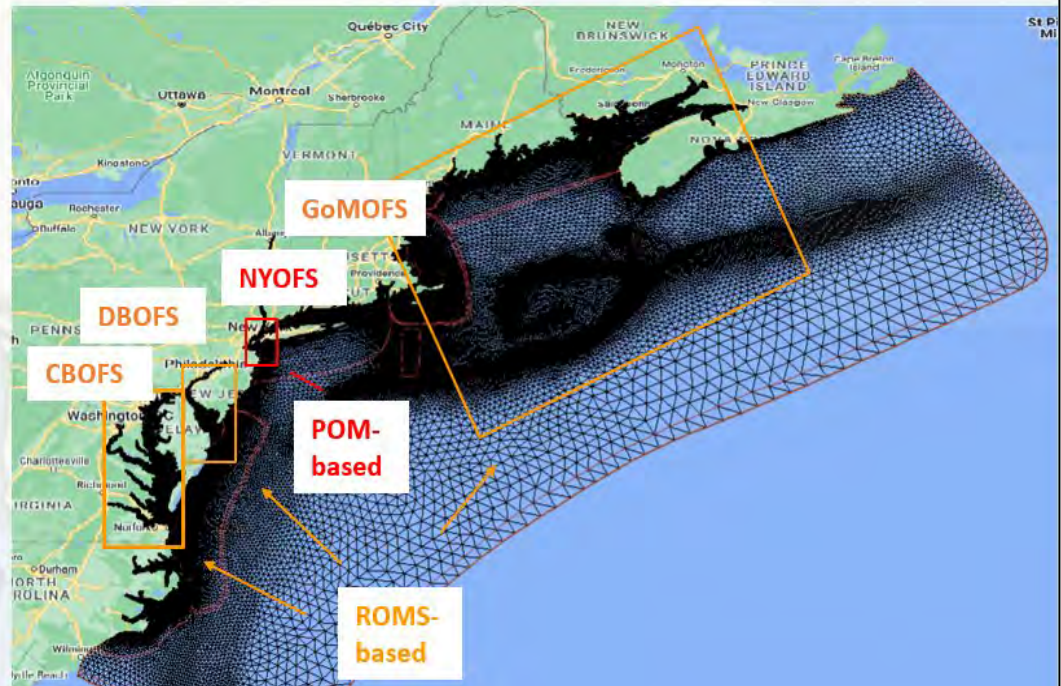
- **Status:**

- Upgraded/refined model grid in New York Harbor, Chesapeake Bay, and Delaware Bay
- Resolution: 50m - 40 km
- Hindcast simulation for 2017

- **Timeline for Operation: FY26**

- **NECOFS will replace NYOFS**

- **NECOFS may replace CBOFS, DBOFS, and GoMOFS as well**



Product Deliverables

Model Output in NetCDF Files (Water Level, Currents, Temperature, and Salinity)

- **Station time series:** 6-minutes output at specific locations
- **Surface fields:** hourly output of surface properties on native model grid
- **3-D fields:** 3-hourly output on native model grid

Graphics Products

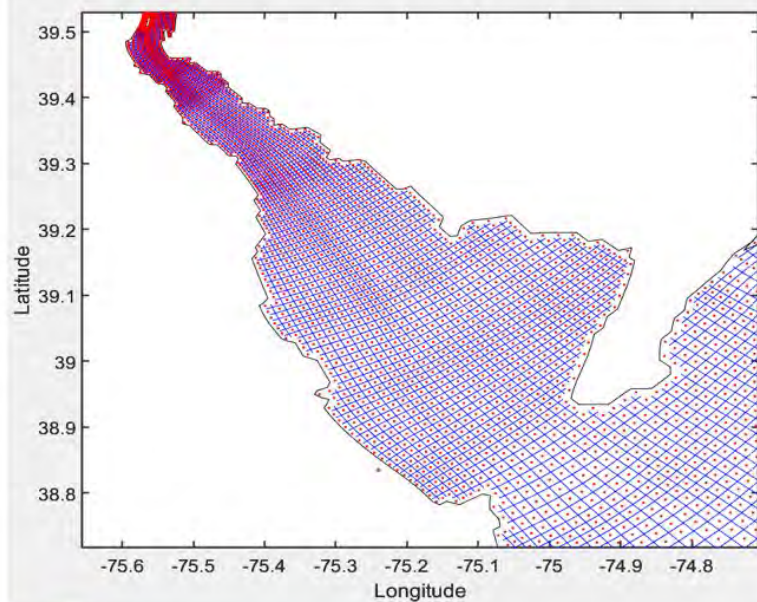
OFS webpage at: https://tidesandcurrents.noaa.gov/forecast_info.html (when NECOFS is implemented into operations)



National Ocean Service



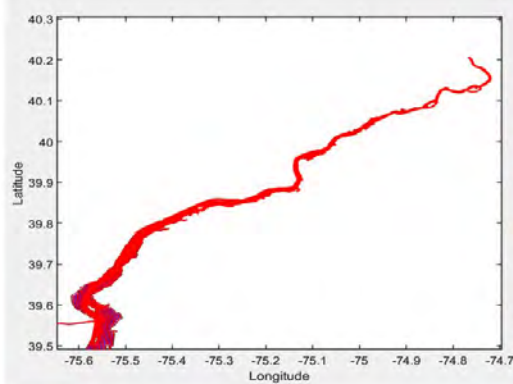
DBOFS



NECOFS



DBOFS



NECOFS



National Ocean Service



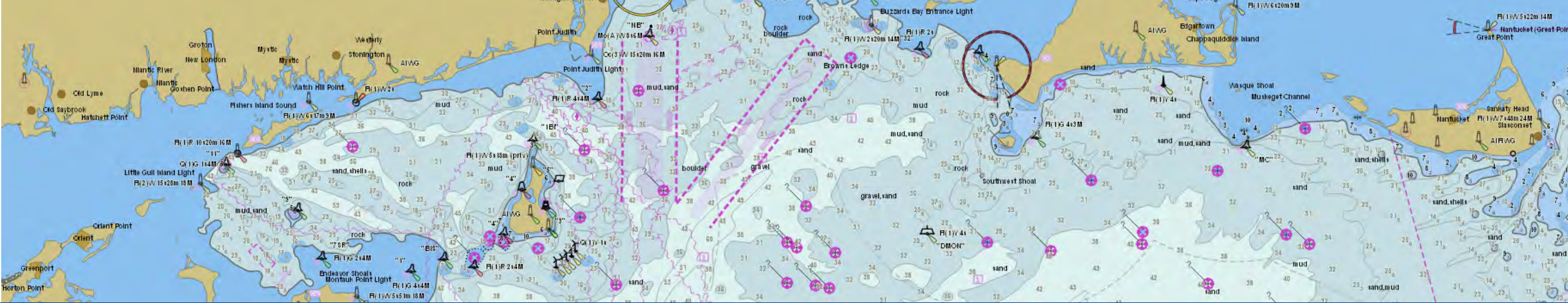


Questions?

PORTS_program@noaa.gov

christopher.diveglio@noaa.gov

240-620-6919



NOAA OCS update

March, 2023

Ryan Wartick – Office of Coast Survey
Ryan.Wartick@noaa.gov
757-268-8164



Office of Coast Survey
National Oceanic and Atmospheric Administration

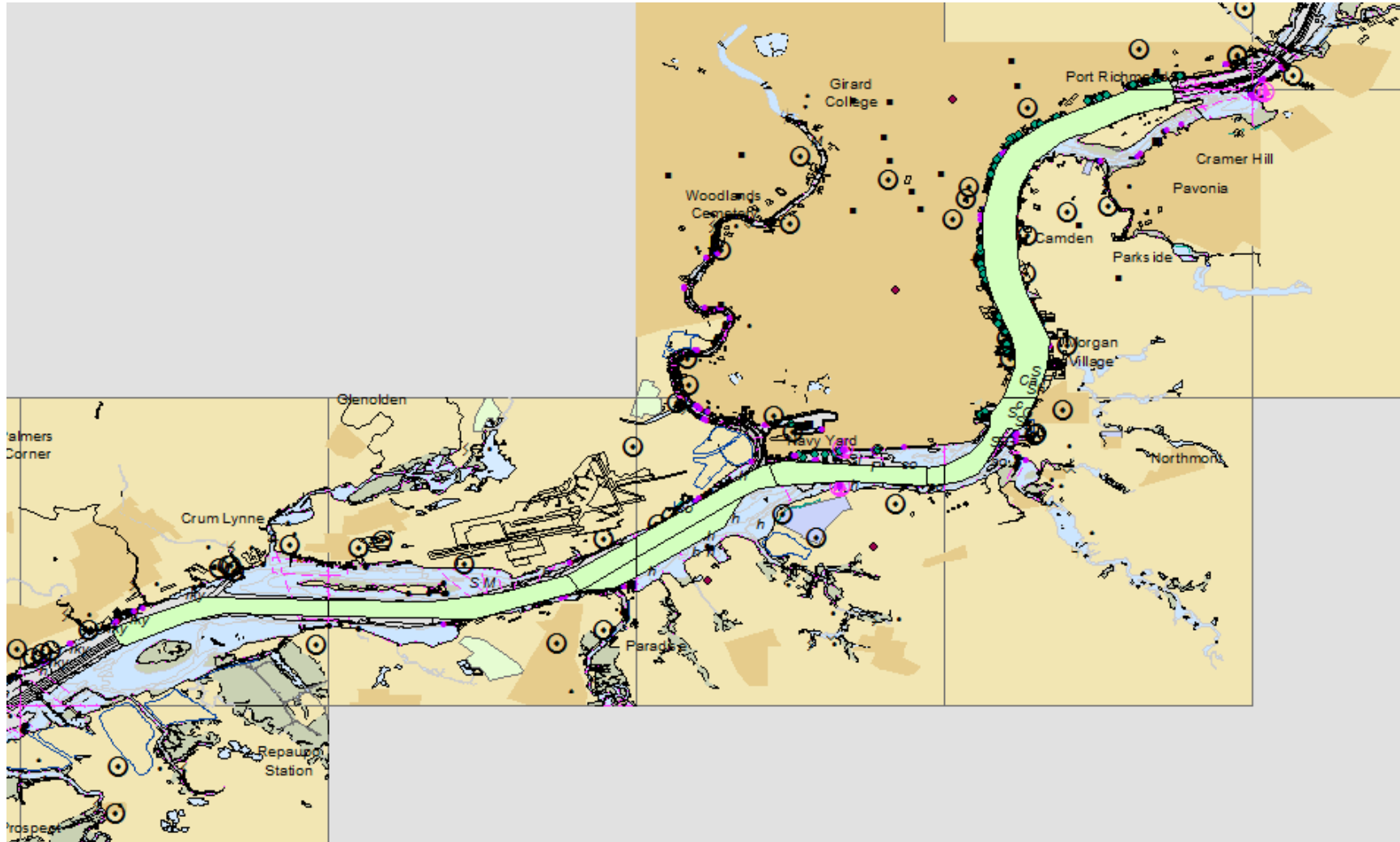
A detailed nautical chart of Buzzards Bay, Massachusetts, showing various navigational features like buoys, lights, and depth soundings. The word "Overview" is overlaid in large blue text on the left side of the chart.

Overview

- Introduction & NOAA Update
- **Chart updates**
 - https://distribution.charts.noaa.gov/weekly_updates/
- **ENC Rescheming**
 - <https://distribution.charts.noaa.gov/ENC/rescheme/>
- **Custom Chart Tool**
 - <https://devgis.charttools.noaa.gov/pod/>
- **Raster/RNC sunset**
 - <https://nauticalcharts.noaa.gov/charts/farewell-to-traditional-nautical-charts.html>
- What NOAA is doing in your State:
 - <https://www.legislative.noaa.gov/NIYS/NIYSMD.pdf>



Chart updates for (mid June): Ports of Philadelphia, Paulsboro, and Camden-Gloucester

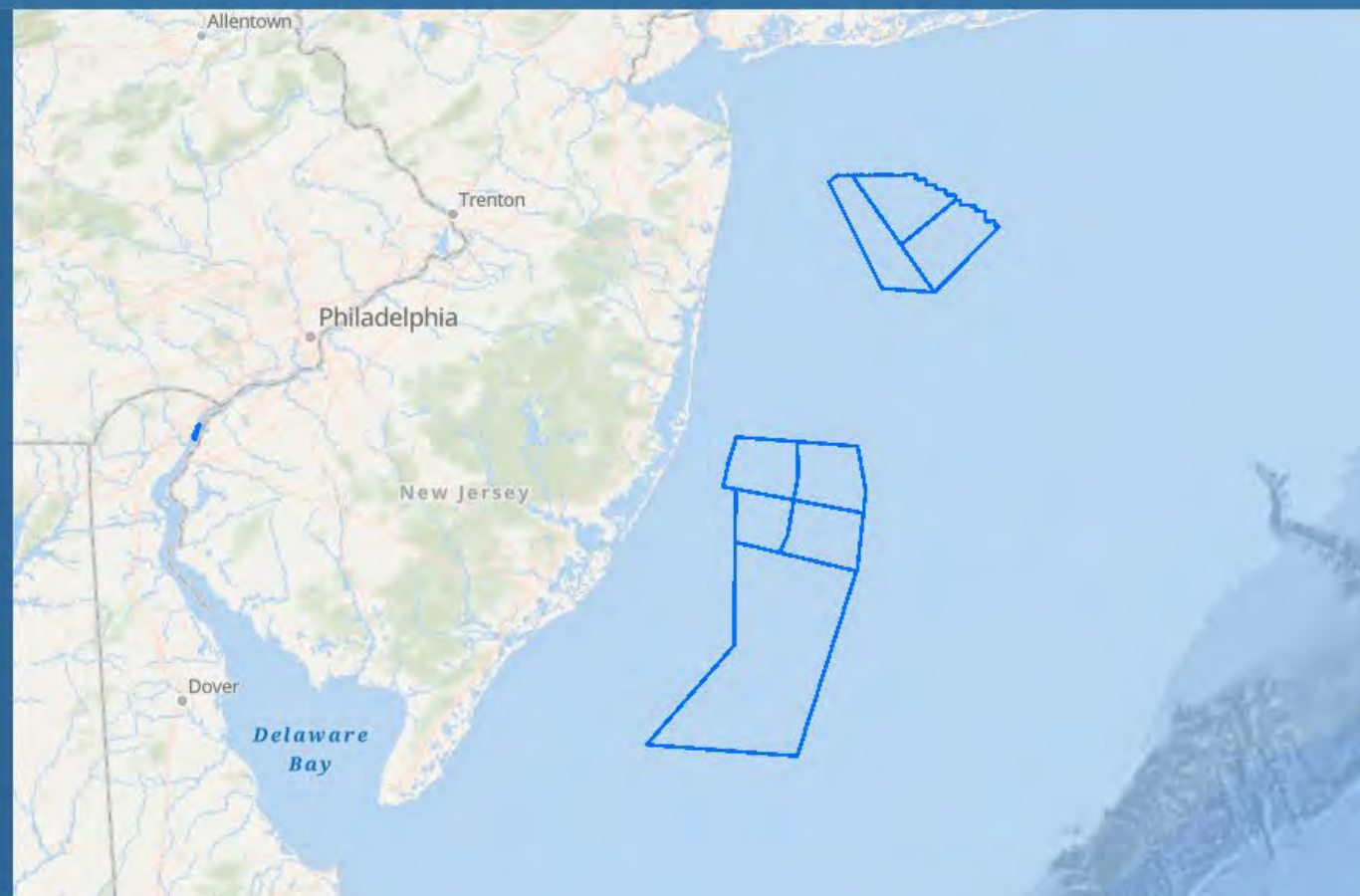


Cherry Island Flats





NOAA Ship *Ferdinand R. Hassler*



NOAA Custom Chart Viewer



NOAA NATIONAL OCEANIC AND
ATMOSPHERIC ADMINISTRATION
UNITED STATES DEPARTMENT OF COMMERCE

NOAA launches new chart display service

New service is based on electronic navigational chart data

The new NOAA Chart Display Service (NCDS) renders NOAA electronic navigational chart (NOAA ENC®) data with “traditional paper chart” symbology in online and offline applications for which a basemap of nautical chart data is desired, including GIS, web-based, and mobile mapping applications. The new service uses symbols, labels, and color schemes familiar to those who have used NOAA paper nautical charts or the [NOAA Custom Chart](#) application. NCDS is available as Esri REST Map Service, OGC Web Map Service (WMS), and MBTiles formats.

NOAA is developing its own online NCDS viewer that will enable users to easily pan and zoom through U.S. ENC data rendered by the NCDS. This [preview of the viewer](#) – available on the Coast Survey website soon – will give you an idea of what the NCDS rendered data looks like.

The NCDS replaces the Raster Navigational Chart (RNC) Tile Service and the Seamless RNC Service. These services are being shut down on March 15 as part of NOAA’s continuing transition away from traditional paper and raster nautical charts in order to focus on [improving and modernizing ENC coverage](#). Production of all traditional paper and raster charts will end by January 2025, as described on Coast Survey’s [Farewell to Traditional Nautical Charts](#) web page.

Links for all of these ENC-based display services are on Coast Survey’s [ENC Display Services](#) web page. Note that the links do not open viewers that can display the ENC data directly. The links provide access to the rendered ENC data that software and web map developers can use in their applications to display the data.

Coast Survey is interested in knowing how developers are implementing the new NOAA Chart Display Service in online and offline applications, and what users think about the way the ENC data is being portrayed. You can submit questions or comments, and report problems, through Coast Survey’s [ASSIST](#) stakeholder engagement and feedback tool.

NOAA is developing its own online NCDS viewer that will enable users to easily pan and zoom through U.S. ENC data rendered by the NCDS. This [preview of the viewer](#) – available on the Coast Survey website soon – will give you an idea of what the NCDS rendered data looks like.



Help Documentation

 Quick Start Guide

 User Guide

 Creating a Custom Chart and a Personal Chart Catalog (12.23)

 Legend (U.S. Chart No. 1)

New in NOAA Custom Chart Version 2.0

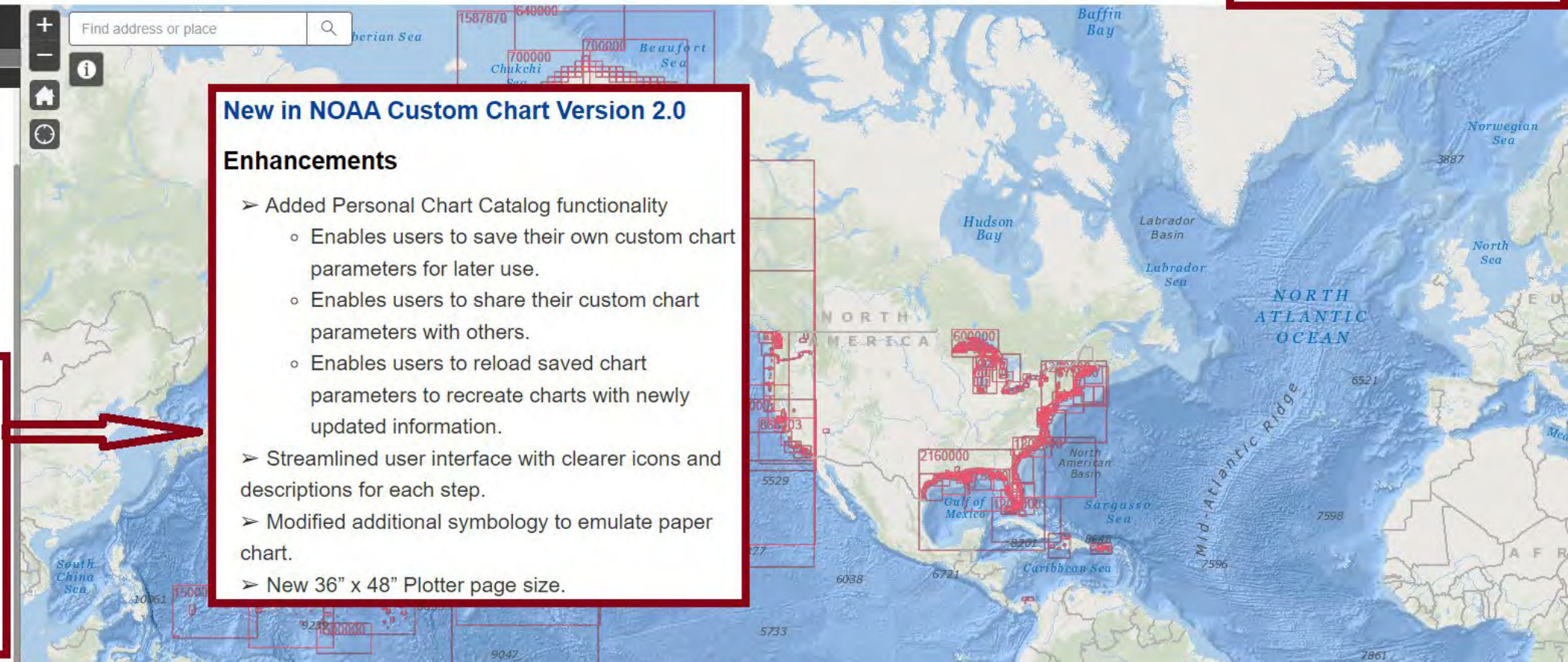
Enhancements

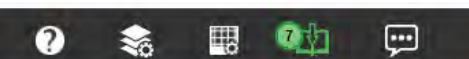
- Added Personal Chart Catalog functionality
 - Enables users to save their own custom chart parameters for later use.
 - Enables users to share their custom chart parameters with others.
 - Enables users to reload saved chart parameters to recreate charts with newly updated information.
- Streamlined user interface with clearer icons and descriptions for each step.
- Modified additional symbology to emulate paper chart.
- New 36" x 48" Plotter page size.

New in NOAA Custom Chart Version 2.0

Enhancements

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Export Functions

New charts and charts retrieved from your Personal Chart Catalog are shown in this list. To export, delete, or move selected charts into your catalog, click the associated button.

Chart Catalog

[Open Chart Catalog Viewer](#)

Active Catalog

Chart Queue

11537_CAPE FEAR RIVER -
CAPE FEAR TO
WILMINGTON

11537_CAPE FEAR RIVER -
CAPE FEAR TO
WILMINGTON

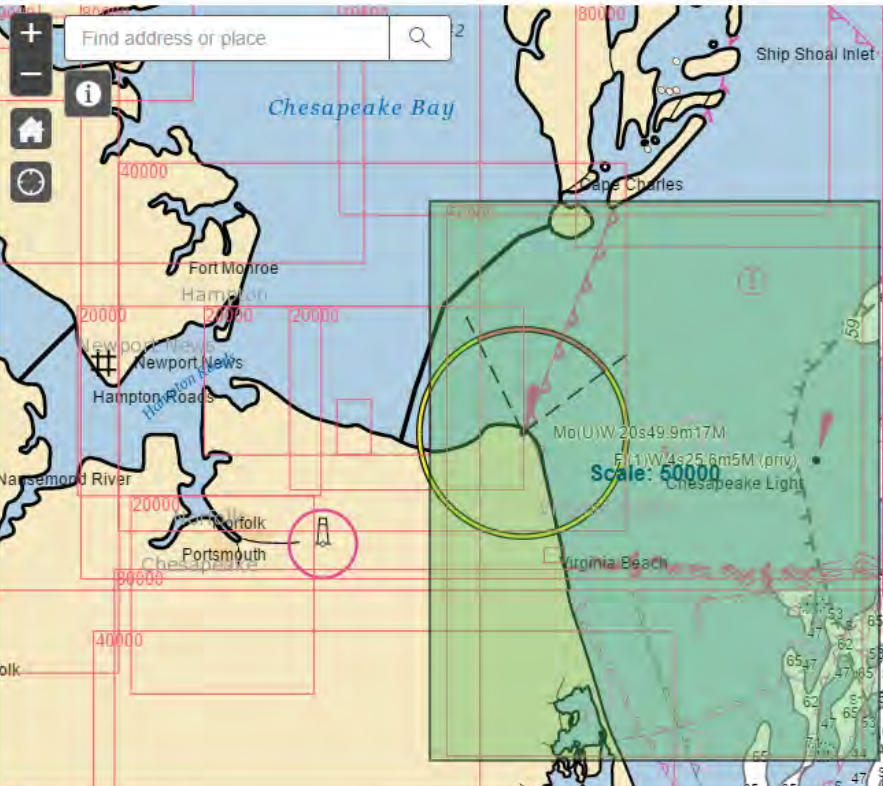
11537_CAPE FEAR RIVER -
CAPE FEAR TO
WILMINGTON

11537_CAPE FEAR RIVER -
CAPE FEAR TO

[Export Selected Charts](#)

[Delete Selected Charts](#)

[Add Selected Charts to Chart Catalog](#) →



Name	Date modified	Type	Size
CCT_Catalog_PBE.json	3/6/2023 7:46 AM	JSON File	131 KB

Catalog changes will be lost if you close the application before clicking "Save Chart Catalog".

[Open Existing Chart Catalog](#)

[Create / Save Chart Catalog](#)

Charts in Active Chart Catalog

	Actions	Date	Title	Scale	Page Size	Orientation	Coordinates	Depth Un
<input type="checkbox"/>	Delete	1/25/2023	HENRY TO CURRITUCK BEACH LIGHT	80000	ANSI E	Landscape	36.65°N -75.958°W	Feet
<input checked="" type="checkbox"/>	Delete	1/25/2023	12208_APPROACH ES TO CHESAPEAKE BAY	50000	ANSI E	Portrait	36.888°N -75.875°W	Feet
<input type="checkbox"/>	Delete	1/25/2023	12210_CHINCOTEAGUE INLET TO GREAT MACHIPONGO NLET	80000	ANSI E	Landscape	37.621°N -75.338°W	Feet
<input type="checkbox"/>	Delete	1/25/2023	12210_INSET CHINCOTEAGUE NLET AND CHANNEL	20000	ANSI E	Portrait	37.91°N -75.401°W	Feet
<input type="checkbox"/>	Delete	1/25/2023	12211_FENWICK ISLAND TO CHINCOTEAGUE	80000	ANSI E	Portrait	38.122°N -75.062°W	Feet

[Select All](#)

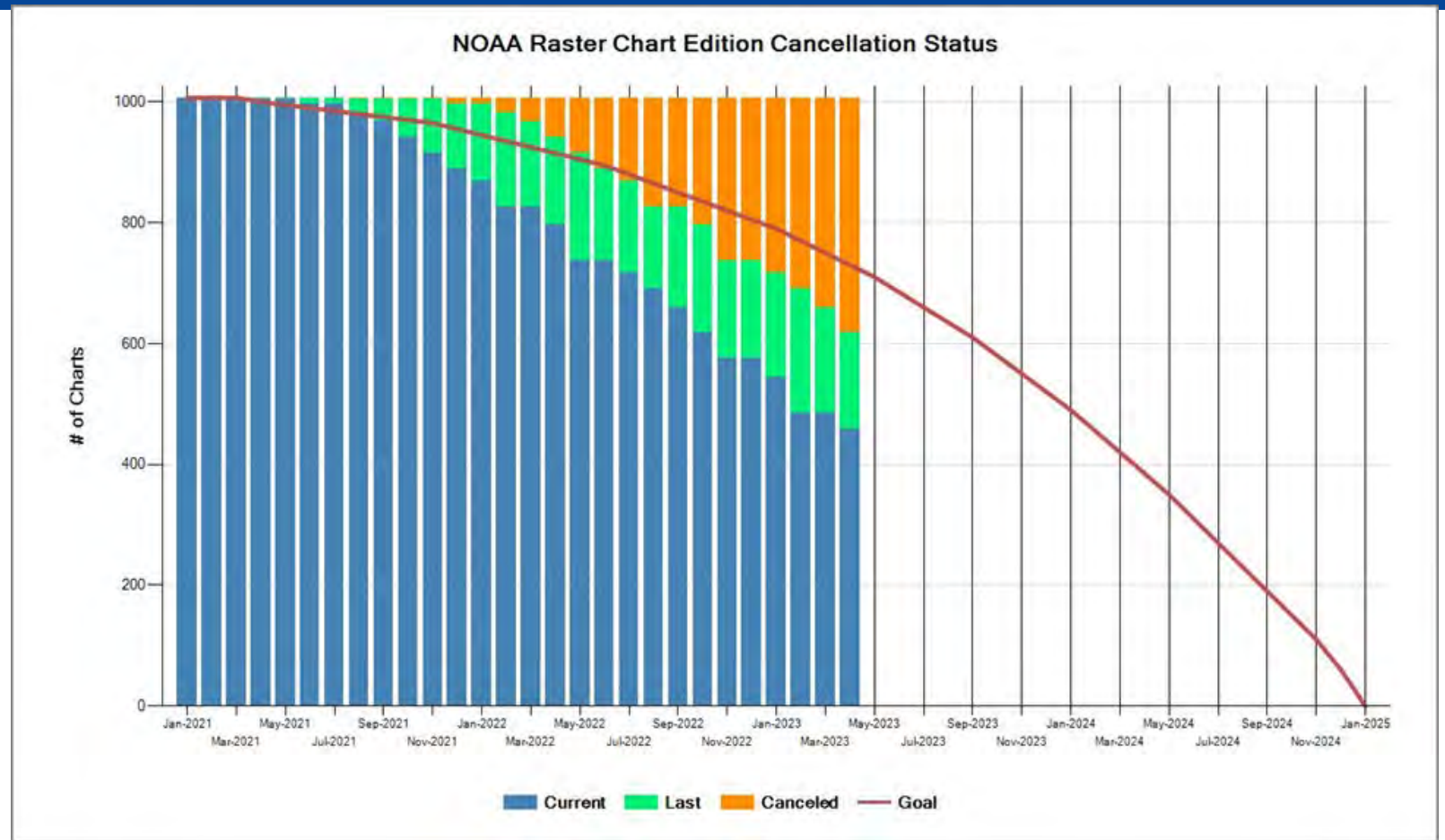
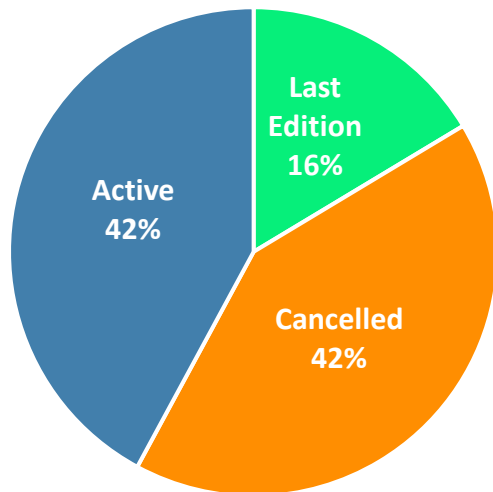
[Clear Selection](#)

[← Add Selected Charts to Chart Queue](#)

Catalog changes will be lost if you close the application before clicking "Save Chart Catalog".

Raster Chart Status as of May 5th, 2023

Canceled	418
Last Edition	+ 165
<hr/>	
Subtotal	583
Active Charts	+ 424
<hr/>	
Total	1007



424 charts / 13 months = 33 last editions per month through June 2024 to complete sunset by Jan 2025.



Weekly Chart Updates



https://distribution.charts.noaa.gov/weekly_updates/



Mid-Atlantic Happenings

Maritime Services (PORTS/Currents/Models)

- Updated tidal current predictions based on data collected during the Delaware Bay & River Tidal Current Survey are available online.
- [FSK Air Gap station enhancement work planned for this summer.](#)
- [Bay Bridge second air gap work planned for this summer.](#)
- PORTS funded salinity data will be installed at Kiptopeke NWLON in FY23
- [Ben Franklin Bridge Air Gap](#)- Long term construction so CO-OPS has added a 2 foot offset adjustment
- [Chesapeake City Air Gap](#) - Bridge construction ongoing so CO-OPS has added a 2 foot offset adjustment.

Mapping/Charting/Gauging

Resilience/Coastal Hazards

- New [web map tool](#) available for showing peak water levels from tropical cyclones (dating back to 2004). **Looking for feedback.**
- Top-ten water levels on Coastal Inundation Dashboard are now available on any datum.

[Coastal Inundation Dashboard](#)
[Inundation Analysis Tool](#)
[Sea Level Rise/ Inundation](#)
[Post Event Peak Water Levels](#)

NWLON Upgrades

- LAT/HAT values/dates were recalculated at the end of January 2022.
- New MWWL Radar installs planned at Ocean City Inlet, MD, Yorktown, VA; Beaufort, NC; and Charleston, SC.

Updated

Mid-Atlantic Product information

Active NWLON, PORTS WL stations

New Jersey: Sandy Hook, Atlantic City, Cape May, Ship John Shoal, Burlington Bridge

Pennsylvania: Marcus Hook, Philadelphia, Bridesburg, Newbold

Delaware: Brandywine Shoal Light, Delaware City, Lewes, Reedy Point

Maryland: Annapolis, Cambridge, Solomons Island, Baltimore, Chesapeake City, Tolchester Bridge, Bishops Head, Ocean City Inlet

Virginia: Chesapeake Bay Bridge Tunnel, Lewisetta, Wachapreague, Dahlgren, Money Point, Windmill Point, Kiptopeke, Sewells Point, Yorktown

District of Columbia: Washington DC

PORTS partnerships

Delaware River & Bay PORTS®

-Water levels, Met, currents in the Delaware River and Bay.

-Air Gap sensors on Ben Franklin Bridge and Reedy Point Bridge.

PORTS® partner: Philadelphia Port Authority

-Air Gap sensor on Delaware Memorial Bridge

PORTS® partner: Delaware River and Bay Authority

Chesapeake Bay North PORTS®

-Water levels, Met, currents and salinity in the northern part of the Bay.

-Air Gap sensors on Chesapeake Bay Bridge, Francis Scott Key Bridge, and Chesapeake City Bridge.

PORTS® partner: Maryland Port Administration

Chesapeake Bay South PORTS®

-Water levels, Met, currents and salinity in the southern part of the Bay.

PORTS® partners: U.S. Navy, HII-NNS

Active Partner funded and maintained WL stations

New Jersey: Tuckerton, Stone Harbor, Bivalve- USGS

Delaware: Indian River at Rosedale Beach - USGS

Maryland: Sharpstown - USGS

Virginia: Southern Chincoteague Island, Jamestown Wharf- USGS

(data products only- no real time data shown on CO-OPS site)

Operational Forecast Systems

(Nowcast and short-term forecasts up to 48 hours of oceanographic conditions in area - water levels, currents, salinity, temp, waves)

- [New York/New Jersey OFS](#)
- [Delaware Bay OFS](#)
- [Chesapeake Bay OFS](#)

Mid-Atlantic Scratchpad/ Background info

CO-OPS POC's

PORTS Program- christopher.diveglio@noaa.gov

Oceanographic Division/Stakeholder Services Branch - laura.rear.mclaughlin@noaa.gov

Oceanographic Division/Coastal Hazards Branch - audra.luscher@noaa.gov

Oceanographic Division/Products & Services Branch - colleen.fanelli@noaa.gov

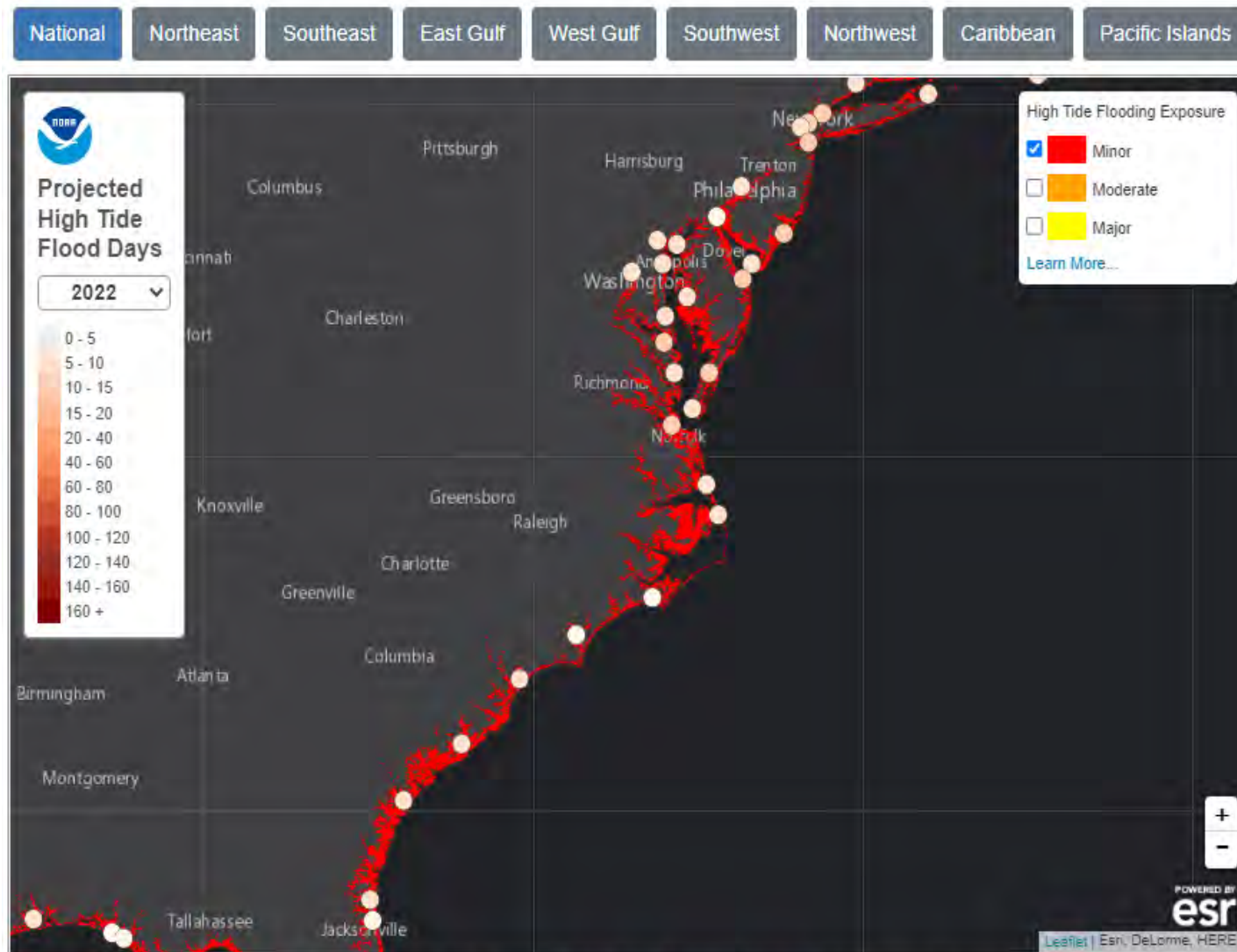
Oceanographic Division/Integrated Modeling and Observations - carolyn.lindley@noaa.gov

- Please send requests for new PORTS/ new enhancements and price quotes to Chris DiVeglio directly.
- Real-time observations through PORTS® are highly valued by the commercial maritime community. In fact, local partnerships under the NOAA PORTS® program have been so successful that now the program has reached capacity at present funding levels, and we are unable to address new PORTS® requests in a timely manner.
- NOAA will work with both existing and prospective new PORTS® partners to understand and document their needs for real-time oceanographic observations. Our message to these partners will be that they provide an official written request letter to NOAA, which will go on a waiting list until such time NOAA has available capacity.
- These documented requests for additional PORTS® and enhancements may also be helpful in identifying additional resources within Federal budget formulation processes.

[NOAA Tide Predictions](#) and [NOAA Current Predictions](#)

- CO-OPS User Services (for inquiries on website products and services and data)
 - E-mail: [User.Services\(Tide.Predictions@noaa.gov](mailto:User.Services(Tide.Predictions@noaa.gov)
- CO-OPS Continuously Monitoring Real Time Service (CORMS) 24/7
 - corms@noaa.gov or 301.758.4080

Mid-Atlantic State of High Tide Flooding



A map showing the projected number of high tide flooding days at National Water Level Observation Network stations at yearly intervals out to 2050. Flooding thresholds supplied by NOAA's Office for Coastal Management.

Northeast State of High Tide Flooding & 2022 Outlook

The northeast is one of the areas most impacted by high tide flooding in the U.S. This year's outlook predicts a fewer number of high tide flooding days due to Earth's place at the furthest proximity from the moon in a [Perigean cycle](#). However, when comparing this year's projections to the average number of high tide flooding days in the year 2000, the northeast has seen a nearly 200% increase in high tide flooding days. 6 to 11 high tide flood events are predicted.

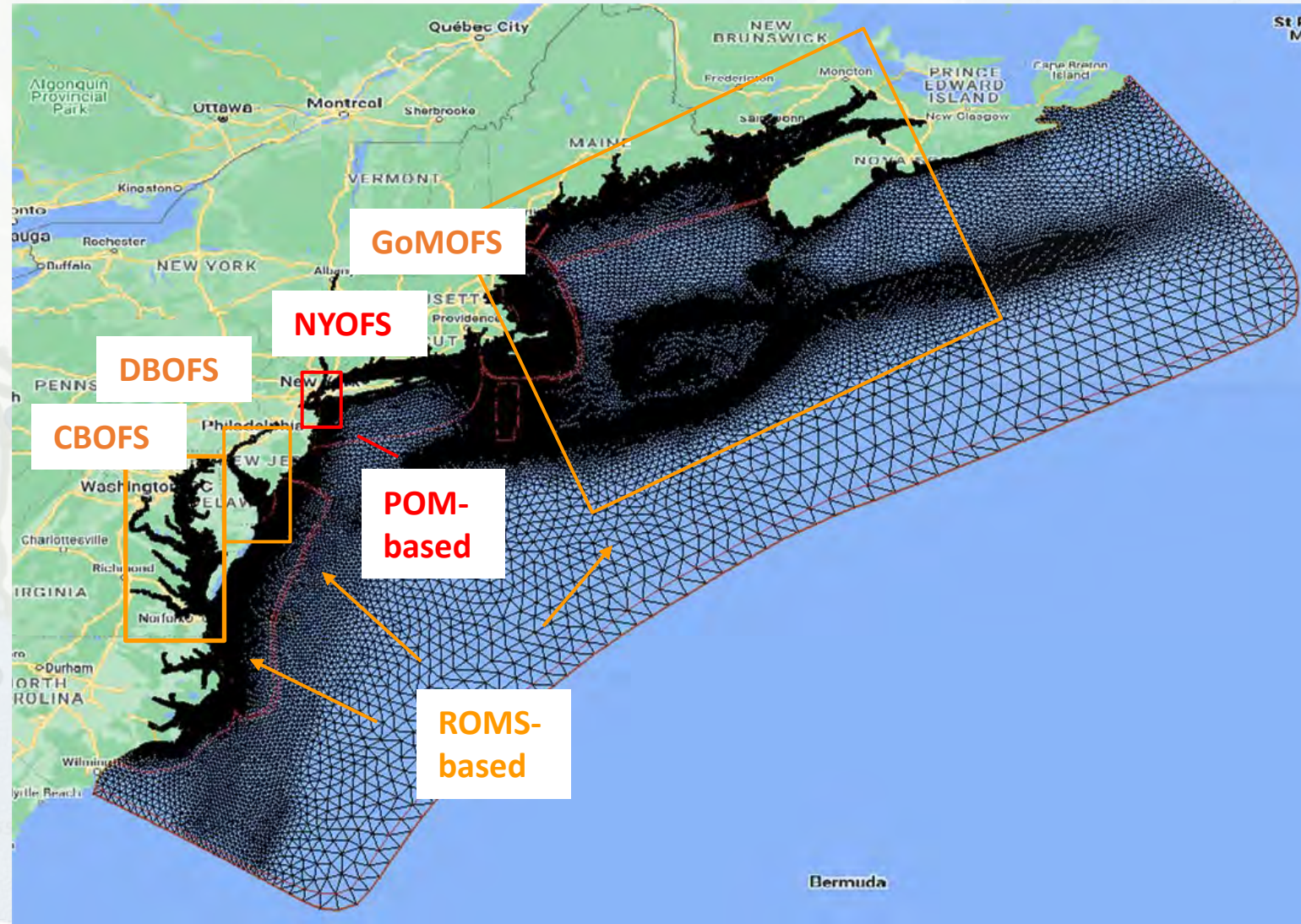
Southeast State of High Tide Flooding & 2022 Outlook

This region of the U.S. is composed of many low-lying areas prone to minor flooding. Coupled with land subsidence and sea level rise, high tide flooding events are becoming more common. Last year, [Springmaid Pier](#) (Myrtle Beach, SC) observed 11 flood days, tying its 2021 record. This year's outlook predicts fewer flood events due to Earth's place at the furthest proximity from the moon in a [Perigean cycle](#). Though this year's outlook is moderate, this region has seen an almost 300% increase in high tide flooding events since the year 2000. 3 to 7 high tide flood events are predicted.

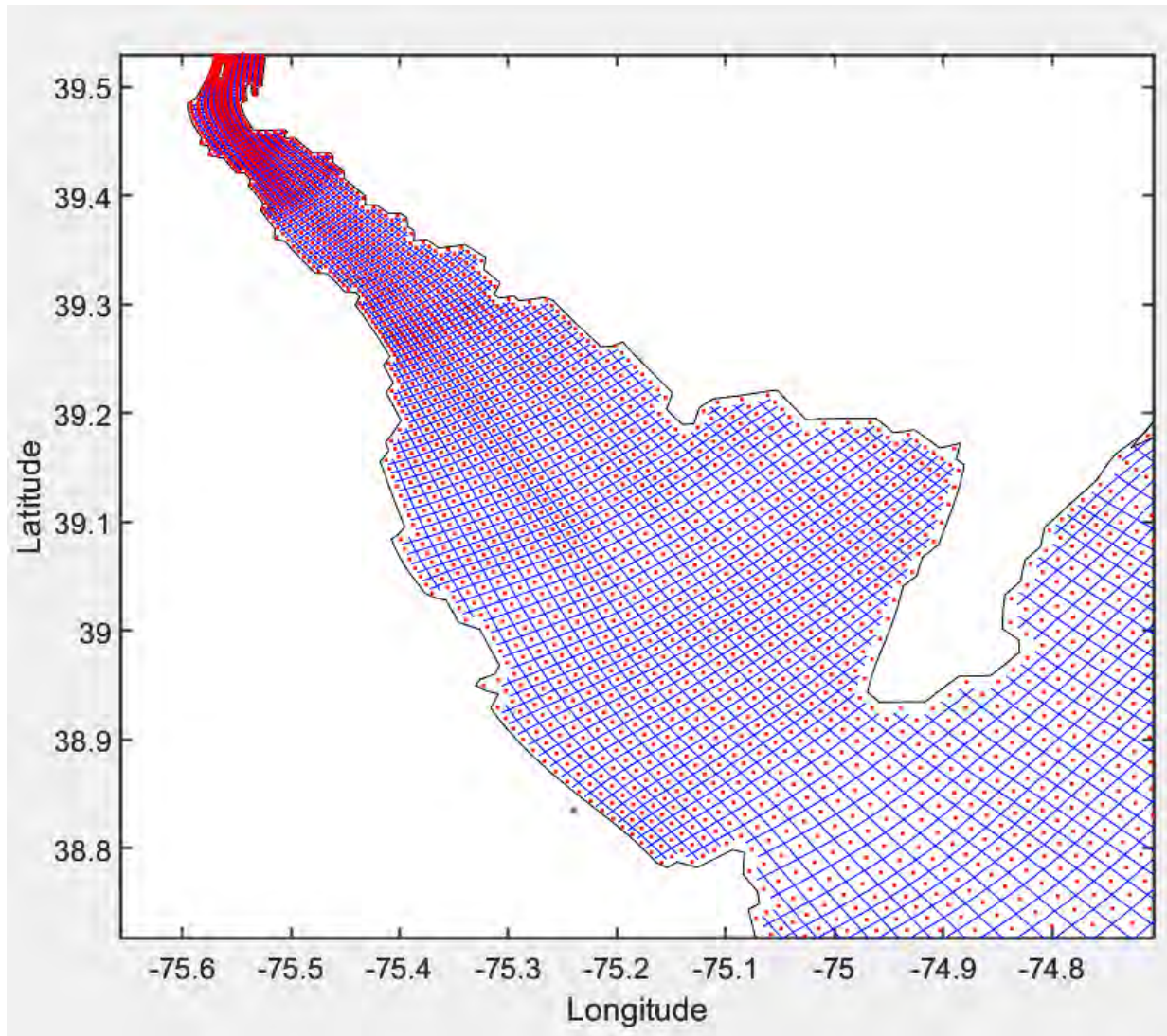
For seasonal projections, please see the [High Tide Flooding Bulletin](#).

Northeast Coastal Operational Forecast System (NECOFS)

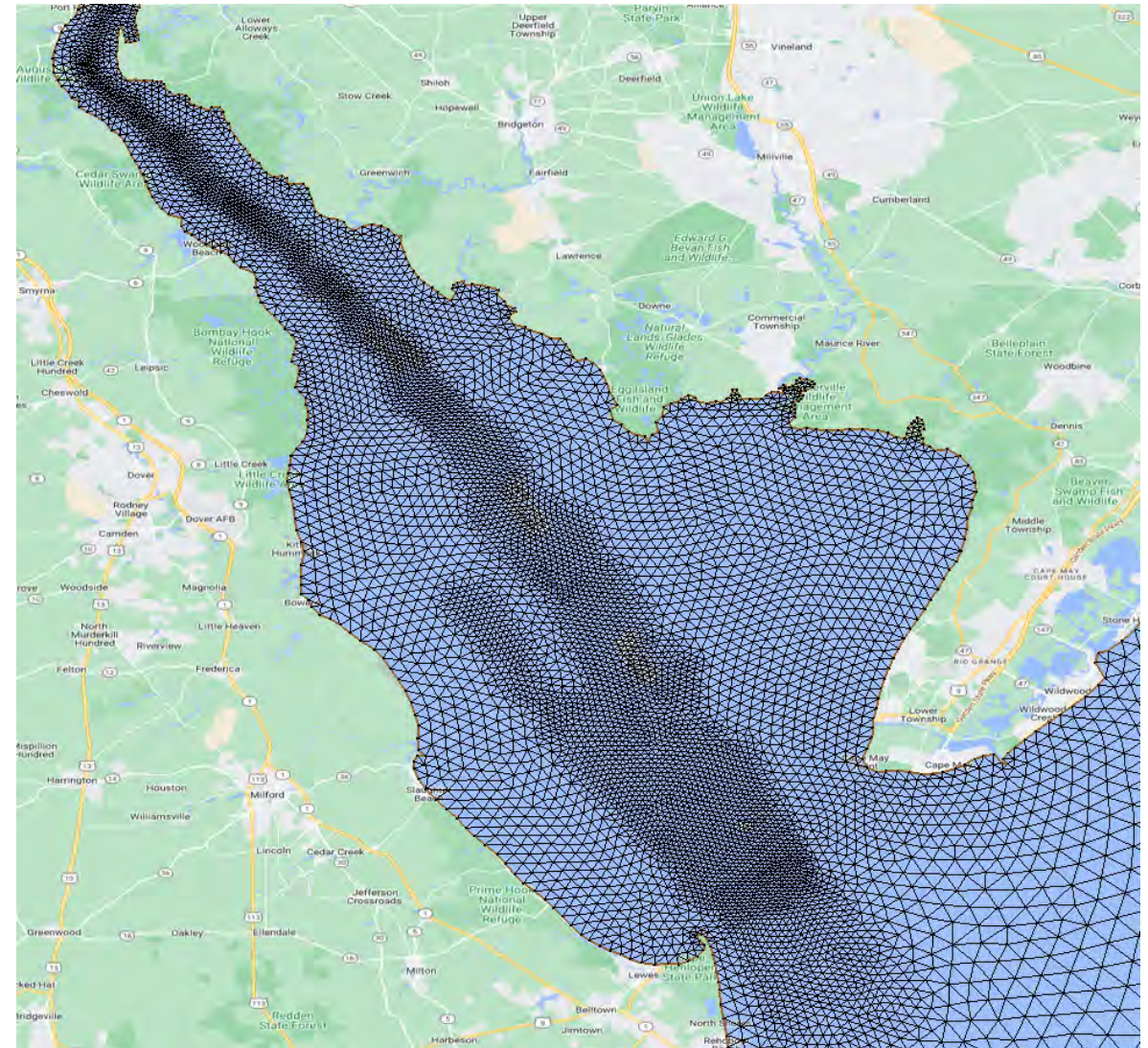
- **Initial Development:**
 - UMASS
 - FVCOM-based
 - Hindcast from 1978-2018
 - Daily 5-day forecast run
- **Status:**
 - Upgraded/refined model grid in New York Harbor, Chesapeake Bay, and Delaware Bay
 - Resolution: 50m - 40 km
 - Hindcast simulation for 2017
- **Timeline for Operation: FY26**
- **NECOFS will replace NYOFS**
- **NECOFS may replace CBOFS, DBOFS, and GoMOFS as well**



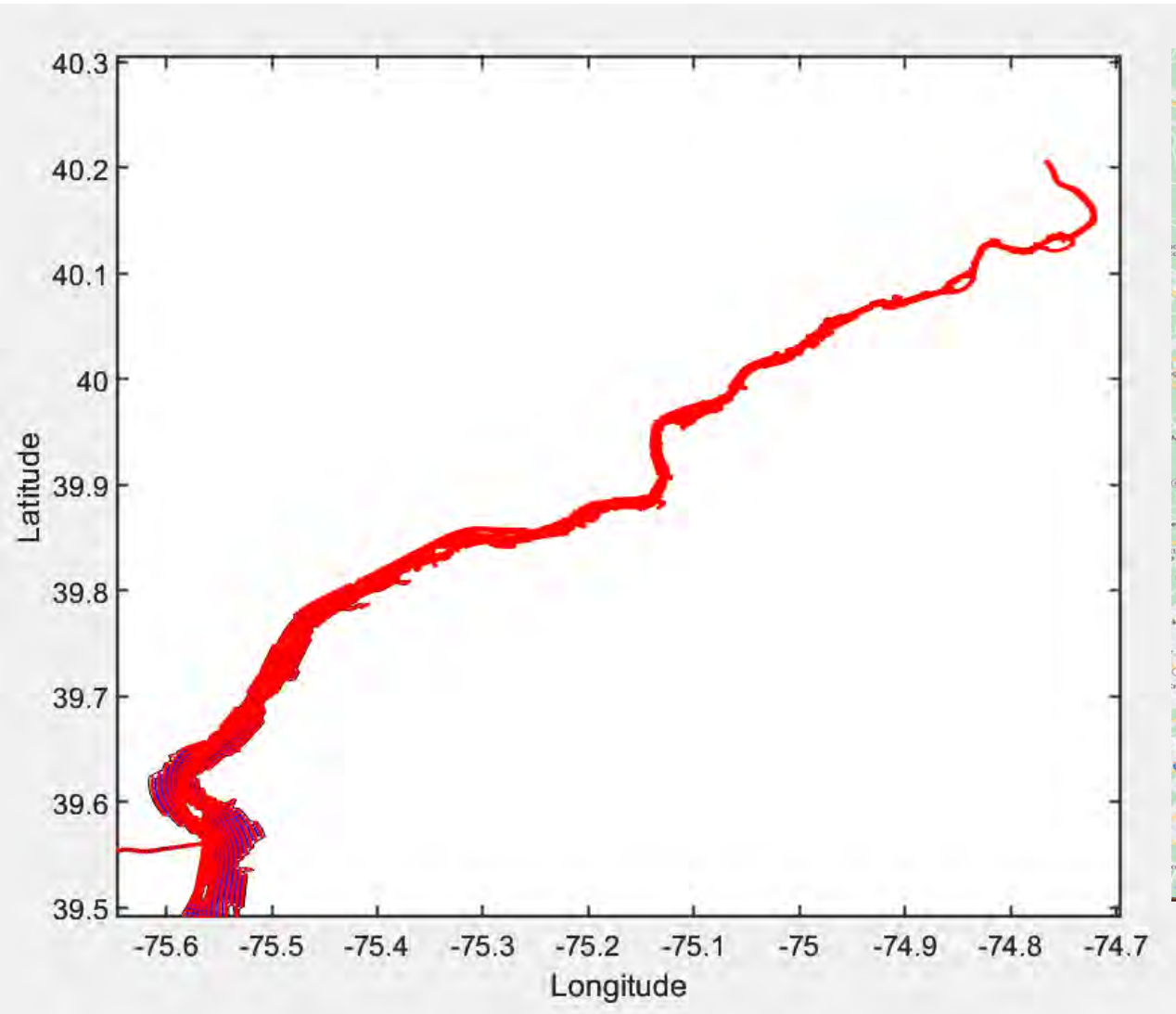
DBOFS



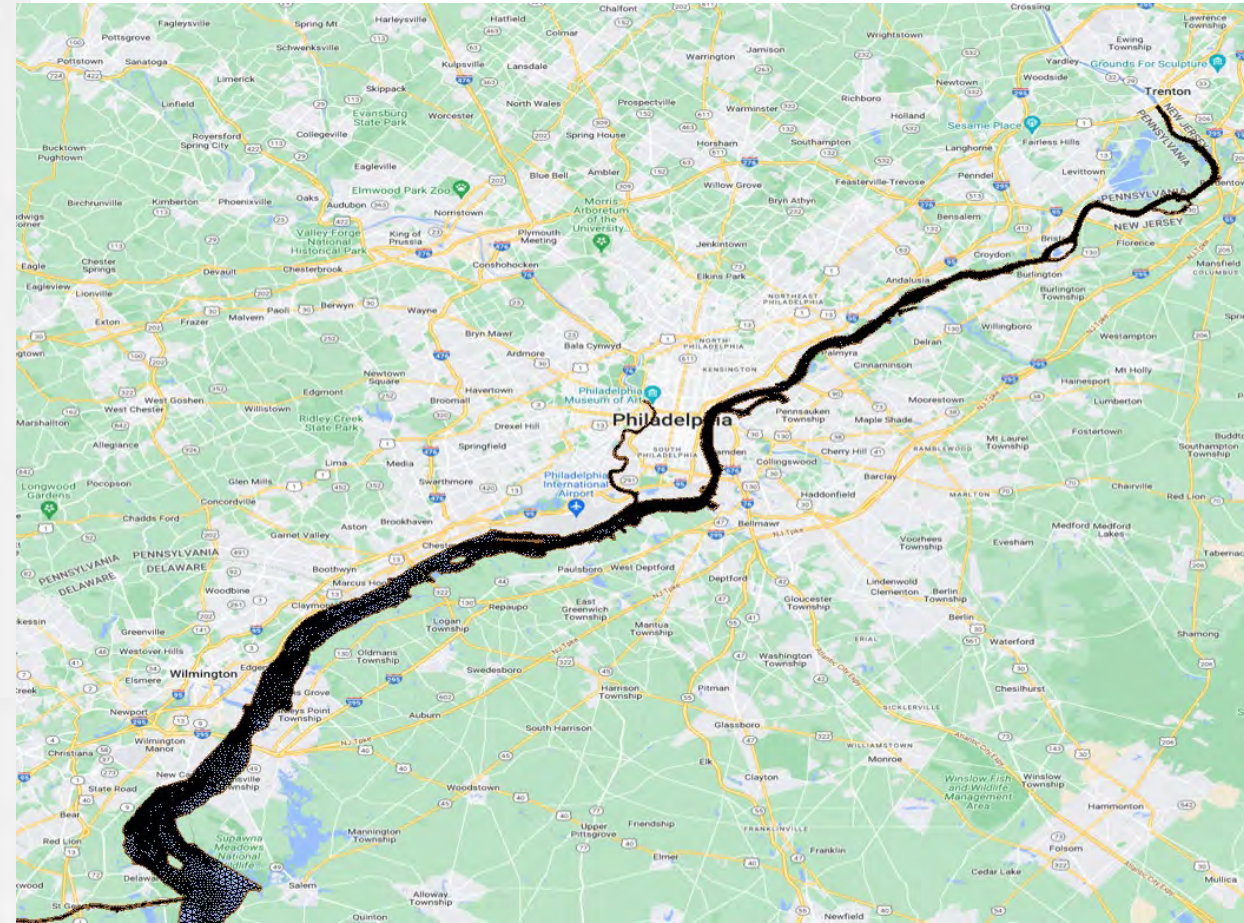
NECOFS



DBOFS



NECOFS



Product Deliverables

Model Output in NetCDF Files (Water Level, Currents, Temperature, and Salinity)

- **Station time series: 6-minutes** output at specific locations
- **Surface fields: hourly** output of surface properties on native model grid
- **3-D fields: 3-hourly** output on native model grid

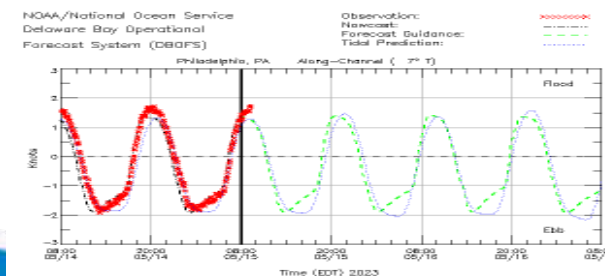
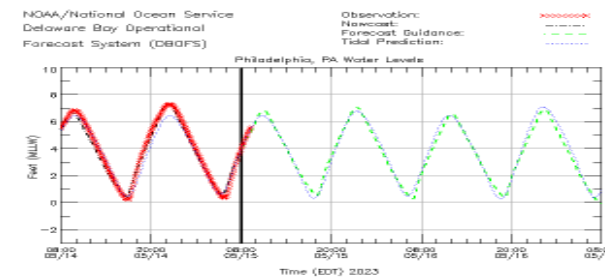
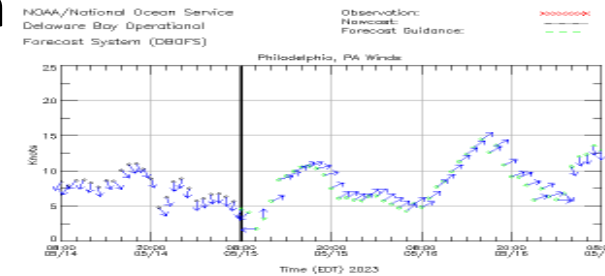
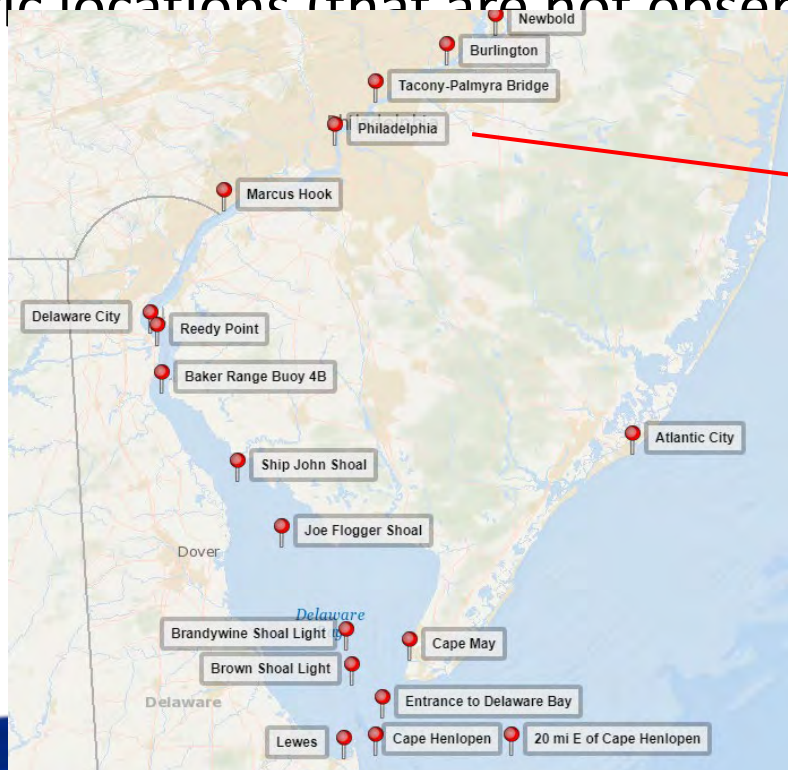
Graphics Products

OFS webpage at: https://tidesandcurrents.noaa.gov/forecast_info.html (when NECOFS is implemented into operations)

Feedback and Questions?

Please contact Jiangtao.Xu@noaa.gov or nos.co-ops.modelingteam@noaa.gov

Please let us know if you would like to have 6-minute model output at specific locations (that are not observation stations)



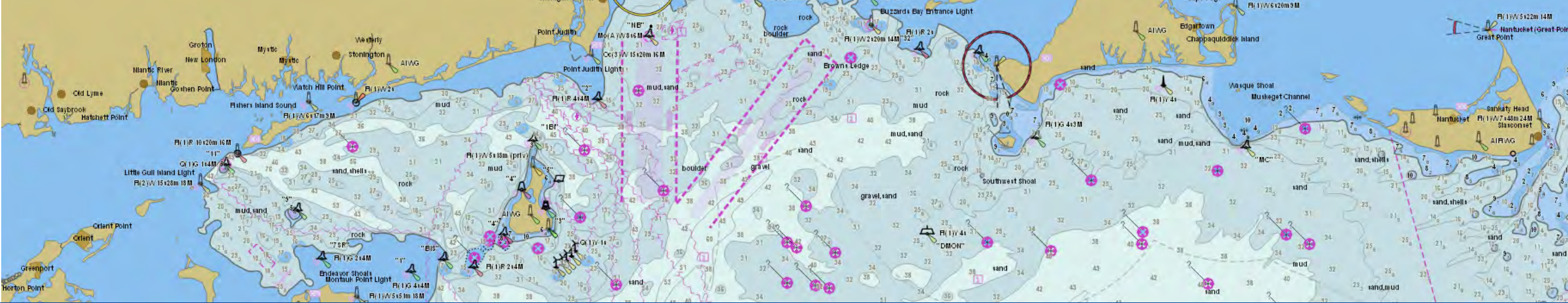
Comments and Feedback - ASSIST Tool



The screenshot shows the NOAA Office of Coast Survey ASSIST tool interface. At the top is the NOAA logo and the text "Office of Coast Survey National Oceanic and Atmospheric Administration U.S. Department of Commerce". Below this is the heading "How may we ASSIST you today?". There are two tabs: "Questions & Comments" (selected) and "Report an Error". The form contains several input fields: "EMAIL *" (required), "VERIFY EMAIL *" (required), "WHAT TYPE OF USER ARE YOU? *" (dropdown menu), and "ENTER YOUR COMMENT OR QUESTION *" (text area, required). Below the text area is a "*required field" label. At the bottom is an "ATTACH FILE(S)" button with a paperclip icon and a "Submit" button.

<https://www.nauticalcharts.noaa.gov/customer-service/assist/>





NOAA OCS update

March, 2023

Ryan Wartick – Office of Coast Survey
Ryan.Wartick@noaa.gov
757-268-8164



Office of Coast Survey
National Oceanic and Atmospheric Administration



C&D Canal Bridge Modernization Project

Delaware Harbor Safety Committee Meeting

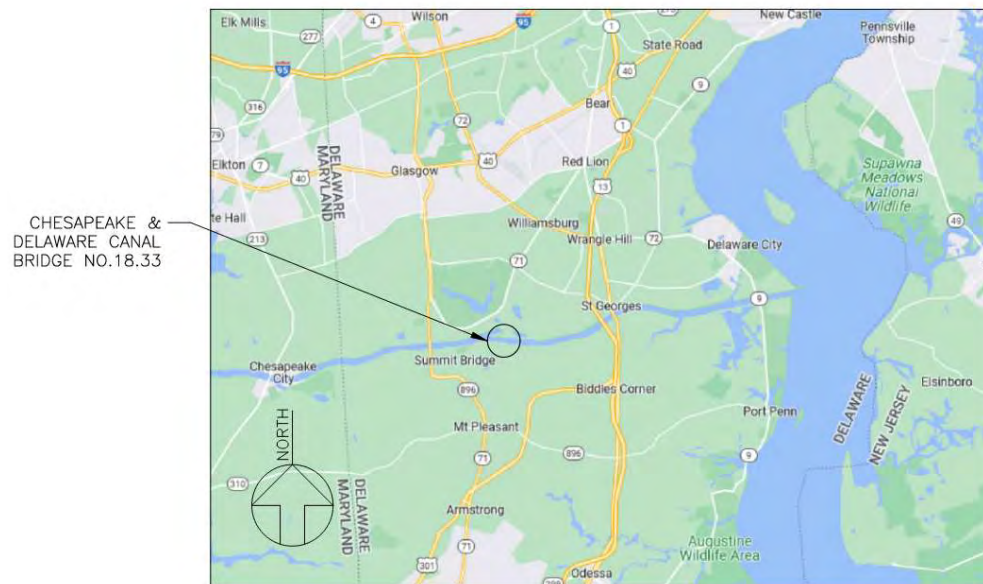
June 8, 2023

Agenda

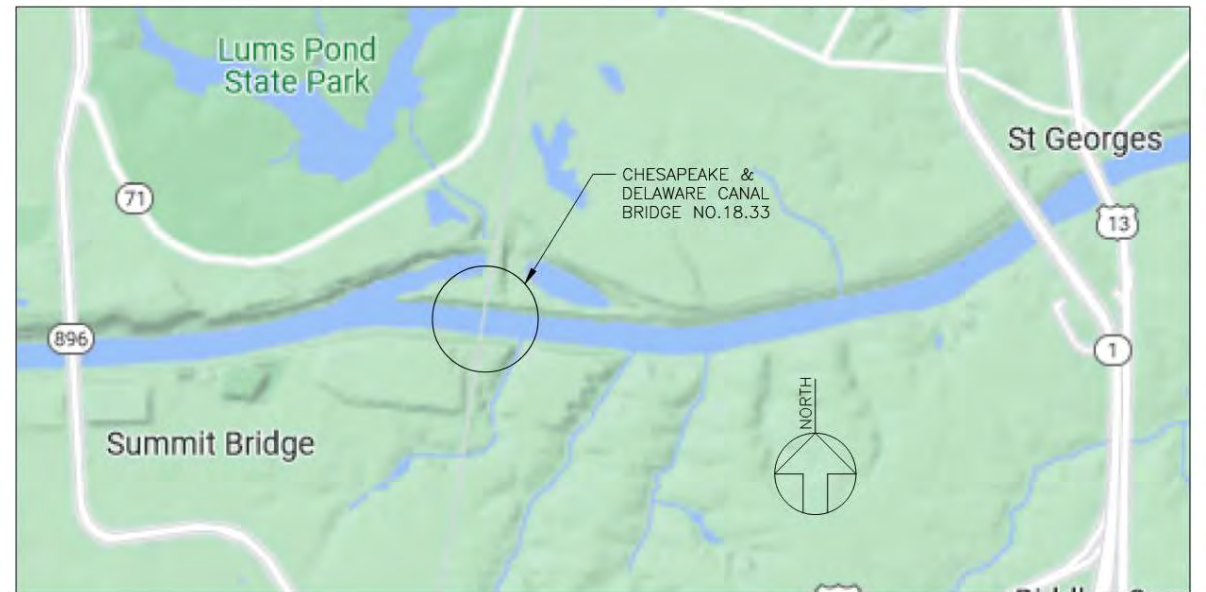
- Present upcoming bridge repair project at the Railroad Vertical Lift Bridge over the C&D Canal
- Provide information on potential lift bridge operational outages

Project Location

- Railroad Vertical Lift Bridge over the C&D Canal



LOCATION PLAN



KEY PLAN

Project Scope

- Replace Lift Bridge Electrical System
- Replace Navigation Lighting
- Install Bridge Access Lighting and Camera System
- Rehabilitate Lift Bridge Mechanical Components
- Minor Structural Repairs
- Railroad Signal & Interlocking System Replacement
- Elevator Modernization



Project Schedule

- Final Design Submission: June 2023
- Project Letting: June-July 2023
- Construction Notice to Proceed: July 2023
- Estimated Contractor Material Procurement: September 2023 to May 2024
 - Long Lead Time Items: >9 Months
- Estimated Construction Beginning: January 2024
- Construction Completion: December 2024



Lift Bridge Operations

- Lift Bridge Vertical Clearance
 - Bridge Closed: 47'-2¾"
 - Bridge Open: 138'-0"
- Bridge Operator On-Site 24/7
 - Policy is to Raise Bridge to Open Position when Ship enters Canal
- Contractor to Work around Rail and Canal Traffic for Majority of Contract

Lift Bridge Operation Outages - Estimates

C&D Canal Lift Bridge Operational Outages

1-Week

3 Days

Estimated up to 3 requests

Estimated up to 8 requests

Note: Lift Bridge Operational Outages would leave the lift bridge in the closed (lowered) position throughout the outage



Lift Bridge Operation Outages

- Process for Requesting Outages with Bridge Closed:
 - Contractor to Complete USCG Forms for Temporary Deviation Requests
 - Minimum 90 days advance notice for requests
 - USCG to solicit feedback from C&D Canal Users on Contractor Requests
 - USCG and Contractor to work together obtain approvals based on feedback
- Once approved:
 - Contractor to notify USACE and MD & DE Pilots Associations with 28-day notice
 - USACE to perform public outreach 14 days in advance of closure



Questions/Feedback

