Minutes from the June 2021 Meeting of the
Mariners' Advisory Committee

Captain Stuart Griffin welcomed 50 members and guests of the MAC to the June 2021 meeting.

I.Approval of Minutes Captain Cuff moved that the reading of the Minutes from the March 2021 meeting be dispensed with. Captain Mike Nesbitt seconded. All voted, all approved.

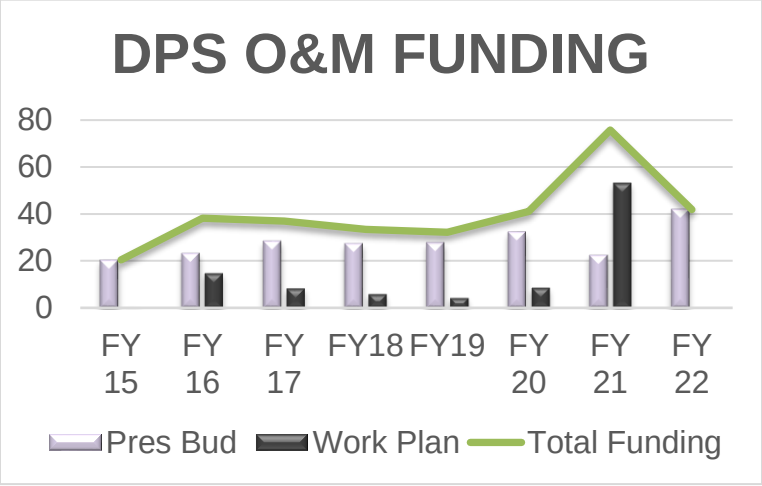
II. Reports

Treasurer's Report
Sitting in for MAC Treasurer Captain Iuliucci, Captain Mike Nesbitt reported a balance of $14,695.63

Membership Report
MAC Membership Chairman, Captain John Gazzola reported one new member, Excel Hydraulics, and introduced our guest COO, Kevin Duffy of the South Jersey Port Corporation.

III. USACE Reports

USACE representatives Michael A. Landis, Chief Operations Division; Timothy J. Kelly, P.E., Deputy Chief Operations Division; Timothy J. Rooney, Project Manager reported on the following distribution:



Delaware River, Philadelphia to Sea

- This year's annual maintenance dredging was awarded to Norfolk Dredging Company (NDC) on November 24, 2020 for $20,490,500. NDC is scheduled to mobilize the Dredge Essex to New Castle (NC) Range in early July 2021 to begin dredging operations.

- The Hopper Dredge McFarland completed this Fiscal Year's 70 days of dredging operations addressing shoals at Mifflin Range, Marcus Hook Range, Marcus Hook Anchorage, Cherry Island (CI) Range, and NC Range.

- The Philadelphia District utilized the Dredge Elizabeth this spring to remove several objects from CI, Mifflin, Horseshoe Bend and Eagle Pt. Ranges. (see distribution for details of these)

The project received work plan funds for improvements to dredge material placement sites, additional ranges and object removal. The Army Corps received the appropriated funds.

Delaware River, Philadelphia to Sea

WORK PLAN: $53,216,000

Material Placement Sites: $21,150,000
- Artificial Island $5M
- Pedricktown North $6M
- Killcohook $10M
- DMMP $150K

Dredging Operations: $31,580,000
- HL $ 486,000
- Marcus Hook $4.65M
- Cherry Island $4.65M
- Reedy/Baker $4.75M
- Object Removal $12.0M
- Liston Range $5.53M

The next maintenance dredging is scheduled to be advertised this summer and will be consolidated with Wilmington Harbor.

Delaware River, Philadelphia to Trenton

- A contract to dredge the upper 40-foot project between the Turnpike Bridge and just above Fairless Turning Basin was completed by Resilient Seas.
- A bucket-dredging contract to address edge shoaling between the Tacony-Palmyra Bridge and Poquessing Creek will be advertised late this summer.
-

Wilmington Harbor

- The FY21 dredging will be consolidated with the Philadelphia to Sea Maintenance Dredging Solicitation scheduled to be advertised later this summer.

Todd Brown inquired about the next step after 45 feet. Mike Landis replied with the following: "*The problems with going to 50 feet would be the bridges and the air draft clearances of larger ships. Going to 50 feet would require the same ACOE processes as before when going to 45 feet."* Todd Brown asked if we'd be at 45+2 by the spring. *"I can't guarantee it but I am pretty optimistic. We should talk to the pilots. Both of these contracts are much larger and I am pretty confident in that, during the winter time frame, we'd have those 4 areas cleared. The rock removal contract is separate from the maintenance dredging and I expect the rock removal will be done first."*

IV. NOAA Report

Ryan Wartick, Office of Coast Survey, provided a comprehensive PowerPoint presentation of their services and charting updates which included the following information:

3/1/21- 5/31/21

Reedy Point Air Gap – 99.9 %, Delaware Memorial Bridge Air Gap – 100.0%, Ben Franklin Air Gap – 98.9%, db0301 (Philadelphia) currents – 99.9%, db0501 (Brown Shoal LB10) currents – 96.1%

Chris DiVeglio, Maritime Services Program Manager for NOAA, reported the following:
The Salinity sensor at Cape May will be decommissioned this summer. Salinity data will remain at Lewes.
Brandywine Shoal will have a backup water level sensor installed this summer and repairs to air temp.

Formulating repair plans for Ship John Shoal wind data

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

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/

Katie Kirk, NOAA Representative and project lead on the tidal current survey effort, reported on the following distribution:

The Center for Operational Oceanographic Products and Services (CO-OPS), an office of the National Oceanic and Atmospheric Administration's (NOAA) National Ocean Service (NOS), is planning an update to NOAA's Tidal Current Tables for the Delaware River & Bay to help ensure safe navigation.

Geographic Scope: We intend to deploy current meters at 34 stations spanning from the mouth of the Delaware Bay upriver to Fieldsboro, NJ. Planned station locations are listed below. Email katie.kirk@noaa.gov if you wish to be provided with a map and/or a Google Earth file of locations.

Project Description: Acoustic Doppler current profilers (ADCPs) will be deployed in order to sample current speed and direction every six minutes over a 45 – 90 day duration. The ADCPs will be primarily housed in bottom mounts (~ 1 m tall or distance to seafloor) with no surface presence or on USCG ATONs (with prior permission) collecting a vertical profile of currents throughout the water column. One station in Mantua Creek will be horizontally mounted on a bridge measuring the currents across the channel at a single depth.

Project Timeline (pending COVID regulations & approval):

July 12 – 30, 2021: Begin the current survey. ADCPs will be deployed at approximately half the stations (19) for a minimum of 45 days.
Early September 2021: ADCPs will be recovered from the first set of stations and deployed at the second set (15 stations) for a minimum of 45 days.

Late October 2021: Completion of current survey. It is intended that all equipment will be recovered.

2022: Completion of data analysis. Tidal current predictions and raw data will be available online at tidesandcurrents.noaa.gov NOAA Delaware River & Bay Current Survey Stations

NOAA Delaware River & Bay Current Survey Stations:

Station ID	Station Name	Latitude	Longitude	Deploy	Nearby Historic Station
DEB2101	Delaware Bay Entrance	38.7808	-75.0430	July	ACT4071
DEB2102	Cape Henlopen, 2 mi NE of	38.8200	-75.0533	Sept.	ACT 4081
DEB2103	Cape Henlopen, 5 mi north of	38.8833	-75.0833	Sept.	ACT 4096 & PORTS db0502
DEB2104	Cape May Canal, west end	38.9683	-74.9726	July	ACT4051 & ACT 4126

DEB2105	Brandywine Shoal Light, 0.5 nm west of	38.9877	-75.1270	July	ACT 4131 & PORTS db0101
DEB2106	Big Stone Beach Anchorage "G" buoy	38.9609	-75.1783	Sept.	New
DEB2107	Brandywine Range at Miah Maull Range	39.0838	-75.1880	July	ACT4171
DEB2108	Cross Ledge Light	39.1742	-75.2697	Sept.	ACT 4201
DEB2109	Ben Davis Point, 3.2 nm southwest of	39.2671	-75.3447	July	ACT 4216
DEB2110	Arnold Point, 1.8 nm WSW of	39.3767	-75.4666	July	ACT 4236
DEB2111	Baker Range Channel	39.4692	-75.5648	Sept.	ACT 4256
DEB2112	Reedy Island Wreck	39.5367	-75.5417	Sept.	New
DEB2113	Chesapeake and Delaware Canal Entrance	39.5644	-75.5549	Sept.	ACT 4291, ACT4286, & ACT 6256
DEB2114	Salem River Highwire	39.5700	-75.5017	July	ACT 4296
DEB2115	Pea Patch Island	39.5922	-75.5607	Sept.	ACT 4311
DEB2116	Kelly Point, 0.7nm N of	39.6568	-75.5410	July	ACT 4341
DEB2117	Deepwater Point, 0.5 nm NW of	39.7017	-75.5107	July	ACT 4346
DEB2118	Edgemoor	39.7473	-75.4909	July	ACT 4356
DEB2119	Marcus Hook Bar (north)	39.7954	-75.4333	Sept.	ACT 4366
DEB2120	Marcus Hook	39.8142	-75.4013	July	ACT 4371
DEB2121	Eddystone	39.8505	-75.3350	Sept.	ACT 4376
DEB2122	Crab Point, 0.5 mi East of	39.8467	-75.2833	July	ACT 4386
DEB2123	Mantua Creek US 44 Bridge Paulsboro	39.8314	-75.2361	July	MAC1201
DEB2124	Mantua Creek Anchorage	39.8563	-75.2417	Sept.	New
DEB2125	Schuylkill River Entrance	39.8813	-75.1986	Sept.	New
DEB2126	Girard Point	39.8921	-75.1948	July	New
DEB2127	Eagle Point, 0.2 nm northwest of	39.8803	-75.1733	July	ACT 4406
DEB2128	Gloucester Point	39.8949	-75.1337	Sept.	ACT 4411 & 4416
DEB2129	Kaighn Point	39.9282	-75.1353	July	ACT 4421 & PORTS db0301
DEB2130	Fisher Point	39.9787	-75.0762	Sept.	ACT 4436 & ACT4441
DEB2131	Frankford Range at Tacony Range	40.0152	-75.0323	July	ACT 4446
DEB2132	Edgewater Range at Devlin Range	40.0776	-74.8849	July	ACT 4456
DEB2133	Florence Bend	40.1262	-74.8228	Sept.	New
DEB2134	Newbold Island north of, Main Channel	40.1337	-74.7588	Sept.	ACT 4471 & PORTS db0401

V. USCG

COTP Jonathan Theel, Captain Jerry Barnes, Jennifer Doherty, and Isaac St. John reported on the following distribution:

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 10, 2021

1. **Seasonal Alerts**
    a. Hurricane Season commenced 01 June 2021 and will remain active until 30 November 2021. (See MSIB 03-21). All vessels, facilities, and marinas are asked to take adequate precautions and review the U.S. Coast Guard Sector Delaware Bay Port Hurricane Contingency Plan, located on our Homeport site, and their individual Heavy Weather Plans.
    b. Northern Right Whale season and subsequent vessel speed restrictions ended 30 April.

2. **COVID-19**
    a. The Coast Guard is continuing to monitor the coronavirus outbreak. We have additional screening procedures in place for vessels arrivals to include last ports of call and crew member embarkation places and dates. We are in close communication with CDC, CBP, and the local health departments.
    b. Sector Delaware Bay Port State Control examiners recently detained a foreign vessel due to failure to report two crew members with COVID-like symptoms on board to the CG in accordance with their procedures. Ultimately there were 13 positive cases on board. Please remain forward-leaning and vigilant despite recent changes to safety protocols.
    c. MSIBs relating to COVID-19 are available on the Sector Delaware Bay Homeport page under Maritime Transportation System (MTS) Recovery.

3. **Upper Delaware River Maintenance Dredging**
    a. Dredging to commence October time frame per conversations w/ ACE. Tracking on contract awards for future AToN relocation needs.

4. **Philadelphia to Sea Maintenance Dredging**
    a. Norfolk Dredging Co. is conducting maintenance dredging in New Castle Range commencing in early July 2021.

5. **Wind Energy Lease Areas (NJ, DE coasts)**
    a. Sector Delaware Bay prevention personnel have been actively participating in and assisting USCG District Five Waterways staff with the five wind energy lease areas that impact the Delaware Bay AOR as well as providing outreach and support for the NJ Port Access Route Study and proposed offshore anchorages. If any MAC members have questions or concerns as these projects move forward, you can reach out to LT Jordan Marshall (Waterways Management Division), CDR Jodi Min (incoming Prevention Department Head) or Mr. Jerry Barnes at District Five Waterways.

Sector Delaware Bay Aids To Navigation (ATON) Updates

1. **CGC WILLIAM TATE**
    a. Change of Command ceremony is scheduled for 23 July 2021. LT Margaret Damarlane will be relieving LCDR Bill Birch after a successful tour.

2. **Aids To Navigation Team (ANT) Philadelphia**
    a. Transitioning off commercial power where possible, solarizing and converting to LED.
    b. Looking into acquiring osprey permits for the early removal of nests for specific critical aids.

3. **Aids to Navigation Team (ANT) Cape May**
    a. BMCS John Kopp relieved BMCS George Fleming as Officer in Charge on May 28, 2021.
    b. Working with ACE on shoaling concerns in the NJ ICW.

District Five ATON Updates

1. **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. The design is 95% completed with anticipated construction beginning in FY21. Update: Civil Engineering Unit (CEU) Cleveland, D5 Waterways and the MAC are working with the DE State Historic Preservation to secure the old rear range lights when the project is completed. UPDATE: Approximately six more months for the consultations to be complete with the SHPO.

2. **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. Update: The design for New Castle is at 95%. The A/E is scheduled to have the design completed by the end of May. Awaiting permitting and SHPO approval. UPDATE: Approximately six more months for the consultations to be complete with the SHPO. Project should go out for bids Oct 2021 with a completion date in Nov 2022.

3. **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.

Fifth Coast Guard District Marine Planning Meeting Notes

HIGHLIGHTS

- The Coast Guard published an Advance Notice of Proposed Rulemaking (ANPRM) in June 2020 seeking comments on the possible establishment of shipping safety fairways along the Atlantic Coast identified in the Atlantic Coast Port Access Route Study (ACPARS). This potential system of fairways is intended to ensure the traditional navigation routes are kept free from obstructions that could impact navigation safety.

- The Fifth District (D5) is conducting three supplemental studies that are considering the connecting routes to and from mid-Atlantic ports and the ANPRM fairways, and we expect to solicit comment on the studies and their draft recommendations in the Federal Register in the coming months. For each of these studies, D5 is conducting targeted consultations, reviewing 2017-2019 AIS data, and conducting a risk analysis to inform the development of additional routing measures and to refine the shipping safety fairways published in the ANPRM.

- Coast Guard Headquarters (CGHQ) is adjudicating the ANPRM comments and intends to wait for completion of the First District (D1) and D5 supplemental PARS before moving the shipping safety fairway regulatory project forward. The NPRM when published will include both the Atlantic Coast fairways and port connecting routes.

- D5 is considering establishing anchorage grounds offshore Delaware Bay and North Carolina to preserve areas traditionally used for anchoring from offshore development; and updating the regulated navigation area for the Chesapeake Bay entrance and Hampton Roads, VA.

- The Coast Guard is conducting several waterway management and system reviews to ensure existing aids to navigation (ATON) systems are optimized to meet the navigational needs of waterway users. Several of these reviews have led to major changes in how the waterway will be marked.

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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.

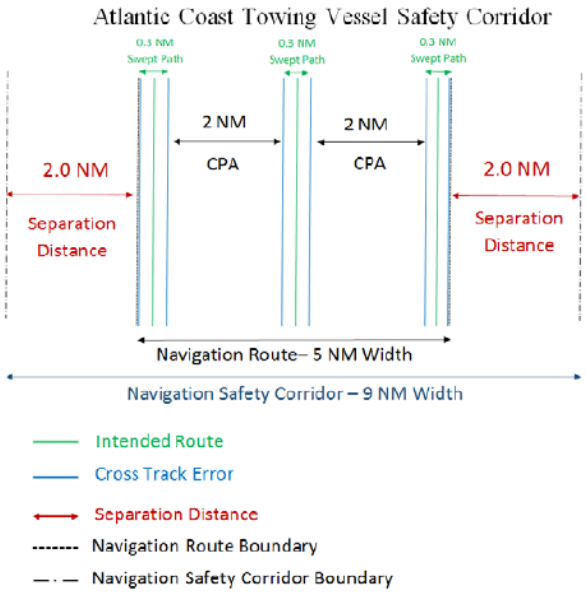
- Under 46 U.S.C. 70003, fairways are designated through federal regulations. Regulations governing fairways in 33 CFR part 166 provide that fixed offshore structures are not permitted within fairways because these structures would jeopardize safe navigation. The Coast Guard may establish, modify, or 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.

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).

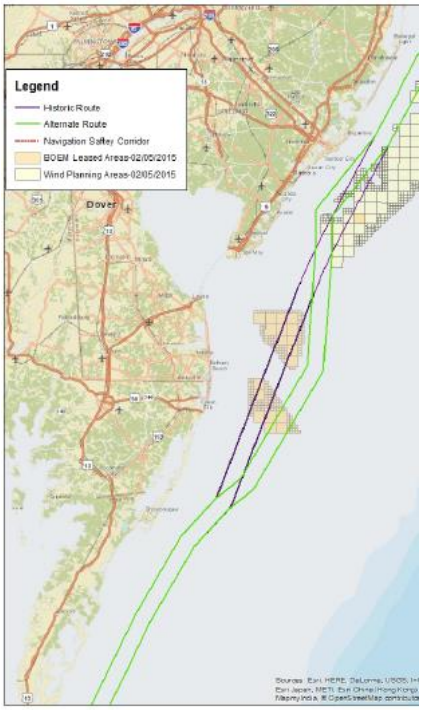


- The ACPARS workgroup identified navigation safety corridors along the Atlantic Coast that have the width necessary for navigation and sufficient buffer areas. The ACPARS Final Report identified deep draft routes for navigation and recommended that they be given priority consideration over other uses 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 of an appropriate width for seagoing tows. The report recommended that the Coast Guard consider developing the navigation safety corridors it identifies in its Appendix VII—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.

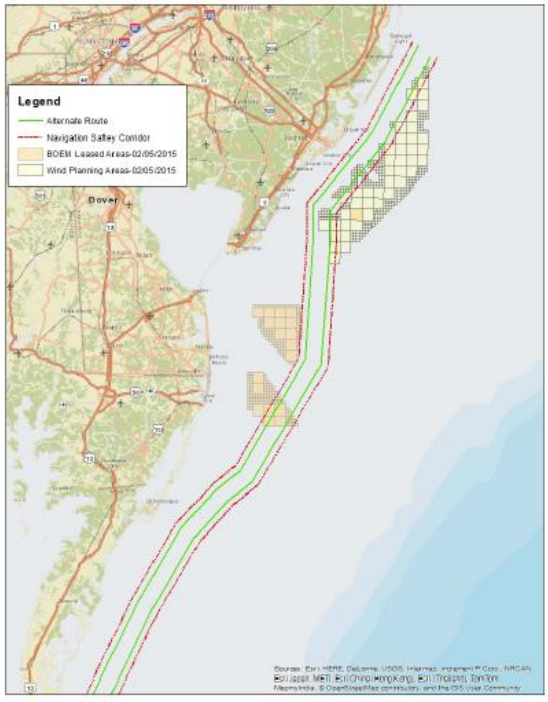
- The navigation corridors identified in the ACPARS report included sea space between the route and fixed structures to maneuver safely under emergency situations (i.e., a buffer zone comprised of 2 NM of sea space on each side of the navigation route). The result was an identification of a navigation route width of 5NM and a navigation safety corridor width of 9 NM. The ANPRM published in June 2020 included towing vessel routes that varied in width from 5 to 10 NM.

- 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.

ACPARS Traditional Towing Vessel Route and Alternate Route

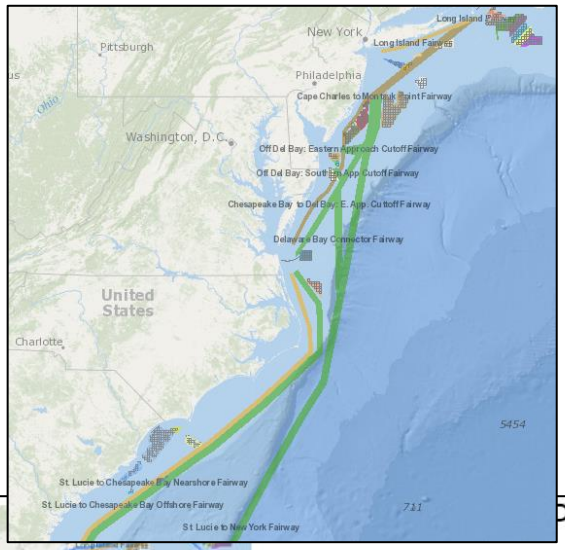


ACPARS Alternate Route with Buffer Zone



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

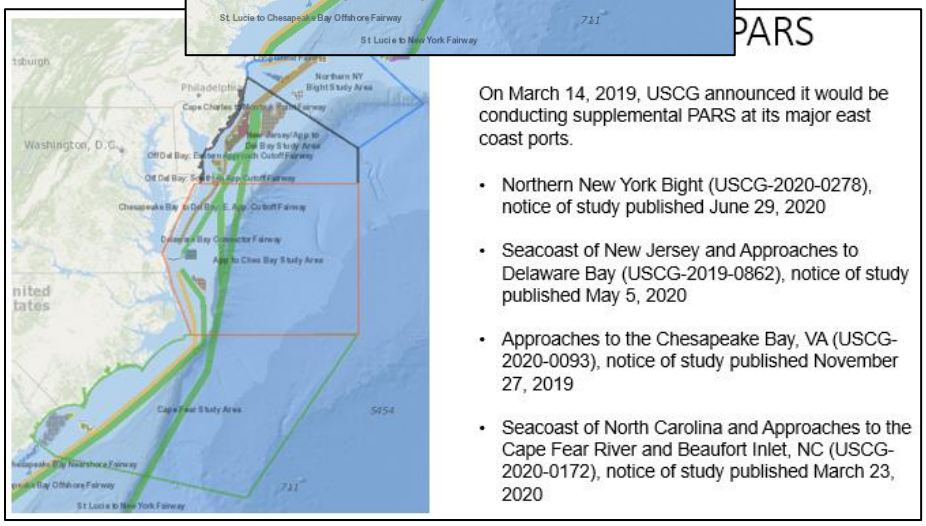
- On June 19, 2020, the Coast Guard published an ANPRM seeking comments on the possible establishment of shipping safety fairways along the Atlantic Coast identified in the ACPARS Study. This potential system of fairways is intended to ensure the traditional navigation routes are kept free from obstructions that could impact navigation safety. The comment period closed on August 18, 2020.



- CGHQ is adjudicating comments and intends to wait for completion of the D1 and D5 supplemental PARS before moving regulatory project forward. CGHQ will review the districts' recommendations and include connecting routes which they positively endorse and support.

Supplemental Port Access Route Studies

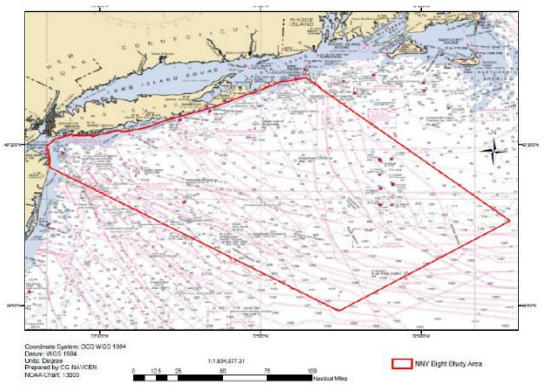
- On March 15, 2019, the Coast Guard announced a study of port approaches and international entry and departure areas in the Federal Register (84 FR 9541). This study will consider access routes from ports along the Atlantic Coast to the navigation safety corridors the ACPARS report recommended that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

Northern New York Bight (Docket Number USCG-2020-0278)

- On Jun 29, 2020, the Coast Guard announced a supplemental PARS to determine whether existing or additional routing measures are necessary in the Northern New York Bight area.

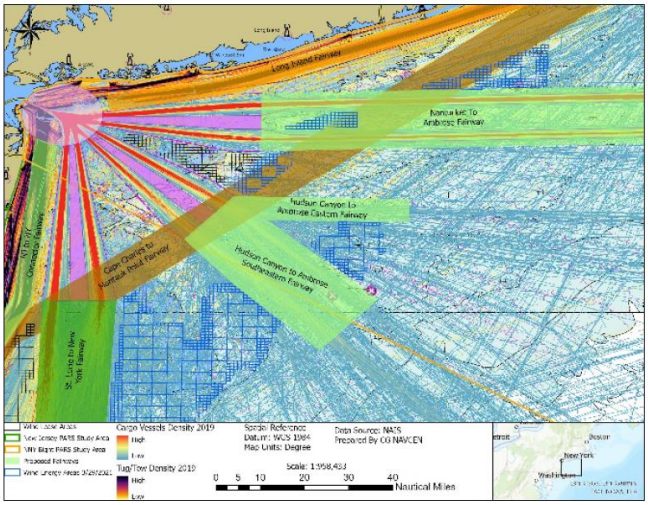


- The comment period closed Aug 28, 2020. The Coast Guard hosted two virtual public meetings on Jul 30 and Aug 11.

- 25 comments received from government, fishing, offshore wind, and industry, recommending consideration of additional data, studies, and stakeholder outreach in addition to specific routing measures.

- A supplemental notice of study was published on Apr 12, 2021. The comment period closed on May 12, 2021. Five comments were received.

- Based on comments received and Coast Guard analysis, the First District is current considering the following recommendations (See insert).

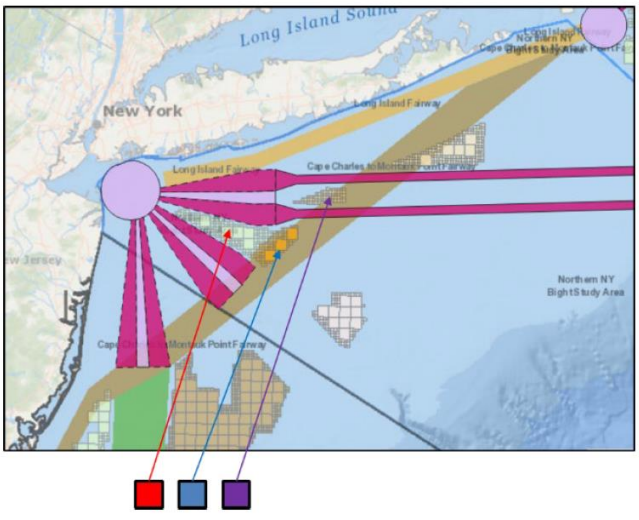


D1 NNYBPARS Findings/Recommendations to CG Headquarters:

- Establish the Shipping Safety Fairways along the Atlantic Coast as proposed in the Atlantic Coast Port Access Route Study (ACPARS) Advanced Notice of Proposed Rulemaking (ANPRM) [Docket No. USCG-2011-0351 (85 FR 37034) June 29, 2020].
- Establish a New Jersey to New York Connector Fairway
- Establish a Hudson Canyon to Ambrose Southeastern Fairway from the entrance/exit of Traffic Separation Scheme Off New York: South-eastern approach to a point 5 NM beyond BOEM's current Area Identification location(s).
- Establish a Hudson Canyon to Ambrose Eastern Fairway that connects to the Hudson Canyon Southeastern Fairway.
- Establish a single Nantucket to Ambrose Fairway, thereby removing the need for separate Nantucket to Ambrose and Ambrose to Nantucket Fairways as currently exist.

Ambrose Anchorage:

- The Coast Guard will continue to inquire regarding the potential establishment of an "Ambrose Anchorage" as discussed in the Approaches to New York notification of inquiry [Docket No. USCG-2020-0620 (86 FR 17090) April 1, 2021].

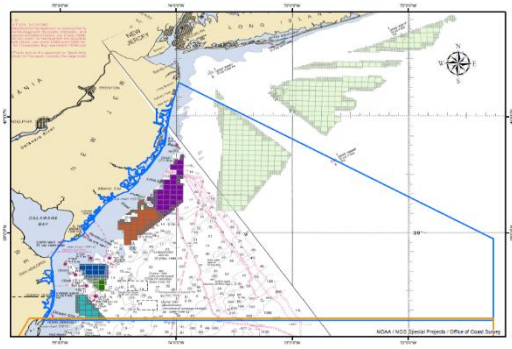


- The draft NNYBPARS includes a Discussion Section, whereby the routing measures within the study area are assessed in accordance with the Marine Planning Guidelines (MPG) contained within COMDINST 16003.2B. The MPG advises a 2 NM setback be incorporated from the parallel outer or seaward boundary of a traffic lane (Assumes 300-400m vessels) & 5 NM from the entry/exit (terminations) of a TSS.
- There are multiple conflicts within the study area where BOEMs Area ID locations are in conflict with MPG criteria (in addition to being in location conflict with ANPRM Cape Charles to Montauk Fairway) as follows;
- OCS-A 0512:
  - less than 2 NM from Hudson Canyon to Ambrose Traffic Lane
  - less than 2 NM from Ambrose to Nantucket Traffic Lane
- Hudson North:
  - less than 2 NM from Hudson Canyon to Ambrose Traffic Lane & entrance
  - less than 2 NM from Ambrose to Nantucket Traffic Lane & entrance
- Fairways South:
  - less than 5 NM from Ambrose to Nantucket Traffic Lane entrance
  - Inconsistent with "Avoid creating an obstruction or hazard on both sides of an existing route"

- Target date to publish draft report in the Federal Register is Sep 2021.

- First Coast Guard District POC for Northern NY Bight PARS: LCDR Mike Wysong, 617-659-1243 (mobile), Michael.p.wysong@uscg.mil

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



- 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 the Delaware Bay.

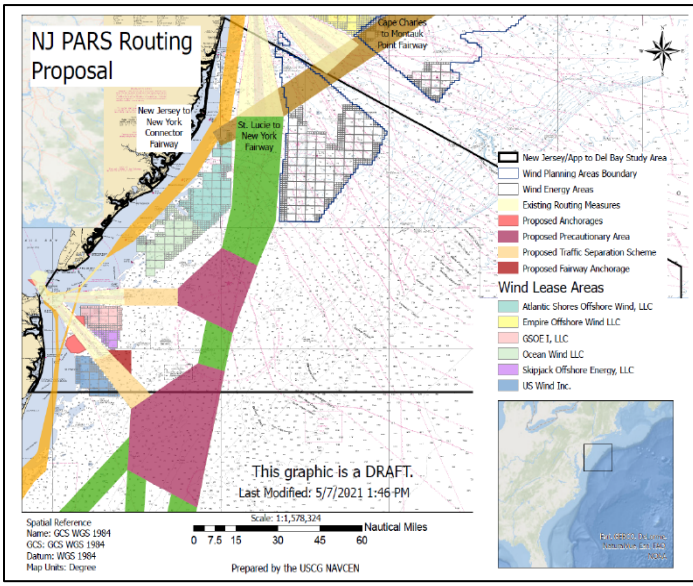
- The comment period closed Jul 6, 2020. In response to four separate requests, the Coast Guard reopened the comment period for 30 days, and held virtual public meetings on Oct 29 and Nov 4, 2020. The comment period closed Nov 10, 2020.

- 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 is currently considering the following recommendations (See insert).



- Create nearshore connector fairway between Delaware Bay and NY/NJ along the NJ seacoast and move it westward to facilitate current lease boundaries
- Create offshore precautionary areas to notify mariners of converging traffic and mixing of vessel types in the area
- Modify the TSS to facilitate terminus five NM from offshore structures
- Create fairway anchorage offshore for future traffic needs

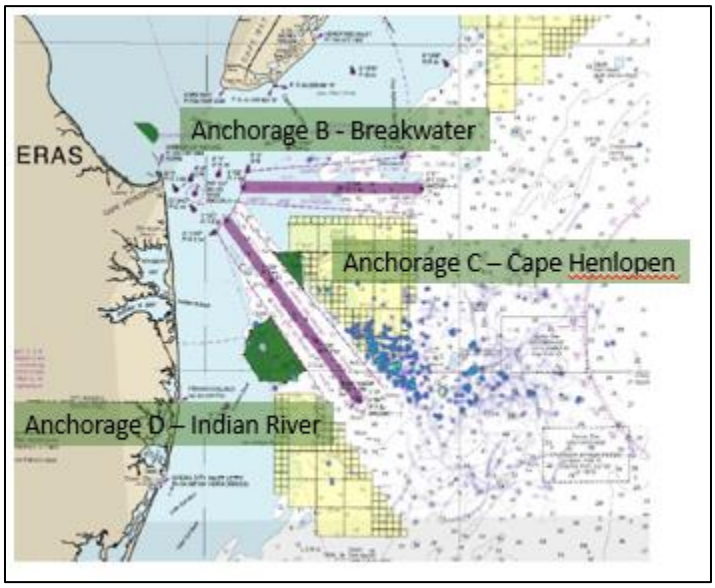
– The Navigation Center is presently conducting a risk assessment that analyses these recommendations. All of the Navigation Center analyses along with summaries of any informal meetings held will ultimately be posted in the appropriate docket and a formal comment period on the NJ PARS will ensue.

– Target date to publish draft report in the Federal Register is July 2021.

Anchorages

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 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 are recommending the development of a NPRM to establish Anchorages C and D. In addition, the New Jersey PARS will recommend an additional fairway anchorage be established.

- Target date for anchorage ground NPRM is September 2021.

Waterways Management and System (WAMS) Studies

Nation's Shallow Draft Waterways ATON System

- The Coast Guard is conducting a WAMS Study on the Shallow Draft System (waters less than 12 feet). The purpose of the study is to determine the navigational needs and requirements of vessels operating in shallow draft navigable waterways throughout the country. The study is focusing on the existing shallow water Aids to Navigation (ATON) system, future development projects, waterborne commerce transiting these waters, and marine casualty information. The comment period closed Nov 1, 2020, and the Coast Guard received over 9,000 responses. Further questions or comments may be emailed to CGNAV@uscg.mil using the subject line: "Shallow Draft".

Atlantic and Gulf Coast Seacoast System (AGCSS):

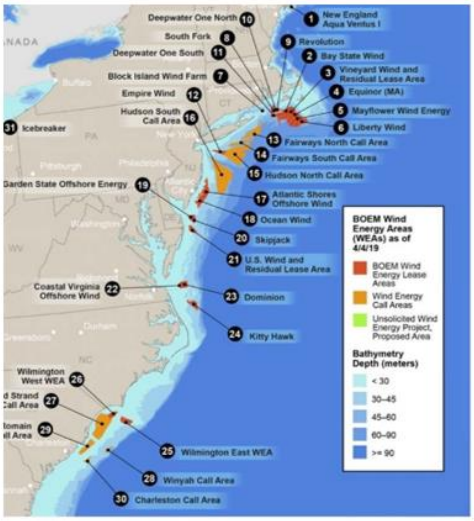
- D5 is implementing changes resulting from recent AGSS WAMS, which includes removal of bells, gongs, whistles; providing landfall lights with an operational range of 5 NM from the 30 foot curve; and charting of hazards of 30 feet or less in offshore shipping lanes.

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.

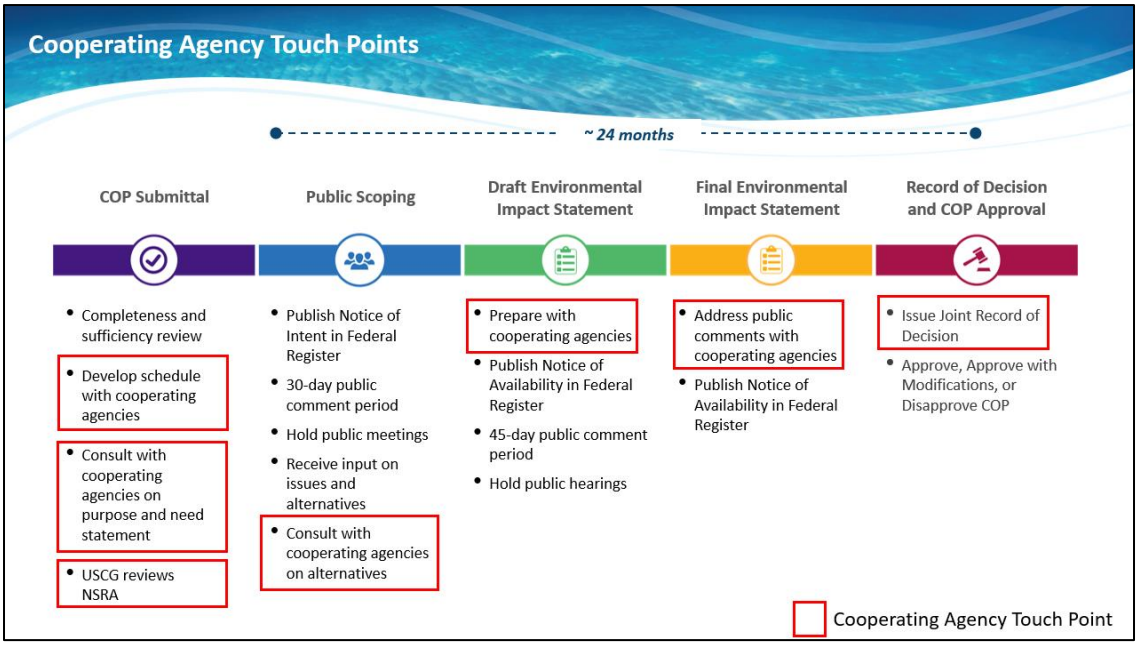
- The Coast Guard does not evaluate potential impacts outside our expertise, nor do we approve or disapprove a specific project.



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

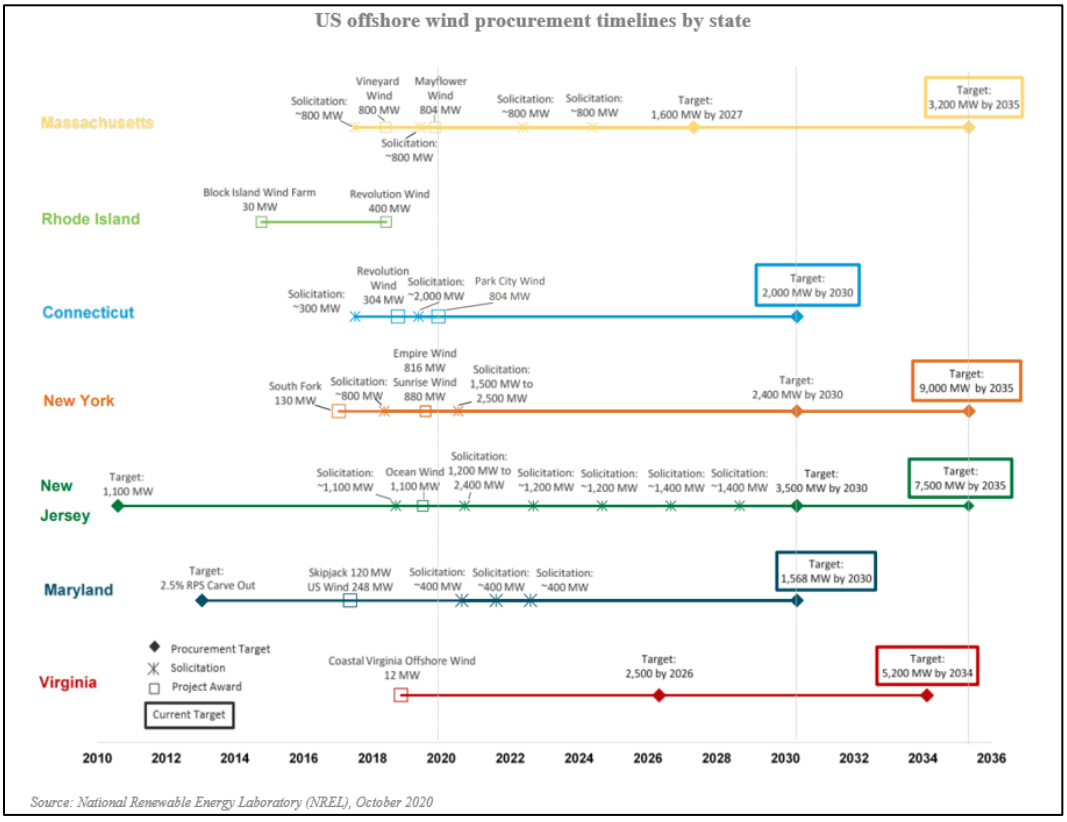
- The Bureau of Ocean Energy Management (BOEM) is responsible for offshore renewable energy development in Federal waters. As the federal agency principally responsible for issuing leases, easements and rights of way for renewable energy development, BOEM bears the primary responsibility for coordinating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



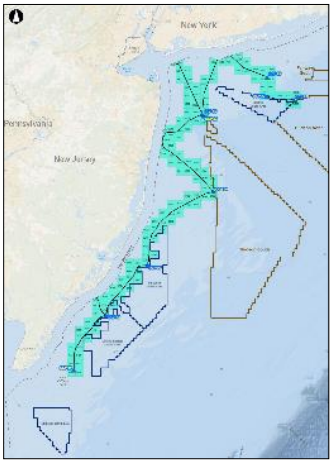
New Jersey

- **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 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 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.

- **Ocean Wind (OCS-A 0498), 160,480 acres offshore NJ-south):** SAP approved May 17, 2018; COP submitted Aug 15, 2019. Coast Guard completed its third review of Ocean Wind's draft Navigation Safety Risk Assessment. Orsted plans to install up to 99 (12 MW) turbines capable of generating 1,110 MW. Facility may include inter-array cables, up to three offshore substations, and up to two onshore stations (Ocean City and Barnegat Bay/Oyster Creek). Orsted is actively conducting site characterization activities and wind farm is expected to be operational in 2024. Project determined to be a covered project under Title 41 of the Fixing America's Surface Transportation Act (FAST-41) and added to the Permitting Dashboard on Oct 29, 2019. On May 18, 2020, BOEM hosted an interagency meeting with cooperating and participating agencies in order to provide an overview of the COP, review a purpose and need statement, and discuss a generic authorization timeline. On Mar 3, 2021, BOEM held an EIS interagency meeting. Notice of Intent published March 24, 2021. Project is expected to be operational in 2024. Survey operations are underway for the 2021 season. Updates are available in the LNM as well as https://us.orsted.com/mariners.

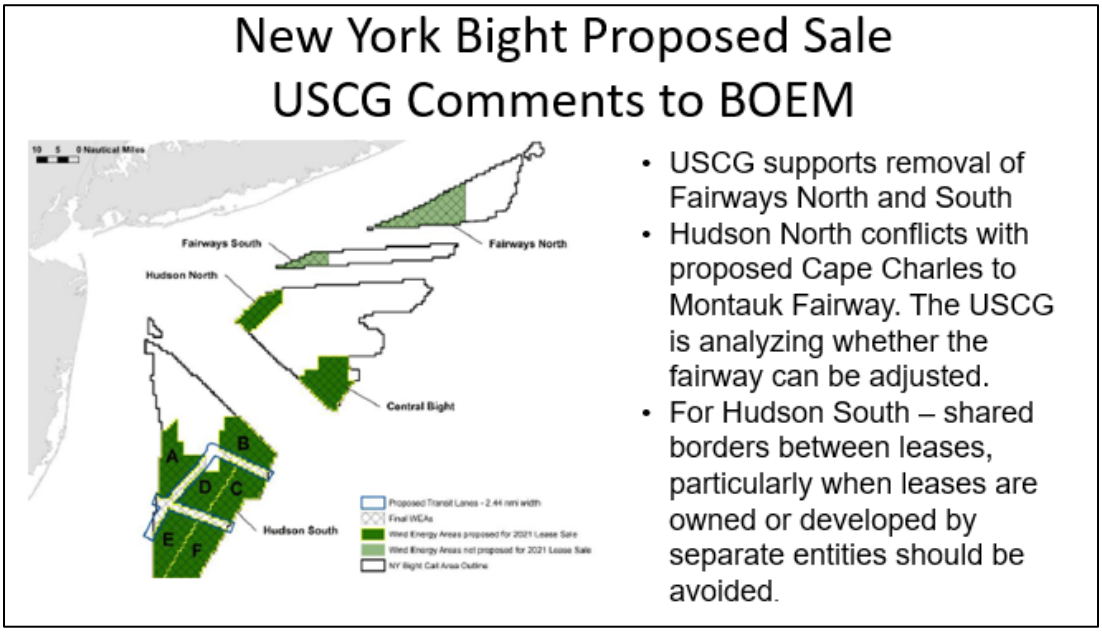
- **Atlantic Shores (OCS-A 0499, 183,353 acres offshore NJ-north):** SAP submitted Dec 2019; COP/NSRA anticipated March 2021. Pre-survey meeting held with BOEM on Feb 20, 2020. EDF Renewables and Shell New Energies are actively conducting site characterization activities and consulting with USCG regarding potential turbine sizing and layout. Coast Guard completed a review of Atlantic Shores draft NSRA as a consultation on Feb 8, 2021. Site has the potential to generate up to 2.5 GW. Provided Atlantic Shores is awarded New Jersey's 1.2GW solicitation in June 2021, BOEM intends to issue the Notice of Intent Sep 2021 or later. Project is expected to be operational in 2026. Survey operations are underway for the 2021 season. Updates are available in the LNM as well as https://www.atlanticshoreswind.com/mariners/.

- **New York / New Jersey Ocean Grid Project:** On April 30, 2019, BOEM received and application from Anbaric Development Partners for a Right of Way grant on the OCS offshore NY and NJ. The proposed project would entail the construction, installation, and operation of an offshore transmission system of approximately 185 NM of submarine cable on the OCS and approximately 118 NM of submarine cable on State submerged lands to deliver offshore wind energy generation to the onshore electric grid. BOEM recently determined there is no competitive interest. 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" such as this project.



- **New York Bight Call Area:** On Apr 14 and 16, 2021, BOEM held an Intergovernmental Renewable Energy Task Force meeting for the purpose of soliciting feedback on the proposed sale of eight additional lease areas in the New York Bight area; six of these eight are offshore New Jersey in an area called Hudson South. If all six are sold at auction, D5 will have a total of 14 leases in

various stages of review, encompassing 2,012 square miles of ocean, an area approximately l.7X larger than the State of Rhode Island. In response to this task force meeting, the Coast Guard provided BOEM with the following comments (See insert). Proposed Sale Notice is expected to be published in Jun 2021.



Delaware

- **Skipjack Offshore Energy (OCS-A 0519, 26,332 acres offshore DE-south):** Southern portion of lease OCS-A 0492 assigned to Skipjack Offshore Energy at the request of Garden State Offshore Energy and approved by BOEM on June 12, 2018. Southern portion now carries a new lease number OCS-A 0519. Will include up to 16 wind turbines, 8 MW to 12 MW each, spaced approximately 0.7 to 0.87 NM apart, and up to 1 offshore sub-station. Blade height of 641' to 860'. COP submitted July 2019. FLiDAR buoy deployed Jan. 22, 2020. Project determined to be a covered project under Title 41 of the Fixing America's Surface Transportation Act (FAST-41) and added to the Permitting Dashboard on Apr 8, 2020. On May 5, 2020, BOEM hosted an interagency meeting with cooperating and participating agencies in order to provide an overview of the COP, review a purpose and need statement, and discuss a generic authorization timeline. Notice of Intent was expected to be published Nov 2020 or later, with operations expected in 2024; however, Orsted recently informed BOEM that they will be updating their COP, and that this will delay the project by 12 to 24 months. New expected operations date is 2026. Survey operations are underway for the 2021 season. Updates are available in the LNM as well as https://us.orsted.com/mariners.

- **Garden State Offshore Energy I (OCS-A 0482, 70,098 acres offshore DE-north):** Site Assessment Plan (SAP) submitted Jul 25, 2018 and approved Dec 6, 2019. Orsted actively conducting site characterization activities; FLiDAR buoy deployed Jan 22, 2020. Construction and Operations Plan (COP) due to BOEM by Jun 1, 2019; however, BOEM approved term extension on Nov. 26, 2019. COP now due June 2024. Survey operations are underway for the 2021 season. Updates are available in the LNM as well as https://us.orsted.com/mariners.

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.

- **US Wind (OCS-A 0490, 79,707 acres offshore MD):** US Wind intends to install up to 125 - 12 MW turbines with up to 4 offshore transmission stations. Site is located approximately 11.5 statute miles east of Ocean City, MD. On May 19,

2021, US Wind deployed a Floating Light Detection and Ranging (LiDAR) buoy to collect wind and marine life data within its lease area. The buoy was deployed in position 38°21'10.74"N 74°45'12.66"W. Notice of Intent expected to be published in early 2022. Survey operations are underway for the 2021 season. Updates are available in the LNM as well as https://uswindinc.com/mariners.

Fifth District Point of Contact

Jerry Barnes, P.E.
Chief, Waterways Management Section
U.S. Coast Guard Fifth District
Branch Email: CGD5Waterways@uscg.mil
Office: 757 398-6230
Cell: 757 636-2423

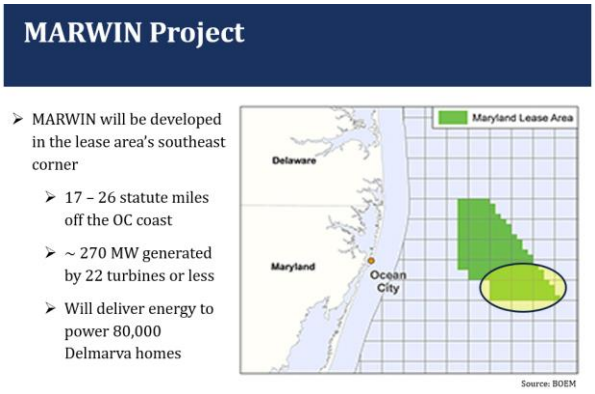
VI. Unfinished Business

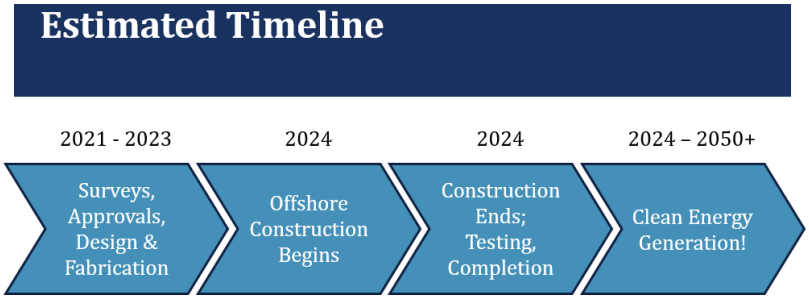
OFFSHORE WIND

Liz Kretovic, Orsted's Mid-Atlantic Marine Affairs Manager, reported the following:

A lot of the information on the federal process can be found in the USCG's update above as we move toward the permitting process. On the Ocean Wind project, there is one offshore and one near-shore vessel surveying. For Skipjack, we have two vessels working and will be bringing two near-shore vessels to begin exploring cable routes in the coming weeks. By the end of the summer, we'll have geo-technical work in the lease area as well. We are also exploring landfall sites for the Skipjack project. Regarding the EEW site at Paulsboro, new construction is starting to progress.

Ben Cooper from U.S. Wind provided a PowerPoint presentation that included the following:





BEN FRANKLIN BRIDGE PROJECT

Captain Griffin reported the following: The four-year project continues until 2024 as we continue to vet air-drafts for any vessel over 130 feet. The project has been going smoothly between the agents and the pilot office.

DEEPENING TRANSITION PLAN

Captain Griffin reported the following: We are currently holding at 42 feet inbound and 40 feet outbound maximum draft. The Dredge McFarland has been an incredible asset over the last few years. We will be rallying support to insure that the dredge stays home-ported in Philadelphia. The next step is to go to 43 feet inbound and 41 feet outbound.

Captain David Cuff added: "*even if we get dredges here in the fall, we're probably still looking at the Transition Plan happening in the fall to winter to early spring. All this is predicated on how many ships come in at over 43 feet. We need to make the transition safely and need to make sure we have the draft and the water for it.*"

VII. NEW BUSINESS

Kelly Anderson provided this synopsis following her presentation to the MAC:

The Philadelphia Water Department (PWD) is working with the Maritime Exchange for the Delaware River and Bay to prepare a Recreational Safety Study to document hazards to swimming, kayaking, and paddleboarding in a 27 mile reach of the tidal Delaware River between the Commodore Barry and Tacony-Palmyra bridges. Since the 1960's regulatory agencies have designated this 27 mile reach for secondary contact recreation only (boating and fishing) due to public health and safety concerns.

Prominent environmental groups are currently advocating for regulatory agencies to change the designation to primary contact (swimming, kayaking, paddleboarding). These groups want to "get more people, more often, in more places" swimming and paddling this section of the River. PWD's safety study will document how commercial shipping and navigation activities, shoreline modifications, and instream conditions make swimming, kayaking, and paddleboarding very unsafe in this area. Recognizing that commercial shipping and navigational operations could be affected by increased recreational activity on the River, PWD wants to engage with the maritime community about issues, incidents and close calls with recreators. Please contact Alex Ridyard (Alex.Ridyard@phila.gov) or Lisa Himber (lisa.himber@maritimedelriv.com) if you think you have any information to offer this study.

Kelly Anderson
Watershed Protection Programs Manager. Office of Watersheds, Philadelphia Water Department , 1101 Market Street, 4th Floor Philadelphia, PA 19107, Phone: 215.685.6245, Mobile: 215.906.8577 (working remote, preferred #)

HSA

Dan Wright from Sounding Science reported on the following distribution:

The Hydrographic Society of America

Mid-Atlantic Chapter
P.O. Box 1095
Cheshire, CT 06410

We are excited to announce the organization of THSOA's Mid-Atlantic Chapter. Our goal is to bring together government, academic and industry in support of training and career development opportunities for hydrographers in our region.

Formerly recognized as the National Capitol Region Chapter, our area includes the Atlantic coast from Philadelphia (and S. Jersey) to North Carolina, and west to the Ohio river. We invite anyone working in the field of hydrography to get involved with the new Mid Atlantic Chapter.

We hold an official meeting once per year and try to host informal regional gatherings whenever possible. I am serving as the Mid-Atlantic Chapter's initial President, with Sloan Freeman of Geodynamics in Newport, NC as Secretary. Please feel free to contact either of us with any ideas or questions you might have.

Thank you in advance for your interest in growing the Mid-Atlantic Chapter as an important regional collaboration for hydrographers and the entire US maritime infrastructure.

Daniel Wright
President
THSOA Mid Atlantic Chapter
ma_president@thsoa.org

Sloan Freeman
Secretary
THSOA Mid Atlantic Chapter
midatlantic@thsoa.org

ADMIRAL RAY CELEBRATION

The Armed Services Council of The Union League of Philadelphia proudly hosts a Coast Guard Birthday Celebration with Admiral Charles W. Ray (Retired), 31st Vice Commandant of the U.S. Coast Guard Thursday, August 12 at 11:30 a.m

VIII. Open Discussion

Captain Griffin thanked the MAC and former MAC chairmen for his time as Chairman of the MAC. He then introduced Captain Drew Hodgens, of the Pilot's Association, as the new MAC Chairman.

IX. Adjournment

At 1345 Captain Griffin asked for a motion to adjourn. Jerry Crooks moved that we adjourn. Lynn Cointot seconded. All approved.

Next meeting: September 9, 2021 at 1100
Popi's Italian Restaurant and via Zoom