



## **Memorandum**

To: Mariners' Advisory Committee Members and Interested Parties  
From: Captain Drew Hodgens  
Re: Meeting Agenda June 9th, 2022

Your presence is requested at the Quarterly Meeting of the above-mentioned committee on Thursday, June 9th, 2022 at 1100 hours.

### **Agenda**

#### **I Approval of Minutes – from the March 2022 meeting**

**Introduction of all in attendance**

#### **II. Reports**

- A. **Treasurer's Report** - Captain Rick Iuliucci
- B. **Membership Report** - Captain John Gazzola
- C. **USCG** - Commander Jodi Min
- D. **USACE Reports** - Mr. Timothy Rooney
- E. **NOAA Reports**
  - Mr. Chris DiVeglio
  - Mr. Ryan Wartick
  - Ms. Katie Kirk

#### **III. Unfinished Business**

#### **IV. New Business**

#### **V. Open Discussion**

#### **VI. Adjournment**

**Next meeting: September 8<sup>th</sup> 2022 at 1100 hours.**



## **Memorandum**

To: Mariners' Advisory Committee Members and Interested Parties  
From: Captain Rick Iulucci, Treasurer  
Re: Treasurer's Report for June 2022

**Balance – from March 7, 2022** **\$ 18,224.83**

**Deposits** (March 2022-June 2022)

Total Deposits during the period **\$ 4,399.99**

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**INCOME BALANCE** **\$ 22,624.82**

**Disbursements** (Dec 2021-March 2022)

Popi's Restaurant (3/14)	\$ 4,295.01
Popi's Restaurant Deposit (3/14)	\$ 1,000.00
Email Service (G-mail- \$38.88 month.)	\$ 116.64
Email service- Twild (\$89.95. Per month @ 3 months)	\$ 179.90
PNC Service Fees (\$2.00 per mo.)	\$ 4.00

-  
**TOTAL DISBURSEMENTS** (Dec 2021-March 2022) **\$ 5,595.55**

**BALANCE as of June 6, 2022** **\$ 17,029.27**

**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 9, 2022**



1. Seasonal Alerts
  - a. Hurricane Seasonal Alert went into effect 01 June. Please review the guidance on MSIB 14-22 which directs you to homeport for hurricane preparedness checklists. Please review actions needed by both vessels and facilities in the event we change port condition due to the approach of a storm.
2. Marine Events
  - a. We are currently in the season for various marine events along the Delaware River. Listen for broadcast notice to mariners regarding specific events times. We ask that traffic does not go through the safety zone during actual firework shows, so please be advised that ships/tug/tow traffic may experience brief delays.
3. 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](http://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) 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. 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.
4. COVID-19
  - a. MSIBs relating to COVID-19 are available on the Sector Delaware Bay Homeport page under Maritime Transportation System (MTS) Recovery.
5. Philadelphia to Sea Maintenance Dredging
  - a. Norfolk Dredging Co. - Dredge ESSEX
    - o Working in Deepwater Range, estimated completion date is 15 Aug
  - b. Norfolk Dredging Co. - Dredge CHARLESTON

**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 9, 2022**

- Working in New Castle Range, estimated completion date is August 15th
  - MSIB 13-22: Closure of General Anchorage #5 southeast of Pea Patch Island to facilitate safe passage of vessels around the Dredge Charleston.
6. NJICW Maintenance Dredging
- a. Barnegat Bay Dredging - Dredge FULLERTON
    - Working various sections of the NJICW March 28<sup>th</sup> –October.
  - b. ACOE -Dredge MURDEN
    - Working in Clam Creek, Cold Springs Inlet, and Barnegat Inlet starting June 14th
7. 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 off the coasts of NJ, DE, and MD and an additional four lease areas in the New York Bight that impact the Delaware Bay AOR. We are also in communications with District Five regarding the NJ Port Access Route Study and the associated proposed offshore anchorages.
  - b. 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 (Prevention Department Head), or Mr. Matt Creelman (Marine Planning Specialist) at District Five Waterways.

**Sector Delaware Bay Aids To Navigation (ATON) Updates**

1. CGC WILLIAM TATE
  - a. Tender continues to service ATON year-round throughout their DELMARVA area of responsibility. The Delaware River/Bay buoy constellation is strong with a low discrepancy rate. Seasonal buoy hull reliefs begin early December.
2. Aids To Navigation Team (ANT) Philadelphia
  - a. Reedy Island Gap discrepancies are being corrected in July when equipment arrives.
  - b. Pea Patch is scheduled to be rebuilt by CGC SLEDGE in August.
3. Aids to Navigation Team (ANT) Cape May
  - a. Working on the inlets in NJ and DE throughout the summer.
  - b. On-going efforts with ACE to address shoaling concerns in the NJ ICW.

**District Five ATON Updates**

1. Rebuild Fisher Pint 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.

**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 9, 2022**

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 and the design is 100%. Waiting on 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.
  
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. DE – NJ – Delaware River – Aid To Navigation Change Proposal
  - a. This Project has been approved and the Advance Notice ran in the LNM from 15 Mar to 10 May 2022. The Coast Guard will be changing the buoy size of the following floating aids to navigation from 8X26s to 7X17s and increase the nominal range of the light on 1 DR to 5 nautical miles. With the exception of 1DR, no changes to the assigned positions, lighting equipment or flash characteristics are proposed. These changes could take over a year to implement and may be done a few at a time to take advantage of cutter schedules and buoy inventories.
  - b. Delaware River Lighted Buoy 1DR (LLNR 2485), increase the nominal range to 5 nautical miles.
  - c. Delaware River Lighted Buoy 3 (LLNR 2515)
  - d. Delaware River Lighted Buoy 4 (LLNR 2520)
  - e. Delaware River Lighted Bell Buoy 6 (LLNR 2575)
  - f. Delaware River Lighted Buoy 8 (LLNR 2595)
  - g. Delaware River Lighted Buoy 9 (LLNR 2620)
  - h. Delaware River Lighted Buoy 11 (LLNR 2720)
  - i. Chesapeake and Delaware Canal Junction Lighted Buoy CD (LLNR 2745)
  
6. DE – NJ - Delaware River – Pea Patch Island Dike

**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 9, 2022**

- a- This Project has been approved and the Advance Notice ran in the LNM from 05 Apr to 31 May 2022. The Coast Guard will rebuild Pea Patch Island Dike Warning Light E (LLNR 2847) with a focal plane of 20 feet vice the previous 32 feet. This change is due to the recalculation of the required Geographic Range (the visibility of an object taking into account the height of the object and the height of the observer). The previous focal plane of 32 feet far exceeded the Nominal Range of the light, the Nominal Range of the Daymarks and the line of sight on the river. We are awaiting the completion of Cutter SLEDGE's Drydock to schedule the rebuild.

**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. 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.

**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 9, 2022**

**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.

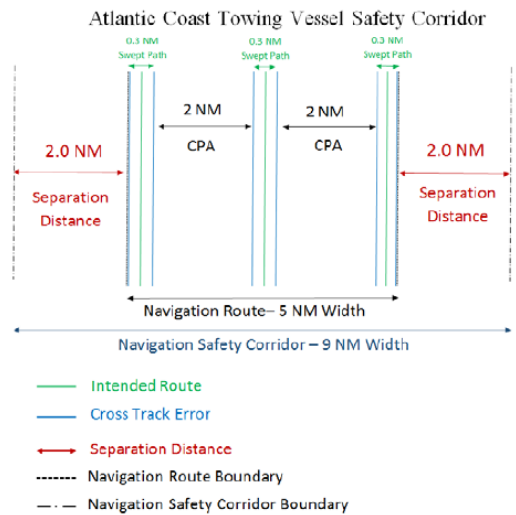
*Atlantic Coast Port Access Route Study (ACPARS)*

- 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

**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 9, 2022**

that the final report was complete as published and announced this finding in the Federal Register on April 5, 2017 (82 FR 16510).

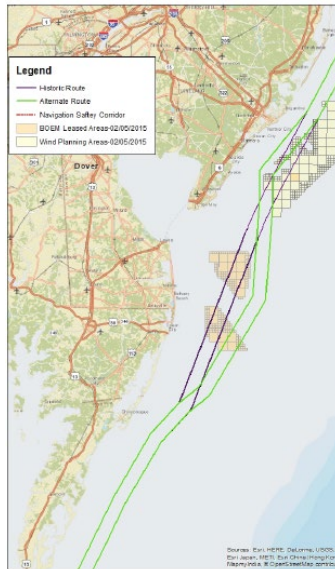
- The ACPARS workgroup identified navigation safety corridors along the Atlantic Coast that have the width necessary for navigation and sufficient buffer areas. The ACPARS Final Report identified deep draft routes for navigation and recommended that they be given priority consideration over other uses 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.



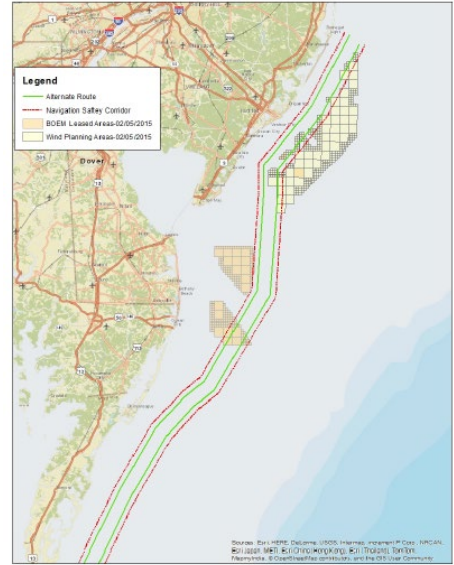


**Mariners Advisory Committee (MAC) For the Bay & River Delaware  
Fifth Coast Guard District and Sector Delaware Bay  
Waterways and Aids to Navigation Report for June 9, 2022**

- 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.



**ACPARS Traditional Towing Vessel Route and Alternate Route**



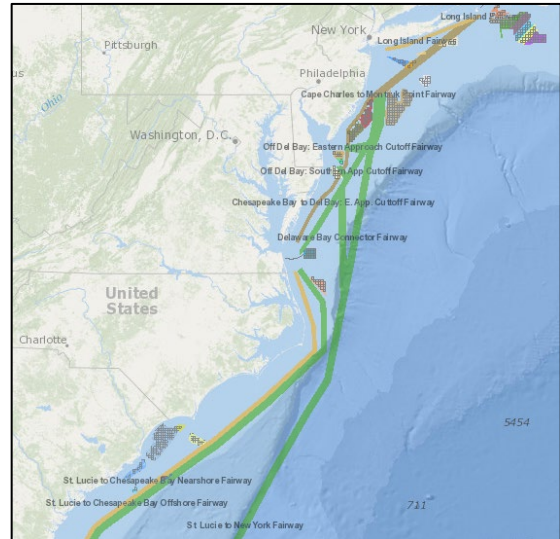
**ACPARS Alternate Route with Buffer Zone**

- 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.

**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 9, 2022**

*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.

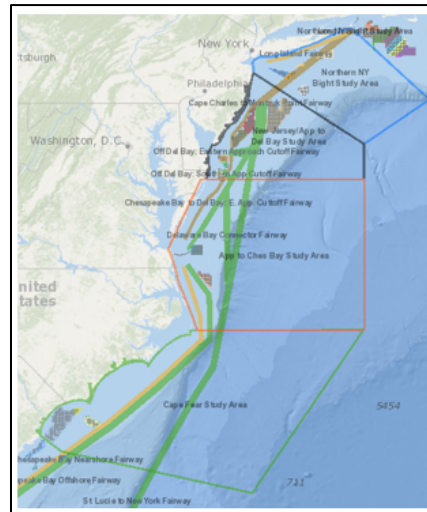


- CGHQ is adjudicating comments and intends to wait for completion of the D1 and D5 supplemental PARS before moving regulatory project forward. CGHQ will review the districts' recommendations and include connecting routes which they positively endorse and support.

- Target date for NPRM is summer 2022.

*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



**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

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,

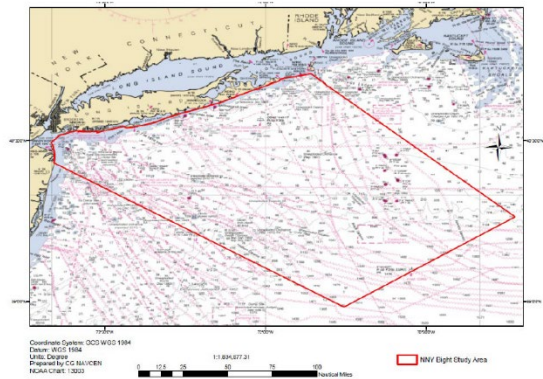
**Mariners Advisory Committee (MAC) For the Bay & River Delaware  
Fifth Coast Guard District and Sector Delaware Bay  
Waterways and Aids to Navigation Report for June 9, 2022**

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.
- The draft report of the study and its recommendations were published in the Federal Register on July 15, 2021. Nineteen comments were received during the 45-day public comment period, which ended on August 30. Based on the feedback received during the comment period, the First District is currently considering the following recommendations (See insert).

**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 9, 2022**

### Proposed Actions

A. Establish the Cape Charles to Montauk Fairway 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]. The First Coast Guard District recommends establishing a fairway that cuts across the New York Bight, but the exact coordinates of the fairway are best dispositioned by Coast Guard Headquarters as the fairway extends beyond multiple PARS study areas.

B. Establish a modified version of the "Ambrose Anchorage" discussed in the Approaches to New York notification of inquiry [Docket No. USCG-2020-0620 (86 FR 17090) April 1, 2021] and adjust the Southern end of the Long Island Fairway proposed in the ACPARS ANPRM [Docket No. USCG-2011-0351 (85 FR 37034) June 29, 2020] to the North of Ambrose Anchorage, to mitigate the current location conflict between the potential anchorage and ANPRM fairway.

C. Establish a New Jersey (NJ) to New York (NY) Connector Fairway (a customary route for vessels transiting along the coast of NJ between the Port of NY/NJ and Delaware Bay).

D. 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 the Bureau of Ocean Energy Management's (BOEM) current Area Identification location(s).

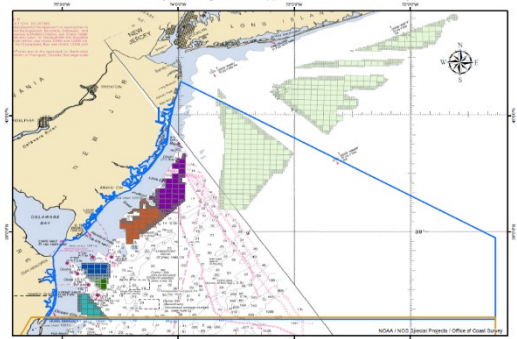
E. Establish a Hudson Canyon to Ambrose Eastern Fairway that connects to the Hudson Canyon Southeastern Fairway and extends to a point 5 NM beyond BOEM's current Area Identification location(s).

F. Establish a single Nantucket to Ambrose Fairway, thereby removing the need for separate Nantucket to Ambrose and Ambrose to Nantucket Fairways as currently exist.

- The final report was published in the Federal Register in December 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

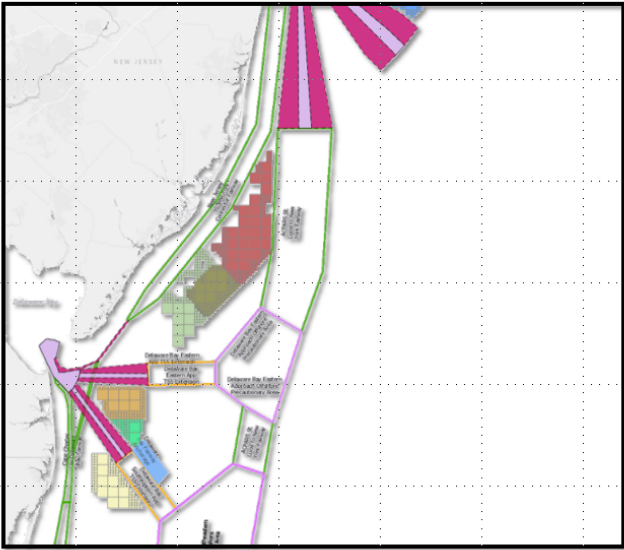


**Mariners Advisory Committee (MAC) For the Bay & River Delaware  
Fifth Coast Guard District and Sector Delaware Bay  
Waterways and Aids to Navigation Report for June 9, 2022**

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).

**Proposed actions for New Jersey study area**



The map shows the Delaware Bay and Chesapeake Bay area with various proposed actions highlighted in different colors. A pink area indicates the extension of Traffic Separation Schemes (TSS). A green area shows a nearshore fairway connector across the TSSs. A blue area shows a nearshore fairway to the west. A yellow area shows a connector fairway between New Jersey and New York. A red area shows a precautionary area where fairways and TSS converge. A purple area shows an adjustment to the Chesapeake Bay to Delaware Bay nearshore fairway.

- Extend both Traffic Separation Schemes (TSS)
- Create precautionary areas where fairways and TSS converge
- Adjust Chesapeake Bay to Delaware Bay nearshore fairway to the west
- Create nearshore fairway connector across the TSSs
- Add New Jersey to New York connector fairway

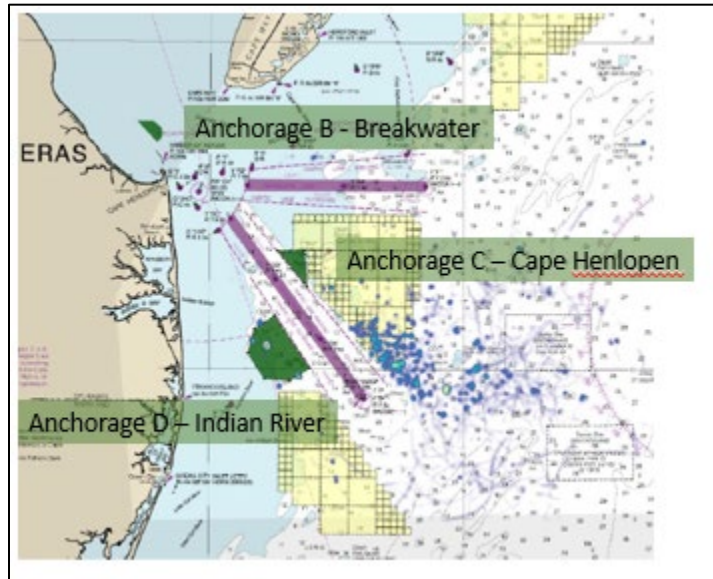
- **Final Report published May 2022.**

**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 9, 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 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.



**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 9, 2022**

- 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.**
- Target date for anchorage grounds **Final Rule is June 2022.**

*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.

**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 9, 2022**

*Intracoastal Waterway, NJ*

- D5 intends to conduct a WAMS review of the NJ ICSW between Sep 2021 and Jun 2022. The WAMS review will cover the waters from New Jersey Intracoastal Waterway Junction Light NJICW (LLNR 34980), near Manasquan River Inlet, to New Jersey Intracoastal Waterway Daybeacon 479 (LLNR 36720) at Cape May. The WAMS will not include the adjacent inlets and intersecting waterways.



**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 9, 2022**

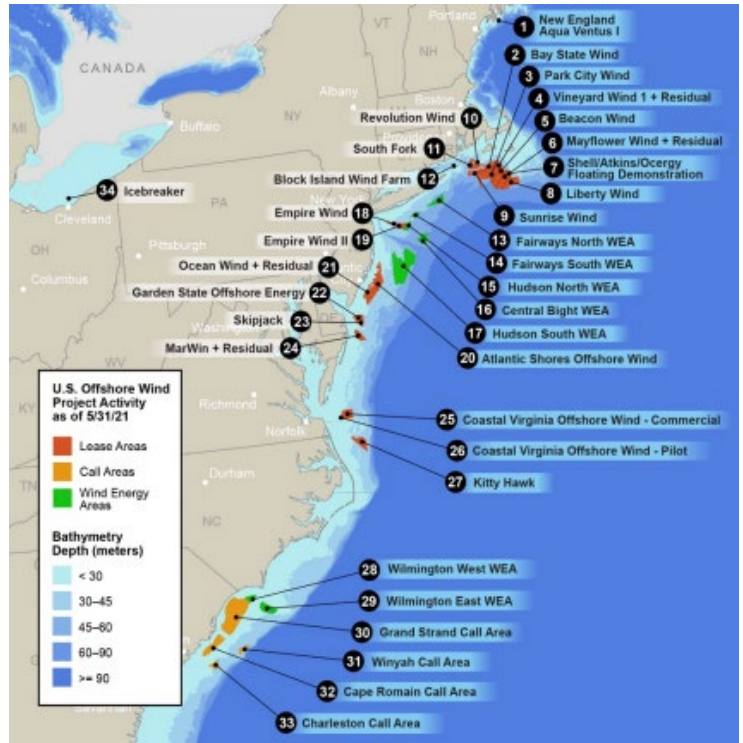
*Offshore Wind*

Coast Guard's Role

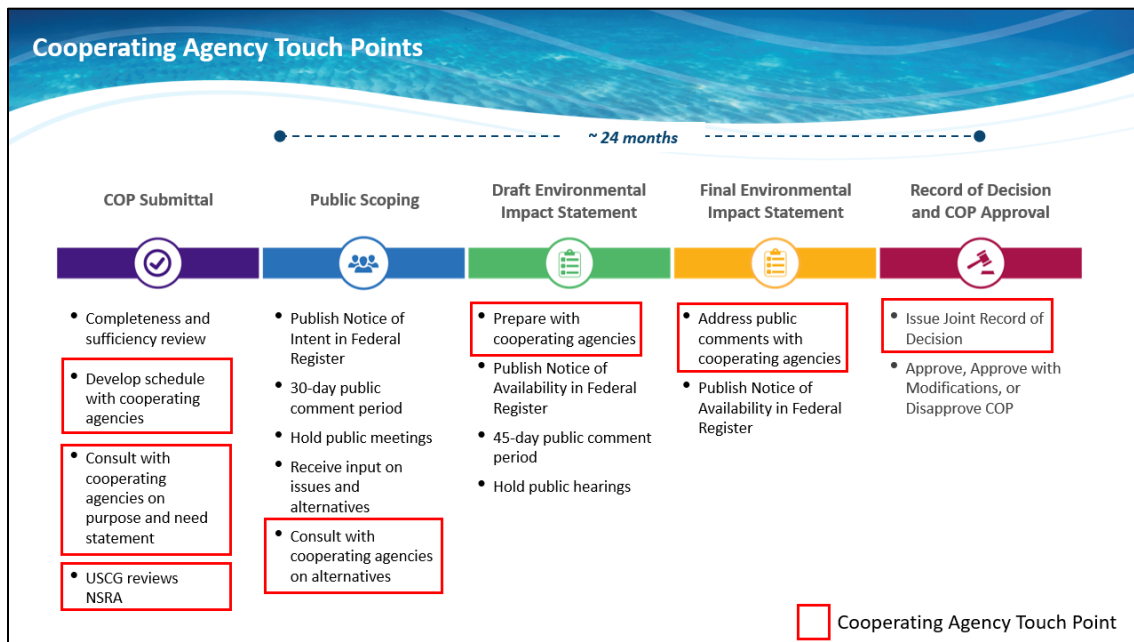
- The US Coast Guard evaluates a proposed project's impact on the marine transportation system, safety of navigation, and the Coast Guard's ability to conduct its missions, and assists in the development of related mitigations.
- The Coast Guard does not evaluate potential impacts outside our expertise, 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.



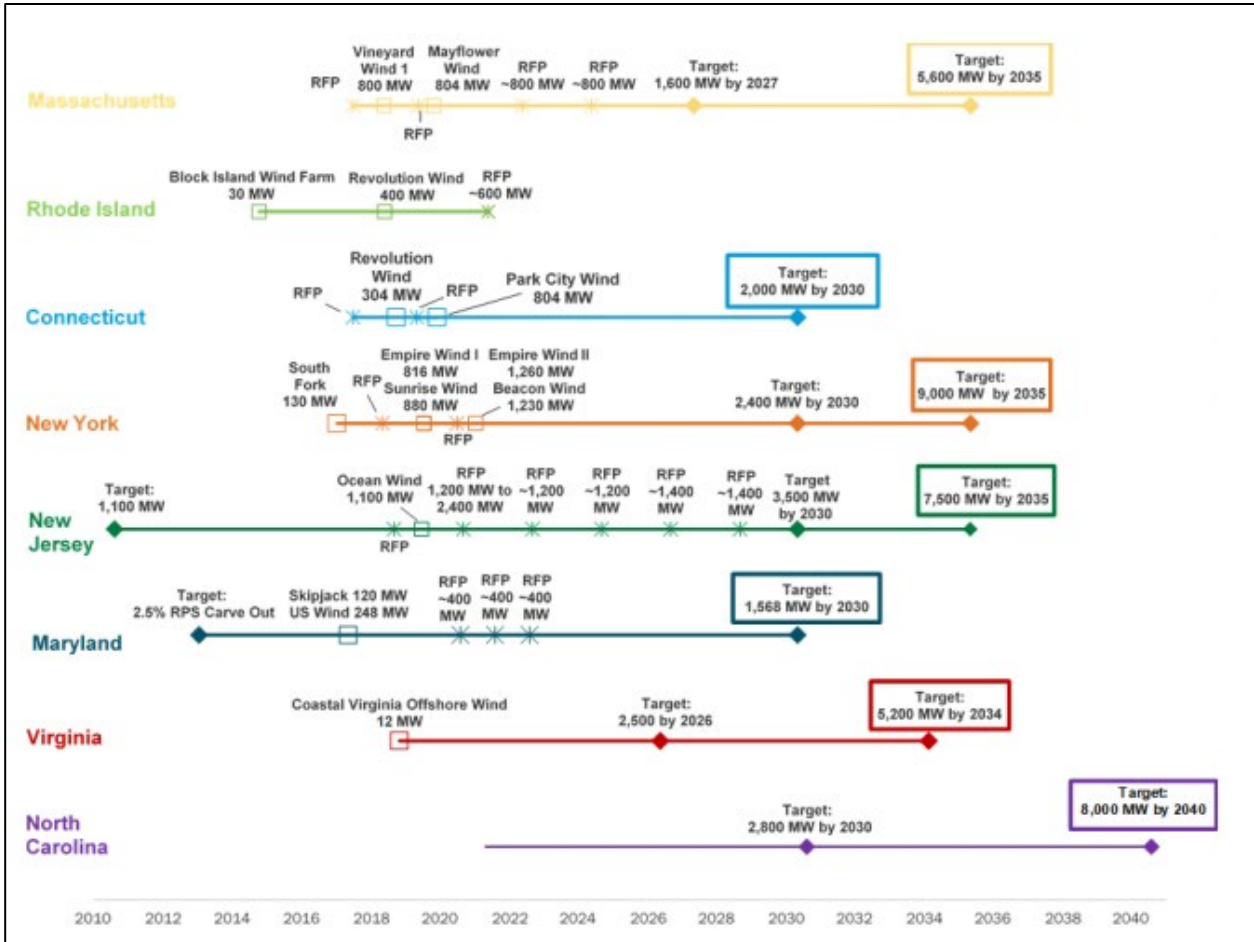
**Mariners Advisory Committee (MAC) For the Bay & River Delaware  
Fifth Coast Guard District and Sector Delaware Bay  
Waterways and Aids to Navigation Report for June 9, 2022**



*Policy of the United States and Offshore Wind Procurement Timeline by State*

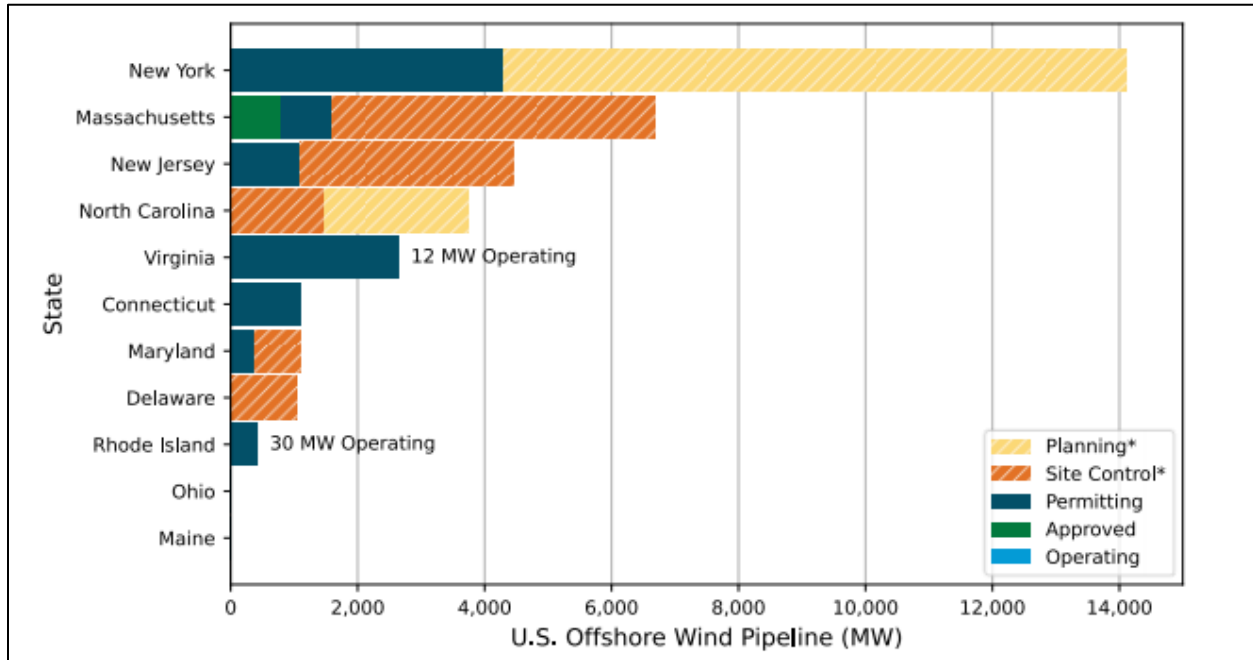
- On January 27, 2021, the President signed Executive Order 14008 setting forth the commitment of the United States “to organize and deploy the full capacity of its agencies to combat the climate crisis to implement a Government-wide approach that reduces climate pollution in every sector of the economy; 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.

**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 9, 2022**



Source: DOE Offshore Wind Market Report, 2021 Edition

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Source: DOE Offshore Wind Market Report, 2021 Edition

New York

- State Commitments: In Jan 2017, the Governor announced a commitment to develop 2.4 GW of offshore wind by 2030. In Jan 2019, the Governor increased the target to 9.0 GW by 2035. In Jul 2019, NY announced the winners of its first offshore wind solicitation: Orsted and Eversource’s 880 MW Sunrise Wind project and Equinor’s 816 MW Empire Wind project. On Jul 21, 2020, the Governor announced a second offshore wind solicitation seeking up to 2.5 GW of projects.

**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 9, 2022**

- Empire Wind (OCS-A 0512): 2.4 GW total capacity; up to 132 – 18 MW turbines; up to three offshore substations; up to two transmission lines into NY, and one transmission line into NJ. 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 Jun 19, 2020. 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. Notice of Intent was expected to be published Apr-Jun 2021 or later. Project was expected to be operational in 2024; however - updated COP is now anticipated in March 2021 with significant changes due to NYSERDA OREC award announced Jan 13, 2021. Major changes will be a decrease from three phases to two phases and only two export cable routes/landfall sited in NY, eliminating the proposed landfall site in NJ. Notice of Intent issued in June 18, 2021. Draft EIS expected Aug 5, 2022.

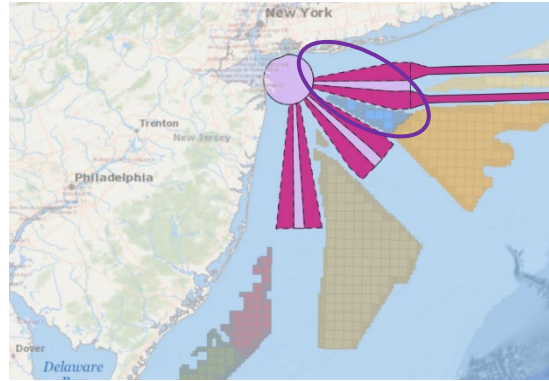


Image source: MARCO Data Portal

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

**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 9, 2022**

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.

- 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. On May 6, USCG submitted comments in response to NOI discussing need to have common turbine orientation between adjacent projects, or a buffer between the two. On Jul 20, USCG submitted feedback on draft EIS alternatives to BOEM. Draft EIS expected May 27, 2022. 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. On Jun 30, NJ awarded 2.7 GW of offshore power; 1.51 GW to Atlantic Shores. BOEM interagency meeting held Aug 9; BOEM issued the Notice of Intent on Sep 30, 2021. On Jul 20-21, USCG participated in a SAR Risk Workshop with Atlantic Shores. 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/>.

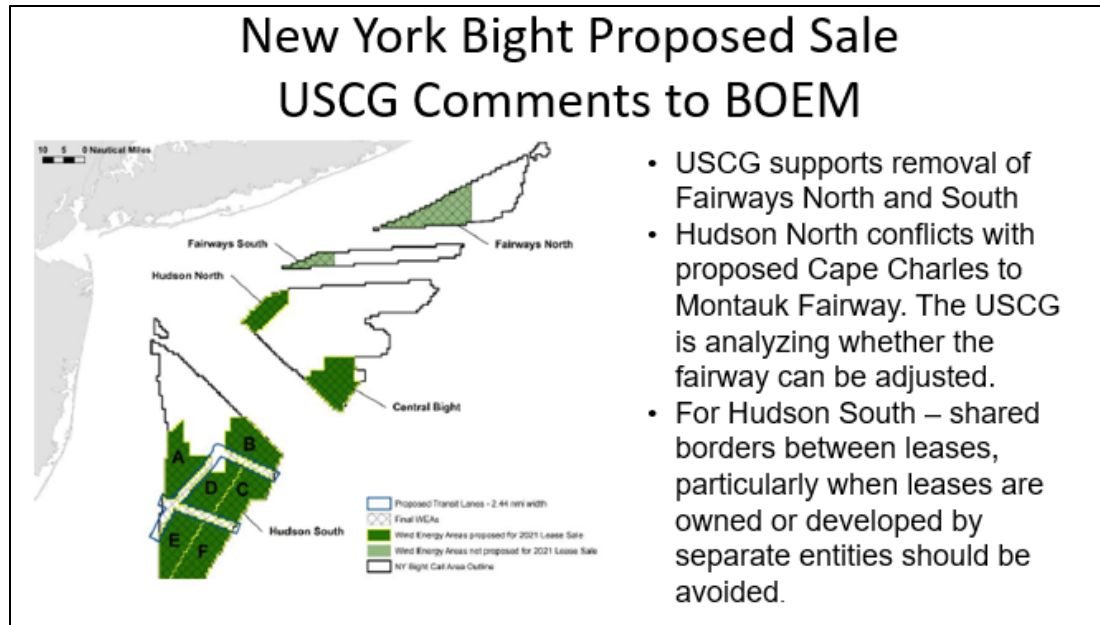
**Mariners Advisory Committee (MAC) For the Bay & River Delaware  
Fifth Coast Guard District and Sector Delaware Bay  
Waterways and Aids to Navigation Report for June 9, 2022**

- New York / New Jersey Ocean Grid Project: On April 30, 2019, BOEM received an 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 1.7X 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). BOEM published Proposed Sale Notice on June 14, 2021; USCG provided comments to BOEM on Aug 11, 2021. BOEM published draft EA for NY Bight site characterization activities on Aug 11. During the Final Sale notice BOEM altered lease areas to remove one (A) and create a larger area by combining two lease areas (C & D) and trim it to make a slightly larger area than the others. Feb 2022 BOEM conducted an auction for the 4 lease area in D5 and the 2 lease areas in D1. Total revenue generated from the auction was \$4.37Billion. Preliminary bid winners are listed on BOEM’s website.

**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 9, 2022**



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. In Jun 2021, project developer Orsted submitted bid to Maryland Public Service Commission to develop Skipjack Wind 2; if approved, it would be a 760 MW project located in the same lease area as Skipjack 1. Survey operations are underway for the 2022 season. Updates are available in the LNM as well as <https://us.orsted.com/mariners>.



**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 9, 2022**

- 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. 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.
  
- 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>. On Aug 3, US Wind announced major labor agreements; a new port facility agreement with Tradepoint Atlantic to develop 90 waterfront acres into a new offshore wind deployment hub with an initial investment of \$77M; expansion plans for a 2nd project titled “Momentum Wind;” and a proposal for a new steel fabrication facility at Tradepoint Atlantic to be built in conjunction with Momentum Wind.

**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 9, 2022**

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](mailto:CGD5Waterways@uscg.mil)

Office: 757 398-6230





# Agenda

- Intro: NMC-REC Missions & Tasks
- Credentials
  - *Types: MMC & Medical, Original or Renewal*
  - *Applications & Documents*
- Fees
- Approval Process & Pitfalls
- Final Thoughts & How to Help Us Help You





## The NMC Mission:

To issue Merchant Mariner Credentials to only competent, qualified persons in a professional and timely manner, in compliance with Code of Federal Regulations (CFR 46 Parts 1 to 40).

*\* and monitor/regulate an infrastructure to support that end*



- National Maritime Center (NMC): Martinsburg, WV
- Regional Exam Centers (REC): 17 locations
- From Boston to Miami to Honolulu to Anchorage + P.R. & Guam (MUS)





## **REC Tasks in support of the NMC Mission**

- Screen & Process Mariner Applications
- Proctor Mariner Exams
- Collect & Process User Fees – [eval-exam-issue]
- Conduct MTP Course Oversight
- Work w USCG Sectors – *Compliance & Consulting*
- Conduct Industry Outreach
- Liason w Maritime Academies & Cadet Testing

All This  
with 4-5  
people!



# Credentials – The End Result

## Merchant Mariner Credential (MMC)



- Licensed and unlicensed ratings; STCW endorsements
- Additional endorsements printed on sticker sheets to be added
- One expiration date for the entire booklet, even with endorsement stickers



**National Maritime Center**  
United States Coast Guard  
**One Mission...One Team...One Voice**

**REC Baltimore**



# Annual Summary Totals

	2018	2019	2020	2021
Mariner Population	209,749	206,884	198,453	198,118
MMC's Issued	60,988	61,835	46,073	57,631
Med Certs Issued	59,994	61,157	47,701	52,597
Approved Course Providers	328	314	318	284
Approved Courses	2,792	2,886	2,915	2,476
Approved DEs	4,035	3,091	3,948	3,848
Approved QAs	1,774	2,081	2,096	1,855
CSC Contacts	316,709	340,937	292,757	318,008







## *STRAIGHT TALK from the CO*

- Apply in advance at least:
  - 90 days for MMC and Med Cert
- Take advantage of REC services
- **Ensure application package is complete – 50% of MMC application submissions result in AI**
  - **See recent NMC Bulletins (and handouts)**
- Verify the electronic file is also complete.  
**Double-check the double-sided documents!**



# National Maritime Center Webpage

- Best resource for credentialing questions, forms, checklists, and guidance is the National Maritime Center webpage.

- [https://www.dco.uscg.mil/national\\_maritime\\_center/](https://www.dco.uscg.mil/national_maritime_center/)

- Or Google “National Maritime Center.”



SEMPER PARATUS  
ALWAYS READY

STAY CONNECTED





- The Mariner & Improving the Customer Experience
  - *Additional Information – can we make it better?*
- Application In-processing Team @ NMC (add'l screeners)
- First Class Pilotage. Can we standardize and/or find some efficiencies?
- Resources. *The surge period (Jan-April) kill us.*
- Course Approvals & Changes (MTPs.) – takes too long.

\*\*\* *We must get better Processing Applications*



# Contact Information I

National Maritime Center:

<http://www.uscg.mil/nmc/>

1-(888)-IASKNMC

1-(888)-427-5662

Transportation Security Administration (For TWIC):

<https://universalenroll.dhs.gov>

1-866-347-TWIC

1-866-347-8942



**National Maritime Center**  
United States Coast Guard  
*One Mission...One Team...One Voice*

**REC Baltimore**



## Regional Examination Center Baltimore:

**Email Submissions: (best means. Send as one PDF)**

**[RECbaltimore@uscg.mil](mailto:RECbaltimore@uscg.mil) or**

**[REC-BAL-APPSUBMISSION@USCG.MIL](mailto:REC-BAL-APPSUBMISSION@USCG.MIL)**

**Phone: (410) 962-5125**

**Fax: under repair (avoid)**

**Fixed**

**410-962-9130**

**Mail: USCG attn: REC, 40 S. Gay Street, Suite 420, Baltimore, MD. , 21201**

**Homeport (for application status):**

**<http://homeport.uscg.mil/mmcstatus>**





## Contact Information III.

Scott R. Taylor

Chief, REC Baltimore

Office: 410-962-0904

Email: [scott.r.taylor@uscg.mil](mailto:scott.r.taylor@uscg.mil)

40 So. Gay Street, Suite 420

Baltimore, MD, 21201



# USACE PHILADELPHIA DISTRICT

## MAC MEETING

MAC Meeting Presentation

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

Timothy J. Rooney, Project Manger

Jeff McAleer, Chief of O&M Section

09June2022

*“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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## Delaware River, Philadelphia to Sea

- The Dredge Essex completed removing Cherry Island shoal outside of Christiana River in early April.
- The Dredge Essex currently dredging Deepwater Point Range, 5 of 11 Acceptance Sections are complete and accepted.
- The Dredge Charleston is scheduled to begin dredging operations in New Castle Range today.
- Processing contract modification to include Reedy, Baker, Liston Ranges, anticipating award of modification prior to end of June.
- Rock removal contract award is anticipated prior to July.
- The next maintenance dredging solicitation will be consolidated with Wilmington Harbor, contract award scheduled for August 2022.
- The Hopper Dredge McFarland is in the shipyard for steel work. The McFarland is anticipated to be out of the shipyard in Fall 2022.



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## Delaware River, Philadelphia to Trenton

- Bucket dredging of the channel just south of the Tacony-Palmyra Bridge to just south of the Neshaminy Basin and within Fairless Turning Basin was completed in March.
- Hydraulic cutterhead dredging of Fairless Turning Basin and the Delaware River between Station 110 and Newbold Island has been awarded to Cottrell Contracting Corp; dredging to begin approximately 15 July.

## Wilmington Harbor

- Dredging of the Harbor was completed in March. The FY22 maintenance dredging will again be consolidated with the Philly to Sea solicitation, contract award scheduled for August 2022.



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## Salem River

- Future dredging operations are anticipated to clear the majority of remaining shoaling in Fall 2022 using a combination of the Government Dredge Murden and contract dredging operation beneficially placing material to restore marsh in Supawna Meadows. Dredging will occur to the authorized depth of 16 ft MLLW with up to 2 ft overdepth.



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## C & D Canal

- The Chesapeake City Bridge Project will impact the bridge air gap. Work on the main span will be limited to 1/2 of the main span/channel at a time. In the area that is restricted there will be a reduction of 16 inches to the air gap. The other half of the main span/channel will be unrestricted.
- There are also two other bridge projects occurring at SR-1 and St. Georges bridge with no reduction to the bridge air gap.



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## **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*

**03/01/2022-05/31/2022**

**Delaware Memorial Bridge Air Gap – 99.8%**

**Ben Franklin Air Gap – 99.1%**

**Reedy Point Air Gap – 99.7 %**

**Chesapeake City Gap – 99.7 %**

**db0301 (Philadelphia) currents – 99.7%**

**db0502 (Brown Shoal LB10) currents – 48.3% BUT equipment swap was performed on 4/15 and returns have been at 96.3% since then.**

### Other updates:

- Delaware City water level station: Issues with the Acoustic sensor and well and we have been disseminating backup (bubbler) water level data here. We are working towards installing a microwave radar at this location given continuous issue with the acoustic well and technology here over the years. We realize that under keel clearance is very important at Delaware City and continuous, quality water level data is important here.
- A site visit was made last week to Ship John Shoal. Solar panel replaced, GOES satellite transmitter antenna replaced and repairs to IP modem allowing up remote station access/troubleshooting.
- Marcus Hook unscheduled maintenance visit took place on May 5<sup>th</sup> for data collection platform repairs but we had backup data available.

## **NOAA's Delaware Bay & River**

**Current Survey:** Field work was completed in 2021. Data processing of 34 stations that span the Bay & River is now complete. Work is ongoing to verify and disseminate the processed data with the goal of completion by Nov. 30, 2022.

NOAA's tidal current predictions available online will be updated based on the recent data collected with the goal of completion by Jan. 31, 2023.