Memorandum

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

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

Agenda

I **Approval of Minutes** – from the September 2022 meeting

Introduction of all in attendance

II. Reports

A. **Treasurer's Report** - Captain John Gazzola

B. **Membership Report** - Captain John Gazzola

C. **USCG Report** - LCDR Jordan Marshall

D. **USACE Report** - Mr. Michael Landis

E. **NOAA Reports**
- Mr. Ryan Wartick
- Mr. Chris DiVeglio
- Ms. Alicia Schuler

F. **Organization of Black Maritime Graduates** - Captain Howard Wyche

III. Unfinished Business

IV. New Business

V. Open Discussion

VI. Adjournment

Next meeting: Thursday, March 9, 2022 at 1100 hours.

Memorandum

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

Balance – from September 5, 2022	**$ 11,391.74**
Deposits (Sept. 2022- Dec. 2022)	
Total Deposits during the period	**$ 1,000.00**
INCOME BALANCE	**$ 12,391.74**
Disbursements (September 2022 - December 2022)	
Popi's Restaurant	$ 5,223.85
Email Service (G-mail- $38.88 month.)	$ 116.64
Email service- Twild ($89.95. Per month @ 3 months)	$ 269.85
PNC Service Fees ($2.00 per mo.)	$ 6.00
TOTAL DISBURSEMENTS (June 2022-Sept. 2022)	**$ 5,616.34**
BALANCE as of December 5, 2022	**$ 6,775.40**

Mariners Advisory Committee (MAC) For the Bay & River Delaware
Fifth Coast Guard District and Sector Delaware Bay
Waterways and Aids to Navigation Report for December 8, 2022

1. Seasonal Alerts
    a. Ice Season officially starts on 15 December. Thank you to everyone who attended the ice season meeting in November. If anyone needs to review the presentations or needs the ice reporting forms, please see Sector Delaware Bay's homeport page.
    b. Hurricane Seasonal Alert expired on December 1st.
2. Marine Safety Information Bulletins
    a. Final Rule for the two new offshore anchorages went into effect August 11, 2022. See MSIB 15-22 posted on homeport and the MAC webpage for more info. NOAA has ensured the anchorages are charted.
3. Bridge Openings
    a. We have received recent reports of certain bridges not opening within the window required by the regulations. If mariners experience any delays in bridge openings, please contact the WWM duty phone at 267-515-7294.

4. Inspections Activities
    a. Cyber Amendments for facility security plans were due October 1, 2022 (NVIC 01-20). We still have 11 facilities who have not submitted their amendments. The deadline was extended to December 1, 2022. Vessels were required to add cyber amendments to their vessel security plans by December 31, 2021 (CVC-WI-029). This is an important step to assess and document vulnerabilities associated with your facilities' computer systems and networks, and address vulnerabilities in accordance with 33 CFR 105.400 and 106.400.
    b. Port State Control issued a detention for an ISM related deficiency in November- failure to maintain 100% of the ship's immersion suits per their SMS. This is 4th detention related to deteriorating immersion suits over the past year, and the audits that are coming back from third parties are showing that maintenance and documentation are not being conducted properly by crew per their SMS. Immersion suits are crucial lifesaving gear that must be maintained properly to be useful in emergencies.
    c. The Delaware River and Bay is known to cause issues with certain Ballast Water Treatment Systems due to the water turbidity. Systems that use UV have experienced issues properly treating the water, thus ships have had to divert outside 12nm to conduct ballast water exchanges prior to discharging ballast in U.S. ports. Please let the Inspections Division know immediately if you receive information from vessel masters or port captains about ballast water treatment system problems, so that we can work through the issues with our Program Offices.

5. Cyber Security Highlights

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

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

7. Draft Waiver Requests
a. Due to the to the federal channel draft transition from 40' to 45'currently underway, Sector Delaware Bay COTP is suspending the draft waiver requirements for vessels requesting to come inbound drafting over 40' until the transition process is complete, at which time we will revisit needing a draft waiver plan for vessels intending to come inbound at 45' or over. This was the "Waiver Process and Passage Plan for the Delaware Bay and River Transit with Draft in Excess of 40 Feet Project Depth". Vessel agents are no longer required to submit draft waiver requests to the WWM office for approval, provided the transit is within the scope of the draft transition plan developed by the Pilot's Association.

Sector Delaware Bay Aids To Navigation (ATON) Updates

1. CGC WILLIAM TATE

a. Conducting Seasonal reliefs. Will be completed by the beginning of January.

2. Aids To Navigation Team (ANT) Philadelphia
   a. Pea Patch warning light "E" was rebuilt by the CGC SLEDGE
   b. Waiting on Helicopter support for Reedy Island Dike South Gap 1.
   c. Eagle Point Rear Range has been funded for a structural inspection.
   d. All seasonal buoys have been removed for the winter.

3. Aids to Navigation Team (ANT) Cape May
   a. Conducting Seasonal reliefs.

District Five Aids to Navigation Updates

1. DE - Murderkill River
   a. Following dredging the buoys have been re-established in the Murderkill River. Warning Daybeacon A (LLNR 2300) has been changed back to Light 1, Range Front Warning Light has been changed back to Range Front Light 7 and the Rear Range Light has been relighted.

2. DE – NJ - Delaware River – Pea Patch Island Dike
   a. Pea Patch Island Dike Warning Light E (LLNR 2847) has been rebuilt.

3. DE - Delaware Bay-Harbor of Refuge
   a. New rotating LED Light has been installed in Harbor of Refuge Light (LLNR 1530). The new light should be more reliable and due to the LED reduced power consumption the Sound Signal will operate year-round.

4. Rebuild Fisher Point Range Front and Rear Lights
   a. Design is complete and we are waiting on permits, both front and rear ranges will be rebuilt in the river. Bottom core samples were taken in September 2021.

5. 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. Consolations with SHPO are complete, ACOE Permits received waiting on State of Delaware permits.

6. 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. Consolations with SHPO are complete and the design is 100%. Waiting on permits.

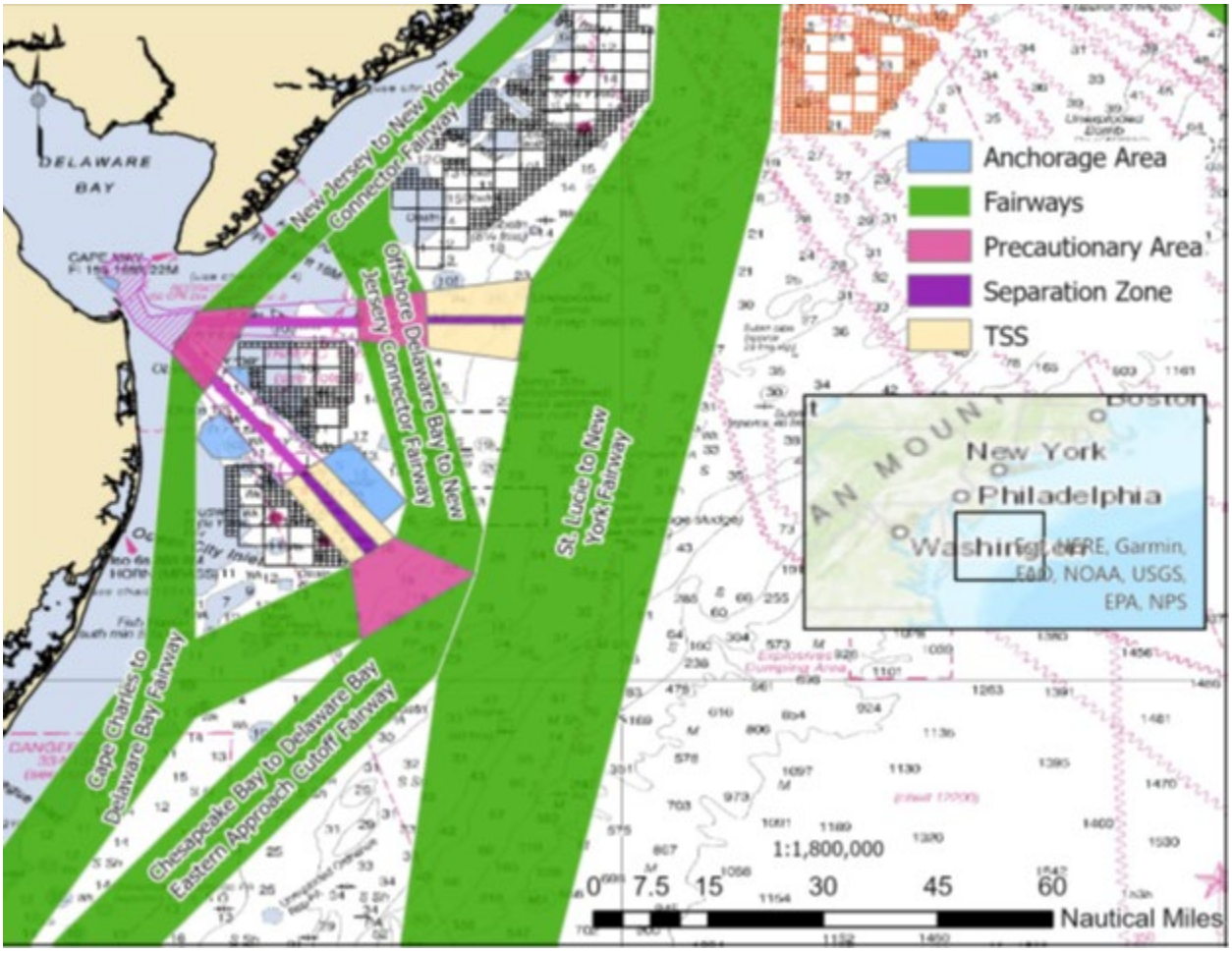
7. Mud Island Upper and Beverly Lower Ranges

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 Consolidated Port Approaches Study was released to the public in September 2022. In general, the new proposed routing measures provide wider traffic lanes for shipping, expands the Bay's Precautionary Area, and provides an intermediate shipping lane between the nearshore route and the offshore route (St. Lucie to New York Fairway). It also includes a proposal for a new fairway anchorage on the southern approach to the Delaware Bay to assist with ship congestion in the offshore anchorages and preserve space for safe anchoring from offshore wind development. If you have comments to the Study, please continue to submit them via Regulations.gov, as the Coast Guard wants feedback on the document. The Study will be used to inform a future rulemaking.



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.

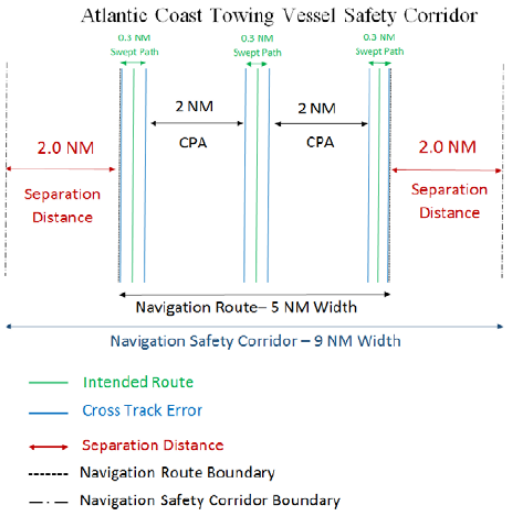
Background on the Atlantic Coast Port Access Route Study (ACPARS)

- On May 11, 2011, the Coast Guard chartered an ACPARS workgroup to address the potential navigational safety risks associated with offshore developments and to support future marine planning efforts. The workgroup analyzed the entire Atlantic Coast and focused on waters located seaward of existing port approaches within the U.S. Exclusive Economic Zone (EEZ). The Coast Guard used Automatic Identification System (AIS) data and information from shipping organizations to identify traditional navigation routes.

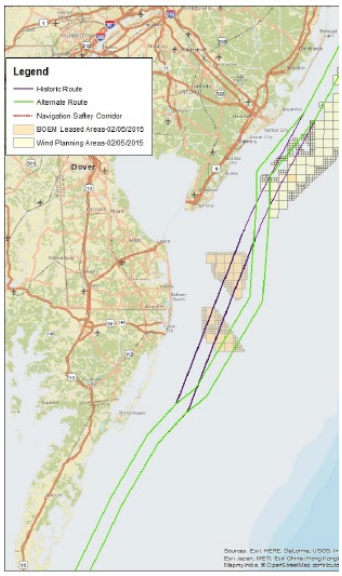
- The Coast Guard announced the availability of the final ACPARS report and requested public comment in the Federal Register on March 14, 2016 (81 FR 13307). After considering comments submitted in response to that notice, the Coast Guard determined that the final report was complete as published and announced this finding in the Federal Register on April 5, 2017 (82 FR 16510).

- The ACPARS workgroup identified navigation safety corridors along the Atlantic Coast that have the width necessary for navigation and sufficient buffer areas. The ACPARS Final Report identified deep draft routes for navigation and recommended that they be given priority consideration over other uses for consistency with the United Nations Convention of the Law of the Sea (UNCLOS). Article 78 of UNCLOS states that, ‘‘[t]he exercise of the rights of the coastal State over the continental shelf must not infringe or result in any unjustifiable interference with navigation and other rights and freedoms of other States as provided for in this Convention.’’

- The ACPARS final report also identified coastal navigation routes and safety corridors 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 closer to shore for towing vessels—into ones 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 fixed between the route and 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.

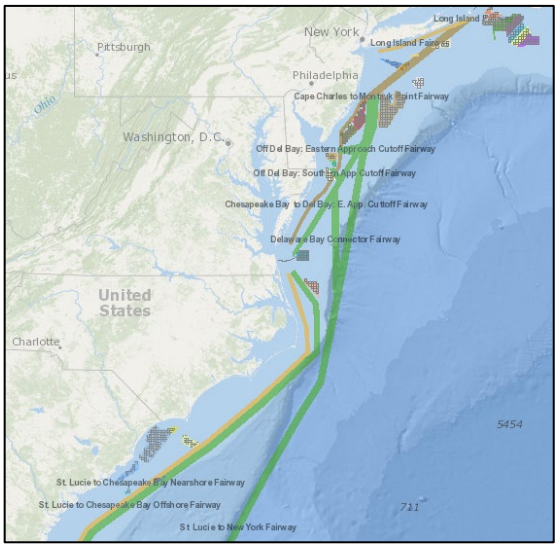


ACPARS Traditional Towing Vessel Route and Alternate Route

ACPARS Alternate Route with Buffer Zone

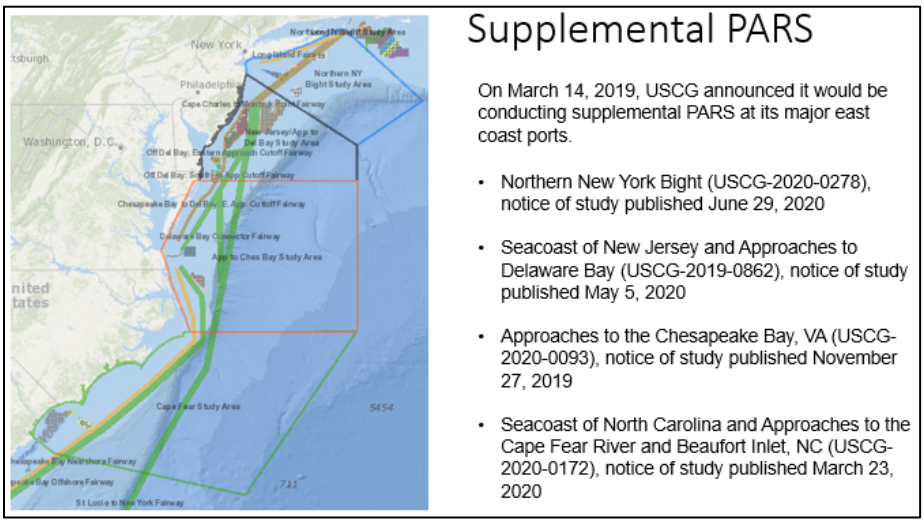
- Another important issue discussed in the ACPARS report is the need to preserve traditional towing vessel routes offshore New Jersey and Delaware Bay. The ACPARS workgroup identified a navigation route through the proposed wind energy lease areas and recommended an alternative route following the marine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

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

Supplemental Port Access Route Studies

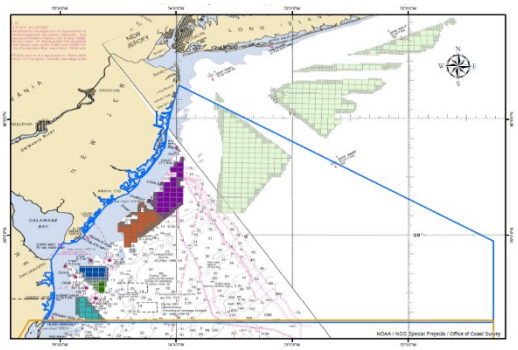


- On March 15, 2019, the Coast Guard announced a study of port approaches and international entry and departure areas in the Federal Register (84 FR 9541). This study will consider access routes from ports along the Atlantic Coast to the navigation safety corridors the ACPARS report recommended that we consider developing as fairways or other appropriate vessel routing measures. The ports to be considered in this study are economically important, support military operations, or have been identified to be strategically critical to national defense. The study will also examine areas associated with customary international trade routes seaward of the navigation safety corridors identified in the ACPARS. The creation of unimpeded transit lanes from the potential fairways outlined in the ACPARS final report to ports, and from those potential fairways to international

transit areas, would help ensure the safe and efficient flow of commerce and enhance national security.

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

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



- 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.

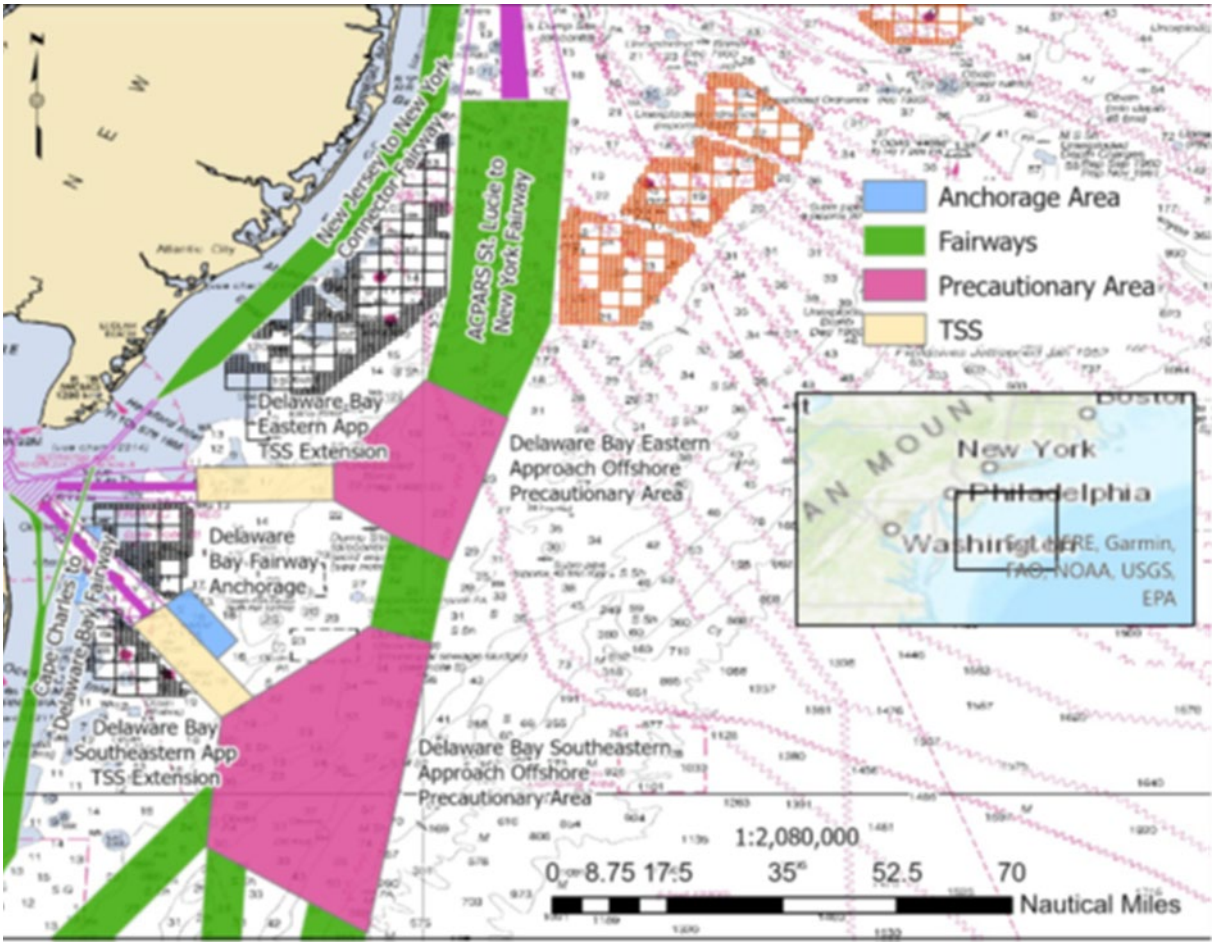
- Note: offshore lightering and anchoring is critically important to the ports of the Delaware River, and the lease areas offshore Maryland and Delaware, if developed will displace these operations. In anticipation of this, the Coast Guard and the Mariners' Advisory Committee of the Delaware River and 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.

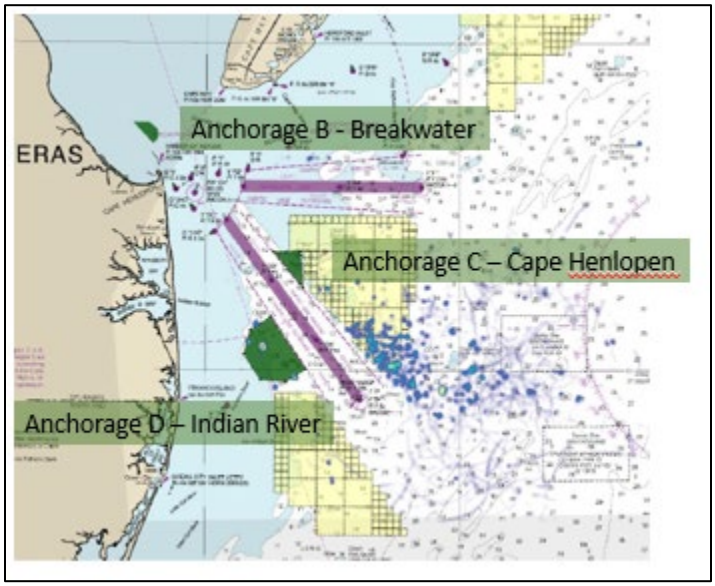
– Based on this feedback and consultations, the Fifth District published the following recommendations (See insert).



- Final Report published May 2022.

Anchorages

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



- 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 recommended the development of a NPRM to establish Anchorages C and D. That NPRM was published in the federal Register May 22, 2022 and received one comment.

- Final Rule effective August 11, 2022. MSIB 15-22.

Offshore Wind

Coast Guard's Role

- The US Coast Guard evaluates a proposed project's impact on the marine transportation system, safety of navigation, and the Coast Guard's ability to conduct its missions, and assists in the development of related mitigations.

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

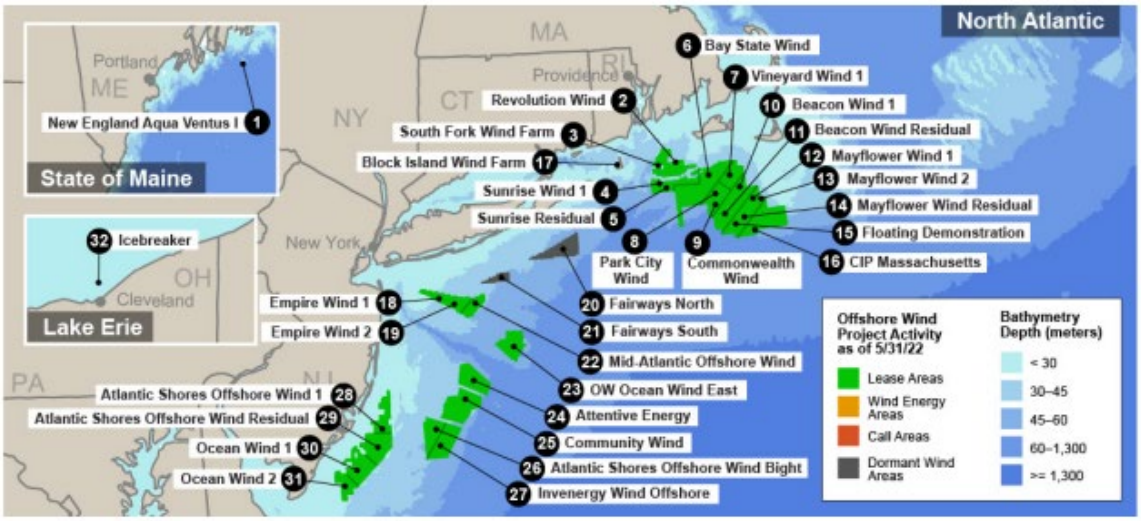


Figure 3. U.S. North Atlantic and Great Lakes offshore wind energy pipeline and Call Areas as of May 31, 2022. ***Map created by NREL***

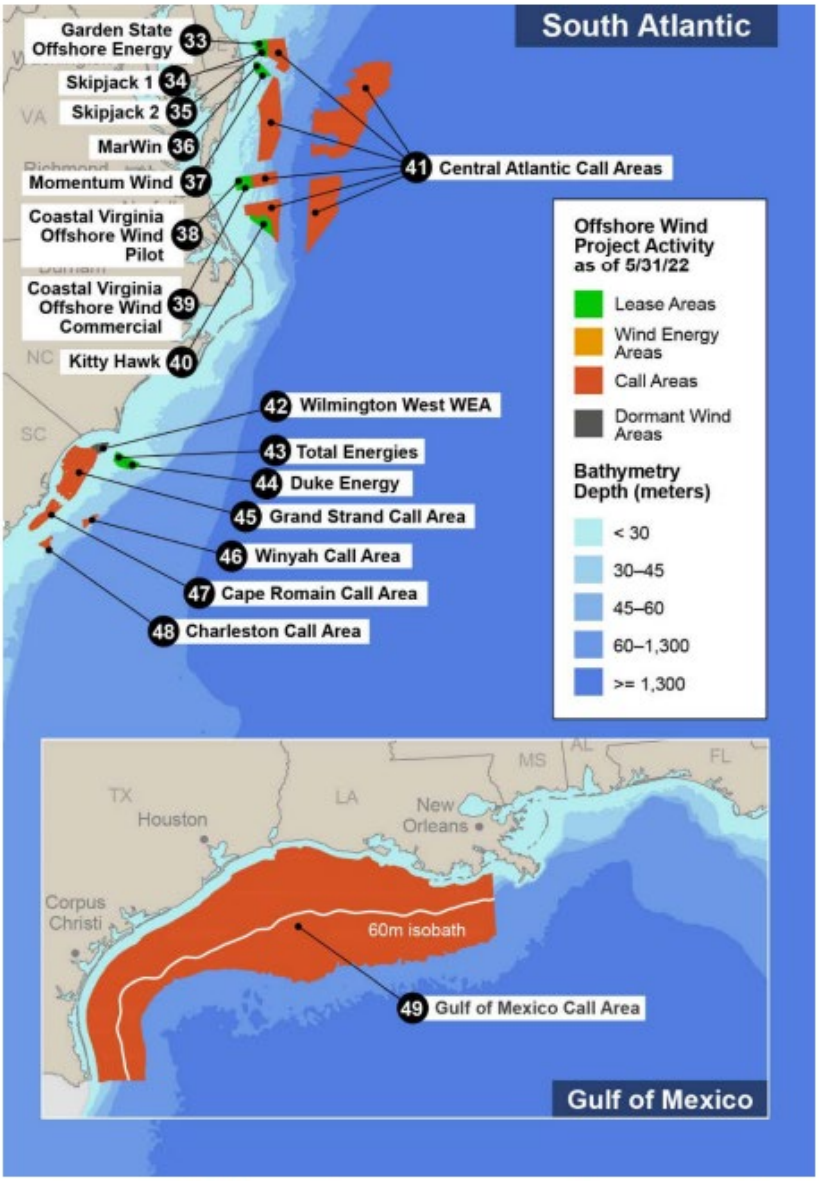


Figure 4. South Atlantic and Gulf of Mexico offshore wind pipeline and Call Areas as of May 31, 2022. ***Map created by NREL***

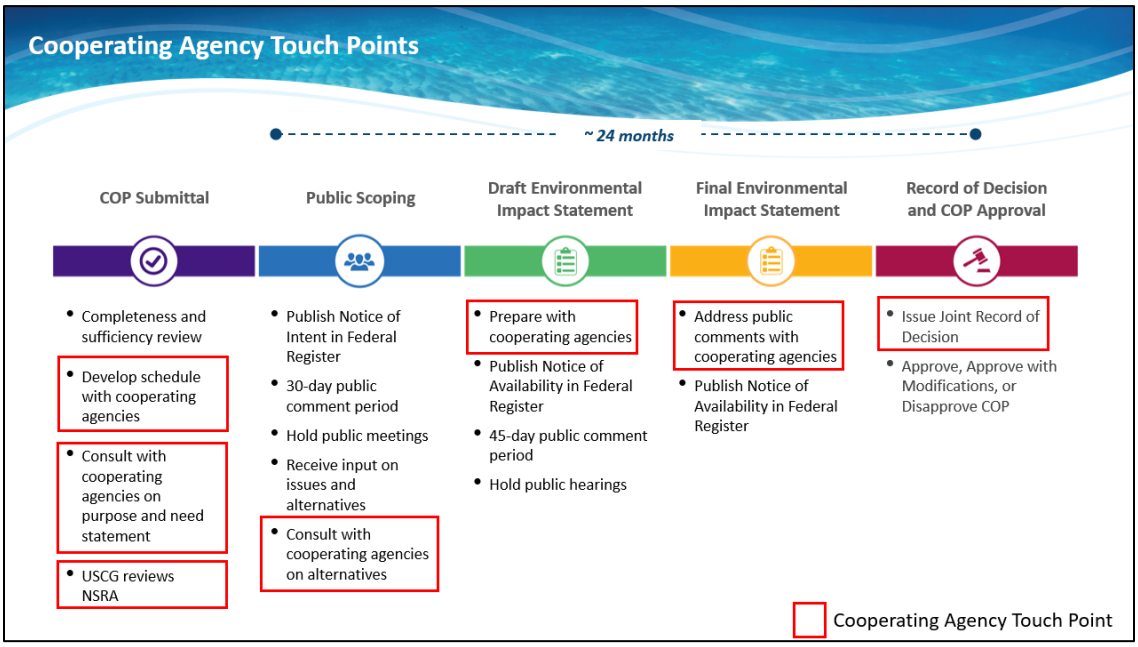
Source for Figure 3 and 4: DOE Offshore Wind Market Report, 2022 Edition

<u>BOEM Authorization Timeline and Touchpoints with Coast Guard as a Cooperating Agency</u>

- 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.

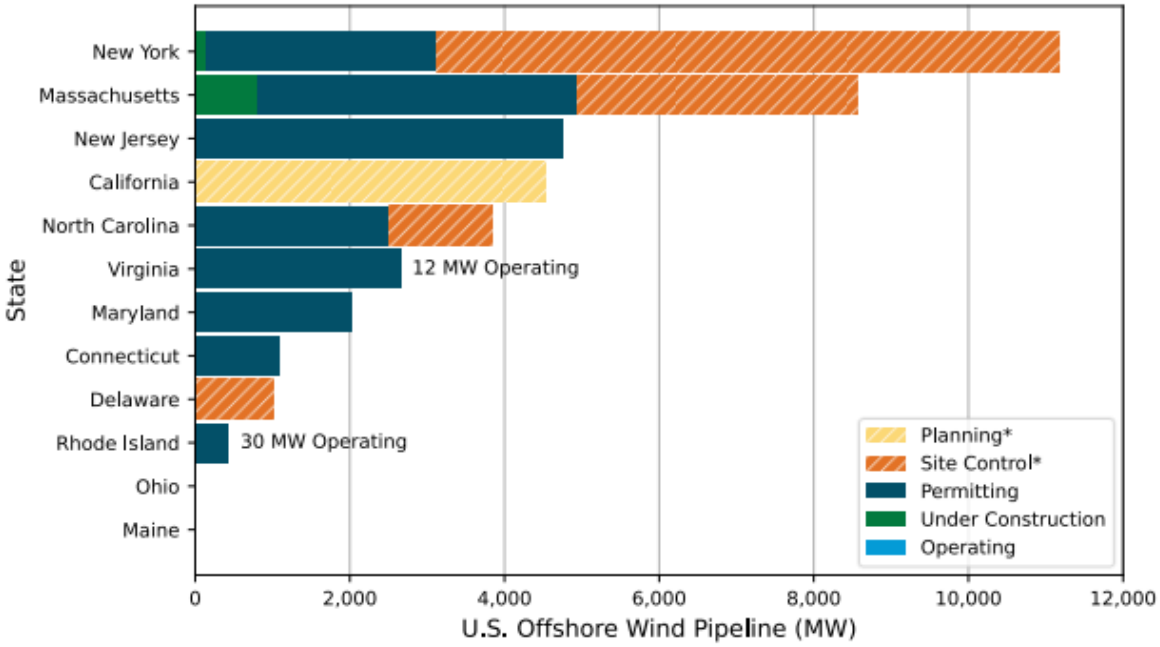
Policy of the United States and Offshore Wind



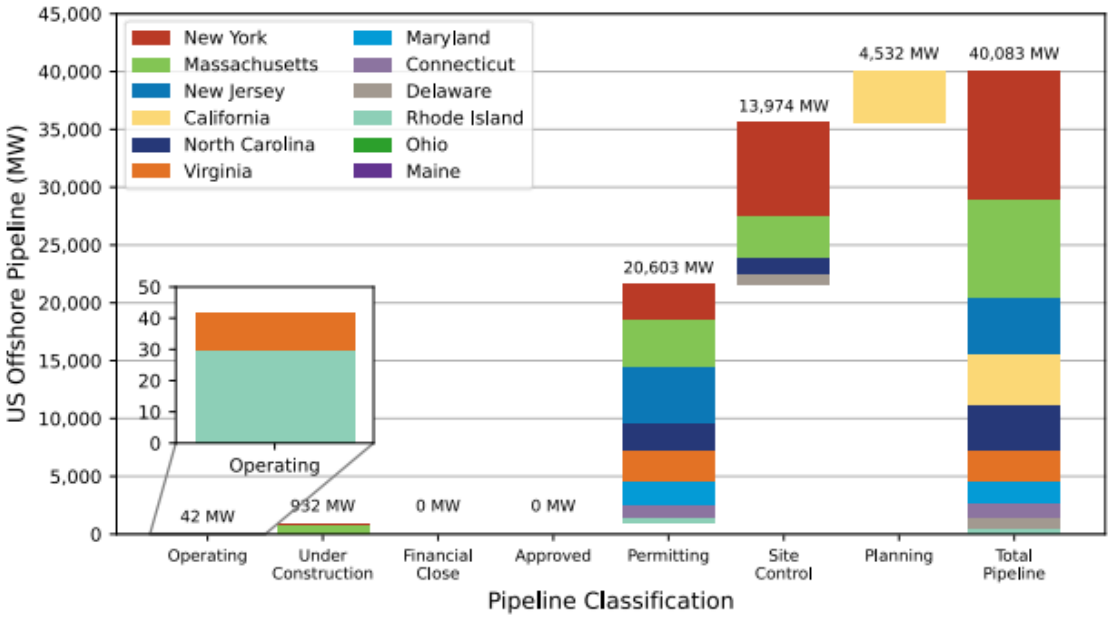
Procurement Timeline by State

- 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.



Source: DOE Offshore Wind Market Report, 2022 Edition



Source: DOE Offshore Wind Market Report, 2022 Edition

New York/New Jersey

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

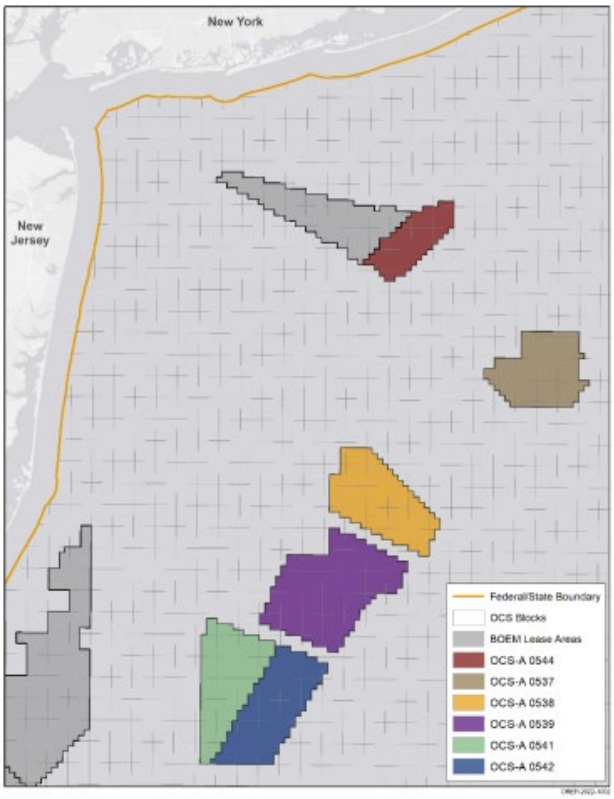


Figure 8. New York Bight leasing area map. ***Map created by BOEM***

Source: DOE Offshore Wind Market Report, 2022 Edition

Table 7. New York Bight Lease Area Auction Results

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

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

New Jersey

- State Commitments: On Nov. 19, 2019, New Jersey more than doubled its target for offshore-wind energy production under an executive order (EO No. 92) signed by Gov. Phil Murphy. The EO raises NJ's goal from 3.5 GW of offshore wind-energy generated electricity by 2030 to 7.5 GW by 2035. The New Jersey Board of Public Utilities granted the state's first award for offshore wind to Ørsted's Ocean Wind 1,100 MW project. In Jan 2020, Gov Murphy signed an offshore wind solicitation bill into law which expanded the definition of a "qualified offshore wind project" to include "offshore wind transmission facilities." On Mar 3, 2020, the State released its timetable for its 7.5GW offshore wind procurement program, which calls for solicitations of 1.2 GW in Q3 2020, Q3 2022, Q3, 2024, followed by solicitations for 1.4 GW in Q3 2026 and Q3 2028. On Sep 9, 2020, the State opened the application window for its second offshore wind solicitation, inviting all interested parties to submit applications for consideration by Dec 10, 2020. Atlantic Shores and Orsted/Ocean Wind both submitted applications.
- On Nov 30, 2020, the State issued a Request of Qualifications for construction management services for its first-of-its-kind offshore wind manufacturing and marshalling facility located in Lower Alloways Creek. Construction of the NJ Wind Port is planned in two phases, beginning in 2021. Phase 1, which is currently underway, will comprise the development of an approximately 30-acre site to accommodate marshalling activities and an approximately 35-acre Tier 1 component manufacturing site. Phase 2 adds a further 150 acres or more to accommodate expanded marshalling activities and extensive manufacturing facilities for turbine components like blades and nacelles. On Jun 30, NJ awarded 2.7 GW of offshore power; 1.51 GW to Atlantic Shores and 1.148 GW to Orsted and its new Ocean Wind 2 project.

Delaware

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

Maryland

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

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

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

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

Source: DOE Offshore Wind Market Report, 2022 Edition

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

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USACE PHILADELPHIA DISTRICT

MAC MEETING

MAC Meeting Presentation

Michael A. Landis, Chief, Operations Division
Timothy J. Kelly, P.E., Deputy Chief Operations Division
Timothy J. Rooney, Project Manager

08DEC2022

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Delaware River, Philadelphia to Sea & Wilmington Harbor

- FY21 Maintenance Dredging Contract

Contract #W912BU-21-C-0060	
Norfolk Dredging Company	
Month/Year	Maintenance Dredging Location
Jan 2022	Wilmington Harbor
Feb 2022	Wilmington Harbor
Mar 2022	Cherry Island Range
Apr 2022	Cherry Island/Deepwater Ranges
May 2022	Deepwater Range
Jun 2022	Deepwater & New Castle Ranges (2 Dredges)
Jul 2022	Deepwater & Reedy/Baker Ranges (2 Dredges)
Aug 2022	Deepwater & Liston Ranges (2 Dredges)
Sep 2022	New Castle & Liston Ranges (2 Dredges)
Oct 2022	Cherry Island/Bellevue Range

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Delaware River, Philadelphia to Sea & Wilmington Harbor

- The FY22 maintenance dredging contract was awarded to Norfolk Dredging on 27 September 2022.

Contract #W912BU-22-C-0040	
Norfolk Dredging Company	
Month/Year	Maintenance Dredging Location
Nov 2022	Wilmington Harbor
Dec 2022	Wilmington Harbor
Jan 2023	Marcus Hook Range
Feb 2023	Marcus Hook Range
Mar 2023	Marcus Hook/Deepwater Ranges
Apr 2023	Deepwater Range
May 2023	New Castle Range
Jun 2023	New Castle Range

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Delaware River, Philadelphia to Sea

- The rock removal contract was awarded to Cashman Dredging and Marine Contracting for $7,909,000 in June 2022. Work was successfully performed and completed in September 2022.
- The Hopper Dredge McFarland is in the shipyard for steel work and anticipated to be out of the shipyard in late Spring 2023.
- The District has contracted with Great Lakes Dredge and Dock Company's Hopper Dredge Dodge Island to perform maintenance dredging in Miah Maul and Brandywine Ranges in lower Delaware Bay. This work commenced on 27 October and will continue until late-December.
- A contract award is anticipated shortly for the removal of several objects that have been identified on channel exam surveys for the Delaware River projects. These objects are believed to be mostly debris resulting from recent storm events. This work will be performed in December 2022 – January 2023.

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Delaware River, Philadelphia to Trenton

- Hydraulic cutterhead dredging of Fairless Turning Basin and the Delaware River between Station 110+000 and Newbold Island was completed by Cottrell Contracting Corp. on 16 October.
- The next solicitation, in FY23 will be for bucket dredging only between the Tacony Palmyra Bridge and Newbold Island as well as the Fairless Turning Basin.

Wilmington Harbor

- The FY22 maintenance dredging began 10 November and is scheduled to be complete by 12 December. FY23 Dredging will again be consolidated with the Philly to Sea Maintenance Dredging Contract.

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Salem River

- Future dredging operations are anticipated now anticipated to commence in July 2023. Dredging will consist of the use of the USACE Dredge MURDEN for near shore placement of sand and a contract to dredge silts and beneficially place material in Supawna Meadows to restore marsh.

- Schedule delays are the result of longer than anticipated environmental consultations, procurement methodology changes, environmental restriction periods and limited availability of the Government Dredge Murden.

- 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 construction project is currently reducing the bridge air gap. The safespan work platform is in place along the northern half of the main span and is reducing the air gap by 18 inches. Work on the main span will be limited to 1/2 of the main span/channel at a time. The work is expected to move to the southern half of the main span in December 2022.

- Work is expected to begin on the St. Georges and Reedy Point bridges in 2023. This work is not expected to reduce the air gap on either bridge. It is anticipated that the St. Georges project will require a barge be attached to the water pier but remain outside of the federal channel.

- Maintenance dredging in the Upper Chesapeake is ongoing and is expected to continue through February 2023.

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Air gap and current meter station <u>Instrument performance stats</u>.

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

<u>09/01/2022-11/30/2022</u>

Delaware Memorial Bridge Air Gap – 80.0% Issues earlier in the fall with scaffolding cabling blocking the sensor. Issue has since been resolved.

Ben Franklin Air Gap – 99.4%

Reedy Point Air Gap – 100.0 %

Chesapeake City Gap – 9.0 % - Since Mid-July- a storm impacted the safe span scaffolding even though it was rated for high winds. An investigation occurred (stop work directive) and then contractor issues. Scaffolding was able to removed from under the sensor in late November.

db0301 (Philadelphia) currents – 98.8%

db0502 (Brown Shoal LB10) currents – 62.4% Station was out from 9/8- 10/8 but consistent since

All water level stations in the river and bay (11 of them) reported 98% and above data returns for the three month period.

<u>Other updates:</u>

- Provided water temperature sensor depths and information from the regional NWLON and PORTS stations to USCG following the September meeting. We have a good amount of water temp measurements between Trenton and Cape May/ Lewes that can be referred to for potential ice development. Cape May Water temp sensor did fail so that is currently offline.
- 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. There is active pier construction so we are working to minimize or even avoid any data downtime during December.
- Our PORTS agreement with the Philadelphia Regional Port Authority expires in the spring and we are in the processing of renewing that agreement for another five years.

Right Whale Updates

MAC Meeting – December 8, 2022

Alicia Schuler, Alicia.Schuler@noaa.gov
Greater Atlantic Regional Fisheries Office, NOAA Fisheries

- North Atlantic right whales are critically endangered
- Mid-Atlantic **Seasonal Management Areas (SMAs)** active until April 30: *Vessels 65' or more must travel at 10 kts or less*
- Currently two **Right Whale Slow Zones** outside of Delaware Bay: *All mariners requested to go 10 kts or less*
- Reminder: Download free Whale Alert app for real-time updates on Slow Zones, SMAs, and other right whale sightings.