

New York State Maritime Technical Working Group (M-TWG)
Meeting Summary
May 22, 2023

Next Steps

- **Facilitation Team**
 - Plan the following M-TWG meeting for late summer with an update on the Master Plan 2.0 study
 - Begin building the next M-TWG workplan

- **M-TWG members**
 - Review the draft Loss of Propulsion Study (sent via email on May 16th) and provide comments to edward.galvin@cadmusgroup.com and laura.mclean@dos.ny.gov by June 2nd
 - Recommend members to the Project Advisory Committee to inform the McQuilling study on commercial and recreation vessels for Master Plan 2.0

Meeting Purpose

To learn and discuss findings from New York State port and navigation assessment studies, provide an opportunity for M-TWG members to share timely information, and provide a Master Plan 2.0 update.

Summary

M-TWG Business

Laura thanked the group for attendance of the March 2nd Cabling Workshop and noted that the Workshop Summary Report as well as additional educational resources on cabling are available via the M-TWG website: <https://www.nymtwg.com/m-twg-studies-and-other-resources/>. The Workshop Summary Report was submitted to the New York Public Service Commission for consideration in transmission planning under Case 22-E-0633. Other outstanding next steps from the workshop include providing educational materials to M-TWG members related to the Article VII permitting process. Looking ahead, the Anchorage Area Assessment and Loss of Propulsion and Steering studies should be finalized by fall 2023. Lastly, there is an open solicitation for M-TWG technical assistance and a contractor will be selected soon.

Master Plan 2.0 Update

Tess Arzu from NYSERDA provided a status update of Master Plan 2.0 and introduced the McQuilling Renewables team, which is the contractor leading the Commercial and Recreational Uses study. The McQuilling Renewables team, represented by David Saginaw, Jack Cammarota, and Avril Montanti can be contacted via: renewables@mcquilling.com. The M-TWG is seeking 2 people to volunteer to the project advisory committee (PAC) and provide guidance to the McQuilling Renewables team on its study over the next few months. Activities in the PAC are

expected to include reviewing data for accuracy, reviewing the draft study prior to circulation to the broader M-TWG, and reviewing responses to comments.

Cross-TWG coordination

Peter Lion, a co-chair of the Jobs and Supply Chain TWG (NYSERDA), discussed related maritime supply chain opportunities, a [NYSERDA offshore supply chain database](#), and highlighted that a request for information for the [EPA's Clean Ports Program](#) is due June 5th. The NYSERDA database is updated quarterly, and Peter asked the group whether there are any local manufacturing companies in the maritime space that should be added to it. Peter is best reached via: peter.lion@nyserda.ny.gov.

Member Updates

M-TWG members provided relevant updates:

- RWE, which has a lease area offshore of New Jersey in the New York Bight (Community Offshore Wind), has two offshore wind survey vessels conducting geophysical surveys between its lease area and landfall, looking at two cable export routes. Work will start at the end of the month and run through August. See notice of activity here: <https://communityoffshorewind.com/-/media/Project/RWE/COffshoreWind/fisheries/cosw-fisheries-notice-2023-01.pdf>
- Vineyard Offshore is commencing construction of the Vineyard Wind 1 project (South of Nantucket / Martha's Vineyard). This project is relevant to the M-TWG because of the sound attenuation techniques (dual bubble curtains) and foundations getting underway, and is informative for the industry as a whole. Construction activity is expected to pick up thru this year and early next year. See mariner updates here: <https://www.vineyardwind.com/offshore-wind-mariner-updates> and fishermen updates: <https://www.vineyardoffshore.com/fishermen>
- Attentive Energy, a New York Bight lease-holder 42 miles east of Barnegat inlet, is conducting ongoing geophysical and geotechnical survey work in their lease area. Geotechnical surveys are scheduled to end in May, geophysical expected thru 2023. Information on their work is available here: <https://attentiveenergy.com/wp-content/uploads/2023/05/Attentive-Energy-Mariner-Update-May-2023-1.pdf>
- Invenergy provided a link with status updates to mariners on its Leading Light Wind project in the New York Bight: https://leadinglightwind.com/assets/pdfs/leadinglightoffshore/20230418_LLW_MarinerUpdate_02_Final.pdf
- The Maritime Administration (MARAD) provided updates on recent federal development grants for port redevelopment in the surrounding region. Specifically, the South Brooklyn Marine Terminal (SBMT) received a port infrastructure grant in 2021 totaling \$25M, and the Arthur Kill Terminal on Staten Island received a \$48M grant. In Connecticut, Bridgeport received a \$10.5M and New London a \$7M grant in the latest round. In Massachusetts, New Bedford finished its port redevelopment and Salem received \$34M and is completing their environmental review. In Rhode Island, Davisville received \$11M. The Gulf of Maine received \$4.5M. These investments will support the industry and allow vessels to have biannual or triannual haul-outs and regular inspections. The New Bedford Port director said they will soon be ready for offshore wind

components. New London had two finger piers filled in and should be operational by summer. Plans going on in Humboldt Bay off of California, they are maybe a year behind New York but building out floating wind.

- A member highlighted that a Notice of intent from the Department of Energy was recently posted to establish a process to designate national interest specific transmission corridors: <https://www.regulations.gov/document/DOE-HQ-2023-0039-0001> Responses are due June 29th.

Findings from the Offshore Wind Ports Cumulative Analysis and Navigation Studies

Sherryl Huber of NYSERDA provided an introduction on the purpose of the two studies, which support the feasibility assessment of New York's goal of 9 gigawatts of offshore wind by 2035. Presentation slides from both studies are available via: <https://www.nymtwg.com/meeting-summaries/>

COWI provided an overview of its [2022 Offshore Wind Ports: Cumulative Vessel Traffic Assessment Report and Vessel Traffic Risk Assessment Supplement](#). The assessment estimates maritime traffic attributable to offshore wind activities by comparing a baseline scenario without offshore wind projects with another scenario inclusive of maritime activities resulting from 9 gigawatts of offshore wind development. The full east coast offshore wind demand is incorporated in the study, but cumulative vessel traffic is only estimated in New York State waters. The study is based on a scenario of 13 ports for a fully-developed supply chain in NYS. The vessel traffic model estimated that construction vessel traffic would peak in 2026 with multiple projects under construction while operations and maintenance would see a steady increase in vessel traffic as projects become operational. Areas of the upper Hudson River like Tomkins Cove and near the Port of Coeymans would experience a peak increase of 4.1% and 4.5% of large vessels, respectively. Risks to vessel traffic would increase proportionate with vessel density and may be offset by available mitigation measures.

Josh Gillespie of HDR presented on the [Offshore Wind Ports: Cumulative Impacts Study \(NYSERDA, May 2022\)](#). The purpose of the Cumulative impacts Study was to identify project-related and cumulative environmental, socioeconomic, and navigational effects of the Study Alternatives, compare the potential benefits and adverse effects of the Study Alternatives, and provide information that would assist with planning for the current and upcoming offshore wind projects. The study found that the geographical distribution of offshore wind ports across Long Island, New York City, and the Hudson River would reduce cumulative impacts over time. Projected offshore wind vessel traffic would not introduce new navigation patterns over time.

M-TWG members asked a few questions and provided some suggestions related to the two presentations:

- A few M-TWG members commented on the need to evaluate navigation channel maintenance activities in the Hudson River to ensure there is sufficient draft clearance for offshore wind vessels.
- Members discussed bridge sensors on the Hudson River. NOAA operates bridge sensor systems for the Narrows and Bayonne Bridges. There are no bridge sensors on Hudson River bridges. Controlling heights on the Hudson are 134 feet and 145 feet, which fluctuate with the tides. NOAA typically needs a public-private partnership to install and update sensors. Cargo data on the Hudson River is available through the Army Corps waterborne commerce statistic center, but it may not be as accurate for the River as it is for ships coming into the Port of NY/NJ.
- One member asked whether the findings from the cumulative assessment could be applied to the Arthur Kill Terminal, Staten Island Marine Terminal, and Rossville sites. Josh Gillespie from

HDR replied that the ports were identified by NYSERDA for these studies in late 2021. There will be a greater magnitude of impact in Arthur Kill / Staten Island Marine Terminal on wetlands and waters that will require creative mitigation solutions. There are many port opportunities on Staten Island. Another member commented that Harbor Ops Committee had concerns with the proposal for the Arthur Kill and recommended considering the ability to support a terminal like that with mooring buoys. Raritan Bay is already filled with mooring buoys.

- Members briefly discussed whether the State can be intentional in siting these facilities at brownfield or under-utilized sites. One member suggested that Tomkins Cove could be a key contributor in the Hudson River. Another member indicated that Homeport pier could have additional capacity as utilization increases.
- One member asked about maximizing the offshore wind power coming from each side of the channel through the Narrows. Laura responded that this concept builds off the information that the NYS Department of Public Service is currently evaluating to determine whether there is a public policy need for coordinated transmission. They're in the process of reviewing that information, and the M-TWG will share updates on that once available.

Meeting Participants

Tess	Arzu	NYSERDA
Jack	Cammarota	McQuilling Renewables
Collyn	Chan	New York City Economic Development Corporation
Emma	Chick	COWI
Brent D.	Cooper	COWI
Ian	Corcoran	Hudson River Pilots & Safety Committee
Brendan	Crowe	Invenergy
Michele	Desautels	USCG
Erin	DiPersio	Vineyard Offshore
Ona	Ferguson	CBI
Kevin	Flynn	NYSERDA
Bill	Follett	Ocean Winds
Eddie	Galvin	Cadmus
Josh	Gillespie	HDR
Maria	Grønnegaard	COWI
Greg	Hitchen	Coast Guard
Sherryll	Huber	NYSERDA
Eric	Johansson	Maritime College
Sean	Kline	Chamber of Shipping
Brian	LeFebvre	Attentive Energy
Julia	Lewis	Equinor
Peter J	Lion	NYSERDA
Stephen	Lyman	Maritime Association of NY & NJ
Laura	McLean	NYSDOS
Avril	Montanti	McQuilling Renewables
Thomas	Morkan	MARAD
Rick	Robins	RWE
Chris	Rodstrom	Vineyard Offshore
David	Saginaw	McQuilling Renewables
Lauren	Sidor	NYSDEC
John	Singletery	Coast Guard
Bill	Smith	Invenergy
Chris	Sparkman	United States Coast Guard - District 1
Max	Taffet	New York City Economic Development Corporation
Sabine	Wilkie	COWI
Fred	Zalcman	NYOWA