

## Major Marine Construction Projects Stakeholder Outreach Best Practices

The following best practices are provided to assist project managers with stakeholder outreach to address potential navigational challenges associated with major marine construction projects within the Port of New York and New Jersey and on the Hudson River. These best practices are *not* a substitute for requirements set forth by other permitting agencies. Coast Guard Sector New York may provide more specific comments after a review of applicable public notices and associated project drawings. Furthermore, Coast Guard Sector New York may recommend that a permit applicant conduct a more extensive Navigation Safety Risk Assessment for the project before a permit is issued. These recommended stipulations will also be communicated to a permit applicant as soon as feasible.

1. At earliest opportunity contact the Coast Guard Sector New York Waterways Management Division at [d01-smb-secny-waterways@uscg.mil](mailto:d01-smb-secny-waterways@uscg.mil) with a brief overview of the project. The Waterways Management Division will review and respond. The staff may either provide specific guidance regarding stakeholder outreach or invite the project manager to make a more detailed presentation.
2. Coast Guard Sector New York will provide a list of stakeholders tailored to the geographic area and assess the impact of the project. For projects of extensive impact on navigation, Coast Guard Sector New York may also recommend the project manager give a formal presentation to either the New York and New Jersey Harbor Safety, Navigation, and Operations Committee or the Hudson River Safety, Navigation, and Operations Committee. Project managers are encouraged to contact these committees directly as well. However, dialog with Coast Guard Sector New York in advance of contacting the committee (s) may be beneficial to discuss potential questions/concerns from maritime stakeholders. Contact information for both Committees is as follows:

New York and New Jersey Harbor Safety, Navigation, and Operations Committee  
Ms. Tiffany Torrey - [ttorrey@nymaritime.org](mailto:ttorrey@nymaritime.org)

Hudson River Harbor Safety, Navigation, and Operations Committee  
Captain Ian Corcoran - [icorcoran@sandyhookpilots.com](mailto:icorcoran@sandyhookpilots.com)

3. Please email the following information to the First Coast Guard District at [D01-smb-lnm@uscg.mil](mailto:D01-smb-lnm@uscg.mil) copy USCG Sector New York Waterways Management Division at [D01-smb-secny-waterways@uscg.mil](mailto:D01-smb-secny-waterways@uscg.mil) a minimum of 14 days before starting operations for publication in the Local Notice to Mariners:

Date of submission

Name, phone number, and email address of project point of contact

Company Name

Type of Work

Waterway and location where work will be done.

Latitude & Longitude of work area (Degrees, Minutes, Thousandths of seconds)

Work Start & Stop dates and Hours of Operation

Equipment on scene

Passing Arrangements / Time to move vessels to not impede navigation.

VHF Radio Channel monitored.

NOAA Chart Number for the area.

4. Best practice for construction activities at multiple locations is to provide a chart labeled with all locations with the Local Notice to Mariners submission. This will streamline communications as the construction activity relocates.
5. Best practice for construction activities using anchors or tugs to position work over a large area is to provide a diagram of the activity overlaid in relation to the navigable channel on a chart with the Local Notice to Mariners Submission. Lighted anchor buoys may be required or recommended depending on their location in relation to US Army Corps of Engineers Federal Navigation Projects or other adjacent waterways.
6. Best practice for construction activities spanning multiple days is to provide a notional schedule (on a weekly basis at a minimum) to facilitate planning for maritime stakeholders impacted by the activity. This best practice includes providing daily updates once the project commences. Coast Guard Sector New York's Waterways Management Division can assist on establishing the distribution list for these schedules and updates.
7. Project managers should contact Vessel Traffic Service New York at (718) 354-4088 or [SECNYVTS@uscg.mil](mailto:SECNYVTS@uscg.mil) when assets are deploying for a construction activity, when they are securing from the activity, and anytime they relocate. The Vessel Traffic Service will assist in managing traffic in the vicinity of the construction activity.
8. Best practice for project lighting is to ensure any current, or future, outdoor lighting is located or shielded so that it is not confused with any aids to navigation and does not interfere with navigation on the adjacent waterway. If installed, the lights must be white and non-flashing.
9. Best practice for construction vessels working within, or adjacent to, a US Army Corps of Engineers Federal Navigation Project (channel) or other waterway (berthing approach areas, etc.) with vessel traffic constrained by their draft is to "move on demand" when requested by mariners transiting the area or to move within an agreed upon amount of time determined during stakeholder outreach. Any vessels used in conjunction with a construction project must comply with the Port of New York anchorage ground regulations codified at 33 CFR 110.155, including paragraph (l)(11) regarding vessels that impede or obstruct vessel movements. Project managers contemplating the need for a full or partial channel closure should contact the Coast Guard Sector New York Waterways Management Division as soon as possible to discuss implementation.

10. Best practice for requesting the movement of any federal channel or other federal marker buoys, if necessary, for the completion of the project is to contact the U.S. Coast Guard Aids to Navigation Officer at [D01-SMB-SecNY-Waterways@uscg.mil](mailto:D01-SMB-SecNY-Waterways@uscg.mil) a minimum of 30 days in advance to facilitate movement. Revisions to the project or work plan to maintain a minimum safe distance from existing Aids to Navigation and/or additional costs to the project owner for the Coast Guard to temporarily disestablish and reestablish Aids to Navigation may be required.
11. Best practice for construction vessels working within the East River and Bowery Bay is to be aware that the enforcement of any Dignitary Arrival/Departure and United Nations Security Zones ([33 CFR 165.164](#)) may require work cessation at construction projects in the vicinity. Enforcement of these security zones are generally on short notice. Dates/times of enforcement are determined by the U.S. Secret Service.
12. Best practice for construction vessels working near existing vessel traffic patterns is to be aware of the effects of water displacement (surge) and vessel wake on their project and plan accordingly. The Coast Guard will not as a rule place operational limitations on commercial vessels using the adjacent waterway(s) for extended periods. However, The Vessel Traffic Service can advise mariners to slow their speed for specific activities requiring minimal wake.
13. The Coast Guard will not determine which project takes precedence when the work plan for a project interferes with other projects in the area. Deconfliction may require the project manager to coordinate between New York/New Jersey State or local permitting agencies. The applicant should talk to appropriate permitting agencies for awareness of any nearby projects that may be impacted by their project.