

New York State Maritime Technical Working Group (M-TWG)
Meeting Summary
August 23, 2023

Next Steps

- **M-TWG members**
 - Review the Commercial and Recreational Uses report once available
 - Be on the lookout for a save the date for a fall/winter 2023 M-TWG meeting to meet the new technical support team, hear about State updates, and begin developing a workplan for 2024-2025
 - Revisit meeting materials and presentation slides via nymtwg.com
- **Facilitation Team**
 - Share Commercial and Recreational Uses report with M-TWG members once ready for member review (likely late September)
 - Post the Anchorage Assessment and Loss of Propulsion studies once finalized.

Meeting Purpose

To share findings of the Master Plan 2.0 Maritime Study: Commercial and Recreational Uses, provide member updates, and to discuss Master Plan 2.0

Summary

M-TWG Business

Commission Order: On June 22, 2023, the NYS Public Service Commission (Commission) issued an Order calling for NYISO to advance an Offshore Wind Public Policy and Transmission Need (PPTN or “Order 1000” process). The M-TWG’s comments submitted in April 2023 are mentioned twice in the Order.

M-TWG Support: WSP was selected as the new M-TWG technical support contractor and will be introduced in a future M-TWG meeting. The M-TWG offers its sincere thanks to COWI, especially to Brent Cooper and Sabine Wilkie for their expertise. COWI has built a library of high-quality M-TWG studies over the years. These studies have increased our knowledge base, informed NYS policies, and are being referenced in offshore wind environmental reviews to provide a richer analysis of maritime and navigation issues.

Meeting materials: [Presentations](#) and other materials for this meeting can be found on the [M-TWG website](#).

Member Updates

M-TWG members provided relevant updates:

- Equinor provided updates on Empire Wind 1, Empire Wind 2, and Beacon Wind. Empire Wind 1 filed its Article VII Joint Proposal on August 15, 2023. The Commission will be accepting public comments and is expected to rule on the proposal at the October 12,

2023 Commission session. The next phase of Article VII is the Environmental Management and Construction Plan (EM&CP) submission, which will occur in phased submissions. They are hopeful for Commission approvals on a rolling basis starting in February 2024 and continuing into May/June 2024. Federal BOEM permitting includes publication of a Final Environmental Impact Statement (EIS) in September 2023 and a Record of Decision in October 2023. Army Corps permits follow in a few months. Empire Wind 2 Article VII filed a supplemental update. For their Beacon Wind project, the Article VII settlement is continuing. On June 30, 2023, BOEM announced it would begin preparing an EIS which is an approximately 2-year review. Beacon Wind held a number of in-person and virtual meetings.

- RWE's Community Offshore Wind project was bid into the New York and New Jersey solicitations. RWE is finishing up geotechnical and geophysical surveys. Geotechnical work is commencing with bathymetric and seismic work, then staff will undertake geophysical updates. RWE will submit permits for federal review late 2024. Submission to New York State's Article VII process is expected by the end of 2023.
- Attentive Energy's lease area is about 47 miles south of Fire Island, NY. They submitted a proposal in the recent New York solicitation. Attentive Energy has geophysical surveys underway in the NY/NJ Harbor, in coordination with Coast Guard. They will continue survey activities into 2024. See the Attentive Energy website for more information. .
- Bluepoint Wind continues its geophysical survey of its lease area and potential cable routes. The work should be completed by early October 2023.
- The Coast Guard has developed two guidance documents, one related to stakeholder outreach best practices and another with useful information for OSW leaseholders working in Sector NY. The resources are posted on the [M-TWG announcements](#) webpage. The Coast Guard will be issuing a Notice of Proposed Rulemaking for the Vessel Traffic System (VTS) expansion.
- New York State submitted comments on the Department of Energy's National Interest Electric Corridor (NIETC) Designation RFI. The letter will be posted in the M-TWG announcements section. DOS is undertaking Coastal Zone Management Act reviews of offshore wind projects referred to as federal consistency reviews. The DOS Consistency Unit will be issuing decisions on the Sunrise Wind Construction and Operations Plan on Friday (8/25/2023); Empire Wind Construction and Operations Plan in October 2023. DOS has started its review of the Beacon Wind project, which has been paused until the Draft EIS is published.

Relevant State Updates

Tess Arzu from NYSERDA provided a general update on the Master Plan 2.0 studies. These studies will focus on identifying new lease areas in water deeper than 60 meters. New York State is carrying out the same process it used for Master Plan 1.0 by engaging relevant

stakeholders as necessary for feedback on studies. Studies are split into two tracks. Track 1 studies will conclude in 2023 and will inform NYS's areas for consideration submission to BOEM. The maritime study will identify key risks and uses beyond the 60m contour. Track 2 studies will begin in 2024. The M-TWG will have an opportunity to review the Commercial and Recreational Uses study soon after this meeting.

Commercial and Recreational Uses Study Presentation

Presentation slides from the McQuilling Renewables team are available on the [M-TWG website](#).

David Saginaw and the team from McQuilling Renewables provided an overview of Master Plan 2.0 study on marine commercial and recreational activity in the Area of Analysis. A few key takeaways from the presentation are as follows:

McQuilling has evaluated previous research and analyzed data sources to distill marine vessel traffic patterns. Automatic Identification System (AIS) was found to be the richest data for the purposes of this study, but the team is investigating potential gaps in AIS data farther offshore which may be beyond the range of terrestrial receivers. The study incorporates information from the Coast Guard Atlantic Coast Port Access Route Study (PARS) supplement that recommends modifications and additions to existing Traffic Separation Schemes (TSSs) and fairways.

The study assumes commercial uses include but are not limited to whale watching and underwater diving. The study does not include commercial fishing because fishing uses are the subject of a separate Master Plan 2.0 study.

The study evaluates a pipeline of projects through 2030 to forecast the impacts of offshore wind traffic, which is expected to generate 500 vessel trips annually. Offshore wind traffic is expected to affect Zone 1 (60-150m depth) the most, Zone 2 (150-2,000m depth) less, and Zone 3 (2,000-3,000m depth) the least.

Discussion

M-TWG members asked clarifying questions and provided study suggestions:

- The Gulf of Mexico may provide lessons learned (vs. a best practice) for maritime and energy infrastructure planning, as infrastructure was constructed there without any traffic planning.
- What sea state conditions are necessary for operating a wind turbine installation vessel? Are they similar to those of a fishing boat?
 - McQuilling staff answered that there would be some overlap of weather windows, but likely some differences given the scale of the ships and offshore wind equipment.
- Did McQuilling evaluate the Coast Guard District 5 NJ PARS study? It is important to consider fishing ports that transit to canyon areas and traffic from Delaware Bay.

- McQuilling staff have looked at that study, but not in depth. They used the cumulative projections from the Atlantic Coast PARS supplement, which cover a larger area of the East Coast. McQuilling will consider those recent data aggregations showing more traffic from the Delaware / Chesapeake Bay region.
- Will there be an attempt to model the impact of offshore wind development on vessel traffic, assuming all existing offshore wind lease areas are developed?
 - McQuilling has tried to do this through a boundary test and case study for the Vineyard Wind 1 project. They had to make certain assumptions about where ports will be located and what routes vessels will be taking to OSW lease areas. Based on the preliminary analyses, they found that trade routes will not be impacted as much as routes closer to shore. Once it is clear where manufacturing and other facilities are sited, it will be easier to predict routes and potential impacts on vessel traffic.

DOS staff asked for M-TWG input on the following questions related to Master Plan 2.0:

- What are maritime priorities in deep water?
 - A member expressed that vessels need room to maneuver and this is a key priority when there is traffic. There are other areas in the country that are congested because of energy infrastructure, for example in the Gulf of Mexico. In the Gulf of Mexico, there have been problems with ships meeting, overtaking traffic, and having room to maneuver. Captains want to keep ships 1-2 miles apart. What areas present the highest conflict to siting wind?
 - A member suggested that for larger commercial traffic, the Delaware Bay traffic further offshore would be impacted more so than traffic from New York. That area is much closer to the Gulf Stream, and features a fishing and recreational community chasing highly migratory pelagic species (e.g. tuna, swordfish). Those commercial fishermen are not originating from the NY Bight.
- What other maritime industry groups should be consulted on MP 2.0 studies?
 - A member recommended the IOMMP: International Organization of Masters Mates & Pilots.

Meeting Participants

Tess	Arzu	NYSERDA
Morgan	Brunbauer	NYSERDA
Brent D.	Cooper	COWI
Ian	Corcoran	Hudson River Pilots/HRSNOC
Bill	Follett	Ocean Winds
Edward	Galvin	Cadmus
Bryan	Gray	COSW
Greg	Hitchen	USCG
Eric	Johansson	Maritime College
Brian	LeFebvre	Attentive
Julia	Lewis	Equinor
EJ	Marohn	Equinor
Laura	McLean	NYSDOS
Thomas	Morkan	MARAD
Catherine	Morris	CBI
Rick	Robins	RWE
David	Saginaw	McQuilling Renewables
Lauren	Sidor	NYSDEC
Bill	Smith	Invenergy
Jeannot	Smith	Vineyard Wind
Mike	Snyder	NYSDOS
Chris	Sparkman	USCG
Max	Taffet	NYCEDC
Adam	Tate	Invenergy
Sabine	Wilkie	COWI
Fred	Zalcman	NYOWA