New York State Maritime Technical Working Group (M-TWG)
Meeting Summary
June 25, 2025

Next Steps

- **M-TWG members:** Submit feedback on content and case studies for the Study on Autonomous Vessel Usage for Offshore Wind in the region to Katie Axt by **Wednesday, July 9th.**
- **New York State Department of State (NYSDOS)/Cadmus:** Update meeting materials with full presentation slides and meeting summary via nymtwg.com/meeting-summaries.
- **New York State Department of State (NYSDOS)/Cadmus:** update members on the Sept 18th M-TWG meeting on Staten Island.

Meeting Purpose

To share State and member updates, receive an update on the Autonomous Vessel Uses in Offshore Wind Study, and discuss shipyard facilities, trends, and opportunities.

Summary

Member Updates:

M-TWG members provided relevant updates:

- Bluepoint Wind continued advancement of their permitting status for the Bluepoint Wind Project 1 that begun in October 2024. They received federal agency feedback and submitted supplemental filings such as an archaeological analysis. By December 2025, they hope to receive a notice from the Bureau of Ocean Energy Management (BOEM) determining if their construction and operations plan (COP) is sufficient after which BOEM would commence its environmental impact statement (EIS) review.
- Equinor shared the Empire Wind 1 project is under construction. This includes the nearshore construction for bulkhead and pier stabilization and export cabling at the South Brooklyn Marine Terminal. Offshore work includes ongoing construction on the foundation installation and filter layer installation.
- Community Offshore Wind completed geophysical and geotechnical campaigns in 2024 but have yet to submit the Construction and Operations Plan for the Community Offshore Winds project to BOEM. They have two fishery representatives actively engaged in the maritime and fishing communities.
- Vineyard Wind shared the Vineyard Mid-Atlantic project completed the geophysical and geotechnical surveys and will continue with the permitting process.

Shipyard Operations and Facilities Discussion:

Executive Director Nadia Adam provided an overview of the Staten Island Industrial Alliance (SIIA). SIIA aims to drive economic growth in New York by growing Staten Island's industrial workforce and supply chain by preparing small businesses to be opportunity ready and better compete for infrastructure, manufacturing, and clean energy projects. The organization

connects Staten Island companies to contracting, training, and certification programs, and works with offshore wind developers to push for sustainable infrastructure projects while advocating for the Staten Island community. SIIA has diverse industry expertise with a 62.1% labor force participation including shipbuilding and vessel repair, steel and barge fabrication, mooring and pier leasing, construction and real estate, mobile concrete and raw materials suppliers, and equipment and barge rental. SIIA created a supplier form for local Staten Island businesses to connect with developers and industrial projects, and helps them enroll in NYSERDA's supply chain database as well. This team is planning a Staten Island Transportation & Infrastructure Summit on September 19th, 2025. For more information on the event, visit the Staten Island Industrial Alliance Website.

Vice President Brian Vahey and Kyle Burleson provided an overview of The American Waterways Operators (AWO). AWO was established in 1944 and is the national trade association for the tugboats, towboats, and barges industry with over 300 members across 38 states and Puerto Rico. AWO represents over 5,000 towing vessels, 33,000 barges, and 270,00 jobs which contribute $30 billion to the United States gross domestic product (GDP). Members conduct services such as ship assist, offshore towing, dredging, construction, salvaging, and linehaul towing. Additionally, AWO supports the Jones Act by representing towing vessels, which are the largest individual segment of the Jones Act fleet. AWO's focus is on safety with elements such as the Coast Guard-AWO Safety Partnership, AWO Responsible Carrier Program, and the Safety Statistics Reporting Program. AWO has 8 members headquartered in New York and over 30 members who conduct business and utilize the ports of New York/New Jersey and the Hudson River. AWO has a long-standing commitment to environmental sustainability, which includes utilizing the first hybrid tugboat in the United States in 2010 and the first all-electric tugboat in the United States in 2024. AWO also produced Environmental Stewardship Best Practices. Offshore wind is the biggest opportunity for new businesses with AWO members. Members already at work in this industry include Crowly Wind Services, Foss, Great Lakes Dredge & Dock, and McAllister Towing.

The following question was posed to SIIA and AWO and opened for discussion among all M-TWG members:

What are some of the ways that your members are staying ready for offshore wind while potentially diversifying facilities or tapping into other markets?

- Kyle Burleson stated four members of AWO are heavily invested in this topic and may require new vessels, but other members have the flexibility to diversify their scope to include more offshore wind work. Their members are increasingly nimble and ready to move at a moment's notice, including the tugboat industry which is always heavily diversified in their scope of work.
- Nadia Adam shared that the SIIA are looking forward to long-term contracts in work areas within their scope. Even though members are not currently hiring, members are becoming efficient in obtaining certifications (e.g., ISO), and updating cybersecurity systems so they are prepared when large contracts arrive. Additionally, small businesses

are instilling values they are receiving from developers to prepare for incoming contracts.

- Brian Vahey added long term contracts are paramount to their members. He highlights the challenge is the uncertainty of the vessel being used for a long term in an emerging industry.
- A member added that investments pertaining to the maritime industry and applicability to offshore wind is a hub to drive economic activity and promote opportunity.
- A member responded that NYC's blue highway initiative has placed greater emphasis on moving cargo by water.
- A member shared they are busy activating legacy and enduring maritime sites across the five boroughs, including reinvestment in the Brooklyn Marine Terminal that will include flex maritime space, Homeport Pier in Staten Island, other legacy states that support crew transfers, and a new port facility located in the Bronx.

Update on the Autonomous Vessel Uses in Offshore Wind Study

Katie Axt from WSP and Dan Brinkly from Anchor QEA provided an update on the Autonomous Vessel Uses in Offshore Wind Study including the discussion of case studies. This study examines the current state of autonomous vessel technologies, explores their potential future uses, and seeks to understand the implications of emerging autonomous and unmanned technologies for all phases of an offshore wind project. Currently the study is examining four case studies, Sea Machines Robotics, Fugro, Ocean Infinity, and XOcean, that explore real world examples of implementation of these technologies. The final synthesis report is expected to be delivered by the end of 2025.

Case Study 1: Sea Machines Robotics

- This technology is used to convert conventional crewed vessels into remotely operated or fully autonomous vessels with capabilities including route planning and collision avoidance with command-and-control and communication systems. Applications include autonomous and remote helm operations (hybrid cargo vessel *Captain Ben Moore)*, hybrid and unmanned surveying and monitoring (survey vessel *Sigsbee*), and tugboat operations (remotely commanded vessel *Nellie Bly*).

Case Study 2: Fugro

- Operates unmanned surface vessels and remotely operates vehicles with a range of 9 to 18-meter class vessels. Technology is used for surface and subsea mission configurations and applications, stand alone or fleet operations, and remotely operated vessels launched from unmanned surface vessels. Applications include asset inspections and maintenance, seabed surveying, and environmental monitoring.

Case Study 3: Ocean Infinity

- Series of unmanned surface vessels ranging from 8 to 86-meter class unmanned or minimally crewed vessels. Capabilities include multiple mission configurations and applications, physical sampling and testing, stand alone or fleet operations, and

autonomous and remotely operated vessels launched from unmanned surface vessels. Applications include asset inspection and maintenance, seabed surveying, environmental monitoring, and geotechnical and geophysical sampling.

Case Study 4: XOcean

- Operates 25 unmanned surface vessels that range from 2.5 to 5.8-meter classes in shallow and deepwater for extended missions. Capable of oceanographic, hydrographic, and environmental data collection, over-the-horizon communication and remote operation, and towing underwater sensor arrays. Applications include seabed surveying, environmental monitoring, and construction monitoring.

M-TWG members are welcome to submit feedback on content and provide insights regarding opportunities and constraints for applying these technologies in the region to support offshore wind development to Katie Axt. Feedback on this must be submitted by July 9, 2025.

State Updates:

Peter Lion from NYSERDA provided updates on ongoing offshore wind initiatives in NYS. Work is ongoing for the NY5 solicitation, New York City Public Policy Transmission Need (PPTN), and domestic supply chains. NYSERDA's current focus is ensuring that construction progresses on the offshore wind projects that are in development and that the domestic supply chain can supply components to complement the ongoing construction. Additionally, NYSERDA's Innovation Group is piloting a ferry project which is a design, build, and operate (DBO) funding opportunity that is currently in the review committee phase.

Meeting Participants

Nadia	Adam	Staten Island Industrial Alliance
Katie	Axt	WSP
Joel	Bernosky	NYSDOS
Rhianna	Bozzi	New York Department of Environmental Conservation
Dan	Brinkley	Anchor QEA
Tim	Brown	Bluepoint Wind
Kyle	Burleson	The American Waterways Operators
Colleen	Burst	New Jersey Department of Environmental Protection
Mark	Cutter	United States Coast Guard, District 1
Rachel	Freed	CBI
Naomi	Handell	USACE NAD
Sherryll	Huber	NYSERDA
Sean	Kline	Chamber of Shipping America
Kate	Korotky	United States Coast Guard, District 1
Julia	Laskaris	Cadmus
Julia	Lewis	Equinor
Peter	Lion	NYSERDA
Padraig	Loughlin	NYSDOS
Stephen	Lyman	Maritime Association of the Port of NY & NJ
E.J.	Marohn	Invenergy
Alison	Martin	Cadmus
Laura	McLean	NYSDOS
Kevin	Mullins	Hudson River Pilots HRSNOC
Rick	Robins	Community Offshore Wind
Ethan	Schwimmer	WSP
Lauren	Sidor	NYSDEC
Jeannot	Smith	Vineyard Wind
James	Spear	SUNY Maritime College
Jeff	Spillane	SUNY Maritime College
Max	Taffet	New York City Economic Development Corporation
Brian	Vahey	The American Waterways Operators
Michelle	Villafane	United States Coast Guard, Sector NY
Chris	Wescott	NY Shipping Association