

New York State Maritime Technical Working Group (M-TWG)
Meeting Summary
September 18, 2025

Next Steps

- **M-TWG members:** Submit feedback on opportunities and constraints for the Study on Autonomous Vessel Usage for Offshore Wind in the region to [Katie Axt](#) by **Thursday, September 25th**.
- **New York State Department of State (NYSDOS)/Cadmus:** Update meeting materials with full presentation slides and meeting summary via nymtwg.com/meeting-summaries.
- **NYSDOS/Cadmus:** Plan the Winter M-TWG meeting for mid-November.

Meeting Purpose

Explore Staten Island's working waterfronts to engage on key themes including synergies with the offshore wind (OSW) industry on sustainable infrastructure, technology and innovation, and maritime workforce development.

Summary

Member Updates:

M-TWG members provided relevant updates:

- Bluepoint Wind submitted the construction and operations plan (COP) for Project 1 in Q4 of 2024 and continues to respond to federal agency feedback as they review the COP. Bluepoint Wind will continue to engage with regional stakeholders and markets to advance Project 1's goals.
- Equinor shared updates on the Empire Wind 1 project and the South Brooklyn Marine Terminal (SBMT). Empire Wind 1 has installed 42 foundations with 12 foundations remaining. Equinor is launching a new local mariner system, that will be updated weekly, that provides updates on safety zones and construction announcements. The SBMT reached one year of construction in June and is over 50% completed. Equinor estimates that there will be leasing opportunities available starting in 2027.
- Community Offshore Wind completed geophysical and geotechnical campaigns in 2024 but have yet to submit the COP for their project to the Bureau of Ocean Energy Management.
- Vineyard Wind shared that the Vineyard Mid-Atlantic project completed the geophysical and geotechnical surveys this summer and will continue with the permitting process.
- New York City Economic Development Corporation shared updates on priority projects that will be completed in the coming months. This includes the alternatives analysis study to determine the new location of the Hunt's Point South Ferry Landing and a new crane installation at the Brooklyn Marine Terminal.
- United States Coast Guard received a \$25 billion investment to recapitalize aging infrastructure and will undergo a force redesign in 2028. This investment includes utilizing new technologies such as artificial intelligence and drones.

- The American Waterways Operators shared that Great Lakes Dredge & Dock's vessel Acadia was recently launched to do its first assignment on the Empire Wind 1 project.
- NYSERDA Fisheries Technical Working Group released their [Cooling Water Use at Offshore Converter Station Report](#).

M-TWG Updates:

Laura McLean from NYSDOS provided an update on the M-TWG meeting plan for the remainder of 2025 and the facilitation team. A Winter meeting, anticipated in November, will be focused on the Autonomous Vessel Uses in Offshore Wind Study and the Transmission update. The M-TWG has a core facilitation team which includes Cadmus and the Consensus Building Institute (CBI) with additional technical support services from WSP. The facilitation team & technical support contracts both expire at the end of 2025, and NYS is completing a solicitation for new contracts. There is budget remaining in advisory support tasks on the existing contracts. Carbon Trust and Xodus Group are two firms available for policy and technical expertise under the current facilitation contract. Members are welcome to provide suggestions and recommendations in the coming weeks on how the M-TWG could utilize these firms to [Laura McLean](#) or [Joel Bernosky](#).

Katie Axt from WSP from Anchor QEA provided an update on the Autonomous Vessel Uses in Offshore Wind Study. WSP has completed two additional case studies, [Fugro](#) and [XOCEAN](#). Each case study will provide an overview of the technology, examples of deployments and applications, considerations of the marine transportation system and maritime industry, and information regarding how each company navigates international and national regulatory processes. Additionally, WSP is currently working on a technical memo on opportunities and constraints to applying these technologies in the region to support OSW development. A draft synthesis report is expected to be ready for M-TWG review in October 2025, and a final synthesis report is expected to be delivered by December 2025.

M-TWG members are welcome to submit feedback and insights regarding opportunities and constraints for applying these technologies in the NY/NJ region to support OSW development. Feedback must be submitted to [Katie Axt](#) by Thursday, September 25th.

Port & Supply Chain Programs:

Joel Bernosky from NYSDOS introduced the working waterfront themes the M-TWG will be exploring during presentations from the guest speakers and the tours of the working waterfront. Themes the M-TWG will explore include:

- Sustainable working waterfronts
- Technology and innovation
- Workforce development
- Resilience and infrastructure investment.

Amanda Rutherford provided an overview of the United States Maritime Administration (MARAD) and grants available to the maritime industry. Eligible applicants for most United

Stated Department of Transportation (USDOT) grants include: State and local governments, planning councils, port authorities, tribes, and private sectors with a public sponsor. Eligible projects primarily include infrastructure and operational improvements and movement of freight. Several grant requirements must be met prior to receiving funds including a 20% match from the applicant, a signed National Environmental Policy Act, and Buy America/Buy American requirements must be achieved. The [UDSOT Build America Bureau Grants](#) are currently open and include the Innovative Finance and Asset Concession Grant Program, which can be used to help public entities scan their existing assets to unlock their value and explore innovative financing, alternative delivery, and public-private partnership opportunities. Two types of grants are available under the program including Technical Assistance Grants and Expert Service Grants. Applications must be submitted through [grants.gov](#) by October 1st, 2025. General steps of the grant review process include two tiers of review. Tier 1 review assesses the Statutory merit criteria for achieving safety, efficiency, or reliability improvements, port resilience, and leveraging federal funding. Tier 2 review focuses on administrative priorities such as workforce development and job quality, port resilience, project readiness, technical capacity, and NEPA process and permitting risk. Amanda recommended for anyone interested in learning more to reach out to her for individual, tailored project assistance.

An M-TWG member asked the following question:

- Among grant programs, do you have any tips on funding sources focused on dredging?
 - Amanda Rutherford stated all grants available cover dredging incidental to the need of the project. If you are applying for a grant to deepen the berth to take on a large vessel, MARAD would accept the cost from the berth of the dredging to support the need of the scope of investment.

Peter Lion from NYSERDA provided updates on ongoing OSW initiatives in New York State. New York OSW projects are launching a new American fleet resulting in multiple first-ever, U.S.-built, flagged, and crewed vessels specifically designed for the growing OSW industry. Investments span from direct vessel construction, project development, and service contracts. NY5 Offshore Wind Renewable Energy Credit (OREC) procurement operations are currently underway for 2026, including Vestas pre-installations. Pre-installation operations include metal fabrications such as large tools, temporary generators, and fiber reinforced concrete for tower stands. The International Marine Contractors Association (IMCA) is hosting a North America Offshore Safety Forum: US Offshore Wind on October 14th, 2025, to continue the development of best practices and safety guidance for OSW, network with peers, union, and local organizations supporting the OSW workforce, and participate in focused workshops on critical safety topics. For more information on the event, visit the [IMCA website](#).

Tour of the Working Waterfront:

M-TWG members participated in a guided tour of McAllister Towing and May Ship Repair along Staten Island's north shore to have a firsthand look at operations related to maritime infrastructure.

Site Visit #1: McAllister Towing

Steve Kress and Alessandra Tebaldi from McAllister Towing provided an overview of the historic work at McAllister Towing, including current and future projects, workforce updates, and next steps for McAllister Towing. McAllister Towing has been operating for 160 years and is the oldest run tugboat company in the Harbor, including over 70 operational tugboats along the east coast. The Harbor operators, regardless of companies and competition, do work as a team to meet the region's needs. Operations include ship docking, logistics support, towing, and liquified natural gas bunkering supporting projects with Vineyard Wind, Prysmian, and Equinor. McAllister Towing continues to grow its OSW services and is actively exploring opportunities in the OSW sector. Steve Kress and Alessandra Tebaldi led a guided tour of McAllister Towing's facilities.

M-TWG members asked the following questions:

- What are McAllister Towing's strengths that allow you to weather the changing industry and the different markets?
 - Steve Kress stated McAllister Towing is a well-equipped and diversified company with operations spanning several sectors and emergency trained personnel. McAllister Towing is highly resilient and flexible, updating its fleet to meet customer needs and moving assets as required.
- What opportunities have you engaged with in Washington D.C? How are you conducting training and supporting the industry to make significant investments?
 - Steve Kress stated McAllister connects with Washington D.C. by continuing to promote the maritime industry through storytelling. Investment in the maritime industry includes engaging with youth and partnering with State University of New York schools to provide training programs in tugboat operations, maritime skills, and safety.

Site Visit #2: May Ship Repair

May Ship Repair is a ship building and drydocking facility providing quality designs, new construction, and a variety of vessel repairs. May Ship Repair is a major contributor to New York's bustling maritime industry and actively invests in innovative technologies and creating workforce opportunities. Gus conducted a walkthrough of the May Ship Repair facilities with the M-TWG where discussions included effort per barge, useable life, robotic welding capabilities, as well as workforce and regulatory challenges. May Ship Repair has been operating for over 40 years and has two dry docks with a third on the way. The yard services a wide range of vessels including NYC ferries, water taxis, and dinner boats while building new vessels. On average, May Ship Repair completed three barge projects per year, requiring 5,000-6,000-man hours, with each barge built to last 20-30 years.

Meeting Participants

Katie	Axt	WSP
Joel	Bernosky	NYSDOS
Commander Timothy	Bonner	United States Coast Guard – Sector NY
Rhianna	Bozzi	New York Department of Environmental Conservation
Timothy	Brown	Bluepoint Wind
Morgan	Brunbauer	NYSERDA
Colleen	Brust	New Jersey Department of Environmental Protection
Kyle	Burleson	The American Waterways Operators
Matthew	Cunningham	WSP
Nathan	Hauser	Moran Towing Corporation
Sherryll	Huber	NYSERDA
Sam	Jung	New York City Economic Development Corporation
Gregory	Lampman	NYSERDA
Julia	Laskaris	Cadmus
Julia	Lewis	Equinor
Peter	Lion	NYSERDA
Padraig	Loughlin	NYSDOS
Laura	McLean	NYSDOS
Kate	McClellan Press	NYSERDA
Rick	Robins	Community Offshore Wind
Jeannot	Smith	Vineyard Wind
Matthew	Starace	United States Coast Guard – Sector NY
Max	Taffet	New York City Economic Development Corporation
Jesse	Weiss	New York City Economic Development Corporation