

**New York State Maritime Technical Working Group (M-TWG)**  
**Meeting Summary**  
**November 13, 2025**

**Next Steps**

- **M-TWG members:** Submit feedback on the draft Autonomous Vessel Uses in Offshore Wind Study Report [here](#) by **Thursday, December 4<sup>th</sup>**.
- **M-TWG members:** Complete the [meeting poll](#) to indicate which shared research agenda topics you would like to prioritize in 2026-2027.
- **New York State Department of State (NYSDOS)/Cadmus:** Update meeting materials with full presentation slides and meeting summary via [nymtwg.com/meeting-summaries](https://nymtwg.com/meeting-summaries).

**Meeting Purpose**

To share State and member updates, discuss the draft Autonomous Vessel Uses in Offshore Wind Study, and strategize M-TWG priorities and needs moving forward.

**Summary**

**Welcome:**

Members were asked to participate in a warm-up activity by joining small breakout groups to share reflections from discussions or information presented during the [Fall M-TWG meeting](#) on Staten Island. For those who were unable to attend the September meeting, reflections could draw from ongoing developments related to the April Executive Order on [Restoring America's Maritime Dominance](#) and its emerging federal policy implications.

M-TWG members reported out the following from their breakout groups:

- Discussed the Coast Guard's transition back to full operations following furloughs and the resumption of paused workstreams. Conversation focused on vessel-sharing opportunities and challenges, and how these dynamics influence working waterfront policies.
- Reflected on recent site visits, noting the long lead times which often exceed ten years, are required for major development and redevelopment projects. Members appreciated the opportunity to see projects firsthand and recognized the scale and complexity of federal challenges involved.
- Shared perspectives from small and mid-sized businesses, many of which are currently busy and confident in their ongoing work. While satisfied with current progress, these businesses have expressed interest in engaging further when the right opportunities arise. Continued dialogue to sustain development momentum is important.
- Focused on the federal government's emerging emphasis on maritime dominance. Participants are closely monitoring the forthcoming Maritime Action Plan, expected in early November, to identify ways to engage, provide input, and align their efforts with federal priorities.

## Member Updates

M-TWG members provided relevant updates:

- Bluepoint Wind submitted their construction and operations plan (COP) in 2024 and are continuing to advance technical reports and investigations that will further COP approval.
- Community Offshore Wind completed geophysical and geotechnical campaigns but have yet to submit a COP and therefore do not have any permit applications pending. They continue to be active on the design oversight committee for the Regional Fisheries Compensatory Mitigation Fund.
- The American Waterways Operators are expected to take a trip to Trenton, NJ in early 2026.
- Equinor is working on the inter-array cable, trenching, surveying, installation, and cable pull throughs on the Empire Wind 1 project. Work continues at the South Brooklyn Marine Terminal as they are furnishing the vessel tie ups. Equinor is also participating in work groups for the Sail4th 250 to raise awareness on marine logistics and coordination in the NY Harbor in Spring/Summer 2026.
- Ørsted is preparing to install the export cable for Sunrise Wind at Smith Point County Park. They are currently awaiting the North Star Commander to begin the pre-lay grapnel run, and then the Rodger Williams Survey Vessel will conduct the pre-lay survey. The trenching vessel should have the cable fully installed by March 2026.
- The New York City Economic Development Corporation removed an 800 ft prison barge from the Bronx, opening five acres for a small marine terminal. Two additional NYC Ferry landings are committed in Sunset Park and East Harlem. The Manhattan Cruise Terminal Redevelopment Vision Plan was released on November 13<sup>th</sup>, 2025.
- NJ Department of Transportation (DOT) and Maritime Association of the Port of NY & NJ hosted a meeting involving NY and NJ representatives to address maritime infrastructure needs in NJ. The goal was to come together and build a report that could inform a legislative framework for NJ. NJDOT committed to fund and reup the 2015 maritime support services, beginning soon.

## State Updates

Peter Lion from NYSERDA provided updates on ongoing offshore wind initiatives in New York State. NYSERDA recently submitted comments to the Public Service Commission regarding large scale renewable resources. These comments outlined a proposed three phase approach, called competitive dialogue, that will modify future offshore wind solicitations. Phase 1 consists of developers being deemed eligible. Phase 2 is where eligible developers will work through the competitive dialogue process with NYSERDA while achieving key milestones. Phase 3 will begin the competitive process associated with reaching a commercial operations date. This recommended process will help derisk offshore wind projects for developers by helping them better understand costs and to achieve a more steady cadence of projects. To review NYSERDA's comments to the Public Service Commission please visit the website [here](#).

Additionally, New York State is hosting the 2026 International Partnering Forum (IPF) from February 9<sup>th</sup> – 12<sup>th</sup>, 2026. To learn more information about IPF and to register, please visit the website [here](#). Early bird registration ends December 16, 2025. The Maritime Association of the Port of NY & NJ has a discount code available.

### **Update on the Autonomous Vessel Uses in Offshore Wind Study**

Katie Axt from WSP provided a summary of the Autonomous Vessel Uses in Offshore Wind Study and highlighted the study's key findings. The purpose of the study was to address knowledge gaps in autonomous vessel deployment, navigation, and offshore wind impacts. Additionally, this study will be used as a guidance document for shared learning. Key themes of this study included: regulatory alignment, workforce and training, infrastructure modernization, cybersecurity resilience, and Jones Act compliance.

Key findings on technology were related to:

- Advancement of port infrastructure
- Equipment innovations with sensors
- Specific concerns with cyber security systems
- Advancing navigation algorithms

These types of technologies for offshore wind development are focused on seabed mapping, environmental monitoring, asset inspections, and operations and logistics. Challenges for adoption primarily stemmed from stakeholder interviews and included regulations, connectivity, infrastructure and skills, and safety and trust. Key findings on workforce considerations included autonomous vessels create new workforce opportunities, require specialized training in new skills, meet regulatory compliance requirements, and emphasize safe operation of autonomous vessels, including emergency response procedures and troubleshooting of equipment.

The study notes that the traditional regulatory framework presumes human decision-making capabilities aboard vessels. International regulations and national policies are in development but are slow to keep pace. Opportunities exist to harmonize standards for safe autonomous vessel deployment and operations. Applications for New York/New Jersey Harbor include active port and complex maritime traffic, port infrastructure and connectivity, technological innovations, and regulatory considerations. Future actions for integration of autonomous vessels include regulatory guidelines, industry cybersecurity and monitoring, workforce training, and collaborative research.

M-TWG members are invited to review and submit comments on the draft Autonomous Vessel Uses in Offshore Wind Study Report [here](#) by **Thursday, December 4<sup>th</sup>**. Publication is expected by the end of the year.

M-TWG members asked the following questions:

- Were there any port real estate waterfront findings in terms of what type of infrastructure would be needed to support autonomous operations?

- Katie Axt responded that the study focused on the vessel side and technologies. However, the study team found that several ports are developing remote operating centers to support autonomous vessels. This is a topic the study team is considering doing additional analysis on.
  - Joel Bernosky from NYSDOS added that it is critical for the State to understand how land use can determine what makes a good remote operating center.
- Did you come across resources that spoke about how the job market would be impacted by AI in combination with autonomous vessels and how it relates to the maritime economy?
  - Katie Axt responded that these technologies may assist crew shortages and allow vessels to continue to operate. The type of workforce would change and there would be a need for a skilled workforce on these new technologies landside.
  - The member who posed the question clarified that this would mean a more skilled labor force as opposed to supporting the current workforce.
  - Katie Axt stated that there are existing programs working to re-train the current workforce to understand this new technology and develop new skills.
- A member commented that there was recently a People Over Profit: Anti-Automation Conference involving International Dock Workers Council and maritime unions in Lisbon, Portugal to raise concerns about automation and the impacts it has on workforce development. For more information on this event, please visit [here](#).
- Katie Axt asked M-TWG members if they would be interested in tracking policies and regulatory changes on this topic. Do M-TWG members know of any organizations that are currently tracking policies and regulatory changes on this topic?
  - Members' feedback indicated they would be interested in tracking this.

### **M-TWG Shared Research Agenda Activity**

Laura McLean from NYSDOS provided an update on the progress the M-TWG has made on the shared research agenda. The shared research agenda includes 10 topics and the M-TWG has made continuous progress on a number of these topics including anchor strike liability, submarine cable routing, and cable burial depth. Advancement primarily stems from research studies that are posted to the M-TWG [website](#). If there are any research topics that the M-TWG would like to prioritize through the technical support contract, please complete the poll [here](#).

Members participated in an activity to discuss opportunities for regional maritime industries to align with federal [Maritime Dominance policy](#) priorities. The Maritime Dominance policy is a recognition that the maritime sector is a strategic asset in the economic and national security sector. Joel Bernosky described that this has created an opportunity to think about how New York maritime industries can better align with federal priorities and funding streams. Key components of federal efforts for maritime dominance include an approach to procurement of goods and services, balance of national security priorities and competitive procurement for critical vessels, need for modernized supply chains and manufacturing, and workforce development. Members had the following responses to questions posed during the activity:

What is the most common mechanism for procurement by private industry that are manufacturing vessels?

- Three members responded, “supplier networks.”
- Two members responded, “don’t know.”
- One member responded, “direct procurement.”
- A member indicated that clarity is needed on what “private industry” entails to answer the question. Additionally, they stated developers will procure vessels differently if suppliers hire smaller vessels at different stages with direct procurement, vs. longer term contracting for 30 years.

How do maritime operators typically source vessels or services for vessels?

- Seven members responded, “direct relationships.”
- One member responded, “supplier networks.”
- One member responded, “don’t know.”

What State support would help interested parties take advantage of these opportunities or overcome barriers?

- A member asked if this question was specifically within the context of the procurement of vessels?
  - Joel clarified that we are looking for a broader maritime dominance focus to identify the leverage points for maritime dominance and competitiveness.
- A member responded that for a small maritime industry, I suspect interested parties are looking for State support (training, tax advantages, regulatory stability, agency support, etc.) to enable business to grow.
- A member responded: a government backed “charter of last resort” to help bridge the gap for vessels that are trying to build 10 years+ of work.
- A member responded that from the developer side, they could benefit from States having a more agnostic approach to requiring developers to support one State’s maritime industry vs another State.
- A member responded: policies to provide regulatory surety that services will be needed for new vessels acquired.
- Several members responded on the need for grants in several areas including welding training, dredging, NYS ship repair/building facilities, bulkhead repair, derelict vessel removal, and mitigation, vessel procurement, workforce training, and port infrastructure, marine charging infrastructure, and bridging gaps between desired electrification and existing industry standards.

## Meeting Participants

Alicia	Artessa	NYOWA
Katie	Axt	WSP
Joel	Bernosky	NYSDOS
Tim	Brown	Bluepoint Wind
Kyle	Burleson	The American Waterways Operators
Genevieve	Clifton	NJDOT
Matthew	Cunningham	WSP
Mark	Cutter	United States Coast Guard, District 1
Rachel	Freed	CBI
Carleigh	Haris	ACP
Sherryll	Huber	NYSERDA
Julia	Laskaris	Cadmus
Julia	Lewis	Equinor
Peter	Lion	NYSERDA
Stephen	Lyman	Maritime Association of the Port of NY & NJ
James	Mahlmann	United New York Sandy Hook Pilots' Association, President
Alison	Martin	Cadmus
Laura	McLean	NYSDOS
Julia	Prince	Ørsted
Claire	Richer	ACP
Rick	Robins	Community Offshore Wind
Max	Taffet	NYCDEC
Chris	Wescott	NY Shipping Association
Susan	Winfree	NY Shipping Association
Jason	Zehr	NYS Department of Public Service