Vice Admiral, Kevin Lunday
U.S. Coast Guard, Area Command
4000 Coast Guard Blvd
Portsmouth, VA 23703

June 8, 2023

**Re: Consolidated Atlantic Coast Port Approaches Route Studies**

*Submitted via regulations.gov Document ID: USCG-2011-0351-0174*

The American Clean Power Association (ACP)[1] appreciates this opportunity to provide comments in response to the Notice of an update to the Consolidated Port Approaches Port Access Route Studies (CPAPARS) published by the U.S. Coast Guard (USCG) in the federal registry on March 7, 2023.[2]

## I. Executive Summary

While we acknowledge and appreciate improvements that have been made to the CPAPARS from the previous version, we encourage the USCG to reconsider the CPAPARS's current balance of navigational interests with other significant waterway uses, including offshore wind energy.

While USCG's interest in buffering against future uncertainty is understandable, we request that USCG propose fairway maps in its forthcoming rulemaking that are better tailored to the current and anticipated future needs of navigational safety and port access. Most importantly, ACP respectfully requests that USCG work with the Bureau of Ocean Energy Management (BOEM), the U.S. Department of Defense (DoD), and the National Aeronautics and Space Administration (NASA) to ensure that its proposed fairways in the Central Atlantic avoid Call Area A and the portions of Call Area B that are otherwise suitable for leasing based on BOEM's consultations with DoD and NASA.

ACP also recommends that USCG adopt a methodology for fairways width and location that better aligns with historical vessel traffic patterns and estimates of future vessel traffic account for existing and future technologies that could reduce the need for fairway space. Adjusting the methodology and taking these specific steps will both provide for navigational safety and facilitate the offshore wind industry's ability find the sea space necessary to create a sufficient project pipeline to revitalize the maritime sector, create a robust supply chain with

[1] ACP is the national trade association representing the renewable energy industry in the United States, bringing together over 1,000 member companies and a national workforce located across all 50 states with a common interest in encouraging the deployment and expansion of renewable energy resources in the United States. By uniting the power of wind (both land-based and offshore), solar, storage, and transmission companies and their allied industries, we are enabling the transformation of the U.S. power grid to a low-cost, reliable, and renewable power system. The American Wind Energy Association (AWEA) merged into ACP on January 1, 2021. Additional information is available at http://www.cleanpower.org.

[2] Available at https://www.regulations.gov/document/USCG-2011-0351-0174

thousands of well-paying jobs, and achieve our clean energy deployment and energy security goals.

## II. The Fairway Widths in CPAPARS Are Not Justified by Historical Vessel Density Data

In order to achieve its objectives, a PARS must be data driven first and foremost. Yet USCG has not presented historical vessel density data or future projections supporting 9 nautical mile (nm) wide (or wider) fairways.[3] A "primary purpose" of the PARS process is "to the extent practicable, to reconcile the need for safe access routes with other reasonable water uses such as construction and operation of renewable energy facilities."[4] Getting this balance correct is critical for the offshore wind industry because under the Ports and Waterways Safety Act (PWSA), once the USCG designates a fairway, "no artificial island or fixed structure," whether temporary or permanent, may be located therein.[5] Informed and transparent marine spatial planning within the PARS process critically impacts our Nation's long-term energy future. Achieving this difficult balance will necessitate further iterations and consistent stakeholder engagement.

To better strike this balance through data management, ACP recommends that USCG break AIS data down to monthly frequencies for visual images, and daily metrics, including vessel type, so that more granular and typical patterns of information can inform its analysis. We believe this approach, which better communicates traffic levels that mariners see on a daily basis, will be more useful than simply examining the blur of annual AIS tracks. Our previous comments have noted our concern that there is not enough evidence to support USCG's current approach to fairway and traffic separation scheme (TSS) widths.[6] The most recent CPAPARS appears to continue this trend.

For instance, it can be counterproductive to use heat maps of annual data beyond their intent, as stated in US Coast Guard policy. The USCG Navigation Center produces "heat maps" that could be helpful in identifying where AIS-equipped vessel travel tends to concentrate and may be instructive to illustrate the potential placement of existing fairways and TSSs. However, such data, when displaying 365 days of traffic should not be relied upon as a standalone set of data. Among other data, we recommend that daily and or weekly data be presented. The Advanced Notice of Arrival (ANA) data, for vessels that are required to report, should also be considered to gain a better sense of the level of commercial vessel traffic on a given day. Heat maps may serve to identify popular traffic routes but may not reflect the density of traffic of daily vessel traffic.

Beyond the data used, a methodology is only as good as the assumptions that form its foundation, and USCG should consider reworking its methodology to better match fairway sizes

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[3] Though some of the PARS process is transparent, revisions to PARS can be difficult to parse out given current update language.
[4] *See* 46 U.S.C.A. § 70003(c)(3).
[5] *See* 46 U.S.C.A. § 70003.
[6] Available at https://www.regulations.gov/search/comment?filter=ACP%20PARS

to data driven needs. We believe it is important to acknowledge and reflect that unlike European and other regions where wind farms are not to be traversed, wind farms in U.S. waters/EEZ may be entered by vessels of appropriate size and maneuverability. This point is important, as several U.S. Coast Guard documents declare that wind farms cause "funneling of traffic" without acknowledging that smaller vessels will indeed flow through wind farms. Another potentially problematic methodology is from the 2018 report by the World Association for Waterborne Transport Infrastructure (PIANC) that advocates for overly expansive fairways to maximize shipping lanes. It is also important that the methodology be applied in the most transparent manner possible and avoid unsubstantiated calculations like "rounding up" unless sufficient data exists to justify the action. For example, while developing the width of a fairway in the Gulf of Maine, a 4 nautical mile (NM) total width was adopted when the formula borrowed from PIANC's methodology would calculate a width of 3.33 NM, resulting in over a 20% increase from an already expansive baseline. This practice of "rounding up" naturally leads to wider fairways than the data would require and should be avoided.

Another deficiency in the PIANC model is that all vessel traffic density is grouped into only 3 categories. For example, if an area of study has less than 4,400 vessels transits per year it is treated as equivalent to as if it had 100 or fewer annual vessel transits. This approach could inflate fairway widths, especially when the gap between the averages in the model and actual data are large. Fairway widths should be applied consistently in similar situations, but the averaging of data does not produce well-tailored results. The PIANC model, when used in a PARS, appears designed for large international shipping straits and TSSs in mind. This lack of granularity is not particularly well suited to fairways being considered via the PARS process, and it is only natural that it would produce overly large fairway estimates.

The AIS traffic numbers that feed into the PIANC model are also important, and the lack of differentiation for ship type has massive ramifications. Recreational boating craft may have AIS, and fishing vessels may have AIS and/or other National Marine Fisheries Service tracking devices. This matters because such smaller vessels are allowed to enter wind farms, and the traffic associated with these smaller vessels should not be reflected as equal in fairway designs due to a model made to accommodate, for instance, 800-foot commercial ships.

## III. USCG Should Adopt a Consistent and Tailored Methodology for Fairway Widths and Locations That Matches Data Variability.

We request that USCG more thoroughly explain variability in fairway widths within and across regions, and adopt a methodology that harmonizes these differences in a transparent manner. There are a number of examples, several of which we outline below, that illustrate that with the same data—number of vessel transits, projected future traffics— there are different prescriptions for fairway widths. It appears that this discrepancy might be born from considerations for future vessel traffic. The estimated future volume of traffic should be only

what can be reasonably anticipated and should be rigorously calculated alongside anticipated technologies that enhance safety by improving spatial awareness of vessels.

The Coast Guard should base any proposed increases to the size and number of maritime fairways and buffers to account for future offshore routes on actual data. Such an approach reduces additional uncertainty that would push fairways to unnecessary widths, such as the 9 NM fairways in the CPAPARS. Untested extrapolations of vessel transit data do not facilitate better approximations of future conditions. Locations should be guided by actual, readable data, and avoid speculation on future increases in traffic without some firm basis to do so. The PARS, especially finalized and consolidated PARS, must strive to be a data-driven process, tied to actual data on traffic and waterway uses.

The PIANC methodology used in the individual Atlantic PARS does not provide a scientific basis for future vessel transits. In addition, the model does not take into account safety technologies, which continue to improve and bolster mariner safety. Significant technical improvements, such as increased use of AIS on commercial vessels, have improved safety within the current shipping lanes and TSSs. Further technological advances should be expected to continue to enhance maritime safety, as well as acknowledgement that wind turbines act as private aids to navigation. In fact, the US Coast Guard's treatment of fixed wind turbine generator sites as well-marked and lighted "Private Aids to Navigation" actually improves mariners' tools to establish or confirm their geographic location when in the vicinity.

These technical improvements, such as increased use of AIS on commercial vessels, have significantly improved safety within the current shipping lanes and TSSs. Further technological advances will continue to enhance maritime safety. There are also numerous examples of a high level of sustained navigational safety achieved in narrow environments over long distances, including Chesapeake Bay, Galveston Bay/Houston Ship Channel, the Mackinaw Straits, among other routes, and this efficient sorting of vessel traffic with no diminishment in safety should be embraced.

It is important to note there is a huge difference between fairway widths in the fairway systems described in 33 CFR 166, including the existing 2 NM wide Gulf of Mexico Fairway, that demonstrably provide adequate safety in Gulf of Mexico, as compared to the much greater widths proposed here, almost five times larger, without data showing a meaningfully greater density of traffic and navigational risk. 2 NM of fairway widths has proven effective in the more densely trafficked Gulf of Mexico; deviating from this approach warrants a reasoned, data-driven justification. Indeed, there are even 15NM width fairways being proposed in the draft PACPARS without comparable vessel density or other safety justifications. The number, width, and placement of additional cross-over routes through potential lease areas is particularly difficult to justify given that TSSs may serve the same purpose between near-shore and off-shore proposed fairways and/or navigation corridors in the Central Atlantic (CATL).

## IV. The CPAPARS, While Improved in Several Key Respects, Continues to Have Adverse Consequences for the Offshore Wind Industry.

We do acknowledge that USCG has made tangible improvements to the most recent CPAPARS maps that help free up some potential leasing space in the Central Atlantic. However, the expanded width of the proposed fairways throughout the CPAPARS continues to have the aggregate effect of taking millions of acres of seabed—and hundreds of gigawatts (GW) of potential clean energy generation—out of consideration for potential offshore wind development. While we support the designation of navigational safety lanes in areas that are likely to contain offshore wind development, USCG's overly expansive approach could come at great cost to our nation's energy security, clean energy goals, and maritime economy. In light of the serious methodological concerns raised above, we urge USCG to scale back the average width of the fairways in its upcoming proposed rule, and tailor their sizes to demonstrated needs. In addition to this generalized critique, we have the following concerns related to specific geographic locations.

### a. The CPAPARS should better take into account that there must be robust leasing to foster supply chains and reach Federal and State renewable generation goals.

As we noted in prior communications with USCG, robust central Atlantic leases are critical to growing the offshore wind industry's onshore supply chain and to meeting state and federal clean energy goals.[7] As it stands now, these potential lease areas are bisected by fairways that may be placed elsewhere, and we request that the USCG seriously consider moving the fairways to accommodate this vital lease area.

It is vital to the offshore wind industry for robust Central Atlantic lease areas with shallow water leases (Call Areas A-D) be available in order to create a pipeline of projects that will incentivize onshore supply chain and port investments while helping meet this Administration's goal of deploying 30 gigawatts (GW) of offshore wind by 2030. The Mid-Atlantic supply chain needs a pipeline of projects to be sustainable and which will help foster investment and job creation.

Additionally, Central Atlantic states have surging demand for offshore wind energy. Maryland just expanded its offshore wind target from 2 GW to 8.5 GW.[8] New Jersey recently expanded its procurement target to 11 GW.[9] Delaware is expected to add to this offshore wind demand. Virginia needs offshore marine space to grow from its current 5.2 GW mandate, and North Carolina has an 8 GW goal.[10] Current Mid-Atlantic leases are insufficient to meet these

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[7] *See* ACP letter to Admiral Wayne Arguin (Attachment A).
[8] Perkins Coie, *Maryland Commits to 8.5 GW of Offshore Wind by 2031, Looks Ahead to Offshore Wind Transmission*, available at https://www.perkinscoie.com/en/news-insights/maryland-commits-to-85-gw-of-offshore-wind-by-2031-looks-ahead-to-offshore-wind-transmission.html.
[9] Governor Phil Murphy, EXECUTIVE ORDER NO. 307 at 5, available at https://nj.gov/infobank/eo/056murphy/pdf/EO-307.pdf.
[10] Governor Roy Cooper, Executive Order No. 218 at 1, available at https://governor.nc.gov/documents/files/executive-order-no-218/open.

and anticipated future demands. Excessive fairway widths and extensive parallel and cross-over fairways eat away at available sea space. The industry is particularly interested in Call Areas A and B, which have the highest wind speeds of the areas under consideration and are most proximate to onshore grid interconnection points. Given that DoD and NASA have expressed concerns in Call Area B, we ask USCG to work with BOEM to ensure any fairways through B do not overlap with the areas that are most favorable from DoD and NASA's perspective.

We acknowledge that in key respects, these maps are an improvement over the prior CPAPARS maps in the Central Atlantic region. The proposed fairway through Call Area A has been narrowed from 7 NM to a more appropriate 4 NM width, which would free up incrementally more sea space for leasing. Additionally, you have eliminated one of the fairways through Call Area B. Your willingness to listen to our concerns and make these adjustments is greatly appreciated.

However, we believe additional changes can avoid these Call Areas while still achieving USCG's navigational safety objectives. ACP recommends USCG work with BOEM, DoD, and NASA to move the fairways situated in Call Areas A and B away from Call Areas that can otherwise be deconflicted (see Figure 1). We also propose other changes USCG should consider:

1. USCG could move the Off Delaware Bay to New Jersey Connector Fairway from its current location within Call Area A or extend that fairway only to the New Jersey to New York Connector Fairway.
2. USCG could narrow and move the Chesapeake Bay to Delaware Bay Eastern Approach Cutoff Fairway that currently bisects Call Area B. The volume of vessel traffic in the area is minor and most ships leaving Port of Virginia for points north are going to elect either the near shore or far shore route at the outset.[11] The data shows that few if any vessels switch from the near shore to far shore route, or vice versa. Thus, this fairway could be much narrower or moved without adversely affecting navigational safety.
3. USCG could reduce the Delaware Bay Fairway Anchorage (approximately 10,750 acres) as per the 2022 PARS to allow for less overlap with Call Area A.
4. USCG could reduce the Delaware Bay Southeastern Approach Precautionary Area to a 5NM radius and moved further offshore to accommodate vessel traffic and offshore wind development in Call Areas A and B.

There are many possibilities in which all water uses, and vessel traffic may coexist. It will take detailed engagement between agencies and stakeholders, but we can find an even more effective path forward to achieve our combined goals. Figure 1 provides visualizations for some of the recommendations above. We believe these fairways offer a more realistic balance between navigational safety/routing needs and critical offshore wind space.

[11] *Attachment A*, at 2.


Figure 1.

### b. The Hudson Canyon Fairways Appear to Overlap Existing Leases

Figures 2 and 3 of the CPAPARS appears to show the proposed Hudson Canyon to Ambrose Southeastern and Barnegat to Narragansett Fairways overlapping, or coming close to overlapping, three BOEM leases in the New York Bight: OCS-A 537, OCS-A 538, and OCS-A 544.[12] We request that this fairway be narrowed to no more than a 1 NM buffer between the fairway and the boundaries of these leases. BOEM designated these leases in reliance on USCG input to ensure sufficient distance between their projects and future fairways, substantially reducing the areas under consideration for leasing no less than three times due to the potential for USCG fairway designations during the leasing process.[13] It could undermine the offshore wind industry's faith in the lease deconfliction process if USCG fairways subsequently encroached

[12] BOEM, New York Bight, available at https://www.boem.gov/renewable-energy/state-activities/new-york-bight.
[13] *See, e.g.,* at New York Bight Area Identification Memorandum (March 26, 2021) at 16-20 (reducing New York Bight Call Areas due to imminent USCG fairway designations) (*available at* https://www.boem.gov/sites/default/files/documents/renewable-energy/Memorandum%20for%20Area%20ID%20in%20the%20NY%20Bight.pdf); Atlantic Wind Lease Sale 8 (ATLW–8) for Commercial Leasing for Wind Power on the Outer Continental Shelf in the New York Bight—Proposed Sale Notice, 86 FR 31524 (June 14, 2021) (eliminating two wind energy areas due to potential USCG fairways) (*available at* https://www.boem.gov/sites/default/files/documents/renewable-energy/state-activities/86-FR-31524.pdf); Atlantic Wind Lease Sale 8 (ATLW–8) for Commercial Leasing for Wind Power on the Outer Continental Shelf (OCS) in the New York (NY) Bight— Final Sale Notice (FSN), 87 FR 2446 (January 14, 2022) (further reducing proposed lease areas due to potential USCG navigational concerns) (*available at* https://www.boem.gov/sites/default/files/documents/renewable-energy/state-activities/87-FR-2446_0.pdf).

upon, or otherwise constrained development on, the lease areas that survived this rigorous and collaborative deconfliction process.

### c. Overbroad Fairways in Carolina Long Bay Could Restrict Future Offshore Wind Development in the Region

Figure 10 of the CPAPARS proposes to expand the width and length of fairways in the vicinity of the Ports of Wilmington and Morehead City, including the proposed St. Lucie to Hatteras Fairway. ACP is concerned that these fairways, if finalized, could unduly restrict future offshore wind leasing in Carolina Long Bay, which may be needed to meet state clean energy objectives and facilitate regional supply chain development. We request that the fairways in this region be right sized to historical vessel traffic patterns and narrowed so as to allow additional sea space for offshore wind leasing.

## V. Granular Safety Recommendations Are Best Addressed at Individual Project Scale

USCG should avoid designating overbroad fairways for the additional reason that maritime safety concerns can be addressed on a project-specific basis through its review of navigation safety risk assessments (NSRAs) once an offshore wind project has been proposed on a lease. PARS are, in part, designed to preserve navigational corridors. Moreover, USCG has other options in the event that vessel traffic increases more than the model indicates at the time of fairway designation, like its authority to regulate and enhance safety measures where appropriate through the use of Regulated Navigation Areas, Safety Zones, Vessel Traffic Services, and a host of other IMO Routing measures.[14] These navigation safety management mechanisms are available as needed, and may also integrate new technologies, should future maritime traffic data portend the unforeseen use of such measures in specific areas in the future. Additionally, the lighting, marking and signals required for offshore wind structures by the U.S. Coast Guard, positively identify specific geographic points, and are considered to be "private aids to navigation," enhancing navigation safety and alleviating the need for large buffers.

As the USCG wrote in the draft New York Bight PARS, "[t]here is no international standard that specifies minimum distances between shipping routes and fixed structures. However, it is widely accepted that fixed structures in the offshore environment should not interfere with navigation. The Marine Planning Guidelines (MPGs) provide general guidelines for siting of multiple structures near shipping routes and established ships routing measures. Each project will be assessed during the BOEM NEPA process on a case-by-case basis using the MPGs." MPGs only apply to lanes and TSS and not to shipping safety fairways.

A NSRA is required during the project-specific COP development and review process managed by BOEM and in which the USCG is a cooperating agency. These site-specific risk assessments allow developers to work with local stakeholders to ensure mitigation measures are

[14] International Maritime Organization, *Ships' routeing*, Available at https://www.imo.org/en/OurWork/Safety/Pages/ShipsRouteing.aspx#:~:text=Ships%27%20routeing%20measures%20adopted%20by%20IMO%20to%20improve,danger%20or%20especially%20sensitive%20ecological%20and%20environmental%20factors%29.

appropriate. This process includes consideration of navigational risks to all types of vessels in the area. It allows safety measures and mitigation to be tailored to the needs of the USCG, vessel operators in the area and developers. Buffers between vessel transit and wind turbines should not be one-size-fits all but should set a threshold that may be extended if determined as necessary during the COP NSRA.

USCG should seek the right balance at this stage when it comes to buffers between vessel transit and wind energy uses. NSRAs are well-tailored to provide case-by-case analysis of the on-lease buffers that might be needed. This is especially the case with different and developing wind technologies, where we may not have a complete picture of the specific technology at this point in time.

## VI. Conclusion

Fairways designations should be grounded in evidence and should appropriately balance waterway uses. We understand the importance of the PARS process as being critical to high level marine spatial planning, and we urge USCG to employ more refined methodologies to better achieve a balance of waterway uses and defer project-specific analyses until after a COP has been submitted. ACP requests a meeting with the appropriate USCG headquarters and district leadership to discuss our overarching concerns regarding its PARS designation methodology. We have appreciated USCG's transparency throughout this process and look forward to continuing our dialogue regarding this pivotal issue.

Respectfully,

Josh Kaplowitz
Vice President, Offshore Wind
Jkaplowitz@cleanpower.org
American Clean Power Association

# Attachment A:
# ACP letter to Admiral Wayne Arguin

Admiral Wayne Arguin
United States Coast Guard Headquarters
703 Martin Luther King Junior Avenue
SE STOP 7000
Washington, DC 20593

**Re: Offshore Wind Industry Relationship and Central Atlantic Leasing**
**Submitted via email to wayne.r.arguin@uscg.mil**

Dear Admiral Arguin,

Thank you for making time to meet with the American Clean Power Association (ACP) and three of our member companies on October 25, 2022. We appreciate the opportunity to begin our relationship with you and the Coast Guard Office of Prevention Policy in earnest, and to highlight some of the issues the offshore wind industry is working through. We also want to state at the outset that we greatly appreciate the spirit of collaboration that USCG has historically brought to its relationship with the offshore wind industry, and endeavor to deepen that relationship as our industry grows. In that vein, we reiterate our request to develop a Quality Partnership between the USCG and ACP to regularly communicate and discuss challenges, progress, and exchange important marine safety information as we move forward. We will be forwarding you a draft partnership with proposed language, and propose a kick-off meeting in January or February of 2023.

As you know, we are very concerned about the impact of the pending notice of proposed rulemaking to codify the Atlantic Coast Port Access Route Study (ACPARS) on the Bureau of Ocean Energy Management's (BOEM) upcoming Central Atlantic offshore wind lease sale. As discussed in our meeting on the 25th, it is vital to the offshore wind industry for BOEM to hold a robust Central Atlantic lease sale in areas with shallow water leases (Call Areas A-D) in order to create a pipeline of projects that will incentivize onshore supply chain and port investments while helping meet this administration's goal of deploying 30 gigawatts (GW) of offshore wind by 2030.

The industry is particularly interested in Call Area A and the northern part of Call Area B, which have the highest wind speeds and are most proximate to onshore grid interconnection points. At our meeting, we relayed how ACP and our members were surprised to learn that the Coast Guard Headquarters Office (CG NAV) had made significant changes to the supplemental PARS map that had been worked out with notice and comment and considerable stakeholder input through the First District (D1) and Fifth District (D5) PARS studies. We appreciated the opportunity to describe the conflicts, impacts and safety considerations associated with the Consolidated ACPARS issued on August 31, 2022 without reflecting or seeking stakeholder input, and shared the attached slide deck containing comparisons of the Districts and Consolidated PARS maps. We also described how changes adding new and wider fairways adversely affect use of both

existing leases and Call Areas A and B. And our members described alternatives based upon earlier work done by the Coast Guard in the First District (D1) and Fifth District (D5) PARS studies/reports.

Also at this meeting (and on page 4 of the attached slides), ACP members demonstrated that if the AIS data is peeled back to daily traffic, an average of less than two tug and tow vessel trips per day transit in the areas where CG NAV created several new 9 mile wide offshore routes. Our members demonstrated that the Consolidated AC PARS fairways brought tug and tow traffic too close to a wind farm, where it could be kept further seaward using the D1/D5 supplemental PARS map. We also demonstrated that it was unnecessary to add two 9-mile-wide "cross-over" fairways that overlap with Call Areas A and B, as the same AIS data does not demonstrate that tug and tow traffic has historically crossed back over from offshore to inshore routes. In response, we appreciated hearing from the Coast Guard that our concerns would be taken into consideration during the comment period, and that there was still the ability to modify the final fairways.

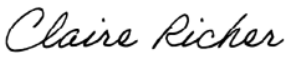
As noted above, the Biden Administration has committed to deploying 30 GW of offshore wind by 2030. The collective goal of ACP, USCG, BOEM, and maritime industries is the siting of offshore wind leases in harmony with the navigational needs of marine traffic. We have worked diligently and inclusively with other industries to constructively make use of marine space, including stakeholders who have a long history of partnership with the United States Coast Guard. The offshore wind industry would also like to further our relationship with the Coast Guard Office of Prevention Policy. We have invested considerable time and resources to constructively engage in the regional PARS processes with regional Coast Guard offices and stakeholders to determine synergies in co-uses of coastal marine space. For instance, we believe many of the attributes and marking features to identify turbine towers along wind farm boundaries are more akin to a "well marked channel," so much so that marked turbine tower infrastructure would be better re-defined as a form of private aids to navigation (PATONs).

Our members have noted the need for greater communication, positivity, and understanding between our organizations. To that end, we were very pleased to invite the Deputy Commandant for Operations, Vice Admiral Peter Gautier, to be a keynote speaker at our annual Offshore WINDPOWER Conference earlier this month. He was gracious with his time, and listened intently to a briefing from members. We have also had meetings with several other senior USCG officials, including a meeting on October 11 at USCG HQ with Michael Emerson and on October 26 with Admiral Shannon Gilreath in District 5, in which we expressed the same concerns and aspirations.

Again, thank you for making time to meet with us. We wish to continue to develop our dialogue with your office, including our proposal for a Quality Partnership. In the meantime, we remain hopeful that the Coast Guard will revert to the fairway routes proposed by the First and Fifth Coast Guard Districts, and are prepared to walk through the merits of those routes again at your convenience.

Sincerely,

Josh Kaplowitz
Vice President, Offshore Wind
American Clean Power Association



Claire Richer
Director, Offshore Wind
American Clean Power Association

Cc: Vice Admiral Peter Gautier, Deputy Commandant for Operations (DCO)
Rear Admiral Michael Ryan, Deputy DCO
Michael Emerson, Director, Marine Transportation Systems
Amanda Lefton, Director, BOEM
Karen Baker, Chief, Office of Renewable Energy Programs (OREP), BOEM
David MacDuffee, Chief, Project Coordination Branch, OREP, BOEM

Attachment: Central Atlantic Reference Maps PowerPoint