



***THE MARITIME ASSOCIATION
OF THE
PORT OF NEW YORK/NEW JERSEY
Tug & Barge Committee***



RDML Linda Fagan, District Commander
First Coast Guard District
408 Atlantic Ave.
Boston, MA 02110

Dear RDML Fagan,

January 21, 2016

INTRODUCTION

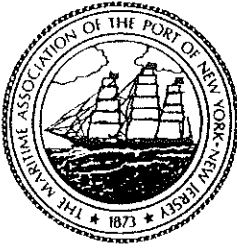
The Hudson River, United States of America Blue Highway M-87, has had a longstanding record of transporting trade impacting our nation's economy and supply chain needs. "The America's Marine Highway Program was established by Section 1121 of the Energy Independence and Security Act of 2007 to reduce landside congestion through the designation of Marine Highway Routes."¹

Marine Highway Benefits include:

- Creating and sustaining jobs on U.S. vessels and in U.S. ports and shipyards;
- Increasing the state of good repair of the U.S. transportation system by reducing maintenance costs from wear and tear on roads and bridges;
- Increasing our nation's economic competitiveness by adding new, cost-effective freight and passenger transportation capacity;
- Increasing the environmental sustainability of the U.S. transportation system by using less energy and reducing air emissions (such as greenhouse gases) per passenger or ton-mile of freight moved. Further environmental sustainability benefits come from the mandatory use of modern engine technology on designated projects;

¹ <http://www.marad.dot.gov/ships-and-shipping/dot-maritime-administration-americas-marine-highway-program/>

"It is the mission of the Tug & Barge Committee to promote and represent the interests of tug boat operators and harbor carriers in local issues relevant to the tug and barge industry in the New York/New Jersey Port area and approaches"



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- Increasing public safety and security by providing alternatives for the movement of hazardous materials outside heavily populated areas;
- Increasing transportation system resiliency and redundancy by providing transportation alternatives during times of disaster or national emergency;
- Increasing national security by adding to the nation's strategic sealift resources.²

Vessels on New York waterways move nearly 28 million tons of domestic freight every year including \$96.4 billion worth of manufactured goods ranging from consumer products to essential industrial components. The M-87 Blue Highway is a major waterway in New York State and a connecting waterway to the M-90 Corridor at Albany, NY, and the M-95 Corridor at New York City. The Hudson River M-87 Blue Highway has strong support from Carriers, Shippers, Consignees, The New York State Department of Transportation, Albany Port District Commission, Port Authority of New York & New Jersey, and New York State Canal Corporation.

Navigational Safety, environmental protection, and supply chain management requires adequate anchorages. As custom and practice, the Tug and Barge Industry has been anchoring outside of federally designated anchorage grounds in the Hudson River for decades.

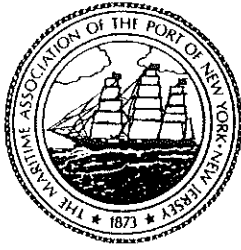
A Marine Safety Information Bulletin (MSIB), recently issued by the USCG Sector New York, warns commercial vessels not to anchor outside of federally designated anchorages, "Except in cases of great emergency, no vessel shall be anchored in the navigable waters of the Port of New York outside of the anchorage areas established".³

Listed in the MISB are the seven approved federally designated anchorage grounds in the Hudson River of which only one is within the 109 nautical miles from Yonkers, New York to the Port of Albany. The capacity and availability of these anchorages is woefully inadequate to support marine trade. The Commercial Marine Operators humbly request that the USCG take immediate action to approve/designate the customary anchorages grounds currently in use on the Hudson River as Federally designated anchorage grounds to support marine trade, safety, environmental protection and our economy.

² IBID

³ MISB – (2015-014), Hudson River Anchorage Grounds, December 3, 2015

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DISCUSSION

For several years the United States of America has developed as a major energy producing nation and the great port of Albany as a leading export port for Jones Act trade of American Bakken Crude Oil and Ethanol. Trade will increase on the Hudson River significantly over the next few years with the lifting of the ban on American Crude exports for foreign trade and federally designated anchorages are key to supporting trade.

Kingston Hub

The northernmost federally designated anchorage grounds are in Hyde Park, NY some 55 nautical miles from the Port of Albany. This anchorage is wide enough to turn around but limited to 3 large vessels. The limited anchorage in Hyde Park was designed to meet anchorage needs for ships and as a courtesy to the ships it is customary for the tug and barge industry to anchor further north in the Kingston/Port Ewen area.

“Albany Mile 126W, is the capital of New York State and the principal port on the river above New York City. The port of Albany is the terminus for deep-draft vessels on the Hudson River and serves as a transshipping point for the immediate vicinity, large areas of New England, and most of the areas accessible by waterways.⁴”

“The restricted width of the river at Albany is not sufficient to permit vessels to swing at anchor without interfering with passing craft. However, in an emergency, vessels sometimes anchor in midstream to wait for berthing space.⁵”

Within the last few years, traffic on the Hudson River has increased dramatically and the use of the Kingston Hub (Kingston, Port Ewen, and Big Rock) anchorages have proven to be highly valuable to the commercial marine industry and cited in the United States Coast Pilot 2 as an anchorage area.

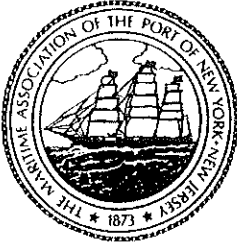
“Vessels proceeding from New York to Albany occasionally anchor overnight in the vicinity of Kingston, 79 miles above The Battery and 47 miles below Albany, to await daylight hours for passing through the constricted part of the river.⁶”

⁴ Coast Pilot 2 - Chapter 12 - Edition 45, 2016,

⁵ IBID

⁶ IBID

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The Kingston Hub is valuable to the commercial marine industry for its location some 50 nautical miles south of the Port of Albany. Close proximity to the Port of Albany area (\leq 8-hour transit) adds high value to safety and efficiencies as follows:

1. Daylight transits to Albany;
2. Short runs optimize clear transits during restricted visibility open windows during fog periods;
3. Supply chain efficiencies and terminal optimization keeping vessel queues orderly and timely;
4. Minimizing restricted visibly navigation promotes environmental stewardship;
5. Provides adequate siting for Ice season, and;
6. Reduced transit time to facilitate optimal meeting arrangement.

Newburgh Hub

Newburgh is a major petroleum distribution center and prime deep-water port on the Hudson River.

Yonkers Hub

The Yonkers federally designated anchorages have long been utilized during hurricanes and severe storms and is where many vessels spent the duration of "SANDY" and "IRENE". Recently, due to the high winds in the upper bay, USCG VTS restrictions went into effect for Bay ridge and Stapleton anchorages thus requiring tugs and barges to head north in the Hudson River to anchor off Yonkers, NY and Edgewater, NJ. All federally designated anchorages were filled to capacity with no room to squeeze in another unit. Additional federally designated anchorages will improve safety if/when another storm/heavy weather impacts the harbor. Not having sufficient federally designated anchorages is a logistical nightmare and compounded in severe weather when terminals are backed up and lay-berths are shutdown.

"Barges may be ordered out of specific anchorages by the Captain of the Port. Tug/barge combinations may go to a berth or transit to an area, such as north of the George Washington Bridge, and anchor/ride out the storm. Tug/barge combinations will not be ordered out of the Port of New York and New Jersey".⁷

⁷ Hurricane and Severe Weather Plan, USCG Sector NY Pg. 57

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The anchorage system in the Hudson River is dated and requires immediate attention to meet modern needs to safely support larger size and higher volumes of vessels moving up and down the river. Customary anchorages need to be federally designated anchorage grounds to protect and support marine trade, safety, environmental protection and our economy. Tug and Barge movements on the Hudson River now numbers roughly ten times that of ships and growing rapidly. The strong demand from the tug and barge industry warrants at least 30 additional supporting federal designated anchorage grounds in the Hudson River. Today's available Federally designated anchorage grounds are grossly lacking in size, number, and availability to support commercial marine trade and therefore the Tugs and Barge Committee of the Port of New York/New Jersey request that in the USCG moves quickly to expedite codifying custom and practice Hudson River Anchorages.

OBJECTIVES

Articulated Tug Barge sizes range from approximately 300 to 600 + feet length overall (LOA) with various drafts including deep drafts carried by some of the large ocean going ships that navigate the Hudson River to the Port of Albany. The tug and barge industry represents the overwhelming majority of Jones Act vessels trading on the Hudson River and is a major segment of the marine transportation system.

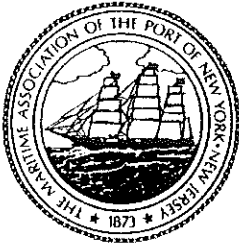
The management of the Hudson River and ports thereon needs to support current and projected growth with the tonnage, the number of vessels, the number of transits, and the requirements of safe transit that year after year prove vital to the State of New York and New England.

1. Prioritize and establish federally designated anchorage grounds at Kingston, NY
2. Establish federally designated anchorage grounds at Newburgh, NY
3. Establish additional federally designated anchorage grounds North of Yonkers New York
4. Establish 30 or more federally designated anchorage grounds on the Hudson River.

PROPOSAL

The proposed anchorage grounds vary in size, drafts, stays, capacities, and reflect current anchoring practices of commercial vessels that adequately accommodate commercial

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vessels transiting the Hudson River promoting safety, supply chain needs, environmental stewardship and our National economy. This proposal has the support of the Tug and Barge Committee of the Port of New York/New Jersey (TBC), Hudson River Pilots (HRPA), and American Waterway Operators (AWO)

Anchorage in order of priority as follows:

1. Kingston Hub (8)
 - a. Port Ewen – 1 Figure KHI.1
 - b. Big Rock Point – 4 Figure KHI.2
 - c. Kingston Flats – 3 Figure KHI.3
2. Newburgh Hub (8)
 - a. Newburgh (5) Figure NHI.1
 - b. Roseton (3) Figure NHI.2
3. Yonkers Hub (16)
 - a. Yonkers Extension (16) Figure YEHI.1
4. Tompkins Cove (3) Figure TCI.1
5. Milton (2) Figure MNI.1
6. Marlboro (3) Figure MOI.1
7. Montrose Point (3) Figure MPI.1

CONCLUSION

It is critical for America's economy, navigation safety, environmental protection, and energy independence that new anchorages be established in the Hudson River to meet the needs of our nation's marine transportation system. The Tug and Barge Committee of the Port of NY/NJ therefore proposes to codify the 10 Custom and Practice anchorages on the Hudson River as Federally designated anchorage grounds supporting trade, safety, environmental stewardship, and our nations economy.

The great Port of Albany has been serving the State of New York for centuries and recently was designated a "Port of Export" by the World Maritime community. Lets right our support of this great River and Port by codifying these anchorages as federally designated anchorages to support its role in the State of New York and our local and national economy.

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Captain Eric Johansson

Executive Director

Tug and Barge Committee Port of NY/NJ

Captain Ian Corcoran

President

Hudson River Pilots Association

Captain Mark Foley

President

Constitution Federal Pilots

Attachments

- (1) MISB 2015-014
- (2) Anchorage proposal descriptions
- (3) Tug and Barge Committee Membership

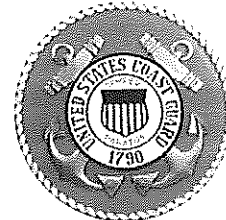
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Coast Guard Sector New York

Marine Safety Information Bulletin MSIB – (2015-014)

Hudson River Anchorage Grounds



The Coast Guard has received reports of commercial vessels, including tugs and barges, anchored outside designated anchorage areas along the Hudson River. Commercial vessel operators anchoring in the Hudson River are reminded to only anchor in authorized, federally designated Anchorage Grounds. These include Anchorage Ground numbers 16, 17, 18-A, 18, 19 East, 19 West, and 19-A. For reference, the Anchorage Grounds for the Port of New York are codified at 33 CFR 110.155. They can also be found at <http://www.ecfr.gov> as well as within U.S. Coast Pilot 2, Chapter 2 Navigation Regulations, available at <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>.

33 CFR 110.155(l)(2) states, "Except in cases of great emergency, no vessel shall be anchored in the navigable waters of the Port of New York outside of the anchorage areas established in this section, nor cast anchor within a cable or pipe line area shown on a Government chart, nor be moored, anchored, or tied up to any pier, wharf, or vessel in such manner as to obstruct or endanger the passage of any vessel in transit by, or to or from, adjacent wharves, piers, or slips." If a vessel must anchor due to an emergency, immediately after addressing the safety hazards the operator should contact either Vessel Traffic Service New York or the Sector New York Command Center to inform the Coast Guard of the nature of the emergency. Failure to comply with these regulations could result in a civil penalty of up to \$40,000.00.

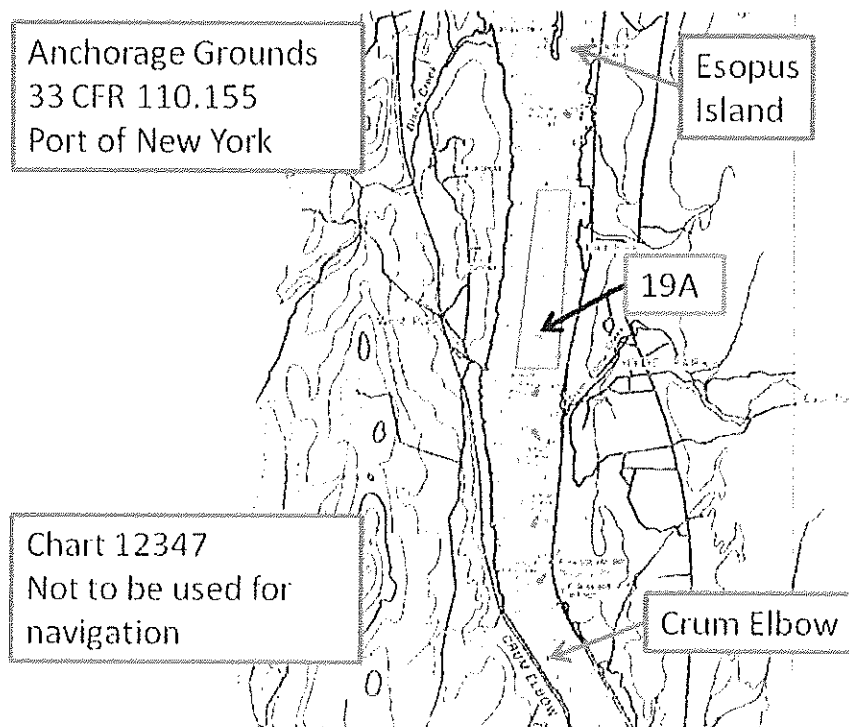
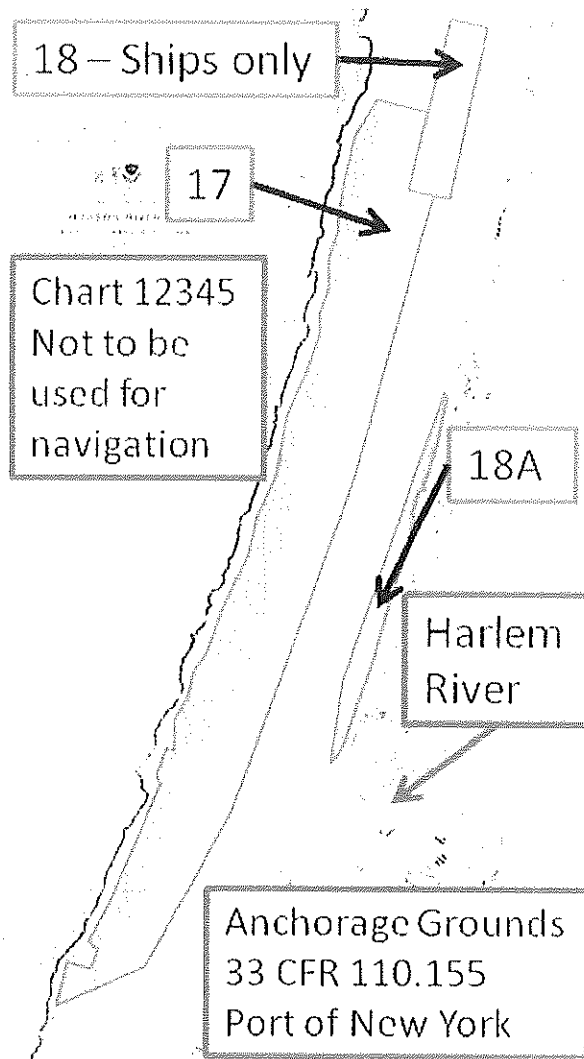
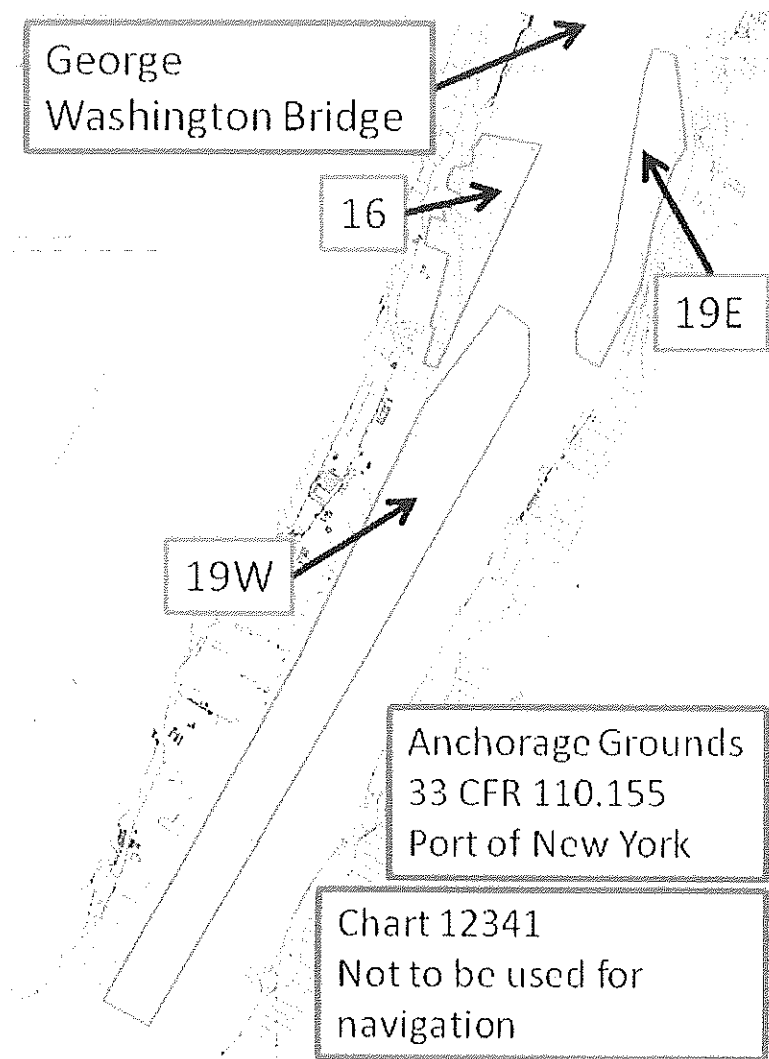
Mariners are also reminded of the lighting requirements for vessels as required by the Inland Navigation Rules, codified in 33 CFR Part 83. The Rules can also be found at <http://www.navcen.uscg.gov/> by selecting the "Nav Rules" tab near the top of the webpage. Additional deck lighting is authorized but should not interfere with the required navigation lights.

Charlets of the seven anchorage grounds located on the Hudson River are attached.

Questions regarding any content in this MSIB should be directed to Sector New York's Waterways Management Division Chief, LCDR William Grossman at William.M.Grossman@uscg.mil, 718-354-2353 or the Waterways Management Coordinator, Mr. Jeff Yunker at Jeff.M.Yunker@uscg.mil, 718-354-4195.

MICHAEL DAY

Captain, U.S. Coast Guard
Captain of the Port, New York-New Jersey
Sector New York, 212 Coast Guard Drive, Staten Island, NY 10305
<http://homeport.uscg.mil/newyork>



HUDSON RIVER ANCHORAGE PROPOSAL DISCRIPTIONS 2016

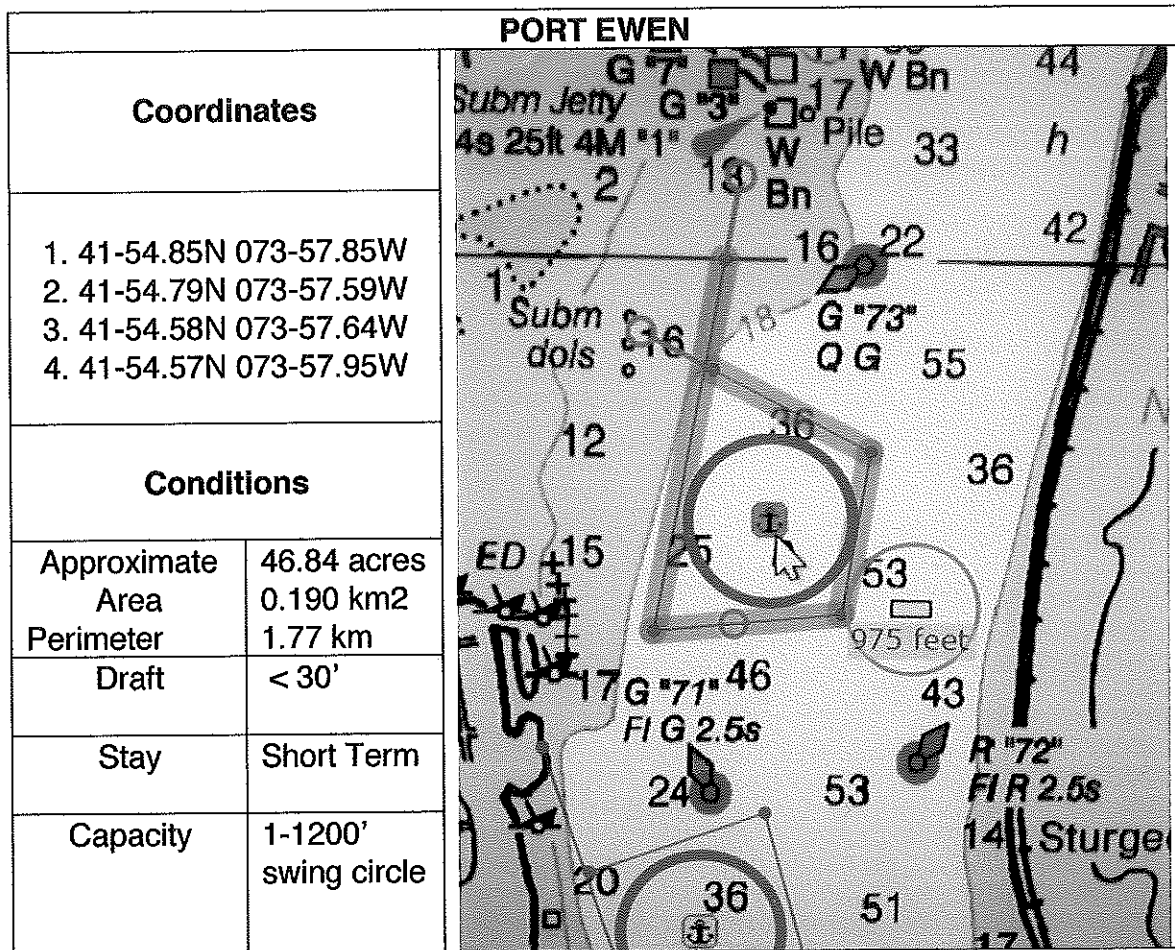


Figure KHI.1: PORT EWEN

HUDSON RIVER ANCHORAGE PROPOSAL DISCRIPTIONS 2016

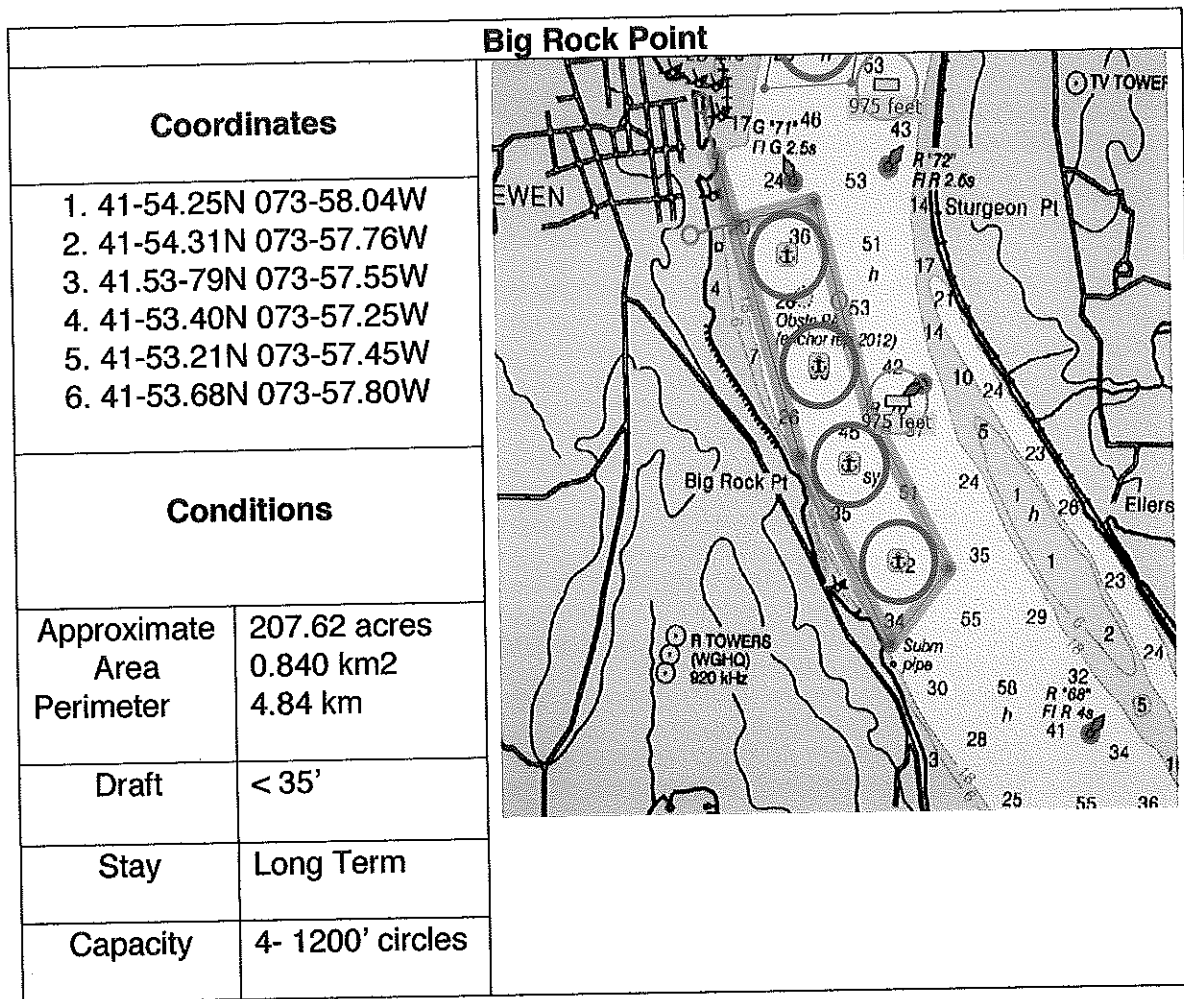


Figure KHI.2: BIG ROCK POINT

HUDSON RIVER ANCHORAGE PROPOSAL DISCRIPTIONS

2016

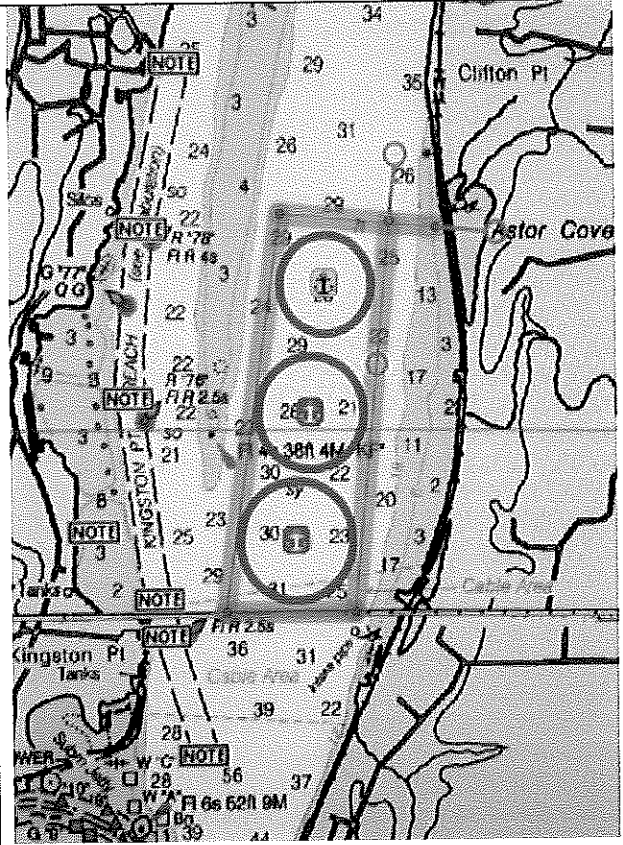
KINGSTON FLATS SOUTH	
Coordinates	
1. 41-56.79N 073-57.24W	
2. 41-56.78N 073-56.85W	
3. 41-55.81N 073-56.95W	
4. 41-55.81N 073-57.42W	
Conditions	
Approximate Area	
Perimeter	
Draft	
Stay	
Capacity	

Figure KHL2: KINGSTON FLATS SOUTH

HUDSON RIVER ANCHORAGE PROPOSAL DISCRIPTIONS 2016

NEWBURGH	
Coordinates	
1. 41-29.75N 073-59.98W 2. 41-29.96N 073-59.48W 3. 41-28.38N 073-59.94W 4. 41-28.29N 074-.00.20W	
Conditions	
Approximate Area	445.34 acres
Perimeter	1.80 km2 7.10 km
Draft	Deep draft North <32' Medium Draft South <22'
Stay	Long Term
Capacity	5- 1800' swing circles

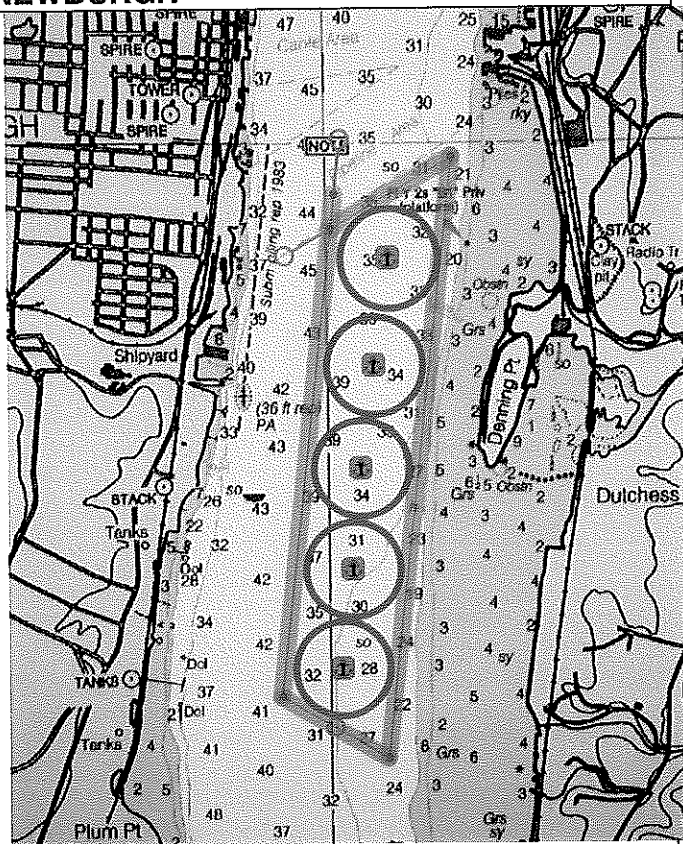


Figure NHL.1

HUDSON RIVER ANCHORAGE PROPOSAL DISCRIPTIONS

2016

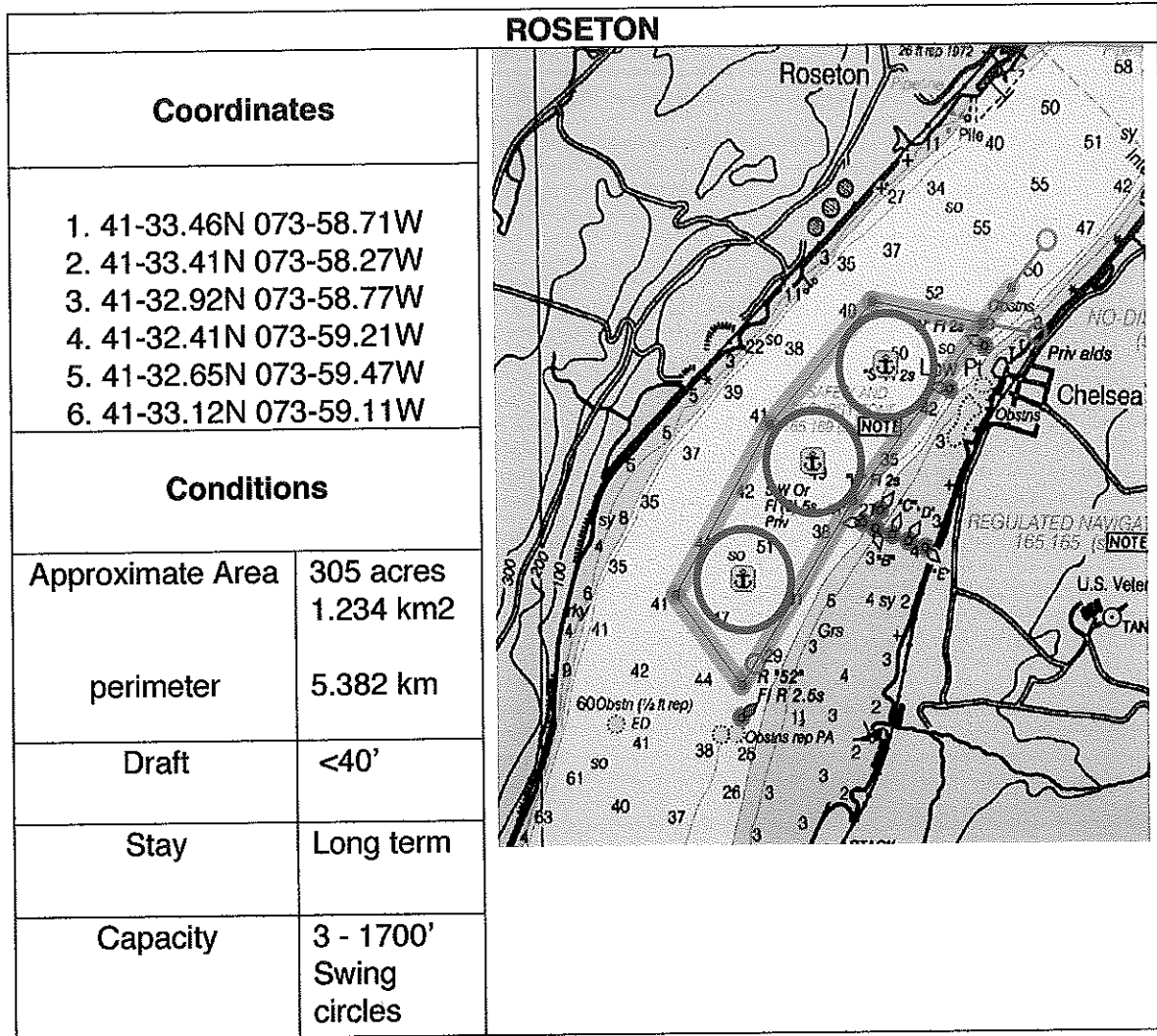
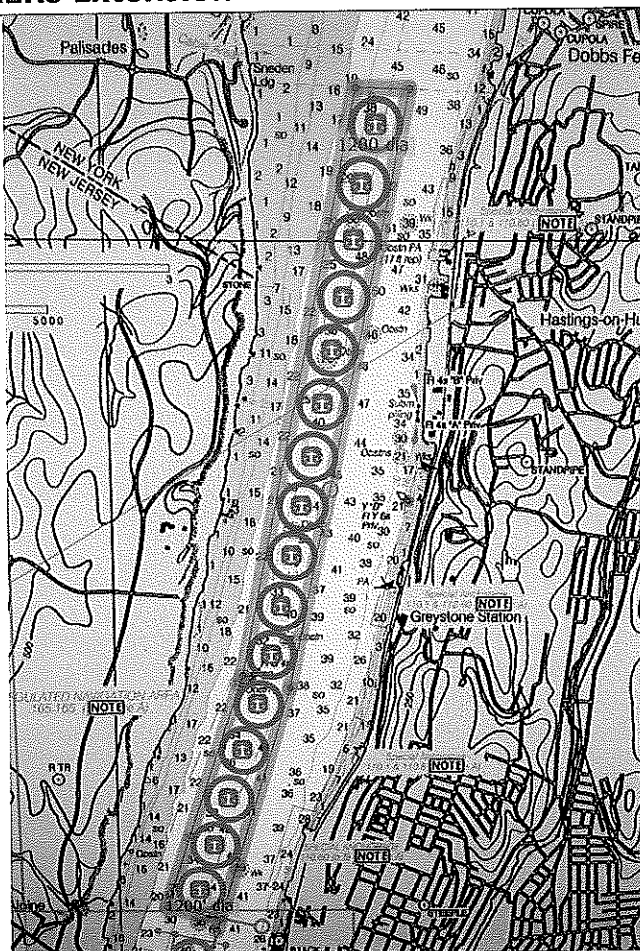


Figure NHL2

HUDSON RIVER ANCHORAGE PROPOSAL DISCRIPTIONS 2016

YONKERS Extension		
1.	41-00.60N	073-53.61W
2.	41-00.60N	073-53.31W
3.	40-58.05N	073-53.96W
4.	40-56.96N	073-54.39W
5.	40-57.02N	073-54.71W
6.	40-58.11N	073-54.25W
Conditions		
Approximate Area	715.24 Acres	
Perimeter	2.89 km2	
Draft	<35 North	
Stay	Long term	
Capacity	16-1200' Circles	



YEHI.1

HUDSON RIVER ANCHORAGE PROPOSAL DISCRIPTIONS 2016

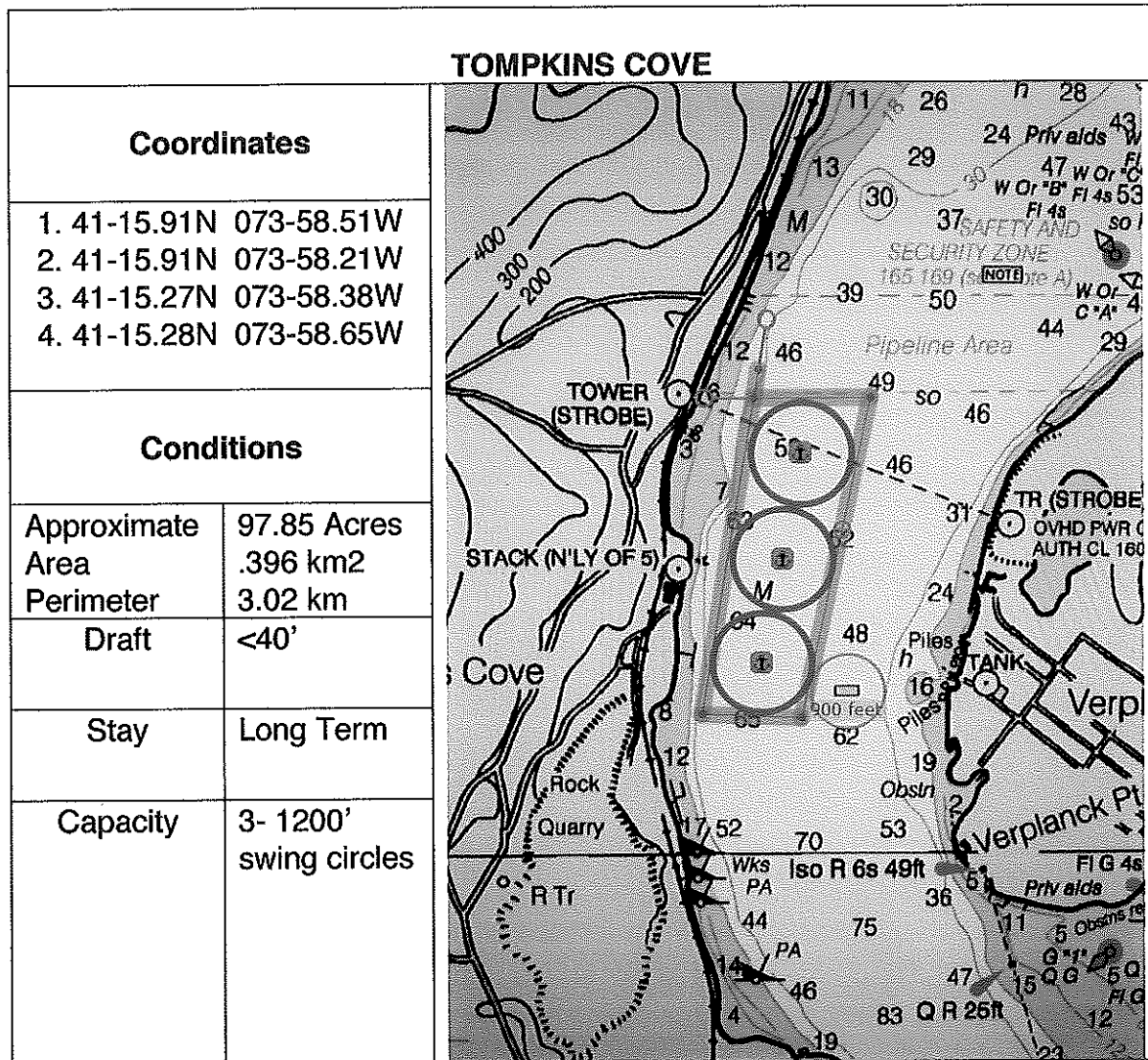
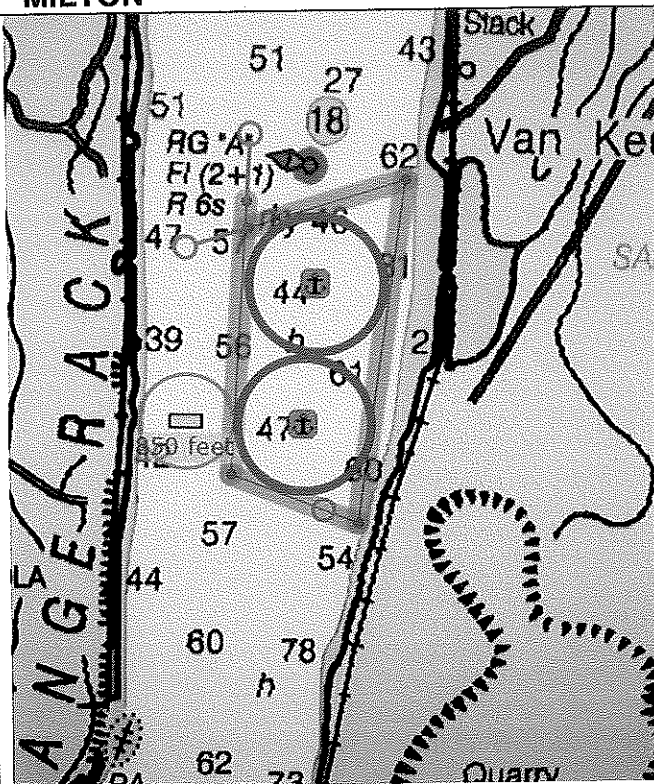


Figure TCI.1

HUDSON RIVER ANCHORAGE PROPOSAL DISCRIPTIONS 2016

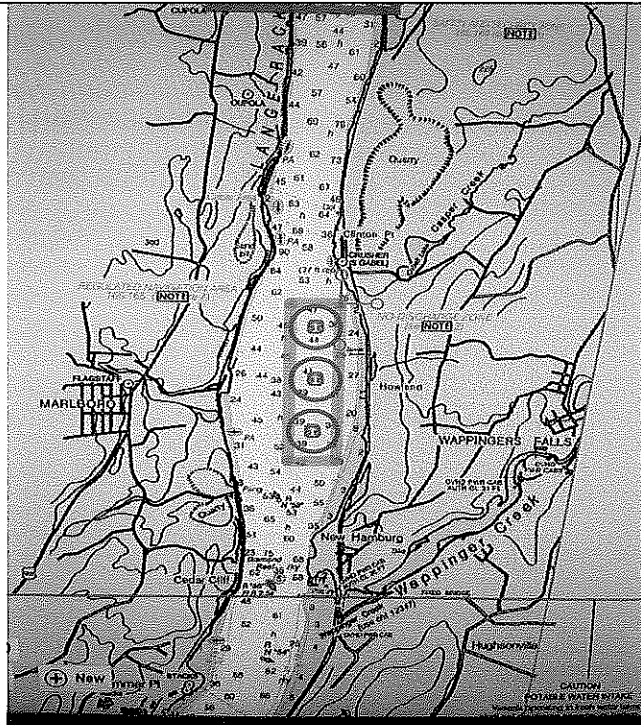
MILTON	
Coordinates	
1. 41-38.56N 073-57.02W 2. 41-38.64N 073-56.72W 3. 41-38.12N 073-56.79W 4. 41-37.93N 073-56.88W 5. 41-38.19N 073-57.05W	
Conditions	
Approximate Area	74.07 Acres
Perimeter	.300 km2 2.38 km
Draft	Deep draft <40' feet
Stay	Long Term
Capacity	2 – 1200 feet swing circles



MNI.1

HUDSON RIVER ANCHORAGE PROPOSAL DISCRIPTIONS 2016

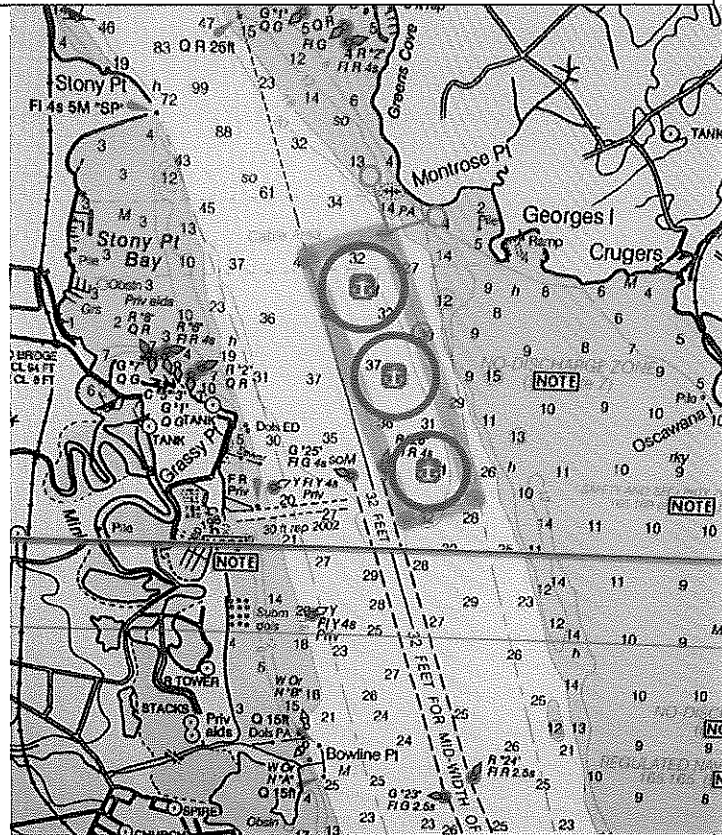
MARLBORO	
Coordinates	
1. 41-36.68N 073-57.12W 2. 41-38.82N 073-57.76W 3. 41-35.88N 073-57.21W 4. 41-35.87N 073-56.92W	
Conditions	
Hard bottom	
Approximate Area	154.8 acres 0.627 km ²
Draft	< 35'
Stay	Long Term
Capacity	3-1800' swing circles



MOI.1

HUDSON RIVER ANCHORAGE PROPOSAL DISCRIPTIONS 2016

MONTROSE POINT	
Coordinates 1. 41-14.02N 073-57.45W 2. 14-14.09N 073-57.15W 3. 41-31.10N 073-57.00W 4. 41-13.18N 073-56.6W	
Conditions Mud Bottom	
Approximate Area	127.097 ac 5536361 ft2
Draft	< 26'
Stay	Long term
Capacity	3 – 1400' swing circles



MPI.1



**THE MARITIME ASSOCIATION
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January 21, 2016

Members	
1	American Petroleum
2	Bouchard Transportation
3	Buchanan Marine LP
4	Construction and Marine Equip. Co. Inc.
5	Dann Marine Towing
6	Dann Ocean Towing, Inc.
7	Donjon Marine Co., Inc.
8	Eastern Barge Service
9	Express Marine, Inc.
10	Gellatly Criscione Services
11	Genesis Marine
12	Harley Marine
13	Hughes Bros., Inc.
14	Kirby Offshore Marine
15	McAllister Towing and Transportation
16	Millers Launch Service
17	Millers Marine
18	Moran Towing and Transportation
19	Norfolk Tug Corporation
20	NYS Marine HWY
21	Poling Cutler
22	Reinauer Transportation Co.
23	Vane Brothers
24	Weeks Marine, Inc.
25	Wittich Brothers Marine
Associate Members	
26	Caddell Dry Dock and Repair
27	Bayonne Drydock & Repair Corp.

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