



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



To Whom It May Concern:

I am writing on behalf of the Tug & Barge Committee (TBC) of the Maritime Association of the Port of New York and New Jersey to ask for reconsideration regarding the Champlain Hudson Power Express (CHPE) cable route in the Hudson River. With many regulators and permitting agencies involved with this process the Maritime Industry feel that vessel safety has been dismissed in this process and that safe navigation will be compromised. A vast and powerful river, the Hudson has long been a vital piece in our nations Marine Transportation System (MTS) serving New York State and our Nation connecting cities/ports world-wide with numerous ports along the Hudson including the State Capital Port Albany

The Energy Sub-Committee of the Harbor Safety, Navigation and Operations Committee of the Port of New York and New Jersey was formed several years ago to work solutions with first Alternative Energy and later both Alternative and Conventional Energy proposals within the Port of NY/NJ and its approaches. The mission of Harbor Safety, Navigation and Operations Committee of the Port of New York and New Jersey is: *“To develop non-regulatory solutions to operational challenges in the Port of New York and New Jersey.”* The Energy Sub-Committee has worked closely with numerous Alternative/Conventional Energy proposals to develop workable sensible proposals and met with the CHPE consultants on March 16, 2011 to discuss cable routing. At that meeting the Energy Sub-Committee raised several concerns regarding the proposed cable route and installation. The consultant informed the Energy Sub-Committee that they were negotiating with the New York State Department of Conservation (DEC) to route the cable outside the channel in shallow water and that the route would not be the same as presented; however, the recently approved New York State DEC proposed CHPE route is very similar though not identical to the first proposal.

Anchors vary in size and use but regardless have long been a staple of the shipping industry performing many functions for vessels including anchoring, docking, and

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emergencies and while docks and anchorages are predictable emergencies are not. The Hudson River varies in channel width and depths is primarily rock and can narrow to 400 feet in width. The primary tool to mitigate non-controllable factors is the anchor. Non-controllable external factors include diminishing visibility (fog, snow, and thunderstorms), Ice, or other vessels or internal casualty factors (loss of engines or steering). As non-controllable factors can occur anytime and anywhere in any navigable channel, anchoring must be a primary factor in considering proposals in navigational waters that may impact anchoring.

Risk of fouling an anchor on a cable has many impacts to include but not limited to loss of assets, supply chain schedules, asset/human casualties, and/or environmental damage. Vessels transiting the River trade in various liquid products including Albany exports of crude oil and ethanol.

The Energy Sub Committee and the Tug and Barge Committee have serious concerns with the proposed cable routing and burial depths for this project and strongly object to it being moved forward as presented.

New York is our home. Over 31,000 New York City residents earn their livelihood in the maritime industry. Because we recognize the importance of balancing the working waterfront activities we support environmental stewardship balanced with economic growth and welcome the opportunity to partner with DEC, FERC, and USACE to create a sensible to approach to cable routes.

I wish to thank you in advance for your considerations to our needs and look forward to your participation at our meeting. If you have any questions or concerns please feel free to email me at safemariner@me.com

Sincerely,

Eric Johansson
Executive Director

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