

## **USCG Port Access Route Study (PARS) Areas**

### **Description:**

This data layer represents four US Coast Guard Port Access Route Study (PARS) boundaries:

1. Northern New York Bight
2. Seacoast of New Jersey Including Offshore Approaches to the Delaware Bay, Delaware
3. Approaches to the Chesapeake Bay, Virginia
4. Seacoast of North Carolina Including Offshore Approaches to the Cape Fear River and Beaufort Inlet, North Carolina

### **\*\*\* 1. USCG Port Access Route Study: Northern New York Bight \*\*\***

The Coast Guard is conducting a Port Access Route Study (PARS) to evaluate the adequacy of existing vessel routing measures and determine whether additional vessel routing measures are necessary for port approaches to New York and New Jersey and international and domestic transit areas in the First District area of responsibility. The Northern New York Bight PARS (NNYBPARS) will consider whether existing or additional routing measures are necessary to improve navigation safety due to factors such as planned or potential offshore development, current port capabilities and planned improvements, increased vessel traffic, existing and potential anchorage areas, changing vessel traffic patterns, effects of weather, or navigational difficulty. Vessel routing measures, which include traffic separation schemes, two-way routes, recommended tracks, deep-water routes, precautionary areas, and areas to be avoided, are implemented to reduce the risk of marine casualties. The recommendations of the study may subsequently be implemented through rulemakings or in accordance with international agreements.

The First Coast Guard District, Coast Guard Sector New York, and Coast Guard Sector Long Island Sound will conduct this PARS. This area extends approximately 150 nautical miles seaward and covers approximately 25,000 square nautical miles including the offshore area of New Jersey and New York used by private, commercial, and public vessels transiting to and from these ports. The study will commence upon publication of this notice and may take 12 months or more to complete.

### **Federal Register:**

<https://www.federalregister.gov/documents/2020/06/29/2020-13901/port-access-route-study-northern-new-york-bight>

**\*\*\* 2. USCG Port Access Route Study: Seacoast of New Jersey Including Offshore Approaches to the Delaware Bay, Delaware \*\*\***

The Coast Guard is conducting a Port Access Route Study (PARS) to determine whether existing or additional vessel routing measures are necessary along the seacoast of New Jersey and approaches to the Delaware Bay. The PARS will consider whether existing or additional routing measures are necessary to improve navigational safety due to factors such as planned or potential offshore development, current port capabilities and planned improvements, increased vessel traffic, existing and potential anchorage areas, changing vessel traffic patterns, weather conditions, or navigational difficulty. Vessel routing measures are implemented to reduce the risk of marine casualties. Examples of potential measures include traffic separation schemes, two-way routes, recommended tracks, deep-water routes, precautionary areas, and areas to be avoided. The recommendations of the study may lead to future rulemakings or international agreements.

The Fifth Coast Guard District and Coast Guard Sector Delaware Bay will conduct this PARS. This area extends approximately 175 nautical miles seaward including the offshore area of New Jersey, Delaware and Maryland used by private, commercial and public vessels transiting to and from these ports. The study will commence upon publication of this notice and may take 12 months or more to complete.

**Federal Register:**

<https://www.federalregister.gov/documents/2020/05/05/2020-09538/port-access-route-study-seacoast-of-new-jersey-including-offshore-approaches-to-the-delaware-bay>

**\*\*\* 3. USCG Port Access Route Study: Approaches to the Chesapeake Bay, Virginia \*\*\***

The Coast Guard is conducting a Port Access Route Study (PARS) to determine whether a Shipping Safety Fairway ("Fairway") and/or routing measures should be established in conjunction with implementation of recommendations of the Atlantic Coast Port Access Study (ACPARS) in the approaches to the Chesapeake Bay, Virginia. This PARS will consider whether existing or additional regulations and routing measures are necessary to improve navigation safety due to factors such as planned or potential offshore development, current port capabilities and planned improvements, increased vessel traffic, changing vessel traffic patterns, weather conditions, or navigational difficulty.

The Fifth Coast Guard District and Coast Guard Sector Hampton Roads will conduct this PARS. The study may take 12 months or more to complete. The study area extends approximately 220 nautical miles seaward of the Chesapeake Bay, between Ocean City, MD and Cape Hatteras, NC.

**Federal Register:**

<https://www.federalregister.gov/documents/2019/11/27/2019-25757/port-access-route-study-approaches-to-the-chesapeake-bay-virginia>

**\*\*\* 4. USCG Port Access Route Study: Seacoast of North Carolina Including Offshore Approaches to the Cape Fear River and Beaufort Inlet, North Carolina \*\*\***

The Coast Guard is conducting a Port Access Route Study (PARS) to determine whether existing or additional vessel routing measures are necessary along the seacoast of North Carolina and in the approaches to the Cape Fear River and Beaufort Inlet (hereinafter, "NCPARS"). The study is focused on routes between port approaches and international entry and departure transit areas affecting North Carolina ports. The NCPARS will consider whether existing or additional routing measures are necessary to improve navigation safety due to factors such as planned or potential offshore development, current port capabilities and planned improvements, increased vessel traffic, existing and potential anchorage areas, changing vessel traffic patterns, weather conditions, or navigational difficulty. The aim of vessel routing measures are to reduce the risk of casualties. Examples of potential measures include traffic separation schemes, two-way routes, recommended tracks, deep-water routes, precautionary areas, and areas to be avoided. The recommendations of the study may lead to future rulemakings or appropriate international agreements.

The Fifth Coast Guard District and Coast Guard Sector North Carolina will conduct this PARS. This area extends approximately 200 nautical miles seaward of Cape Fear including the offshore area of North Carolina and South Carolina used by commercial and public vessels transiting to and from these ports. The study will commence upon publication of this notice and may take 12 months or more to complete.

**Federal Register:**

<https://www.federalregister.gov/documents/2020/03/18/2020-05653/port-access-route-study-seacoast-of-north-carolina-including-offshore-approaches-to-the-cape-fear>

**Source:**

US Coast Guard Navigation Center (USCG NavCen); web service published by the MARCO Portal

Not intended for navigational use.

PARS study area data presented for visualization purposes as-is on the [MARCO Portal](#).

Data layer posted on the MARCO Portal, July 2020.

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**Metadata Date:** 2020716

**Metadata documentation publisher:** Composed by the MARCO Portal in support of the USCG PARS areas data.

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