



***THE TUG AND BARGE COMMITTEE***  
***(TBC)***  
***Of The Maritime Association of the Port of***  
***New York and New Jersey***



July 1, 2016

RIN 1625-AA01  
Anchorage Grounds, Hudson River;  
Yonkers, NY to Kingston, NY

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 strongly support that the Hudson River Anchorages as proposed in the Hudson River be approved as presented.

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 proposed anchorages are not new anchorages having served as custom and practice anchorages for centuries without public concern until just recently. Our nations river systems are the lifeblood of our nation as they support commerce and economic prosperity.

“The U.S. Marine Transportation System is a prominent use of ocean and coastal waters, providing jobs and economic security. Marine commerce in the Mid-Atlantic region is vibrant and economically vital

*“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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to the region's economy."<sup>1</sup>

One doesn't have to look to far back to remember the vital role marine commerce served our citizens as it struggled to deliver home heating oil to the residents of New York during the past severe winters. Without these much needed anchorages navigation safety would be compromised increasing risks and restricting commerce on the River. The need to protect and sustain custom and practice Hudson River anchorages as Federally Designated Anchorages cannot be overstated!

"As land-based intermodal transportation systems become more congested, maritime commerce and marine highways are regularly evaluated as efficient, cost-effective means of surface shipping. This means that not only are marine commerce and navigation linked to other ocean uses, they are also linked to land-based transportation needs."<sup>2</sup>

Existing Landside Congestion is already a serious problem:

- Congestion costs us as much as \$ 200 Billion each year and climbing.
- We waste 2.3 billion gallons and 3.7 billion hours each year.
- Congestion slows freight, reduces reliability and increases cost.
- Trucks wear Bridges and Roads at a great financial cost

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<sup>1</sup> BOEM Mid-Atlantic Regional Ocean Action Plan Pg. 58,

<sup>2</sup> IBID

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For the greater good of **ALL** citizens the Hudson River Anchorages as proposed must be approved. Our population is growing and without these anchorages, landside congestion will cause severe problems. Road capacity is limited and will not grow.

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. The Marine Industry is the Green Industry in Transportation and must be supported.

I wish to thank you in advance for your considerations to our needs and if you have any questions or concerns please feel free to email me at [safemariner@me.com](mailto:safemariner@me.com)

Respectfully submitted,

Eric Johansson  
Executive Director

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