

**§ 150.910**

**33 CFR Ch. I (7-1-08 Edition)**

**§ 150.910 What installations, structures, or activities are prohibited in a safety zone?**

No installations, structures, or activities that are incompatible with or that present an unacceptable risk to safety of the deepwater port's operations or activity are allowed in the safety zone of a deepwater port.

**§ 150.915 How are safety zones, no anchoring areas, and areas to be avoided established and modified?**

(a) Safety zones are developed and designated during the application process for a deepwater port license, and may be established or modified through rulemaking. Rulemakings will afford prior public notice and comment, except when there is good cause not to do so, for example due to an imminent threat to the safety of life and property.

(b) Before a safety zone, no anchoring area (NAA), or area to be avoided (ATBA) is established, all factors detrimental to safety are considered, including but not limited to:

- (1) The scope and degree of the risk or hazard involved;
  - (2) Vessel traffic characteristics and trends, including traffic volume, the sizes and types of vessels involved, potential interference with the flow of commercial traffic, the presence of any unusual cargoes, and other similar factors;
  - (3) Port and waterway configurations and variations in local conditions of geography, climate and other similar factors;
  - (4) The need for granting exemptions for the installation and use of equipment or devices for use with vessel traffic services for certain classes of small vessels, such as self-propelled fishing vessels and recreational vessels;
  - (5) The proximity of fishing grounds, oil and gas drilling and production operations, or other potential or actual conflicting activity;
  - (6) Environmental factors;
  - (7) Economic impact and effects;
  - (8) Existing vessel traffic services;
- and

(9) Local practices and customs, including voluntary arrangements and agreements within the maritime community.

(c) The Executive Branch, acting through the Secretary of State and Commandant (G-P) proposes NAAs and ATBAs for deepwater ports to the International Maritime Organization (IMO) for approval. The ATBAs will be implemented after IMO approval is granted and announced in an IMO Circular, and after publication of a notice in the FEDERAL REGISTER.

**§ 150.920 How can I find notice of new or proposed safety zones?**

In addition to documents published in the FEDERAL REGISTER under § 150.915, the District Commander may provide public notice of new or proposed safety zones by Broadcast Notices to Mariners, Notices to Mariners, Local Notices to Mariners, newspapers, broadcast stations, or other means.

**§ 150.925 How long may a safety zone, no anchoring area, or area to be avoided remain in place?**

A safety zone, no anchoring area, or area to be avoided may go into effect as early as initial delivery of construction equipment and materials to the deepwater port site, and may remain in place until the deepwater port is removed.

**§ 150.930 What datum is used for the geographic coordinates in this subpart?**

The geographic coordinates used in this subpart have been revised to enable plotting using the North American Datum of 1983 (NAD 83) and no longer require the use of any further conversion factors for correction.

[USCG-2007-27887, 72 FR 45903, Aug. 16, 2007]

**§ 150.940 Safety zones for specific deepwater ports.**

(a) *Louisiana Offshore Oil Port (LOOP)*. (1) The location of the safety zone for LOOP is as described in Table 150.940(A):

TABLE 150.940(A)—SAFETY ZONE FOR LOOP, GULF OF MEXICO

| Plotting guidance  | Latitude N | Longitude W |
|--|------------|-------------|
| (i) Starting at  | 28°55'24"  | 90°00'37"   |
| (ii) A rhumb line to:  | 28°53'51"  | 90°04'07"   |
| (iii) Then an arc with a 4,465 meter (4,883 yard) radius centered at the port's pumping platform complex       | 28°53'07"  | 90°01'30"   |
| (iv) To a point  | 28°51'08"  | 90°03'06"   |
| (v) Then a rhumb line to   | 28°50'10"  | 90°02'24"   |
| (vi) Then a rhumb line to  | 28°49'06"  | 89°55'54"   |
| (vii) Then a rhumb line to   | 28°48'37"  | 89°55'00"   |
| (viii) Then a rhumb line to  | 28°52'05"  | 89°52'42"   |
| (ix) Then a rhumb line to  | 28°53'11"  | 89°53'42"   |
| (x) Then a rhumb line to   | 28°54'53"  | 89°57'00"   |
| (xi) Then a rhumb line to  | 28°54'53"  | 89°59'36"   |
| (xii) Then an arc with a 4,465 meter (4,883 yard) radius centered again at the port's pumping platform complex | .....      |             |
| (xiii) To the point of starting  | 28°55'24"  | 90°00'37"   |

(2) The areas to be avoided within the safety zone are:

(i) The area encompassed within a circle having a 600 meter radius around the port's pumping platform complex and centered at 28°53'07" N, 90°01'30" W.

(ii) The six areas encompassed within a circle having a 500 meter radius around each single point mooring (SPM) at the port and centered at:

| Latitude N | Longitude W |
|------------|-------------|
| 28°54'13"  | 90°00'37"   |
| 28°53'17"  | 89°59'59"   |
| 28°52'16"  | 90°00'19"   |
| 28°51'46"  | 90°01'25"   |
| 28°52'09"  | 90°02'33"   |
| 28°53'08"  | 90°03'02"   |

(3) The anchorage area within the safety zone is an area enclosed by the rhumb lines joining points at:

| Latitude N | Longitude W |
|------------|-------------|
| 28°52'22"  | 89°57'47"   |
| 28°54'06"  | 89°56'38"   |
| 28°52'05"  | 89°52'42"   |
| 28°50'21"  | 89°53'51"   |
| 28°52'22"  | 89°57'47"   |

(b) *The Gulf Gateway Deepwater Port (GGDWP)*—(1) *Description*. The GGDWP safety zone is centered at the following coordinates: 28°05'17" N, 93°03'07" W. This safety zone, encompassed within a circle having a 500 meter radius around the primary component of the Gulf Gateway Deepwater Port, the submerged loading turret (buoy) and the pipeline end manifold (STL/PLEM), is located approximately 116 miles off the Louisiana coast at West Cameron Area, South Addition Block 603 "A".

(i) A mandatory no anchoring area contained within a circle of radius 1,500 meters centered on the following geographical position is designated as a mandatory no anchoring area: 28°05'17" N, 93°03'07" W.

(ii) An area to be avoided within a circle of radius 2,000 meters centered on the following geographical position is designated as an area to be avoided: 28°05'17" N, 93°03'07" W.

(2) *Regulations*. Deepwater port support vessels desiring to enter the safety zone must contact and obtain permission from the LNG Regasification Vessel (LNGRV) stationed at the deepwater port. The LNGRV can be contacted on VHF-FM Channel 13.

[USCG-2007-27887, 72 FR 45903, Aug. 16, 2007]

EFFECTIVE DATE NOTE: By USCG-2007-0087, 73 FR 34194, June 17, 2008, §150.940 was amended by adding paragraph (c), effective July 17, 2008. For the convenience of the user, the added text is set forth as follows:

**§ 150.940 Safety zones for specific deep-water ports.**

\* \* \* \* \*

(c) *Northeast Gateway Deepwater Port (NEGDWP)*—(1) *Location*. The safety zones for the NEGDWP consist of circular zones, each with a 500-meter radius and centered on each of the deepwater port's two submerged turret loading (STL) buoys. STL Buoy "A" is centered at the following coordinates: 42°23'38" N, 070°35'31" W. STL Buoy "B" is centered at the following coordinates: 42°23'56" N, 070°37'00" W. Each safety zone is located approximately 13 miles south-southeast of the City of Gloucester, Massachusetts, in Federal waters.

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(2) *No anchoring areas.* Two mandatory no anchoring areas for NEGDWP are established for all waters within circles of 1,000-meter radii centered on the submerged turret load-

ing buoy positions set forth in paragraph (c)(1) of this section.

(3) *Area to be avoided.* An area to be avoided (ATBA) for NEGDWP is as described in Table 150.940(B):

TABLE 150.940(B)—ATBA FOR NEGDWP

| Plotting guidance  | Latitude N | Longitude W |
|--|------------|-------------|
| (i) Starting at .....  | 42°24'17"  | 070°35'16"  |
| (ii) A rhumb line to: .....  | 42°24'35"  | 070°36'46"  |
| (iii) Then an arc with a 1250 meter radius centered at point ..... | 42°23'56"  | 070°37'00"  |
| (iv) To a point .....  | 42°23'17"  | 070°37'15"  |
| (v) Then a rhumb line to .....                                     | 42°22'59"  | 070°35'45"  |
| (vi) Then an arc with a 1250 meter radius centered at point .....  | 42°23'38"  | 070°35'31"  |
| (vii) To the point of starting .....                               | 42°24'17"  | 070°35'16"  |

(4) *Regulations.* (i) In accordance with the general regulations set forth in 33 CFR 165.23 and elsewhere in this part, no person or vessel may enter the waters within the boundaries of the safety zones described in paragraph (c)(1) of this section unless previously authorized by the Captain of the Port (COTP) Boston, or his/her authorized representative.

(ii) Notwithstanding paragraph (c)(4)(i) of this section, tankers and support vessels, as defined in 33 CFR 148.5, operating in the vicinity of NEGDWP are authorized to enter and move within such zones in the normal course of their operations following the requirements set forth in 33 CFR 150.340 and 150.345, respectively.

(iii) All other vessel operators desiring to enter or operate within the safety zones described in paragraph (c)(1) of this section must contact the COTP or the COTP's authorized representative to obtain permission by calling the Sector Boston Command Center at 617-223-5761. Vessel operators given permission to enter or operate in the safety zone must comply with all directions given to them by the COTP or the COTP's authorized representative.

(iv) No vessel, other than a support vessel or tanker calling on NEGDWP may anchor in the area described in paragraph (c)(2) of this section.

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EDITORIAL NOTE: This listing is provided for informational purposes only. It is compiled and kept up-to-date by the Coast Guard, Department of Homeland Security, and is revised through July 1, 2008.

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