

**FINAL DRAFT**  
**SUMMARY OF THE PORT OF BALTIMORE**  
**HARBOR SAFETY AND COORDINATION COMMITTEE MEETING**  
**March 8, 2023 10:00 AM**  
**Association of Maryland Pilots**  
**3720 Dillon Street**  
**Baltimore, Maryland 21224**

***Attendees:***

*Anchorage Marina:* Tom Behrle  
*Association of Maryland Pilots (MD Pilots):* Captain Beth Christman, Captain John Kinlein,  
Captain Eric Nielsen  
*Biohabitats:* Rebecca Winer-Skonovd  
*Dominion Energy:* Jerry Barnes, Michael Lewis  
*Gahagan Bryant Associates (GBA):* Jake Derolf, Brian Newbury  
*Kokosing-McLean Joint Venture (KMJV):* Jeff Phillips  
*Maryland Department of Natural Resources:* John Gallagher, Mike Simonsen  
*Maryland Department of Transportation Maryland Port Administration (MDOT MPA):* Ryan  
Barry, Dave Bibo, Brian Miller, Holly Miller  
*Maryland Environmental Service (MES):* Stephanie Peters  
*Maryland Transportation Authority (MDTA):* Ruel Sabellano  
*Moran Towing Corporation:* Jonathan Steinberg  
*National Oceanic and Atmospheric Administration (NOAA) Office of Coast Survey (OCS):* Dan  
Morrow, Ryan Wartick  
*NOAA Physical Oceanographic Real-Time System (PORTS):* Chris DiVeglio  
*National Weather Service (NWS):* Kevin Witt (via phone)  
*Stantec:* Matt McCarty  
*U.S. Army Corps of Engineers (USACE), Baltimore District:* Eric Lindheimer, Katie Perkins  
*USACE, Philadelphia District:* Michael Hart  
*U.S. Coast Guard (USCG), Auxiliary:* Henry Hayes  
*USCG, District 5 (D5):* Albert Grimes (via phone), Ryan Frazier, Tom Rader (via phone)  
*USCG, Navigation Center:* Andrew Gibbons, Brendan Stephany, Justin Strassfield  
*USCG, Regional Exam Center-Baltimore:* Scott Taylor  
*USCG, Sector Maryland–National Capital Region (MD-NCR):* Sam Danus, Fred Dolbow,  
Mike Klopp, Morgan Merritt, Joshua Motta, David O’Connell, Baxter Smoak  
*USCG, Sector Virginia:* Matt Meskun  
*U.S. Wind:* Ben Cooper  
*Virginia Harbor Safety Committee:* Raymond Newlon  
*Waterfront Partnership of Baltimore:* Allison Blood, Adam Lindquist  
*WSP:* Phil Waldvogel

**Action Items**

**Philadelphia District – USACE**

P2 – Consideration of Arnold Point emergency anchorage/turning basin. (*Ongoing*) No update.

### **Baltimore District – USACE**

B6 – Deepen one of the Harbor anchorages to 50 feet. (*Long-term request – The Seagirt Loop Feasibility Study, which is a three-year, \$3M joint venture between USACE and MDOT MPA, to deepen the Seagirt Loop channels started in October 2020 and is also looking at deepening one of the Anchorages to 50 feet.*) An economic study conducted as part of the Seagirt Loop Feasibility Study did not support a 50-foot-deep anchorage in Baltimore Harbor.

### **USCG Sector Maryland–National Capital Region**

C5 – Construct upper reach York Spit Channel range lights to be positioned below York River Channel. (*On hold due to 50' Widening Study; completion of lights scheduled for 2020.*) No update.

C6 – Evaluate traffic separation scheme (TSS) at Smith Point. [*Ongoing – Project was discussed during the 2023 aids to navigation (ATON) Planning meeting. Removal of the TSS was recommended, with the “S” buoy remaining in place as opposed to being transitioned into a lateral aid.*]

C26 – Rebuild Craighill Channel Range lights. (*Ongoing – Project has been routed for contracting. Anticipate construction to start October/November 2023.*) No update; schedule confirmed 2/27/23 with CEU.

C27 – Investigate possibility of replacing Curtis Bay Range with light(s) near the far end of the range line at Sollers Point. (*Ongoing – Preliminary design for a Curtis Bay PEL has been forwarded to CG-NAV-1 for review and suggestions/comments.*) No update.

### **MDOT MPA**

M6 – Evaluate the possibility of dredging in two (2) areas around the Seagirt Marine Terminal to address areas of concern identified by the MD Pilots as pinch points: an area around 3SW Buoy turning into Seagirt and widening an area off Buoy 1C in Colgate Creek. Priority would be area off Buoy 1C in Colgate Creek. (*Ongoing – USCG moved Buoy 3 as part of the Seagirt Berth 3 Dredging project. MDOT MPA is widening Colgate Creek in two phases. The first phase of dredging occurred in June-August 2021. USCG relocated Buoy 1C during the first phase of dredging and returned to its post-dredging position on March 30, 2022.*)

### **General Action Items**

- MDOT MPA, NOAA, USACE, and the Pilots will coordinate to identify locations where the NOAA ENC does not accurately reflect channel conditions and to determine how to resolve the inaccuracies, and then NOAA will update the ENC with accurate information. (*Ongoing*)

### **Statements for the Record**

#### **1.0 Greetings and Introductions**

**Dave Bibo, MDOT MPA**

- Mr. Bibo welcomed everyone and called the meeting to order.

- Attendees present and those available by phone introduced themselves and stated whom they represent.

## **2.0 Approval of Summary for Record**

**Dave Bibo, MDOT MPA**

- Mr. Bibo asked for a motion to accept the December 2022 meeting summary. The motion was put forth and the summary was accepted.

## **3.0 The Baltimore Blueway: A Water Trail Plan for the Inner Harbor and Middle Branch** **Rebecca Winer-Skonovd, Biohabitats**

- Ms. Winer-Skonovd provided information regarding the Baltimore Blueway, a planned water trail, per the presentation in **Appendix A**. In addition to planning a water trail, the project incorporates improvements to existing waterway access infrastructure, such as floating pier improvements and accessible launches.
- Capt. Kinlein offered to provide any additional ship traffic information that may be useful for planning the trail and keeping both ships and kayaks safe.

## **4.0 Eastbound Bay Bridge Deck Replacement**

**Phil Waldvogel, WSP**  
**Jeff Phillips, KMJV**

- Mr. Waldvogel and Mr. Phillips provided information regarding the Eastbound Bay Bridge Deck Replacement: Phase I, per the presentation in **Appendix B**.
- Slide 11 shows a stair tower that will provide crew access.
- Crew boats will launch from the west staging area at the west ferry slip. If needed, a slip may be rented at the Bay Bridge Marina.
- Channel closures are still be considered, but decisions regarding the necessity of closures are still some months away.
- The air gap sensor should not be impacted by this project since the utilities will be installed above the bridge deck; the sensor will remain powered during the entire project. The sensor replacement has been added to this project.
- MDTA will be implementing a bridge safety awareness campaign during the work.

## **5.0 Ports and Waterways Safety Assessment Process**

**Justin Strassfield, USCG**

- Mr. Strassfield provided information regarding the Ports and Waterways Safety Assessment Process (PAWSA), per the presentation in **Appendix C**.
- The USCG Navigation Center has four divisions:
  - Maritime Traffic and Tracking Analysis Division facilitates public and interagency requests for live AIS data feeds, primarily used for marine casualty and pollution investigations.
  - Navigation Information Service and GPS Interface Division is the civil global positioning system (GPS) advocate for everything but aviation. The Division maintains a 24-hour watch for GPS outages and handles requests for USCG subject matter experts. Outage reports are received via phone and website.
  - Maritime Safety Information Distribution Division maintains broadcast notices to

mariners (through the website and radio channels), local notices to mariners, light lists and other safety related information. USCG is working on new methods to make data available in near-real time.

- Waterways Risk Assessment and Support Division provides long-term analysis and risk trends, (such as is associated with offshore renewable energy), level of service studies, and novel waterway risk analysis.
- The assessment can focus on the adequacy of hydrographic charts.
- The PAWSA process is driven by the local Harbor Safety community.

**6.0 Port Guidance Subcommittee: Dead Ship Movement** **Sam Danus, USCG**

- Mr. Danus stated that no meetings are currently scheduled.

**7.0 Salvage and Marine Firefighting Committee** **Frederick Dolbow, USCG MD-NCR**

- Mr. Dolbow provided information regarding the Salvage and Marine Firefighting (SMFF) Committee, per the presentation in **Appendix D**.
- In advance of the next SMFF Committee meeting in June, Mr. Dolbow hopes to establish committee chairs, as well as present the charter to the Captain of the Port for signature.
- A salvage company must be onsite no more than 6 hours after the Vessel Response Plan (VRP) has been activated. Marine firefighting companies must be onsite no later than 18 hours after VRP activation. However, no contracts for this work are currently in place.
- Significant vehicle carrier incidents have brought into focus the need for marine firefighting response capabilities at the Port of Baltimore. The regulations for salvage and marine firefighting are relatively new, so this subcommittee will help to clarify the regulations and response process with local responders. The prep exercise focuses on the pollution control part of the response.
- Extinguishing fires on electric car carriers are an increasing concern due to the amount of water needed to extinguish the fire.

**8.0 2023 Port Security Grant Program** **Frederick Dolbow, USCG MD-NCR**

- Mr. Dolbow provided information regarding the 2023 Port Security Grant Program (PSGP), per the presentation in **Appendix E**.
- Mr. Dolbow indicated that he would be looking into increasing the amount of maximum funding that may be available to the Port of Baltimore, based on the increase of throughput and revenue at the Port over the last ten years.

**9.0 Coastal Virginia Offshore Wind Cable Crossings and Protection Measures**  
**Jerry Barnes, Dominion Energy**

- Mr. Barnes introduced Mike Lewis, who is now the marine affairs manager for Dominion Energy and who will be this committee's contact moving forward. Mr. Lewis has 23 years of experience in the USCG.
- Dominion is currently implementing upgrades to the Portsmouth Marine Terminal to support the movement of the components of this project, which are very heavy. The first component arrives in October 2023.

- An active unexploded ordnance (UXO) investigation survey is underway at this time, which identifies magnetic anomalies over 500 lbs. Upon completion of the investigation survey, an identification survey will begin (April 2023) with a remotely operated vehicle excavating the anomaly and identifying it as either marine debris or UXO.
- From July 2023 through February 2025, work at Lamberts Point, the marine coordination center, will occur. The facility will include floating docks, pier space, and a warehouse. This will be the maintenance hub for the project.
- A Record of Decision is anticipated to be issued by the federal government in October 2023; staging of the monopiles will then occur. Approval of the construction operations plan is anticipated in January 2024, which will allow preconstruction activities, such as clearing any UXO found during the investigation survey. Since there is no federal guidance regarding handling of UXO, it is unclear what the fate of the UXO will be. The US Committee on the Marine Transportation System has been meeting to discuss and provide guidance to the industry; a local consultation process is also underway with federal agencies.
- Preparation for offshore cable installation and staging of transition pieces into port are anticipated to begin in April 2024. Construction of offshore foundations will begin in May 2024.
- The project is anticipated to be completed and commissioned by December 2026.

#### 10.0 U.S. Coast Guard Updates

**CAPT David O’Connell, USCG MD-NCR**  
**Joshua Motta, USCG MD-NCR**  
**Sam Danus, USCG MD-NCR**

- CAPT O’Connell stated that the aids to navigation (ATON) Planning Meeting occurred in January with members from the Virginia and MD-NCR sectors; the meeting was productive.
- USCG is currently tracking the move of 3 large cranes from Seagirt Marine Terminal to Tampa; he noted that USCG received short notice on this movement which reduced the amount of time USCG had for analysis of the movement. The more notice USCG has the better. A safety zone for the crane movement is not planned since the 15-foot-draft barge will be moving outside of the channel. Bridge traffic coordination will be coordinated between USCG and MDOT; traffic will be stopped while the cranes move under the Key Bridge and Bay Bridge, to avoid distracting drivers.
- Mr. Motta echoed CAPT O’Connell’s sentiment regarding the ATON planning meeting. The next meeting is tentatively scheduled for March 2024.
- Mr. Motta and Mr. Danus provided Aids to Navigation and Waterways Management updates per the briefing sheet in **Appendix F**.
- Mr. Bibo asked when the Nice-Middleton Bridge detonation would occur; it will occur first thing in the morning, allowing the debris to be marked for removal during daylight hours.
- Mr. Danus added that after an incident on the west coast, USCG is reviewing risk associated with anchorage grounds identified in the Code of Federal Regulations, in an Anchorage Navigation Safety Risk Assessment. The Baltimore Harbor assessment will be done by May 2023; any changes regarding for an anchorage require a 180-day notice to Congress. This maybe relevant to the Seagirt Loop Study. The Annapolis anchorage will also be reviewed later this year. Any comments regarding either location, even if the comment is that there is no comment, should be submitted to USCG.
- Mr. Barnes noted that Dominion Energy intends to set up a geofence around their export cable

crossing and interarray cables to avoid anchor strikes. If a vessel appears to be preparing to anchor, the geofence will send an automatic identification system (AIS) message to the vessel informing the crew of the presence of the cable. This technology requires a Federal Communications Commission license and USCG Headquarters approval.

- USCG will continue to distribute the weekly marine events spreadsheet to stakeholders. The first distribution should go out before the end of March.
- Mr. Grimes requested that the Pilots submit a formal request (Waterway Data Sheet) for the lighting of Sparrows Point Buoy 2.

### **11.0 U.S. Army Corps of Engineers, Philadelphia District Updates**

**Mike Hart, USACE Philadelphia**

- Mr. Hart provided information per the presentation provided in **Appendix G**.
- FY23 maintenance dredging volume is anticipated to be about 450,000 cy of material from the Sassafra River area.
- The Chesapeake and Delaware Canal Railroad Lift Bridge will be left in a lowered position during upcoming repair work. A meeting with the Pilots and other stakeholders will be planned when additional information is obtained.
- Mr. Bibo noted that the communication process with the dredging contractor for the most recent dredging project was very helpful; he asked if a similar process could be used in future projects and/or projects in Baltimore. Mr. Hart responded that he would investigate getting such communication included in the specifications for future projects.

### **12.0 U.S. Army Corps of Engineers, Baltimore District Updates**

**Eric Lindheimer, USACE Baltimore**

**Katie Perkins, USACE Baltimore**

- Mr. Lindheimer and Ms. Perkins provided information per the presentation provided in **Appendix H**.
- The FY24 dredging of York Spit may require additional discussion regarding a placement site for the dredged material.
- Seagirt Loop design is anticipated to begin in the next few months; dredging is anticipated to occur in the 2024-2025 timeframe.
- USACE survey schedule is not necessarily impacted by these dredging projects, but rather by priorities. Requests for surveys can be submitted to Mr. Lindheimer.
- Barren Island Phase 1 construction will begin this month and continue through fall 2024.

### **13.0 NOAA/NOS/NWS Updates**

**Ryan Wartick, NOAA/OCS**

**Chris DiVeglio, NOAA/PORTS**

- Mr. Wartick provided updates per the presentation in **Appendix I**.
- Bay Hydro II will be surveying the Baltimore Harbor area this year. Committee members who want any specific areas to be surveyed should contact Mr. Wartick.
- Mr. Wartick has created an electronic chart suite that closely mimics the charts for the Baltimore Harbor Approach. Committee members who would like this chart suite should contact Mr. Wartick.

- Capt. Kinlein stated the charts show controlling depths rather than project depths for Brewerton Angle, Craighill Angle, York Spit, and Rappahannock Shoal, which voyage planning systems show as non-navigable. It is critical that the electronic charts used in voyage planning show that the channels are navigable, as they are. If USCG and the USACE concur, Capt. Kinlein would like the electronic charts to be updated to reflect project depths or hydrographic survey depths, beginning with the Craighill system and moving southward. He would like to obtain the concurrence of the Virginia Pilots before any changes are made to information regarding the York Spit. Mr. Morrow responded that NOAA should be able to accomplish this request. His office is re-gridding the maps, which would allow hydrography to be more easily reflected. There was discussion among the committee that showing project depth rather than hydrography may be ideal from a shipping perspective but would not be desirable from a safety or consistency (among what is shown on the charts) perspective.
- Mr. DiVeglio reported that the Chesapeake City air gap sensor performed at 98.8%, Key Bridge air gap sensor performed at 94.4% (with a brief two-day outage in early February), and Bay Bridge air gap sensor performed at 99.6%.
- The Key Bridge air gap station: NOAA is coordinating with MDTA bridge electricians to obtain permission to tie the new data collection platform into the bridge AC power. MDTA is looking into a larger bridge electrical upgrade. NOAA plans to further coordinate with MDTA to ensure sufficient AC power is available for the platform. It is unknown whether NOAA's right of entry has expired; NOAA will investigate. NOAA is working on plans to get the northeast tower wind station tied into bridge AC power in the near future.
- The second Bay Bridge air gap station platform is anticipated be installed this spring; the sensor will subsequently be installed by NOAA. NOAA is awaiting guidance from MDTA on when the platform will be installed.
- The Chesapeake City current station performed at 99.3%. The Bay Bridge current station performed at 97.9%. The Cove Point current station performed at 99.6%. The Rappahannock Shoal current station performed at 0%; several attempts to reinstall were met with weather and vessel charter challenges.
- Further south in the Bay, the Cape Henry current station (2CH) performed at 22.7%; it continues to only transmit hourly observations. York Spit (LBB22) was brought back online on 12/28/22 but was struck by a vessel on 3/1/23; it had to be replaced by USCG.

#### **14.0 Maryland Department of Natural Resources Updates**

**John Gallagher, MDNR**

- Mr. Gallagher discussed a 6-knot speed zone associated with the Bay Bridge work, presented in **Appendix J**.
- Since the eastern speed zone was not requested with sufficient notice, the zone will be implemented via an emergency regulation. MDNR would like to implement the western zone in the normal manner. Placement of unlit plastic buoys will be coordinated with USCG D5.
- The regulations should be complete in the next two weeks.
- Mr. Simonsen noted that an emergency regulation is only valid for 6 months. Requests for speed zone regulations should be submitted as soon as a construction contract is awarded.

#### **15.0 Maryland Transportation Authority Updates**

**Ruel Sabellano, MDTA**

- Ms. Sabellano stated that no Key Bridge work is planned in the next twelve months that would

affect under-bridge clearance. Key Bridge inspections will be occurring through the end of March outside of the main channel but over the water in the adjacent spans. During the week of April 10, inspections will occur at the pier adjacent to the main channel, utilizing a barge with a manlift.

- Key Bridge: MDTA continues to coordinate with USCG regarding the navigation light modification. The project was sent to MDTA construction team last week for scheduling. USCG's approval was conditional, pending the addition of additional red channel margin lights. The project should not be held up by the red channel margin lights.
- Bay Bridge: On-calls are onsite; two-week look-aheads will be provided throughout construction. Detailed information on the re-decking project was provided earlier in today's meeting.
- The second Bay Bridge air gap sensor platform material have been ordered; construction is anticipated to be complete in spring 2023.
- Mr. Sabellano recalled a meeting between USCG, MDTA, and others regarding an AECOM bridge clearance document and the lack of consensus regarding the Bay Bridge clearance (charted bridge clearance vs AECOM's identified clearance); he noted that MDTA was awaiting formal USCG correspondence regarding the matter. Mr. Danus will coordinate with Mr. Hal Pitts regarding next steps to keep forward movement on the topic.

#### **16.0 Association of Maryland Pilots Updates**

**Captain John Kinlein, MD Pilots**

- Capt. Kinlein relayed that Capt. David Lieberman (Chesapeake and Interstate Pilots) has retired and the Chesapeake and Interstate Pilots organization has dissolved. This leaves a few questions regarding coverage of the work that the organization was handling.
- Capt. Nielsen asked Mr. Smoak to provide information regarding changes occurring at the Cove Point LNG plant, with regard to vessel movement. Due to the maximization of the work of the three tugs currently used, the Pilots will now require a fourth assist tug for liquefied natural gas (LNG) vessels without an operational bow thruster that are mooring or unmooring at the facility. This is in excess of what is currently in the USCG LNG transit plan. The Pilots and USCG propose a subcommittee (under the structure of Harbor Safety and Coordination committee) to review the existing LNG transit plan and recommend changes to USCG as appropriate. Potential subcommittee members identified already include Pilots, towing companies (specifically the Moran-McAllister joint venture), Sectors MD-NCR and Virginia, and the LNG plant; other interested parties are encouraged to participate.
- Mr. Danus proposed that a non-USCG member take over as chair of the Dead Ship Movement Guidance subcommittee and include the LNG transit plan review subcommittee as part of its work. Mr. Danus will be transferring to USCG Headquarters this summer.

#### **17.0 MDOT Maryland Port Administration Updates**

**Dave Bibo, MDOT MPA**

- Mr. Bibo stated that meeting materials, including all presentations, will be shared with the group electronically.

#### **18.0 Comments/Adjourn**

**David Bibo, MDOT MPA**

- The next meeting will be held on June 14, 2023.