

**FINAL DRAFT**  
**SUMMARY OF THE PORT OF BALTIMORE**  
**HARBOR SAFETY AND COORDINATION COMMITTEE MEETING**  
**March 10, 2021 10:00 AM**  
**Conference Call**

***Attendees:***

*Assedo Consulting, LLC:* Odessa Phillip

*Association of Maryland Pilots (AMP):* Captain Jesse Buckler, Captain Beth Christman,  
Captain Eric Nielsen

*Baltimore Gas and Electric (BGE):* Jim Burkman, Bonnie Johansen, Geoff Thomas

*Chesapeake & Interstate Pilots:* David Lieberman

*Gahagan & Bryant Associates (GBA):* Brian Newbury

*Maryland Department of Natural Resources (DNR):* John Gallagher

*Maryland Department of Transportation Maryland Port Administration (MDOT MPA):* Ryan  
Barry, Dave Bibo, Cindy Burman, Bertrand Djiki, Kristen Fidler, Margie Hamby, Holly  
Miller, Dominic Scurti

*Maryland Environmental Service (MES):* Virgil Ketner, Mindy Strevig

*Maryland Transportation Authority (MDTA):* Ruel Sabellano

*McAllister Towing:* Mike Reagoso

*Moran Towing Corporation:* Nathan Hauser

*National Weather Service (NWS):* Steve Zubrick

*National Oceanic and Atmospheric Administration (NOAA/PORTS):* Chris DiVeglio

*National Oceanic and Atmospheric Administration (NOAA) Office of Coastal Survey:* Ryan  
Wartick

*Ports America Chesapeake (PAC):* Bennett Creighton

*Recreational Boaters:*

*U.S. Army Corps of Engineers (USACE), Baltimore District:* Graham McAllister, Jeremiah  
Spiga

*U.S. Army Corps of Engineers (USACE), Philadelphia District:* Mike Hart

*U.S. Coast Guard (USCG), 5<sup>th</sup> District:* Jerry Barnes, Albert Grimes, John Kopp, Scott Taylor

*U.S. Coast Guard (USCG), Sector Maryland – National Capital Region (MD-NCR):* Sam  
Danus, Fred Dolbow, Matt Fine, Henry Hays, Ron Houck, Shaun Landante, Capt. Joe  
Loring, Chris Runt, CMDR Evelyn Samms

*U.S. Maritime Administration (MARAD):* Erhard Koehler

**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-ft. (*Long-term request – The Seagirt Loop Study, which is a joint venture between USACE and MDOT MPA, to deepen the Seagirt Loop channels*)

*and is also looking at deepening one of the Anchorages to 50-ft started back in October 2020.)*

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

- C6 – Evaluate traffic separation scheme (TSS) at Smith Point. *(Ongoing - 5th District intends to conduct a Port Access Route Study (PARS) to determine existing or additional routing measures and is seeking input on the particular geographic area to be studied (i.e. how large of an area in the vicinity of the TSS should the USCG study). Once initiated, the study may take up to a year to conduct and may lead to future rulemakings or appropriate international agreements. 5<sup>th</sup> District Point of Contact: LTJG John Frank; [John.R.Frank@uscg.mil](mailto:John.R.Frank@uscg.mil), 757-398-6298.)*
- C26 – Discuss relocating and rebuilding of Craighill Channel Range with the MD Pilots. *(Ongoing– No updates)*
- C30 – Put together a sub-committee to aid in bridge air draft issues; *(Ongoing – The Air Draft Subcommittee meeting in March 2021 was cancelled due to input from its members. The next meeting is scheduled for 4/14/2021 at 2:00PM.)*

### **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 – Buoy 3 was moved as part of the Seagirt Berth 3 Dredging project. MDOT MPA is exploring the widening of Colgate Creek, which would adjust the area of Buoy 1C. The first phase of dredging could occur as early as this summer.)*

### **General Action Items**

- Overcrowded VHF-FM Channel 13: A solution to reduce the number of bridge-to-bridge users on channel 13 is being examined by the 5<sup>th</sup> District (bridges) and C4ITSC in Norfolk. The 5<sup>th</sup> District's Bridge Branch may require the installation of a sign on drawbridges, on the upstream and downstream sides, indicating that the bridge is equipped with and operates a VHF radiotelephone. The preferred working channel on the signage should be shown in the lower left quadrant and the preferred working channel should be shown in the lower right quadrant. C4ITSC recommended having two frequencies, one for recreational and channel 13 for commercial. *(Update – Mr. Hal Pitts from the USCG 5<sup>th</sup> District Bridge Branch has advised that CG-BRG-1 has concurred with 5<sup>th</sup> District's proposal to request applicable drawbridge owners to update their Federal Communications Commission (FCC) license to allow them to use VHF-FM Channel 68 (as primary calling/working frequency) and retain VHF-FM channel*

*13 (as secondary calling/working frequency)/ Correspondence to bridge owners now scheduled to occur March/April 2021 timeframe. Mr. Pitt's number is 757-398-6222 and e-mail is [Hal.R.Pitts@uscg.mil](mailto:Hal.R.Pitts@uscg.mil)*

- Mr. Brian Miller (MDOT MPA) will help to form a subcommittee to support the BGE helicopter activities for the BGE Key Crossing Project. (New)
- Mr. Barry and Mr. Hauser will coordinate with Mr. Erhard on the SAVANNAH's decommissioning project. (New)

### **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 on Microsoft (MS) Teams and those available by phone through MS Teams, introduced themselves and stated whom they represent.
- Mr. Bibo discussed the remote meeting rules and etiquette.
- Capt. Nielsen expressed his hope that the September Harbor Safety and Coordination Committee meeting will be held at the MD Pilot's headquarters.

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

**Dave Bibo, MDOT MPA**

- Mr. Bibo asked for a motion to accept the December 2020 meeting summary. The motion was put forth and the summary was accepted.

#### **3.0 Baltimore Gas and Electric (BGE)**

**Jim Burkman, BGE**  
**Bonnie Johansen, BGE**  
**Odessa Philip, Assedo Consulting, LLC.**  
**Geoff Thomas, BGE**

- Ms. Johansen presented BGE Key Crossing Updates for Spring 2021. Ms. Johansen remarked that the Key Crossing project is moving forward and only lost some time due to a COVID-19 related incident. As a result, McLean is working six (6) days a week for twelve (12) hours each day to stay on schedule. Capt. Buckler remarked that there have been no issues or complaints with the project thus far.
- Mr. Thomas presented the BGE Key Crossing construction updates. The maximum height of all the monopoles will be 397-ft. above the water level, which is taller than the highest point on the Francis Scott Key Bridge. Towers 3 and 4, located on either side of the shipping channel, have the largest tower vessel collision protection structures (TVCPS's) which are the outer reinforced concrete structure that surrounds the foundation surrounding the monopole structure. They are there to protect against any vessel collisions to the monopole structure.
- Mr. Bibo inquired how far towers 3 and 4 are from the centerline of the shipping channel and Mr. Thomas remarked that they are over 1,000-ft. from the centerline of the shipping channel.

- Ms. Johansen remarked that BGE is beginning outreach to key stake holders and elected officials to update 2021 construction activities. The key stakeholders are as follows: elected officials at the state and local levels (Baltimore City, Baltimore County, and Anne Arundel County), Harbor Safety and Coordination members, joint environmental committee (DNR, Maryland Department of the Environment (MDE), Maryland Historical Trust (MHT), U.S. Fish and Wildlife Service (USFWS), MDOT MPA, MDTA, State Highway Administration (SHA), community groups (Turner Station, BayBrook Association), Baltimore City Planning/Department of Public Works (DPW), and Ft. McHenry.
- Mr. Thomas detailed the upcoming major construction activities as the following:
  - March 2021: Complete all pile driving activities
  - April to June 2021: Set all remaining precast sections and complete rebar and cast-in-place concrete placement at all tower locations
  - June to September 2021: Erect monopole sections at all tower locations.
  - November 2021: Start installation of plastic lumber and fender panels.
- Mr. Thomas remarked that there will be helicopter activity in Fall 2021 to help pull rope, wire, and conductors from tower to tower across the waterway. A total of fourteen (14) two (2) hour windows of closure might be needed to accomplish all helicopter tasks. Channel closures for large shipping traffic and coordination to close/block the river to recreational boaters to help accomplish this. Coordination will be needed with MDOT MPA, MDOT MPA – Cruise Maryland, MDTA – Key Bridge, USCG, and the MD Pilots. BGE would like to form a subcommittee from these stakeholders to help coordinate the helicopter activity and Mr. Bibo nominated Mr. Brian Miller (MDOT MPA) as the head of the subcommittee and will work with Ms. Margie Hamby (MDOT MPA) to help coordinate with all subcommittee members. Ms. Johansen remarked that BGE hopes to have the first subcommittee meeting to occur in one (1) month's time.
- Mr. Thomas stated the planned 2022 activities as follows:
  - Complete installation of plastic lumber and ultra-high molecular weight polyethylene (UHMW) panels at all marine tower locations.
  - Complete security measures.
  - Commission Federal Aviation Administration (FAA) and navigation lights.
  - Energize new overhead 230 kV circuits.
  - Decommission existing high-pressure fluid-filled (HPFF) circuits beneath the Patapsco River
    - Remove mineral oil and fill pipes with demineralized water.
    - Cap and retire pipes and cables in place.
  - Dismantle Hawkins Point and Sollers Point Terminal Stations and return sites to natural vegetation.
- Mr. McAllister commented that USACE intends to dredge the Ft. McHenry channel in early 2022 and does not foresee any potential conflicts between the USACE maintenance dredging efforts with BGE Key Crossing Project schedule. Mr. Jeremiah Spiga will reach out to gather monopole tower locations in order to chart them on USACE plan drawings.
- Capt. Buckler wanted confirmation on the 231-ft. air gap at the extreme lowest point of the catenary wire and Mr. Thomas confirmed this was the case.
- Mr. Bibo inquired what BGE planned to do with 200 cy of dredged material and what location it would be disposed. Mr. Burkman stated that 200 cy of dredged material will be disposed at the Quarantine Road landfill.

### 3.0 U.S. Maritime Administration (MARAD)

**Erhard Koehler, MARAD**

- Mr. Koehler presented on the *N.S. SAVANNAH* Decommissioning project. Phase 1 of the project has been completed and was originally supposed to take two (2) years and ended up taking 3.5 years to complete. MARAD is looking to award Phase 2 and 3 of this contract which involves the dismantling of the nuclear power plant inside the *Savannah*, packaging the waste produced inside the ship, and shipping that waste to licensed low level radiation waste repositories, and terminating the Nuclear Regular Commission (NRC) license. The *Savannah* is currently berthed at Canton Marine Terminal Pier 13. Phase 2 and 3 are expected to take four (4) to five (5) years to complete with the last year consisting of terminating the NRC license.
- The NRC licensed site is the footprint of the *N.S. SAVANNAH* itself and thus any attempt to move operations off the ship would result in a need to expand the NRC license to accommodate. Ship crew state rooms inside the ship were necessary to provide the contractors enough space to perform the necessary work and to avoid buying a larger footprint for NRC license. The principle modifications made were to outfit cargo holds 3 and 4, immediately forward of the reactor compartment, to house the decommissioning workers and to provide them training room, break areas, locker rooms, etc. The lower portions of cargo hold 4 are outfitted to receive radiation waste material that is being removed from the reactor compartment and packaged into containers. Those containers will then be lifted out. Occupational safety improvements were also made to ensure egress in case of an emergency. Because the ship itself is providing the administrative and industrial process infrastructure for decommissioning, it will not be made cold and dark for the project. Temporary, industrial lighting, ventilation, and alarm systems in the reinforced concrete containment vessel (RCCV) have been added, with clearly marked energy supplies connected from sources independent of original RCCV systems. These actions do not relieve persons from verifying the energized condition of equipment and systems being dismantled.
- Heavier equipment will be removed by marine cranes and the reactor vessel will be removed by a shear leg derrick crane. The derrick will need to be perpendicular to the *N.S. SAVANNAH* which might impact National Gypsum operations and possibly Seagirt Marine Terminal Berth 1. Mr. Bibo commented that National Gypsum does have a dredging project expected to start late spring to early summer 2021 and was wondering if it would impact the *N.S. SAVANNAH* Decommissioning Project. Mr. Koehler stated the reactor vessel removal by a shear leg derrick is at least a year away so it should not impact the *N.S. SAVANNAH* Decommissioning Project

### 4.0 U.S. Coast Guard: Fifth District/Sector Maryland – National Capital Region (USCG MD-NCR)

**Jerry Barnes, USCG 5<sup>th</sup> District**  
**Sam Danus, USCG 5<sup>th</sup> District**  
**Albert Grimes, USCG 5<sup>th</sup> District**  
**Ron Houck, USCG MD-NCR**  
**Shaun Landante, USCG MD-NCR**  
**Chris Runt, USCG MD-NCR**

**Evelynn Samms, USCG 5<sup>th</sup> District**

- Mr. Runt reiterated that in regard to the Back Creek Range Front and Rear Lights, rear light construction is anticipated to complete by 5/21/21. *USCGC SLEDGE*, ANT Baltimore, and 5<sup>th</sup> District Range Survey Team are coordinating construction of the new front light and energizing aids around the same date.
- The Swan Point South Range’s equipment to upgrade to light-emitting diode (LED) optics from incandescence was received in February 2021 and completion is expected in March 2021.
- The Tolchester Range is due for a battery recharge and USCG will take the opportunity to upgrade the range to LED optics.
- A proposed redesign of the Upper Potomac River’s Aids to Navigation (AtoN) system was sent to USCG Headquarters for approval. If approved, 5<sup>th</sup> District will advertise the projects in the Local Notice to Mariners prior to execution of the 145 aid changes.
- USCG has been working on a project to partner between AtoN Teams and the USCG’s Dive Locker for removal of wreckage throughout their entire area of responsibility, particularly in shallow waters that are difficult to access with USCG’s cutters. A significant percentage of this work is located in Aids to Navigation Team (ANT) Crisfield’s area of responsibility.
- *USCGC JAMES RANKIN* relocated buoys Lighted Buoys 5, 7, and 9 for dredging and channel widening.
- USCG relocated Sparrows Point Channel Lighted Buoy 8 at the request of Tradepoint Atlantic.
- Expected personnel turnover:
  - AtoN Team Baltimore: BMCS John Kopp will be relieved by BMC Morgan Merritt.
  - AtoN Team Crisfield: BMC Lee Durfee will be relieved by BM1 Lucas Jump.
  - *USCGC SLEDGE*: CWO3 Mike Pollard will be relieved by CWO2 Tyler Young.
  - *USCGC JAMES RANKIN*: LT Justin Strassfield will be relieved by LT Courtney Bailey.
  - Sector Maryland-NCR, Chief of Prevention: CDR Evelynn Samms will be relieved by CDR Baxter Smoak.
  - Sector Maryland-NCR, Deputy Sector Commander: CDR Matthew Fine will be relieved by CDR James Bendle.
  - Sector Maryland-NCR, Sector Commander: Capt. Joseph Loring will be relieved by Capt. David O’Connell.
- Mr. Houck remarked that seasonal operations status is “Winter Seasonal Alert” and that the conclusion of domestic ice operations is anticipated to end on 3/31/21. There has been no ice season in this Captain of the Port (COTP) zone this winter.
- Mr. Houck confirmed the Nice-Middleton Bridge Replacement Project includes building a new bridge on the Potomac River between Newburg, MD and Dahlgem, VA. The scheduled work period continues to November 2024. Major waterside hazards exist for crane workers suspending large piles. Mariners are asked to slow down and reduce wake while approaching the work site. See website [www.newnicebridge.com](http://www.newnicebridge.com).
- Marine events, fireworks, and other events continue to be cancelled or postponed due to the COVID-19 pandemic. Received notice that The Great Chesapeake Bay Swim is cancelled for 2021, the Bay Bridge Paddle is being planned for September 2021, and the Air Show

Baltimore is working to return in 2022. For more information on event applications received please see the Sector's spreadsheet for marine event applications received, emails weekly, or refer to the USCG 5<sup>th</sup> District's Local Notice to Mariners, "Summary of Marine Events and Fireworks Displays in the Fifth Coast Guard District" section, for these and other events.

- Mr. Barnes remarked that USCG Headquarters (HQ) is adjudicating comments on the possible establishment of shipping safety fairways along the Atlantic Coast of the United States identified in the Atlantic Coast Port Access Route Study (PARS). USCGHQ intends to wait for completion of USCG 1<sup>st</sup> District and 5<sup>th</sup> District supplemental PARS before moving the regulatory project forward.
- The Chesapeake Bay Entrance PARS, which will be used to determine whether existing or additional vessel routing measures are necessary in the approaches to the Chesapeake Bay, VA, has the traffic analysis, review of public comments, direct consultations, and a draft report mostly complete. The target date to publish draft report in the Federal Register is April 2021.
- The USCG published a notice of inquiry back in 11/29/19 on the need to establish new anchorage grounds in the Delaware Bay and Atlantic Ocean. USCG reopened the comment period for thirty days and held virtual public meetings on 10/29/2020 and 11/4/2020. The comment period closed on 11/10/2020 and the USCG Navigation Center completed an analysis of the Delaware Bay approaches to identify areas traditionally used for anchoring. On 11/2/2020, USCG 5<sup>th</sup> District forwarded the analysis to Bureau of Ocean Energy Management (BOEM), the windfarm developers, and the maritime advisory committee. USCG Navigation Center conducting a more in-depth analysis of vessel traffic in support of the New Jersey PARS. On 2/22/21, USCG Sector Delaware Bay posted the analysis on their USCG Homeport site. On 3/9/21, USCG 5<sup>th</sup> District met with key stakeholders on ideas regarding existing and potential routing measures and anchorage areas. All of the USCG Navigation Center analysis along with summaries of any informal meetings held will ultimately be posted in the appropriate docket and a formal comment period on the New Jersey PARS will ensue.
- Capt. Buckler inquired about the Smith Point traffic separation scheme and who the point of contact is. Mr. Barnes responded that he would be the point of contact and to copy LTJG John Frank on any emails.

## **5.0 U.S. Army Corps of Engineers, Philadelphia District (USACE Philadelphia) Updates**

**Mike Hart, USACE Philadelphia**

- Mr. Hart remarked that 350 key of dredged material from the C&D Canal was placed in Pearce Creek DMCF. The FFY20 Maintenance dredging was completed in December 2020 and the channel was dredged to 36 feet mean lower low water plus one (1) foot of over depth dredging (OD). The FFY21 maintenance dredging locations and volume of material to be dredged will be determined once the spring 2021 surveys of the C&D Canal are complete.
- Mr. Hart remarked that there are three (3) bridge contracts for Chesapeake City, SR-1, and St. George's bridges. Chesapeake City bridge contract award is anticipated for July 2021 and SR-1 and St. George's bridges' awards are anticipated for September 2021.

## **6.0 U.S. Army Corps of Engineers, Baltimore District (USACE Baltimore) Updates**

### **Graham McAllister, USACE Baltimore**

- Mr. McAllister remarked that a dredging contract for the Cape Henry Channel for 2.35 mcy will be placed at the Dam Neck Open Water Placement site. Solicitation for this contract is planned to be issued in summer 2021. Award for this contract is planned for September 2021 and dredging expected for winter 2021/2022.
- Mr. McAllister remarked that USACE will be soliciting a dredging contract for the maintenance dredging of the Maryland Approach Channels, including Craighill Angle (855 kcy) and Swan Point (1.075 mcy) for a total of 1.9 mcy. This material will be placed into the newly constructed cells 10 and 11 at Poplar Island. The bid opening was held on 2/24/21 and Cashman appeared to be the lowest bidder. Contract award is expected for March 2021 for \$22.6 Million and work is expected for April to July 2021.
- Mr. McAllister remarked that contracts for the Harbor Channels and Maryland Approach Channels include 500 kcy for the Fort McHenry Channel to be placed at Masonville DMCF and 625 kcy from Craighill Cutoff Angle and 325 kcy from Craighill Entrance to be placed at Poplar Island. Solicitation expected to be issued in summer 2021. Award is expected to be issued by September 2021 and dredging anticipated for winter 2021/2022.

## **7.0 NOAA/NOS/NWS Updates**

### **Christopher DiVeglio, NOAA/NOS/PORTS**

#### **Ryan Wartick, NOAA/PORTS**

#### **Steven Zubrick, NOAA/NWS**

- Mr. DiVeglio remarked that all air gap sensors were operating over 90%. The Chesapeake City Air Gap sensor performed at 99.9%, Francis Scott Key (FSK) Bridge Air Gap performed at 98.0%, and Bay Bridge Air Gap performed at 99.9%. The Chesapeake City current station sensor performed at 99.9%, the Tolchester Front Range current meter was still performing at 0% due to the meter's location being unknown (NOAA and MD Pilots are supportive of transitioning this to a buoy mounted station in the future), the Bay Bridge current meter performed at 90.6%, the Cove Point meter performed at 99.8%, and the Rappahannock Shoal current meter performed at 68.9%, where this current meter has been down since early February 2021 (Due for a swap but weather was not conducive to operations; scheduled for March 2021).
- Mr. DiVeglio remarked that consistent Cove Point wind data came back online with repairs made to satellite transmissions in early February 2021.
- The design options for the second Bay Bridge air gap station (150-ft. from the centerline) were presented to MDTA in November 2020 and MDTA approved.
- Water level sensor upgrades at Tolchester Beach (previously approved by MDOT MPA) will be upgraded later in March 2021 to early April 2021 timeframe.
- Reconnaissance trips to evaluate space and equipment for the current air gap stations on the Bay Bridge and FSK bridge will occur in March 2021.



- Mr. DiVeglio also shared appreciation to the Maryland Pilots and MDOT MPA for coordination on the value of the port system to Maryland for an upcoming NOAA outreach video.
- Mr. Wartick made a presentation on the process of transitioning from the raster navigation charts (RNC's) to electronic navigational charts (ENC's). This process includes improving data consistency, providing larger scale ENC coverage, providing access to paper chart products based on the ENC data, and ultimately shutting down all traditional paper and associated raster chart production. He reiterated that the raster navigational charts (RNC) are in the process of being cancelled starting in March 2021 and will continue for an expected four to five-year period. A six-month notice will be given via local notice to mariners before cancelling an RNC and another local notice to mariners will be issued just before the RNC is cancelled. Mr. Wartick remarked that this info is available on NOAA's website. See [https://distribution.charts.noaa.gov/weekly\\_updates/](https://distribution.charts.noaa.gov/weekly_updates/)
- Planned hydrographic surveys in 2021 include the Central Chesapeake Bay, MD area in May to September 2021 by the *THOMAS JEFFERSON*. Mr. Wartick asked the committee if there were any areas of concern that need to be addressed in the Central Chesapeake Bay, MD area to please let him know. Capt. Buckler remarked on the missing anchor chain in the Annapolis Anchorage area and are trying to locate it. Mr. Wartick responded that this issue will be addressed by the Bay Hydro II in the next couple of months. Capt. Buckler addressed USACE's concern with shoaling south of the Bay Bridge and inquired if the upper boundary of Central Chesapeake, MD survey area could be expanded to include this shoaling area. Capt. Buckler will reach to Mr. McAllister after the meeting to discuss.
- Capt. Buckler asked how someone would obtain a paper chart after the RNC's disappear. Mr. Wartick remarked that the ENC has a custom chart tool that allows a user to print the product that has the feel of an RNC.
- Mr. Zubrick remarked that the ice season has essentially concluded with few events due to the ongoing La Niña weather conditions favoring warmer weather. He stressed that early March water temperatures are in the lower 40°F's along the tidal Potomac and Chesapeake Bay and the dangers of cold water hazards without proper knowledge and equipment (life vests). See [weather.gov/safety/coldwater](http://weather.gov/safety/coldwater) and [weather.gov/safeboating](http://weather.gov/safeboating) for more details.
- He mentioned the major changes to the Watch/Warning/Advisory (WWA) system in the near future. "Advisory" headlines will be removed in favor of clear, plain language since the term "advisory" often is confused with "watch". The only exception will be small craft and tsunami advisories will become warnings. "Small craft advisory" will become "small craft warning". "Coastal flood advisory" will transition to a plain language headline. WWA Changes are anticipated to take affect not before 2024. See [weather.gov/hazardsimplification/revampprogress](http://weather.gov/hazardsimplification/revampprogress) for more details.
- Tropical weather outlooks will be routinely issued beginning 5/15/21 as opposed to the usual June 1<sup>st</sup> date of hurricane season. This is due to recent increased tropical cyclone activity in the Atlantic basin in late May and to provide more frequent information on the potential for tropical cyclone formation as hurricane season approaches. See <https://www.nhc.noaa.gov/archive/text/PNSNHC/2021/PNSNHC.202103021258.txt>
- The Spring 2021 outlook has temperatures favoring to run above normal.

### **7.0 Department of Natural Resources (DNR) Updates**

**John Gallagher, DNR**

- Mr. Gallagher remarked that buoys were placed for the Nice-Middleton bridge construction on 3/9/21. These buoys helped to establish an emergency speed zone currently and will likely become a semi-permanent regulation for the next few years.

### **8.0 Maryland Transportation Authority (MDTA) Updates**

**Ruel Saballano, MDTA**

- Mr. Saballano remarked that MDTA is formulating a memorandum of understanding (MOU) with NOAA for the additional Bay Bridge air gap sensor. MDTA is waiting for USCG compliance letter approval for the Key Bridge navigation lights.
- Mr. Bibo asked if the waiver for the Key Bridge navigation lights was implemented due to the lack of a 360° view. Mr. Saballano confirmed that this was part of the waiver's intention.

### **9.0 Chesapeake & Interstate Pilots Updates**

**David Lieberman, CIP**

- Mr. Lieberman expressed thanks to Mr. Kopp from USCG ANT team for his service over the years.

### **10.0 Association of Maryland Pilots (MD Pilots) Updates**

**Captain Jesse Buckler, MD Pilots**

**Captain Eric Nielsen, MD Pilots**

- Capt. Buckler expressed thanks to Mr. Kopp from USCG ANT team for his service over the years.
- Capt. Buckler expressed thanks to USACE 5<sup>th</sup> District who helped procure a new AtoN for the MD Pilots and for moving buoys into new positions for Seagirt Marine Terminal Berth 3.

### **11.0 Maryland Department of Transportation Maryland Port Administration (MDOT MPA) Updates**

**Dave Bibo, MDOT MPA**

- Mr. Bibo remarked that AMPORTS may have some minor dredging planned for the Chesapeake and Atlantic terminals for less than 10 key, which is scheduled to start after 6/15/21.
- Mr. Bibo remarked that National Gypsum is planning 6 key of maintenance work scheduled for spring or summer 2021.
- The Seagirt Berth 3 dredging project (481 key) is 60% completed and is expected to be

complete by 4/20/21. Ports America Chesapeake (PAC) Pocket Dredging (30 kcy) is anticipated to start 6/25/21 and finish 7/18/21. Corman Kokosing is expected to be the contractor for the PAC Pocket dredging.

- Ms. Strevig remarked that the Colgate Creek (320 kcy) dredging project will be split into two (2) phases. Phase 1 (100 kcy) and is anticipated to start summer 2021 and Phase 2 (220 kcy) is anticipated to start by summer 2023.

## **12.0 Comments/Adjourn**

**David Bibo, MDOT MPA**

- Mr. Bibo remarked that operations at Poplar Island will use VHF channel 68.
- Mr. Danus inquired about the Seagirt Berth 3 crane delivery from China and Mr. Creighton answered that August 2021 is the target date.
- Mr. Bibo expressed thanks to the group for a productive and smooth meeting.
- The next meeting will be held on 6/9/2021.