

FINAL
SUMMARY OF THE PORT OF BALTIMORE
HARBOR SAFETY AND COORDINATION COMMITTEE MEETING
June 8, 2022 10:00 AM
Association of Maryland Pilots
3720 Dillon Street
Baltimore, Maryland 21224

Attendees:

Association of Maryland Pilots (AMP): Captain Beth Christman, Captain John Kinlein, Captain Eric Nielsen
Baltimore Gas and Electric (BGE): Bonnie Johansen
Chesapeake & Interstate Pilots: Captain David Lieberman
Dominion Energy: Jerry Barnes
Maryland Department of Transportation Maryland Port Administration (MDOT MPA): Ryan Barry, Dave Bibo, Brian Miller
Maryland Environmental Service (MES): Stephanie Peters
Maryland Transportation Authority (MDTA): Bob McKenzie
Moran Towing Corporation: Nathan Hauser
National Oceanic and Atmospheric Administration (NOAA) Center for Oceanographic Products and Services (CO-OPS): Marian Westley
National Oceanic and Atmospheric Administration (NOAA) Office of Coast Survey (OCS): Ryan Wartick
National Oceanic and Atmospheric Administration (NOAA) Physical Oceanographic Real-Time System (PORTS): Chris DiVeglio
U.S. Army Corps of Engineers (USACE), Baltimore District: Graham McAllister
U.S. Army Corps of Engineers (USACE), Philadelphia District: Michael Hart
U.S. Coast Guard (USCG), District 5: Scott Taylor
U.S. Coast Guard (USCG), Office of Navigation Systems: David Lieberman
U.S. Coast Guard (USCG), Sector Maryland–National Capital Region (MD-NCR): Courtney Bailey, Sam Danus, Ron Houck, Morgan Merritt, Joshua Motta, David O’Connell, Chris Runt, Baxter Smoak
U.S. Wind: Ben Cooper

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 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-ft.) Ongoing.*

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 – D5 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. D5 Point of Contact: LTJG John Frank; John.R.Frank@uscg.mil, 757-398-6298.] No update.*

C26 – Rebuild Craighill Channel Range lights. *(Ongoing – Received the 95% documentation from CEU Cleveland on March 2, 2022. The project estimate is \$3,949,862. Initial expectation was for construction to begin in April 2022 with completion by February 2023, however, permit delays will push the start to either December 2022 or January 2023.)*

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

- Overcrowded VHF-FM Channel 13: D5 (bridges) and C4ITSC in Norfolk are examining a solution to reduce the number of bridge-to-bridge users on channel 13. The D5 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. *(Ongoing – Mr. Hal Pitts from the USCG D5 Bridge Branch has advised that he will be sending information to the bridge owner in April 2022, focusing on Knapps Narrows). No update.*
- Proposal for Aids to Navigation (ATON) planning meeting: Captain Kinlein proposed a regular ATON planning meeting occur, with attendees from the Association of Maryland Pilots, Chesapeake & Interstate Pilots, USCG MD-NCR, USCG D5, and USCG Sector Virginia.

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 March 2022 meeting summary. Captain Nielsen and Mr. Hauser provided corrections to the March summary. The motion was put forth and the summary was accepted, with the corrections.

3.0 Baltimore Gas and Electric (BGE) Crossing Update

Bonnie Johansen, BGE

- Ms. Johansen stated that both feeders on the overhead lines are energized and fully operational, about 9 months ahead of schedule. The next phase is underground cable decommissioning, then removing equipment at the Hawkins Point and Solley substations and restoring habitat in those areas.
- BGE is working on a construction video for the project that Ms. Johansen would like to share with this committee in the fall.
- Mr. McAllister stated that the USACE dredging contractor was moving into the area of these lines; correspondence with BGE by the dredging contractor resulted in direction to dredge no deeper than -50 ft due to a decommissioned utility line. Historically, USACE has dredged to -52 ft (-50 ft + 2 ft overdepth) in this area; more recent dredging projects in the subject area have dredged to -52 ft with no issue. USACE found records from the 1980s stating that -52 ft would be the minimum dredging depth; these records included comments from BGE. USACE has not made much progress in getting current BGE authorization to dredge deeper than -50 ft. The issue may be due to BGE office staff turnover, along with lack of clarity on the actual depth of the active gas and water lines in the area. Ms. Johansen and Mr. McAllister will coordinate on this matter outside of this meeting.

4.0 Port Guidance Subcommittee: Dead Ship Movement

Sam Danus, USCG MD-NCR

- Mr. Danus stated that the subcommittee activity was delayed due to efforts associated with the grounded vessel, Ever Forward. He will reengage interested parties to review and potentially update the existing guidance, which is over 15 years old.

5.0 Salvage and Marine Firefighting Committee

Frederick Dolbow, USCG

- Mr. Dolbow was not present at the June meeting. However, on June 27, he invited pertinent stakeholders to the committee's first meeting, which was rescheduled for July 25, 9:00 am – 12:00 pm. The meeting will be a hybrid in-person/virtual meeting, with the in-person portion occurring at USCG Sector MD-NCR.
- Draft agenda topics include Salvage and Marine Firefighting (SMFF) Committee purpose, objectives, and charter; overview of recent roll on/roll off (RO/RO) cargo ship marine casualties; dangers of electric vehicles on RO/Ros; what the CG Salvage Engineering Response Team is and how to request assistance; SMFF Vessel Response Plan requirements; Tri-State Maritime Safety Association information and specific SMFF trainings offered; and MD-NCR government and commercial resources and capabilities.

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

Sam Danus, USCG MD-NCR
Ron Houck, USCG MD-NCR
David O’Connell, USCG MD-NCR
Chris Runt, USCG MD-NCR

- Captain O’Connell thanked the group for the coordinated response associated with the salvage of the Ever Forward, which occurred with no injuries or pollution and minimal impact to commerce.
- Mr. Runt will be retiring on Friday; this will be his last Harbor Safety and Coordination meeting. Joshua Motta will be assuming Mr. Runt’s duties.
- Mr. Runt provided updates regarding action items and Aids to Navigation, per the attached Briefing Sheet provided during the meeting.
- Mr. Kinlein expressed support of the new item regarding the proposal to change all Craighill Channel Lighted Buoys to Ice-3; he expressed concern about the impact of buoy equipment availability with this proposal. Ms. Bailey confirmed that the equipment will remain available for placement within 2 days.
- Mr. Danus stated that Marine Safety Information Bulletin (MSIB) 15-22 was distributed on June 2 regarding the 2022 hurricane season. The MSIB references the external-facing Severe Weather Port Contingency Plan dated November 17, 2021; it includes checklists for vessels and facilities as well as information regarding requests to remain in port. The Plan is available at the USCG Homeport website.
- Mr. Houck provided updates regarding Waterways Management per the attached Briefing Sheet presented during the meeting. He clarified that the September Fleet Week and Flyover event is not an organized marine event because there is no organized, on-water event (such as a Parade of Sail).

7.0 U.S. Army Corps of Engineers, Philadelphia District (USACE Philadelphia) Updates

Mike Hart, USACE Philadelphia

- Mr. Hart stated that USACE Philadelphia dredging contractor, Kokosing, was unable to complete this year’s work. A significant amount of material was left in the Worton Point area, resulting in shoaling and a navigation restriction in the area. USACE will survey the area monthly to determine if additional restrictions will be required. USACE is also discussing with MDE the possibility of emergency dredging outside of the usual environmental window, as well as a new Water Quality Certification (WQC). USACE is already in the process of obtaining a multi-year WQC; it is unclear whether that WQC could be applied to this work or not.
- Regarding the remainder of the federal fiscal year 2022 (FFY22) contract (approximately 200,000 cy), USACE has weighed the options and determined that the contractor would be allowed to return in FFY23 to complete the contract. They will be locked into FFY22 pricing to complete the contract, with liquidated damages starting October 1, 2022 continuing through whenever they complete the FFY22 work. Dredging will begin at Worton Point, where the

most shoaling has occurred. Additional work will be added to last year's contract to ensure the channel is dredged to the authorized depth of -35+2 ft. All dredged material will be placed at Pearce Creek.

- USACE is processing surveys to determine what other areas will be dredged. A total volume of 600,000-700,000 cy (remaining FFY22 and FFY23 contracts) will be dredged between October 2022 and March 2023.
- Mr. Kinlein expressed concern that the planned dredging will be able to keep pace with the shoaling rate that is occurring. He also expressed concern that the contractor would have sufficient equipment to complete the work in the needed timeframe and in a safe manner.
- Mr. Bibo asked if the USACE could self-perform the remaining work, assuming approvals are received from MDE; Mr. Hart responded that the USACE vessel is currently in drydock with no known release date. Alternatively, Kokosing or other USACE districts could be contacted regarding their immediate availability to complete the work ahead of October 1.
- Mr. Hart remarked that there are three active bridge contracts for Chesapeake City, SR-1, and St. George's bridges. Work at Chesapeake City Bridge is ongoing, with an air restriction in place for the north half of the bridge span. The restriction will flip to the south side in July or August. The contractor is currently slightly behind schedule. Neither of the active contracts on the SR-1 bridge nor the St. George's Bridge will impact navigation traffic.
- USACE received workplan funds to completely redeck the St. George's Bridge. An air gap restriction will not be needed but in-water work will require a barge to be tied up against the pier, just outside the channel. Additionally, structural steel and pier repairs are planned for the Reedy Point Bridge.

8.0 U.S. Army Corps of Engineers, Baltimore District (USACE Baltimore) Updates

Graham McAllister, USACE Baltimore

- Mr. McAllister provided updates per the attached presentation.
- He added that the USACE survey processing queue is currently backed up.
- During the dredging in the Cape Henry Channel, two turtle takes occurred. The remains were transported to the Virginia Aquarium. Mr. Wartick inquired whether surveying occurred at the placement location; Mr. McAllister responded that before- and after-placement surveys occurred. Though the dredging equipment has been removed from the channel, final acceptance of the project has not yet occurred as the survey processing is not complete.
- The Maryland approach channel dredging is complete. The Ever Forward grounded outside of the Craighill Channel; fortunately, USACE had recently completed a survey of the area, and therefore has before- and after-dredging surveys showing no channel impacts from the grounding. The salvor for that incident requested the USACE contractor's support in salvage operations; the contractor, Cashman, assisted in that effort before moving to the Harbor approach channels portion of the USACE contract. USACE does not intend to refill the area occupied by the vessel or the area that was dredged, due to the proximity to the channel.
- Mr. Bibo noted that, due to the location of a natural oyster bar where the vessel grounded, a significant quantity of oysters was dredged and subsequently inflowed to Poplar Island. Unfortunately, the oyster shells are not salvageable from Poplar Island since they were smothered with mud.
- No dredging is anticipated in the Virginia portions of the approach channels in the upcoming winter. Dredging at York Spit is not planned until late winter/spring 2024.

- The Seagirt Loop Study economic analysis is nearing completion, potentially by the end of this week. This analysis will aid in determining whether the USACE’s plan will remain the -47 ft channel or will be adjusted to something deeper. MDOT MPA’s preferred plan is a -50 ft channel. Mr. Bibo thanked the Maryland Pilots for sending a team to the U.S. Army Engineer Research and Development Center (ERDC) in Vicksburg, MS to assist in the ship simulation study. Mr. Kinlein in turn praised the ERDC team for their professionalism during the ship simulation work.
- The Infrastructure Investment and Jobs Act included \$84M for the Mid-Bay project, which will allow for construction to begin on the Barren Island portion of the project. MDE has issued WQC for the project, which will allow advertisement of the construction contract for the Barren Island portion of the project, which will receive material dredged from shallow draft channels in the region. The James Island portion of the project will accept material dredged from the Maryland approach channels once Poplar Island reaches capacity. The project partnership agreement between the state of Maryland and USACE is slated to be executed in July, which will allow construction to begin. Mr. Bibo asked when Honga River dredging funding would be available; Mr. McAllister responded that it depends on when FFY23 funding is appropriated, since the project was requested under that budget request, as well as a determination of the capacity available at Barren Island.
- Mr. McAllister shared that Kevin Brennan, Navigation Branch Chief, is retiring next week.

9.0 NOAA/NOS/NWS Updates

Ryan Wartick, NOAA/OCS
Chris DiVeglio, NOAA/PORTS

- Mr. Wartick stated that 22 122XX/123XX charts are slated for cancellation in November. Two 122XX charts have been cancelled. The list of charts up for cancellation can be obtained on NOAA’s website or by contacting Mr. Wartick directly. None of these cancellations are expected to impact commercial navigation.
- There is currently an issue with the electronic navigational chart (ENC) presentation of Chesapeake and Delaware (C&D) Canal vertical bridge clearances. The bridge clearances use the lowest vertical clearance values (at the margin of the bridge) rather than the centerline values, which are the true controlling dimensions for commercial navigation. This can be a difference of six to seven feet. While this is a safe and more conservative representation of bridge clearance, this is causing vessels that could utilize the canal to instead take a longer course through the Chesapeake Bay. The paper charts included a table showing the bridge clearances at centerline, 150 ft from centerline, and 225 ft from centerline. As a temporary but immediate resolution, the ENC will include an image of the paper chart table for each bridge; when a bridge is selected the table image will be visible. The charted vertical height for each bridge will remain the same, however. The permanent solution will be to break the bridges up into multiple features (center, left, right), each of which will show the controlling height for that section. NOAA is still determining a solution for lift bridges that have “high lift” and “low lift” clearances. This issue is further exacerbated by the draft restrictions in place due to shoaling in the channel.
- The 2022 survey undertaken by NOAA ship Thomas Jefferson (Cove Point area) was completed last week; it will go into the queue for charting. This year a NOAA contractor will begin an 866 square nautical mile survey of the navigable portions of Potomac River, Rappahannock River, and James River.

- Mr. DiVeglio reported that the Chesapeake City air gap sensor performed at 99.7%, Francis Scott Key (FSK) Bridge air gap performed at 99.1%, and Bay Bridge air gap performed at 99.4%.
- The Chesapeake City current station sensor performed at 38.4%. This sensor had an outage from 3/25/22 through 5/19/22; it has been replaced. The Tolchester Front Range current meter is currently out of commission. This will be converted to a buoy-mounted station in the future but is on hold for now. NOAA is discussing with the pilots the best location for the replacement sensor. The Bay Bridge current meter performed at 25.6%. Data transmission stopped in early January. This sensor was replaced on 5/3/22; the data has been mostly good since then. The Cove Point meter performed at 99.7%. The Rappahannock Shoal current meter performed at 0.0%. The station went out in early November but has been back online since 6/1/2022.
- NOAA will visit the FSK Bridge meteorological stations this month.
- NOAA will proceed with enhancing the FSK Bridge air gap system in 2022. The existing platform has sufficient room to add another electronics box and sensor. This will add the desired redundancy with two separate data collection platforms.
- Regarding the navigation lights on the FSK bridge, USCG has tentatively approved the plan, but is awaiting additional information from MDTA.
- The second Bay Bridge air gap system, in cooperation with MDTA, is currently in the procurement process. It is anticipated that this system should be functional in early 2023.
- Maintenance has been scheduled for sensors at Tolchester Beach, Annapolis, Windmill Point, and Rappahannock Light Front Range.
- In conjunction with pilots and USACE Philadelphia, the air gap on Chesapeake City Bridge a uniform, 18-inch reduction in clearance was made in May; a web notice has been placed on NOAA's air gap page for this bridge. The reduction will be in place until the USACE project is complete.

10.0 Maryland Department of Natural Resources (MDNR) Updates

- Mr. Gallagher was not present but provided photos of MDNR's new ice breaker and buoy tender, the M/V Eddie Somers, to share with the committee, per the attached file.

11.0 Maryland Transportation Authority (MDTA) Updates **Bob McKenzie, MDTA**

- Mr. McKenzie stated that the Pilots and NOAA approved the proposal for the second Bay Bridge air gap sensor. The design should be back at MDTA this week.
- MDTA received approval of the details of the plan from Mr. Hal Pitts at the USCG; however, the format and content of the plan did not meet requirements. MDTA is unclear what this means; Mr. Danus will coordinate with Mr. McKenzie after the meeting to assist in resolving the issue.

12.0 Chesapeake & Interstate Pilots Updates **David Lieberman, C&I Pilots**

- Mr. Lieberman stated that it was still unclear whether the proposed traffic separation scheme change at Smith Point requires a Port Access Route Study (PARS). The existing traffic separation scheme was put into place prior to the existence of the laws requiring a PARS. If a PARS is required, Mr. Lieberman is requesting that all pertinent parties fast track the

determination and publication in the Federal Register, to ensure safety of recreational and commercial vessels in the area.

- Regarding the Curtis Bay Range Light, Mr. Lieberman urged USCG District 5 to reach out to the property owner to get the tower relighted. Mr. Runt responded that this ATON will not be relighted, as the property owner declined to renew the lease on the structure (and the equipment has been removed from the property). Mr. Smoak has asked for USCG District 5 for other technical solutions to replace the light.
- Mr. Lieberman remarked that the replacement of Buoy 42's racon must not be forgotten, nor should supporting the other racons en route to the Port. As noted in previous meetings, towing vessels do not always have the equipment to pick up automatic identification system (AIS) signals, so they rely on racons. Mr. Runt responded that this racon is under the purview of Sector Virginia. There was some discussion regarding how to best coordinate with Sector Virginia on this issue (as well as the Smith Point TSS issue). Mr. Kinlein expressed the importance of the participation of Sector Virginia in this committee's meetings.
- Mr. Lieberman remarked that USCG District 5 was replacing a number of buoy hulls in the James River, at the entrance to the C&D Canal, and Buoy 13 off Chesapeake Terminal; he inquired whether District 5 has sufficient hulls for the replacements, specifically for Buoy 13; Ms. Bailey responded that the Buoy 13 hull has been delivered to the USCG yard.

13.0 Association of Maryland Pilots (MD Pilots) Updates

John Kinlein, MD Pilots

- Mr. Kinlein stated that a large number of ships are moving through the port, as well as an increasing number of smaller ships with deeper drafts ("handysize" container ships).
- He reiterated the importance of resolving the shoaling issues at Worton Point. Only about half the width of the C&D Canal channel is currently usable. The issue currently affects the state pilots on deep draft ships but will soon begin to impact the federal pilots who are operating articulated tug and barge units.
- Also at the C&D Canal, officials reevaluated the Reedy Point Bridge air gap and reduced the official clearance by five inches (with no structural changes made to the bridge, stating that the bridge is lower than charted). Additionally, a Local Notice to Mariners was issued with erroneous information regarding a further air gap restriction to 133 ft at the Reedy Point Bridge; there is no air gap restriction at this bridge.
- Mr. Kinlein reiterated the importance of resolving the Smith Point traffic separation scheme issue.
- He expressed appreciation for the work and advocacy that Sector MD-NCR is doing associated with the Curtis Bay Range Light.
- He reiterated the importance of a replacement PEL at Brewerton Extension.
- Regarding the Seagirt Loop study, the Pilots advocate for a 50-ft deep channel to minimize risk and maximize efficiency.
- He expressed thanks to USCG for their prompt response to ATON issues, as well as to NOAA for their response to charting issues.
- He noted that after a private tugboat wreck earlier this year, USCG deployed a physical buoy to the site faster than the virtual aid was activated. This is an example of how physical ATON can be more valuable and safer than virtual aids.
- Mr. Kinlein proposed that a regularly scheduled, collaborative meeting between Sector MD-NCR, Sector Virginia, District 5, and both pilot groups be set up to discuss ATON priorities

for the year. Such a meeting would provide a proactive approach to ATON, rather than a reactive approach.

14.0 Maryland Department of Transportation Maryland Port Administration (MDOT MPA) Updates

Dave Bibo, MDOT MPA

- Mr. Bibo noted the two upcoming dredging projects are Tradepoint Atlantic (~100,000 cy, this fall) and USCG shipyard turning basin (~15,000 cy, this federal fiscal year); both projects will be placed at the state's Masonville dredged material containment facility
- USACE contractor, Cashman, has been inflowing at Cox Creek. The contractor has been very cooperative.

15.0 Comments/Adjourn

David Bibo, MDOT MPA

- Mr. Bibo expressed thanks to the group for a productive and smooth meeting.
- The next meeting will be held on September 14, 2022.