

FINAL
SUMMARY OF THE PORT OF BALTIMORE
HARBOR SAFETY AND COORDINATION COMMITTEE MEETING
June 14, 2023 10:00 AM
Association of Maryland Pilots
3720 Dillon Street
Baltimore, Maryland 21224

Attendees:

Association of Maryland Pilots (MD Pilots): Captain John Kinlein, Captain Eric Nielsen
Baltimore City Police Department: Christopher Tran (via phone)
Dominion Energy: Michael Lewis
Gahagan Bryant Associates (GBA): Jake Derolf
Hardesty & Hanover: Don Marinelli
Maryland Department of Natural Resources: John Gallagher
Maryland Environmental Service (MES): Stephanie Peters
Maryland Port Administration (MPA): Ryan Barry, Dave Bibo
Maryland Transportation Authority (MDTA): Heather Lowe, Bob McKenzie
McAllister Towing: Mike Reagoso
Moran Towing Corporation: Jon Steinberg
National Oceanic and Atmospheric Administration (NOAA) Office of Coast Survey (OCS):
Ryan Wartick
NOAA Physical Oceanographic Real-Time System (PORTS): Chris DiVeglio
Recreational Boaters representative: Tom Behrle
U.S. Army Corps of Engineers (USACE), Baltimore District: Doug Greene
USACE, Philadelphia District: Michael Hart
USCG, District 5 (D5): Ryan Frazier, Kyle Sutschek
USCG, Port Recovery: Fred Dolbow
USCG, Regional Exam Center-Baltimore: Scott Taylor
USCG, Sector Maryland–National Capital Region (MD-NCR): Sam Danus, Morgan Merritt
(via phone), Joshua Motta, Katie Newkirk, David O’Connell, Baxter Smoak
Vane Brothers: John Shkor
Virginia Harbor Safety Committee: Raymond Newlon (via phone)

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 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 – Federal Register notice for TSS removal has been drafted and routed to HQ. Currently pending legal review.*

C26 – Rebuild Craighill Channel Range lights. *Ongoing – CEU update dated 02 June 2023: Project has been postponed. Construction now anticipated to start March/April 2024.*

C27 – Investigate possibility of replacing Curtis Bay Range with light(s) near the far end of the range line at Sollers Point. *Ongoing – Pending final review: PEL 4-5 sector; 96000cd day/1,000cd night, solar design indicates; 1,000 A-h battery with 320 watts of solar panels.*

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. 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

- MPA, NOAA, USACE, and the Pilots will coordinate to identify locations where the NOAA electronic navigational chart (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, 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, MPA

- Mr. Bibo asked for a motion to accept the March 2023 meeting summary. The motion was put forth and the summary was accepted.

3.0 Chesapeake Bay Crossing Study Tier 2 NEPA Heather Lowe, MDTA

- Ms. Lowe provided information regarding the Tier 2 Bay Crossing Study, regarding a proposed alternative for crossing the Chesapeake Bay, per the presentation in **Appendix A**.
- The format of the new crossing (an additional bridge, an expansion of existing bridges, etc.) is yet to be determined.
- Three Public Open Houses will be scheduled in September: one in-person on each shore, and one virtual. Details will be announced in August.

4.0 C&D Canal Bridge Modernization Project Don Marinelli, Hardesty & Hanover

- Mr. Marinelli provided information regarding the Chesapeake & Delaware (C&D) Canal Bridge Modernization Project, per the presentation in **Appendix B**.
- Vessels operating under the Jones Act and dredging contractors are not piloted by the Pilots; it will be a challenge to get the word out to those operators. As Atlantic Region Chairman of the American Waterways Operators organization, Mr. Reagoso will assist in getting the word out to them and facilitate coordination with Mr. Marinelli. Captain Kinlein recommended that USCG D5 distribute the information as much as possible, also.

5.0 Salvage and Marine Firefighting Subcommittee Fred Dolbow, USCG

- Mr. Dolbow provided information regarding the Salvage and Marine Firefighting Subcommittee Tabletop Exercise and Preparedness for Response Exercise Program Full Scale Exercise, per the presentation in **Appendix C**.

6.0 2023 Hurricane Season MTS Recovery Fred Dolbow, USCG

- Mr. Dolbow provided information regarding the 2023 Hurricane Season Marine Transportation System Recovery, per the presentation in **Appendix D**.

**7.0 U.S. Coast Guard Updates Baxter Smoak, USCG MD-NCR
Scott Taylor, USCG Regional Exam Center-Baltimore
Joshua Motta, USCG MD-NCR
Sam Danus, USCG MD-NCR**

- Mr. Smoak noted that hurricane impacts to this area are generally indirect and low- to moderate-impact, but any necessary coordination with other ports and/or Port of Baltimore partners during this hurricane season will be piggybacked on Sector Virginia’s port partner calls. USCG will advertise the calls through this committee and Baltimore Port Alliance.
- USCG transfer season has begun. Sam Danus will be transferring out of this Sector, replaced by Katie Newkirk. Ms. Sutschek will be the new Commanding Officer on the USCG Cutter Rankin.
- The Cove Point Liquefied Natural Gas (LNG) facility transit plan is undergoing revision; a draft should be ready in early summer for stakeholder review. Most changes are inconsequential, incorporating the practices that are already in place, just not stated in the plan, or are editorial in nature. The biggest change is the tug section; pilots are suggesting simulations through the Maritime Institute of Technology and Graduate Studies (MITAGS) to

provide data to support tug requirements at Cove Point. Generally, the issue is ensuring that the dedicated tugs in use have sufficient power to move the LNG ships. The revised plan should be moving through reviews by USCG Captains of the Port in Maryland and Virginia, in fall 2023.

- Mr. Smoak and Mr. Danus authored an article in the magazine, *Proceedings*, regarding the success and value of this Harbor Safety Committee in managing both emergent and routine port issues. The article will be shared with this committee when available.
- USCG issued MSIB 1-23 regarding reporting sexual misconduct on US vessels. USCG reaffirms its commitment to investigate reports of sexual assaults and harassment on US ships. A recent change to US law requires the responsible party for the vessel to report complaints to the USCG. If the investigation determines that a criminal act has occurred, the report will be relayed to the USCG criminal investigation group. If the investigation determines that the act was not criminal, the report will go to the USCG marine safety investigators to determine if revocation or suspension of licensing is necessary.
- Mr. Taylor explained that the timelines for processing mariner credential applications are longer than normal, due in part to an increase in the number of applications being received. He reminded the committee to ensure applications are complete when submitted, to ensure timely processing. The machines that print the credentials are aging, so the center is soon transitioning to a newer printing system. Supply chain issues have impacted the availability of the hologram portion of the credentials; mariners may receive credentials without holograms that are still valid.
- Mariners holding certifications from the Mid-Atlantic Maritime Academy in Norfolk, VA may encounter some challenges to their credentialing moving forward as that organization was involved in impropriety, such as forging course certificates. Mariners holding certificates from this organization may be required to submit an affidavit to USCG to maintain their credentials. Any mariners that may have concerns should contact Mr. Taylor directly to discuss a path forward.
- Mr. Motta and Mr. Danus provided Aids to Navigation and Waterways Management updates per the briefing sheet in **Appendix E**.
- The Brewerton Channel Eastern Extension Range PEL is not designed with a lot of replaceable components, so any discrepancies will require coordinating repair with the manufacturer, who may have to fly a technician to the light. To mitigate this potential delay in repair, the directional light was left in place, which could be used until the PEL can be repaired.
- Captain Kinlein expressed his appreciation for the USCG's work to get the Brewerton Channel Eastern Extension Range PEL installed, greatly reducing the risk for accidents in that area.

8.0 U.S. Army Corps of Engineers, Philadelphia District Updates

Mike Hart, USACE Philadelphia

- Mr. Hart stated that Philadelphia District has no active dredging right now. USACE intends to award a contract soon that will be underway in the fall/winter. USACE is in the process of processing the spring surveys. Preliminary information indicates that there may not be as much material to dredge this season; that which is dredged will go to the Pearce Creek DMCF.
- Dredge will also occur in the basin by the C&D office; the dredged material will go to the Pearce Creek DMCF.

- St George’s Bridge is under full closure to vehicles. In the Canal, there is still the potential for a barge to be tied up to the one of the piers, possibly impacting channel clearance.
- Mr. Bibo asked if a new Water Quality Certification (WQC) was required for the upcoming dredging; Mr. Hart responded that the WQC obtained last year is still valid.
- Captain Kinlein noted that, from the Pilots’ perspective, Worton Point needs attention; the location seems to shoal rapidly.

9.0 U.S. Army Corps of Engineers, Baltimore District Updates

Doug Greene, USACE Baltimore

- Mr. Greene noted that Eric Lindheimer, Chief of Navigation, has been extended through the end of September, so he is still a point of contact for the branch.
- Mr. Greene provided information per the presentation provided in **Appendix F**.
- Captain Kinlein noted that the Pilots are starting to notice a shallowing of the York Spit channel during transit of the channel.

10.0 NOAA/NOS/NWS Updates

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

- Mr. Wartick stated that NOAA continues the paper chart cancellation process; 418 charts out of 1,075 have been cancelled. There are 165 last editions. The process is anticipated to be complete in January 2025. NOAA has been working with pilots nationwide and the American Association of Port Authorities to develop a version of the ENC tool that produces a chart that pilots can test on (i.e., a blank chart). The first version of this will be coming out in July, when feedback will be solicited from pilot associations.
- A lot of survey work in the Chesapeake is coming up, including Baltimore Inner Harbor, outside of the USACE-surveyed channels.
- Yesterday, USCG navigation policy letter 01-23 was published, regarding carriage requirement for NOAA custom chart products. A chart produced and printed from the NOAA custom chart tool now has carriage requirements behind it. In order to meet carriage requirements, the printed chart must be printed at the appropriate scale for navigation and less than 6 months old.
- After lengthy group discussion, Captain O’Connell suggested that a working group may be beneficial to determine the appropriate depth information that should be shown on the NOAA charts (hydrographic survey, project depth, spot soundings, etc.). NOAA is currently in transition to a new system that would allow the NOAA charts to be updated much more expeditiously.
- Mr. DiVeglio provided updates per the presentation in **Appendix G**.
- The Voice Data Response System will be taken offline in September 2023, as most users are using the online services.
- Slide 5 states that the Key Bridge Second Air Gap sensor installation is ongoing; updated information indicates that the installation has been delayed until August.

11.0 Maryland Department of Natural Resources Updates

John Gallagher, MDNR

- Mr. Gallagher stated that the temporary speed zone on the eastern side of the Bay Bridge was

effective May 5; buoys should be in place next week. The speed zone requested for the western side is being processed in the normal manner (i.e., not an emergency request).

- A 6-knot speed zone has been requested for the Chesapeake City area; the request is on public notice now.
- MDNR also received a request for a temporary speed zone for seawall work occurring at the Naval Academy. Instead of implementing this temporary zone, MDNR is suggesting to the Naval Academy the enforcement of the existing CFR exclusion zones and that the contractor place caution buoys where needed.
- Mr. Gallagher thanked the Corps for assisting with the pickup of an 8,000 lb log at National Harbor.
- Mr. Gallagher supports a study of adding structure at Knapps Narrows for sand capture.
- MDNR emplaced navigation buoys in the Inner Harbor during the Sailabration event years ago; if during the upcoming survey NOAA determines that they should be moved, Mr. Gallagher asks that MDNR be notified.

12.0 Maryland Transportation Authority Updates

Bob McKenzie, MDTA

- Mr. McKenzie stated that no Key Bridge work is planned in the next twelve months that would affect under-bridge clearance. Key Bridge inspections for 2023 are complete. Green and white navigation light modification was completed on June 9. Since the lights were raised, NOAA will need to update the air gap data associated with the bridge. For the red margin lights, the draft installation procedure was submitted at the end of May; it is currently being finalized.
- Bay Bridge: the eastbound bridge stair tower has been installed on Pier 35 between the main channel and the secondary channel. Temporary scaffolding is being installed on the trusses over the main and secondary channels. Utility relocation preparations are ongoing. Truss plating and rivet replacement will begin shortly. Repairs are ongoing on westbound bridge outside of the navigation channels; no impact to water traffic is anticipated. Routine repairs anticipated on both spans in next 12 months but nothing to impact navigation traffic. Inspections for 2023 are nearing completion. Use of snoopers over the main and secondary channels will be communicated to USCG 2 weeks ahead of time. These trucks can be removed quickly if required. Mr. Danus stated that there is a separate D5 Bridges process regarding submitting a bridge maintenance plan; this requires 90 days' notice, which would allow waterway users to be notified and coordinate deconfliction.
- The second Bay Bridge air gap sensor platform material delivery has been delayed; installation is anticipated to be complete in August 2023. MDTA will notify NOAA prior to completion to provide access for in-progress documentation.

13.0 Association of Maryland Pilots Updates

Captain John Kinlein, MD Pilots

- Captain Kinlein stated that in recent weeks the Bay charter fisherman have moved dangerously close to Dundalk Marine Terminal. This is concerning from both safety and security perspectives. While the normal course of action is to do a prolonged horn blast when the ship is underway, the Pilots have been providing notification via radio and abstaining from the horn blast to avoid startling the crane operators at Seagirt Marine Terminal. Captain Kinlein requested a waterborne security presence. Mr. Bibo will discuss these concerns with MPA Terminal Operations.

14.0 Maryland Port Administration Updates

Dave Bibo, MPA

- Mr. Bibo stated Consol/CNX contractor, Lake Michigan Contractors, will be dredging the west side of Pier 2 in about two weeks, with material going to Masonville. At the South Locust Point Cruise Terminal, about 5,000 cubic yards will be dredged in July, with material going to Masonville. Amports plans a maintenance dredging project at their Chesapeake and Atlantic terminals later this year. No updates from Tradepoint Atlantic. The USCG turning basin dredging project has been delayed to 2024. USCG access channel dredging project currently has no funding.

15.0 Comments/Adjourn

David Bibo, MPA

- The next meeting will be held on September 13, 2023.