

FINAL DRAFT
SUMMARY OF THE PORT OF BALTIMORE
HARBOR SAFETY AND COORDINATION COMMITTEE MEETING
September 8, 2021 10:00 AM
Virtual Meeting

Attendees:

Assedo Consulting, LLC: Odessa Phillip
Association of Maryland Pilots (AMP): Captain Beth Christman, John Kinlein, Captain Eric Nielsen
Baltimore Gas and Electric (BGE): Jim Burkman, Geoffrey Thomas
Chesapeake & Interstate Pilots: Captain David Lieberman
Gahagan & Bryant Associates (GBA): Brian Newbury
Maryland Department of Natural Resources (DNR): Matt Negley
Maryland Department of Transportation Maryland Port Administration (MDOT MPA): Ryan Barry, Dave Bibo, Margie Hamby, Holly Miller, Dominic Scurti
Maryland Environmental Service (MES): Stephanie Peters, Mindy Strevig
Maryland Transportation Authority (MDTA): Robert McKenzie, Ruel Sabellano
McAllister Towing: Mike Reagoso
Moran Towing Corporation: Nathan Hauser
National Oceanic and Atmospheric Administration (NOAA) Office of Coast Survey: Ryan Wartick
National Weather Service (NWS): Steve Zubrick
U.S. Army Corps of Engineers (USACE), Baltimore District: Graham McAllister, Andrew Payson
U.S. Army Corps of Engineers (USACE), Philadelphia District: Mike Hart
U.S. Coast Guard (USCG), District 5: Jerry Barnes, Albert Grimes, Scott Taylor
U.S. Coast Guard (USCG), Sector Maryland–National Capital Region (MD-NCR): MSTC Kerry Bolen, LCDR Sam Danus, BM1 Tyler Fink, Henry Hays, Ron Houck, MST3 Melissa Kelly, Chief Morgan Merritt, Captain David O’Connell, BOSN Chris Runt, CDR Baxter Smoak

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 back 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 change in status.*

C26 – Rebuild Craighill Channel Range lights. *(Ongoing– Planned construction to begin in April 2022 and complete by February 2023.) June 29, 2021 - ANT Baltimore, Sector Maryland-NCR, and CEU Cleveland conducted a site visit to the front and rear structures with Wood-HDR JV contractors in advance of the construction project.*

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 widening Colgate Creek in two phases, which would adjust the area of Buoy 1C. The first phase of dredging is expected to start in June 2021.) Completed*

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 D5 (bridges) and C4ITSC in Norfolk. 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 CG-BRG-1 has concurred with D5'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 scheduled to occur. Mr. Pitt's number is 757-398-6222 and e-mail is Hal.R.Pitts@uscg.mil). No update – SHA is owner of Knapps Narrow Bridge.*
- Curtis Bay Range Light Lease - Mr. Kinlein expressed concern regarding the lack of lighting in that area, once this range is discontinued. Mr. Runt encouraged those with concerns to respond to the LNM

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 December 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 June 2021 meeting summary. The motion was put forth and the summary was accepted.

3.0 SMT Crane Arrival and Logistics

Beth Christman, MD Pilots

- Capt. Christman confirmed that the cranes will arrive tomorrow, September 9. She discussed details of the schedule for the day.
- MDTA will provide traffic control at the Bay Bridge and the Key Bridge. Capt. Christman has been coordinating with MDTA operations administrators regarding traffic control logistics for the day; however, she will follow up with them today regarding a preferred approach notification lead time.
- Capt. Christman's cell phone number is 410-913-6206 for anyone who may need to get in touch during the transit (she will not be piloting the vessel).
- The Carnival Pride cruise ship will be in its berth before the crane vessel is scheduled to arrive. Future cruises will continue with an early Sunday arrival and late Sunday departure schedule.
- Mr. Bibo will distribute the cruise ship schedule out to the group in the near future.

4.0 Baltimore Gas and Electric (BGE)

**Jim Burkman, BGE
Geoff Thomas, BGE**

- BGE provided an update on the construction of their Key Crossing Reliability Initiative, sharing photographs of the erection of the two tallest in-water towers (Towers 3 & 4), one either side of the shipping channel, along with photographs of the helicopter at the start of the overhead conductor stringing activities.
- USCG will continue broadcasting during the work, with the broadcast up to 24 hours ahead of closure being the most accurate. The Marine Safety Information Bulletins (MSIB) will continue to be updated as needed. If the published schedule is not being met, port partners will be informed so that proper voyage planning can be conducted.
- Mr. Burkman thanked all partners involved in the project for the cooperation and partnership in such a unique project.

- Further updates on the BGE Key Crossing Project can be found at www.bge.com/keycrossing.

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

Jerry Barnes, USCG D5
Sam Danus, USCG MD-NCR
Albert Grimes, USCG D5
Ron Houck, USCG MD-NCR
David O’Connell, USCG MD-NCR
Chris Runt, USCG MD-NCR

- Capt. O’Connell introduced himself and stated that he has relieved Capt. Joseph Loring as Sector commander. He expressed appreciation for the coordination occurring at the Port of Baltimore.
- Mr. Runt provided updates regarding action items and Aids to Navigation, per the attached Briefing Sheet provided during the meeting.
- The new property owner for the Curtis Bay Range rear range light is not renewing the lease with the USCG. The Coast Guard will be proposing to discontinue this range altogether. With the current buoy layout there are ten Lighted Buoys marking the channel from the entrance to the Range Front Light. The channel is 1.9 NM in length and Lighted Buoys 2-6 are about .25 NM apart each. Please comment in next week’s LNM; September 14, 2021 issue. Mr. Kinlein expressed concern regarding the lack of lighting in that area, once this range is discontinued. Mr. Runt encouraged those with concerns to respond to the LNM.
- Mr. Lieberman inquired about the status of negotiations for other range lights located on private property. Mr. Grimes responded that the owners of properties at Elk River West, Elk River South front, and Elk River North rear are requesting increases in lease amounts. It is likely that these leases will be increased due to the sophistication of the lights and difficulty involved in moving. It is unlikely they will go dark. Mr. Kinlein asked why the Coast Guard doesn’t pursue eminent domain on the properties where these range lights are located. Mr. Grimes will get information from the Coast Guard’s Real Property Office to share with Mr. Runt or the sector. Mr. Kinlein stressed the importance of the aids to navigation, as GPS alone is insufficient, and the need is becoming greater with the increasing size of ships.
- Mr. Houck provided updates regarding Waterways Management, per the attached **Briefing Sheet** presented during the meeting.
- Mr. Barnes provided updates regarding D5 Marine Planning, **per the attached D5** Marine Planning notes presented during the meeting.

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

Mike Hart, USACE Philadelphia

- Mr. Hart stated that a 350 key dredging project from the southern approach channel is anticipated to be awarded soon; the dredged material will be placed at the Pearce Creek DMCF from mid-November through December.
- Mr. Hart remarked that three bridge contracts for Chesapeake City, SR-1, and St. George’s

bridges are anticipated for award in September 2021. The Chesapeake City bridge air gap will be affected during this work. At any time, work will be held to only half of the main span. Work is anticipated to begin in spring 2022.

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

Graham McAllister, USACE Baltimore

- Mr. McAllister provided updates per the **attached presentation**.
- Mr. McAllister remarked that a dredging contract for the Cape Henry Channel for 2.36 mcy will be placed at the Dam Neck Open Water Placement site. Award for this contract is planned for September 2021 and dredging expected for winter 2021/2022. This schedule avoids impacts to endangered sea turtles.
- Mr. McAllister noted the upcoming advertisement for dredging of the Harbor and Maryland Approach Channels is expected to be advertised in October 2021 with Award by November 2021. Dredging is anticipated to start winter 2021/2022 and includes approximately 500,00 cy to be placed at the Cox Creek DMCF and 950,000 cy to be placed at Poplar Island.
- Mr. McAllister remarked that the USACE expects to advertise a solicitation next summer for dredging the Harbor and Maryland Approach Channels (channels will be determined in coordination with MDOT MPA and the pilots). Award is expected by August 2022; work is expected to occur in winter 2022.
- Mr. Bibo encouraged a pre-bid meeting at the Cox Creek DMCF for the Harbor dredging project so bidders can see the extent of ongoing construction activity.

8.0 NOAA/NOS/NWS Updates

Ryan Wartick, NOAA/OCS
Steven Zubrick, NOAA/NWS

- Mr. Wartick provided updates regarding chart updates, raster chart cancellation, and a NOAA hydrographic survey matching fund program **per the attached presentation**.
- Weekly chart updates are available on NOAA's website: https://distribution.charts.noaa.gov/weekly_updates/
- Mr. Zubrick provided a weather-related update, per the attached presentation.
- Mr. Wartick provided an update on behalf of Chris DiVeglio regarding air gap sensors. The Chesapeake City Air Gap sensor performed at 99%, Francis Scott Key (FSK) Bridge Air Gap performed at 97%, and Bay Bridge Air Gap performed at 99%.
- The Chesapeake City current station sensor performed at 99%. The Tolchester Front Range current meter is currently out of commission; a path forward is being determined. NOAA and MD Pilots are supportive of transitioning this to a buoy mounted station in the future, but air gap sensors have temporarily taken a higher priority. The Bay Bridge current meter performed at 85%, though the meter is currently offline. The Cove Point meter performed at 99%. The Rappahannock Shoal current meter performed at 99%.
- 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. Reconnaissance trips to evaluate space and equipment for the current air gap stations on the Bay Bridge and FSK bridge occurred in June 2021; there appears to be plenty of room on the FSK Bridge platform. The

Bay Bridge platform is small, so upgrade options need to be explored. Mr. Sabellano indicated that the second Bay Bridge air gap sensor project will be part of a 3-way MOA between MDOT MPA, MDOT MDTA, and NOAA.

9.0 Department of Natural Resources (DNR) Updates

Matt Negley, DNR

- DNR is continuing to field complaints of debris and abandoned boats.
- DNR’s new ice breaker is currently under construction in Rhode Island; its arrival is expected in June 2022.

10.0 Maryland Transportation Authority (MDTA) Updates

Ruel Saballano, MDTA

- Mr. Saballano remarked that a meeting with MDOT MPA has been scheduled for next week to discuss the options for FSK navigation lights. Once the design is finalized, a task order will be established to allow construction to proceed.

11.0 Chesapeake & Interstate Pilots Updates

David Lieberman, CIP

- Mr. Lieberman had no further updates.

12.0 Association of Maryland Pilots (MD Pilots) Updates

Captain Eric Nielsen, MD Pilots

- Capt. Nielsen had no further updates.

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

**Dave Bibo, MDOT MPA
Mindy Strevig, MES**

- Mr. Bibo remarked that several dredging projects have been completed since the last meeting: AMPORTS, National Gypsum, Seagirt Berth 3, Ports America Chesapeake (PAC) Pocket Phase 1, and Colgate Creek Phase 1.
- Dredging projects that remain to be completed and placed within the state DMCFs include PAC Pocket Phase 2, Colgate Creek Phase 2, Anne Arundel County, and USCG shipyard and access channel.
- Mr. Bibo stated that dike raising construction continues at the Harbor dredged material placement facilities (DMCFs), Masonville and Cox Creek. Due to this construction, close coordination with dredging contractors is needed.
- Mr. Bibo stated that the Howard Street Tunnel expansion project is underway; this project will allow double-stacked trains to pass through the tunnel.

- Ms. Strevig stated that the Dundalk Berth 3 reconstruction is ongoing; this work includes intermittent dredging.
- Mr. Bibo expressed thanks to USACE, USCG, the pilots, MDTA, and BGE for all the logistics and coordination occurring at this time.

14.0 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 12/8/2021.