

FINAL DRAFT
SUMMARY OF THE PORT OF BALTIMORE
HARBOR SAFETY AND COORDINATION COMMITTEE MEETING
December 15, 2021 10:00 AM
Virtual Meeting

Attendees:

Assedo Consulting, LLC: Odessa Phillip
Association of Maryland Pilots (AMP): Captain Beth Christman, Captain John Kinlein, Captain Eric Nielsen
Baltimore Gas and Electric (BGE): Jim Burkman, Kevin Costello, Bonnie Johansen
Burns & McDonnell: Cody Duplisea
Chesapeake & Interstate Pilots: Captain David Lieberman
Community Member: William Feuer
Maryland Department of Transportation Maryland Port Administration (MDOT MPA): Ryan Barry, Dave Bibo, Cynthia Burman, Kristen Fidler, Margie Hamby, Brian Miller, Dominic Scurti
Maryland Environmental Service (MES): Stephanie Peters
Maryland Transportation Authority (MDTA): Ruel Sabellano
Moran Towing Corporation: Nathan Hauser
National Oceanic and Atmospheric Administration (NOAA): Kevin Witt
National Oceanic and Atmospheric Administration (NOAA) Physical Oceanographic Real-Time System (PORTS): Chris DiVeglio
National Weather Service (NWS): Conner Belak
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: Albert Grimes, Scott Taylor
U.S. Coast Guard (USCG), Sector Maryland–National Capital Region (MD-NCR): LCDR Sam Danus, Fred Dolbow, Henry Hays, MST3 Melissa Kelly, Chief Morgan Merritt, BOSN Chris Runt, CDR Baxter Smoak
U.S. Wind: Ben Cooper, Cheryl Stahl

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 update.*

C26 – Rebuild Craighill Channel Range lights. *(Ongoing– Planned construction to begin in April 2022 and complete by February 2023.) The project to rebuild Craighill Channel Range Lights (LLNR 8040/8050) is expected to occur from April 2022 through February 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 – 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.)*

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.*

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 March 2022 Harbor Safety and Coordination Committee meeting will be held at the MD Pilot’s headquarters and wished everyone a happy holiday.
- Mr. Bibo thanked the attendees for allowing the meeting to be rescheduled due to a conflict with MDOT MPA’s Annual Committee Meeting. He reviewed the many events that have happened at the Port since the last meeting and thanked the committee members for their work to accomplish these events.

2.0 Approval of Summary for Record

Dave Bibo, MDOT MPA

- Mr. Bibo asked for a motion to accept the September 2021 meeting summary. The motion was put forth and the summary was accepted.

3.0 Baltimore Gas and Electric (BGE) Crossing Update

**Jim Burkman, BGE
Cody Duplisea, Burns & McDonnell
Bonnie Johansen, BGE**

- Mr. Burkman stated that he would be retiring at the end of the year; Kevin Costello will be assuming his duties. He thanked all on the call for their coordination.
- Ms. Johansen thanked all partners involved in the project; they were instrumental to its success.
- Mr. Duplisea provided photos of and update on the construction of the Key Crossing Reliability Initiative, sharing photographs of the installation of the fender systems on Towers 2 and 6, construction of concrete for Tower 5 VCP fascia wall, stripping formwork for Tower 5 VCP, wire stringing via helicopter, installation of topping rebar and formwork on Towers 3 and 4, and replacement of damaged sub-conductors.
- Information on the BGE Key Crossing Project can be found at www.bge.com/keycrossing.

4.0 Salvage and Marine Firefighting Committee

Frederick Dolbow, USCG

- Mr. Dolbow stated that the USCG was planning a Salvage and Marine Firefighting (SMFF) subcommittee to promote SMFF response capabilities in the MD-NCR Captain of the Port (COTP) Zone. The goals of the subcommittee will be building relationships, educating responders on the complexities of firefighting in the marine environment, identifying SMFF resources in our area, and potentially establishing agreements.
- The first meeting is planned for late January or early February 2022.
- Historical information regarding the establishment of related regulations is included in the attached SMFF Presentation.
- Mr. Dolbow stated that USCG must verify that the available commercial SMFF resources in our area can meet the timeframes listed in the geographical-specific Vessel Response Plans.
- There do not appear to be any consent agreements between municipal fire departments and

marine firefighting resource providers in our COTP Zone. The COTP is the Incident Commander for any fire aboard a vessel at anchor or underway and therefore, the Coast Guard would lead the firefighting efforts for that vessel.

- Mr. Hauser commented how helpful Coast Guard intervention has been in grounding situations where the vessel operator was asked to employ their salvage and marine firefighting contract to avoid worsening the impacts of grounding.
- Mr. Taylor stated that he recently received a briefing on the threat of electric vehicle battery fires on car carriers, as they are difficult to put out; he will coordinate with Mr. Dolbow and Mr. Hauser.
- Mr. Scurti stated that MDOT MPA is working with the car carriers to learn more information on the battery charge level of electric vehicles on board.

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

Sam Danus, USCG MD-NCR
Albert Grimes, USCG D5
Chris Runt, USCG MD-NCR
Baxter Smoak, USCG MD-NCR

- Mr. Danus stated that the Port Guidance Subcommittee was established to provide temporary guidance measures for ad hoc deep draft waterway issues. When a rope broke during the BGE work, it became apparent that such a subcommittee was needed. The Subcommittee is seeking participants, including a chairperson, who may be any member of the port community (it does not have to be a member of the USCG). The Subcommittee is also seeking any topics from attendees that could be addressed.
- Mr. Smoak stated that the USCG has been busy this year, with coordination associated with crane arrival, the BGE project, two visits by the President, and changes in cruise ship calls.
- Seasonal Aids to Navigation are being removed from the water. Today is the start of ice season.
- Mr. Runt provided updates regarding action items and Aids to Navigation, per the attached Briefing Sheet provided during the meeting.
- Rappahannock River: Mr. Runt noted this new item regarding \$1.5M that has been allocated for structural repairs to the Rappahannock River Range Rear Light.
- Mr. Lieberman asked if USCG intended to install a PEL at Curtis Bay front range; the intention is for the light to be a Directional Light. Mr. Grimes encouraged Mr. Lieberman to send any comments regarding this light directly to him and Mr. Runt. Mr. Kinlein echoed Mr. Lieberman’s concerns regarding this range.
- Mr. Grimes stated that USCG received the Maryland Pilots’ requests for two unlighted buoys; USCG is working to grant those requests.
- Mr. Danus provided updates regarding Waterways Management per the attached Briefing Sheet presented during the meeting.
- Any questions or concerns regarding the Francis Scott Key Bridge navigation lighting should be directed to Mr. Hall Pitts (D5 Bridges); Hal.R.Pitts@uscg.mil; 757-398-6222.

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

Mike Hart, USACE Philadelphia

- Mr. Hart stated that USACE is reviewing contractor submittals for the 390 key dredging project (Sassafras River and Wharton Point); the dredged material will be placed at the Pearce Creek DMCF from late December through January 2022.
- Mr. Hart remarked that three bridge contracts for Chesapeake City, SR-1, and St. George's bridges have been delayed due to submittals. 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. The extent of the air gap restriction during this work will be unknown until all the submittals have been received. Mr. Hart will follow up with Mr. Kinlein once this information is known.

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 occurred in September 2021; dredging is anticipated to begin this week and go through the end of March. This schedule minimizes impacts to endangered sea turtles.
- Mr. McAllister noted the upcoming advertisement for dredging of the Harbor and Maryland Approach Channels was advertised in November 2021 with award planned in January 2022. Dredging is anticipated to start winter/spring 2022 and includes approximately 500,00 cy dredged from the Fort McHenry Channel to be placed at the Cox Creek DMCF and 950,000 cy dredged from the Cutoff Angle and Craighill Entrance to be placed in the expansion cells at Poplar Island. An optional item for dragging the East Channel is included to knock down high spots to a uniform elevation of -48 ft.
- Mr. McAllister remarked that the USACE expects to advertise a solicitation next summer for dredging the Harbor and Maryland Approach Channels. Approximately 500,000 cy dredged from Brewerton Angle, Curtis Bay, and Curtis Creek will be placed in a Harbor DMCF. Approximately 1.6 million cy dredged from Craighill Upper Range and just south of the Craighill Entrance will be placed at Poplar Island. Plans are currently in development. Award is expected by August 2022; work is expected to occur in winter 2022/2023.
- Mr. McAllister provided an update on the Seagirt Loop Study. The team met the Tentatively Selected Plan milestone on December 9, 2021; the draft report is expected to be released to the public in February 2022. The study is scheduled for completion by September 2023.
- Mr. McAllister provided a link to the public notice associated with the availability of the draft supplemental Environmental Assessment (comments due January 18, 2022): <https://www.nab.usace.army.mil/Missions/Regulatory/Public-Notices/Public-Notice-View/Article/2873667/mid-chesapeake-bay-islands-ecosystem-restoration-barren-island-dorchester-count/>

8.0 NOAA/NOS/NWS Updates

Chris DiVeglio, NOAA/PORTS
Connor Belak, NOAA/NWS

- Mr. DiVeglio reported that the Chesapeake City air gap sensor performed at 100%, Francis Scott Key (FSK) Bridge air gap performed at 99.4%, and Bay Bridge air gap performed at 99.9%.
- The Chesapeake City current station sensor performed at 99.8%. 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 37.4%. Issues with the battery caused the sensor to be replaced in August, but issues continued. The sensor was again replaced in October, with consistent performance since then. The Cove Point meter performed at 99.7%. The Rappahannock Shoal current meter performed at 62.7%. The station went out in early November and is a priority for a visit.
- NOAA will proceed with enhancing the FSK Bridge air gap in 2022. The existing platform has plenty of room to add another electronics box and sensor. This will add the desired redundancy with two separate data collection platforms.
- NOAA National Ocean Service (NOS) has updated their Ocean Facts on Air Gap website with a video of a vessel going under the Bay Bridge (video provided by Ms. Christman): <https://oceanservice.noaa.gov/facts/air-gap.html>
- Mr. DiVeglio provided an update from the Office of Coast Survey via email after the meeting. Bay Hydro 2 survey update locations for 2022 (Baltimore Harbor, Hart-Miller Island, Mid-Bay, Cove Point, Elk River, and Rappahannock River) are shown on the attached NOAA figures. Any questions regarding the survey locations should be directed to Ryan Wartick.
- Charts 12237 and 12244 have been canceled for our area. No additional charts have been canceled in our area at this time.
- Weekly chart updates are available on NOAA's website: https://distribution.charts.noaa.gov/weekly_updates/
- Mr. Belak reported that NOAA's Winter Outlook is out. It is currently favoring above normal temperatures locally, with no strong signs for either above or below normal precipitation (<https://www.noaa.gov/news-release/us-winter-outlook-drier-warmer-south-wetter-north-with-return-of-la-nina>).

9.0 Maryland Transportation Authority (MDTA) Updates

Ruel Saballano, MDTA

- Mr. Saballano stated that an MOA between MDTA and MDOT MPA is in development, regarding the FSK Bridge navigation lights relocation. Once finalized, an on-call contractor will be contacted to implement the project.
- Regarding the second Bay Bridge air gap sensor: MOAs are in development with NOAA (for right of entry and installation and maintenance of the sensor) and MDOT MPA (for payment). Once these are executed, design and construction will move forward.
- There were no issues with traffic during the delivery of the cranes in September.

10.0 Chesapeake & Interstate Pilots Updates

David Lieberman, CIP

- Mr. Lieberman had no further updates.

11.0 Association of Maryland Pilots (MD Pilots) Updates

John Kinlein, MD Pilots

- Mr. Kinlein expressed thanks to USCG D5 and Sector MD-NCR in their work to replace the soon to be extinguished Brewerton Eastern Extension Range Rear Light, as it is a high priority aid to navigation for the Pilots.
- Mr. Kinlein expressed thanks to the USACE Baltimore and Philadelphia districts for their assistance with addressing issues in the channels associated with shoaling and dredging. He also noted the critical support provided by USCG Sector VA and Mr. Grimes regarding the critical aid to navigation in the Rappahannock Shoal Channel.
- The extinguishing of the Curtis Bay range remains an issue.
- The MD Pilots have been coordinating with USCG and USACE Baltimore regarding loose buoys.
- Mr. Kinlein praised the USCG staff, MDOT MPA, and NOAA for their coordination efforts.

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

Dave Bibo, MDOT MPA

- Mr. Bibo stated that dredging projects that remain to be completed and placed within the state DMCFs include Dundalk Berth 3 Reconstruction (January 2022), PAC Pocket Phase 2 (February 2022), and USCG shipyard and access channel (schedule TBD).
- 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.
- USACE Harbor maintenance dredging is planned for placement at the Cox Creek DMCF. Maryland Bay Channel dredging is planned for placement at Poplar Island.
- MDOT MPA is working closely with USACE on the Seagirt Loop feasibility study.
- Mid-Bay: Plans for a 2,000-acre placement facility near James Island are part of the under-development Mid-Bay project.
- Mr. Bibo stated that Ms. Burman provided him the 2022 cruise schedule; it is attached.

13.0 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 March 9, 2022.