

**SUMMARY OF THE PORT OF BALTIMORE
HARBOR SAFETY AND COORDINATION COMMITTEE MEETING**

**June 11, 2025 10:00 AM
Association of Maryland Pilots
3720 Dillon Street
Baltimore, Maryland 21224**

Attendees:

AECOM: Mike Baker
Anchorage Marina: Wayne Easton
Association of Maryland Pilots (MD Pilots): Captain John Kinlein, Captain Eric Nielsen,
Captain Noah Seiple
Baltimore Banner: Hayes Gardner
Baltimore City Department of Transportation: Michael McGeady
Community member: Will Feuer
Dominion Energy: Michael Lewis
Gahagan & Bryant Associates (GBA): Ben Cushing, Brian Newbury
Maryland Department of Natural Resources (DNR): Ken Choi, Micheal Lathroum
Maritime Applied Physics Corporation (MAPC): Brian Fitzpatrick
Maryland Port Administration (MPA): Ryan Barry, Dave Bibo, Brian Miller, Holly Miller,
Rachel Miller, Dominic Scurti, Rockye Truelove
Maryland Transportation Authority (MDTA): Melissa Bogdan, Emily DiMarcio, Ruel
Sabellano, Jason Stolicny, James Taylor, Brian Wolfe)
McAllister Towing: Robert Dempsey
Mediterranean Shipping Company (MSC): Lauren Fogerty, Valerian Riviere
Moran Towing: Jonathan Steinberg
NOAA Office of Coast Survey (OCS): Ryan Wartick
NOAA Physical Oceanographic Real-Time System (PORTS): Chris DiVeglio
Norton Lilly: Michael Cureton
Remline: Michelle Puszc
U.S. Army Corps of Engineers (USACE), Baltimore District: Kevin Fenyak, Jo Ann Grundy,
Rachel Kierzewski
USACE, Philadelphia District: Michael Hart
U.S. Coast Guard (USCG): Chris Briggs, Peter Brown, Doug Bullock, Pat Burkett, Caren
Damon, Fred Dolbow, Kristopher Eleazer, Albert Grimes, Natasha Hand, Henry Hays,
Noel Jones, Kevin Kiefer, Brian McGee, Joshua Motta, Kate Newkirk, Justin Strassfield,
Scott Taylor
US Wind: Ben Cooper
Vane Brothers: John Shkor

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 also looked 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. *No update.*

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.*

C26 – Rebuild Craighill Channel Range Lights (LLNR 8040-Front/8050-Rear): *Update: Onsite work began April 21 and is on track for March 2026 completion.*

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

- Ms. Kierzewski will notify Albert Grimes when the York Spit dredging has been accepted.
- Regarding the Key Bridge, Mr. DiVeglio will email MDTA with any changes to the platform design so they can be incorporated.
- Mr. Lathroum will share details about the Key Bridge speed zone and buoy placements via email and social media once the regulation is finalized.
- Mr. McGee will send his contact information, along with the USCG cyber trends and insights, to the committee members.

Statements for the Record

1.0 Greetings and Introductions

Dave Bibb, MPA

- Mr. Bibb welcomed everyone and called the meeting to order.
- Attendees present and those attending by phone introduced themselves and stated whom they represent.

2.0 Approval of Summary for Record

Dave Bibb, MPA

- Mr. Bibb asked for a motion to accept the March 12, 2025, meeting summary.
- The motion was put forth and the summary was accepted.

3.0 Francis Scott Key Bridge Rebuild Project Update

Jason Stolicny, MDTA

Mike Baker, AECOM

- Ms. Bogdan introduced Mr. Stolicny and Mr. Baker.
- Mr. Stolicny and Mr. Baker provided information regarding the Key Bridge background, bridge design reveal, pre-construction activities, and engagement per the presentation included as **Appendix A**.
- The presentation can also be found at keybridgerebuild.com. “Key Bridge Rebuild” also has a Facebook account that can provide information. Committee members are encouraged to share project information to their networks via these accounts.
- Slide 13: Additionally, a zone with no speed restrictions will be established from the edges of the federal channel out to the edge of the 6-knot no-wake zone (approximately 100 to 150 ft in width). This area will serve as a designated route for smaller watercraft to safely transit through the bridge zone.
- Slide 14: Test pile driving will take place in the river near the proposed locations of the new main piers, outside the physical limits of the navigation channel. This work is intended to assess the geotechnical conditions where the new bridge will be built. Some equipment and materials may need to be moved across the channel during the operation. The test piles will help evaluate performance under long-term loading conditions. For safety, all piles will be marked with lighting to prevent vessel collisions.
- Slide 15: No explosives will be used during the initial demolition activities, which will occur well outside the navigation channel. Some barges may need to move across the channel during this work.
- Slide 17: Community outreach events related to the Key Bridge are taking place this month. If your community is interested in learning more, please reach out.
- Mr. McGeady stated that for the Sail250 event in 2026, multiple Navy vessels and 15 international tall ships are expected to transit through the zone. He asked who he can contact to discuss logistics of vessel transportation and bridge construction. Mr. Stolicny offered to be the point of contact regarding logistics of being out of the work zone with ships passing through. Mr. Baker or someone from Kiewit will likely be managing the waterway operations during construction. Ms. Bogdan suggested that Mr. McGeady send in a request for information at keybridgerebuild.com so it can be properly tracked and routed to the appropriate person. Sail250 will take place from June 24, 2026 to July 1, 2026, though some vessels may leave earlier if they head to the International Naval Review in New York City. Mr. Stolicny noted that he reviewed a list last week outlining all major activities planned in the waterway over the next year and a half. He stated that the project team is internally tracking these events and is prepared to anticipate the timing of the naval vessel movements.
- The area will remain open for recreational use with no speed restrictions, aside from two-way traffic limitations.
- Captain John Kinlein expressed appreciation that ship speed limitations are being considered but raised concerns about recreational boaters potentially being funneled into the federal channel to avoid the construction zone. He warned that this mix of commercial vessels, construction activity, and recreational traffic could pose safety risks. Mr. Stolicny and Mr. Baker agreed, with Mr. Baker noting that additional space beyond the federal channel near existing piers (i.e., the area between the federal channel and the 6-knot no-wake zone) was intentionally included to help mitigate the issue. Captain Kinlein added that clear and effective communication will be essential to safely managing the situation.

- Mr. Easton raised a concern that small recreational boaters often don't pay attention to the Notice to Mariners; he asked how information would be shared to marinas and other relevant organizations. Ms. Bogdan responded that a grassroots outreach effort will launch later this summer, including distributing flyers at marinas and docks near the project area. She added that anyone who is interested in posting flyers can request them from the project team. The team is still determining the geographical extent of the outreach. Ms. Bogdan stated she will follow up later this summer with attendees included in the distribution list to explore opportunities for better coordination.
- Mr. Steinberg inquired about the location of the test piles in relation to the current Key Bridge area. Mr. Stolicny explained that the piles will be placed behind the main piers (17 and 18) of the old bridge, approximately 200 feet outside the channel on either side.
- Mr. Stolicny stated that the project team is still working through the detailed design and associated scheduling but are aiming for the October 2028 for completion of construction. About 50% of the design is complete.
- Mr. Bibo asked Mr. Stolicny if Kiewit can bid on construction since they are developing the bridge design. Mr. Stolicny explained that MDTA is in an exclusive negotiation with Kiewit and is using an independent cost estimating firm to provide an opinion on the cost to build the bridge. This estimated cost is then compared against Kiewit's figures. At present, Kiewit holds exclusive bidding rights.
- Regarding demolition of the old bridge: Approximately 850 feet of the old south bridge, including the roadway deck, and 750 feet of the old north bridge are still protruding from the water. Barges will be positioned beneath these sections, and the structures will be removed using cutting methods. The cut materials will be loaded into tractor trailers and transported to a land-based facility for crushing. The south side will undergo demolition first.
- The next focus will be the land side of the bridge, which conflicts with the new bridge design.
- Mr. Steinberg asked whether there would be a wake restriction in the federal channel, given the absence of a speed restriction. Mr. Baker responded that there will be no speed restriction in the channel and noted that large crane barges that recently transited the area handled the wake without issue.
- Ms. Bogdan mentioned she is currently developing materials for the public and asked if there is a recommended phone number that can be shared in case of emergency or other concerns. Mr. Baker responded that the current Notice to Mariners includes two Kiewit phone numbers suitable for public use: one for the superintendent and one for the construction manager.
- Captain Kinlein said the Notice to Mariners system is unreliable because important updates aren't being published. He attributed this to international compliance issues and urged sharing navigation info through multiple channels to avoid missing critical updates. Mr. Baker stated that they are in contact with the Coast Guard and have regular meetings with them. Mr. Baker asked if entries are supposed to be published every Tuesday. Captain Kinlein agreed but noted that discussed entries still don't make it into the publication. He suggested making sure to quality check the entries to ensure they are getting published every Tuesday.
- Mr. Bibo asked whether any dredging would be required for the new bridge, given that dredging was performed in the main channel during the recovery process to allow commercial vessels to pass. Mr. Baker stated that, based on the 50% completed design

plan, no maintenance dredging or deepening-type dredging is currently anticipated. However, Mr. Stolicny added some material will need to be removed from the bottom during pile driving. Mr. Baker confirmed that there will be some sediment removal inside of the driven piles.

4.0 Salvage & Marine Firefighting Subcommittee & 2025 Hurricane Season MTS Recovery **Fred Dolbow, USCG MD-NCR**

- Mr. Dolbow provided information per the presentation included as **Appendix B**.
- Hurricane season started on June 1.
- If anyone wishes to be involved in recovery efforts, please contact Mr. Dolbow by email or phone.
- Slides 7 and 8: The Homeport website is no longer in use. Marine Safety Information Bulletins (MSIB) and port status are now found on the NAVCEN website (<https://www.navcen.uscg.gov/port-status>).
- Slide 8: MSIBs in a PDF format must be requested by emailing D05-SG-SectorMD-NCR-EMFR@uscg.mil. As a vessel transits an area, the MSIB web product will automatically update and alert the user to active MSIB and Notices to Mariners.
- Mr. Dolbow noted the two recent big vessel fires. One in the Pacific Ocean and one electric battery fire on a pier-side RO/RO vessel in Belgium. The lessons learned from these fires will be incorporated into the port-wide marine firefighting plan.
- Mr. Bibb asked what is used to combat an electric car fire on ships. Mr. Dolbow stated that crews first use CO₂ to cool the area and displace oxygen, but the fire out in the Pacific Ocean didn't go out because the fire was extra hot. In the pier-side fire in Belgium, they followed up by pumping nitrogen into the space, which helped keep it cool and smother the fire. This method worked well and is now being considered for future fire response plans.
- Maryland used to have a group like Virginia's Maritime Incident Response Team (MIRT), called Maryland Chesapeake Maritime Emergency Response Group (MCMERG), but it was discontinued. Now, MPA is working to create a MIRT to incorporate into Salvage and Marine firefighting, weather events, and other port-related incidents.

5.0 Coastal Virginia Offshore Wind Program Updates **Michael Lewis, Dominion Energy**

- Mr. Lewis introduced himself as the Marine Affairs Manager for the Coastal Virginia Offshore Wind Program (CVOW). The program has installed 176 wind turbine generators located 27 miles off the coast of Virginia Beach.
- Mr. Lewis provided information per the presentation included as **Appendix C**.
- Slide 2: CVOW is currently in its second season of construction. Foundation installation resumed in early May, and as of today, 105 foundations have been installed to support ongoing work. Each foundation is topped with a transition piece, a 100-foot yellow section that connects the wind turbine generator to the foundation. A total of 75 vessels are engaged in the project, with 32 currently active. As of yesterday, 595 personnel were working offshore, either aboard these vessels or on offshore substation commissioning platforms. CVOW is also in the process of installing foundations for two substations this month. In addition, scour protection, which consists of rock layers placed around the base of each foundation, is being installed to prevent washout over time.

- Slide 3: A total of nine export cables will bring 2.6 gigawatts of power from the offshore substations to the shore. Since there are 9 export cables, there are two sections, the deep water section and the shallow water section. They are joined together at the midpoint called omega joint. About 177 miles of cable has been laid in the offshore cable corridor. The shallow-water cable installation is being conducted by the cable-laying barge Ulysse, which is currently working on the second shallow-water section. The photo shown on this slide depicts the Ulysse. Due to the vessel's close proximity to the shoreline (less than ¼ mile away), coordination with the local community was necessary to address potential impacts.
- Slide 5: The Portsmouth Marine Terminal, located in Portsmouth, Virginia, serves as the staging area for the project. An old container yard that had been unused for nearly a decade was retrofitted, with over \$100 million invested to reinforce it and support the weight of the components. The photo on the right side shows foundations approximately 300 feet in length, along with the transition pieces that are installed on top of each monopile before the towers are installed. Tower components and wind turbine generators are being delivered, marking the next phase of the project. The image on the left depicts a nacelle, which sits atop the blades.
- By fall 2025, all construction phases are expected to have begun. Installation of the wind turbine generators and the inter-array cables, which connect the turbines to each other and to the offshore substation, should begin.
- In July, the wind turbine installation vessel called the Charybdis should get delivered and report to Hampton Roads, allowing installation work to begin in August.
- In late December 2025, it is anticipated that the first electrons will begin pumping back to shore.
- Mr. Bibb noted that obtaining vessels and labor had been an issue for the project in the early stages of planning, but it does not appear to be a problem now. Mr. Lewis responded that Dominion Energy is sourcing vessels from various locations. Workforce development remains a challenge, with Virginia investing effort in training and engaging local support through community colleges.
- Mr. Bibb asked how deep the cables are being laid. Mr. Lewis responded that the cables will be buried approximately five to eight feet below the seabed.
- An attendee asked if the project has faced any political challenges similar to other Maryland wind projects. He also asked if they roll the steel into the piles on site. Mr. Lewis responded that the monopiles are manufactured overseas and not made with US steel, as the US is only beginning to develop that capability. The offshore wind industry is currently facing political and supply chain challenges, but despite that, this project is moving forward without major barriers.

6.0 U.S. Coast Guard Updates

Pat Burkett, USCG
Chris Briggs, USCG
Brian McGee, USCG
Joshua Motta, USCG
Doug Bullock, USCG

- Mr. Burkett reminded everyone that hurricane season began on June 1 and noted that recent wind events have already caused issues in the waterways. He emphasized the importance of staying vigilant and ensuring that procedures are in place to respond to sustained gale-force winds and other severe weather events that may impact port facilities or vessels.

- Severe weather updates are now shared through MSIBs, though the absence of the Homeport website makes distribution more challenging. He advised that if you attendees that are not receiving MSIBs, should contact Mr. Dolbow or any USCG staff member.
- Mr. Burkett introduced Kristopher Eleazor as the lead for an upcoming waterway safety assessment in the Port of Baltimore. This is the first assessment in 20 years, and local experts are encouraged to participate to help identify potential hazards and vulnerabilities in local waterways. Committee members are asked to participate in this assessment process.
- There are a lot of upcoming marine events, including Sail250, Fleet Week 2026, and additional marine events. More information about these events will be sent as soon as possible.
- Mr. Burkett introduced Peter Brown as the new Officer in Charge for Aids to Navigation Team (ANT) Baltimore.
- Mr. McGee introduced himself as a Cyber Specialist for Sector Maryland-National Capitol Region. His job is to liaise with port stakeholders and the captain of the port, mitigate cyber risk, help manage cyber risk, and help respond to cyber incidents and events.
- In response to Executive Order 14144, as amended by June 5th, Mr. McGee stated that the has been directed to build higher resilience in the port by offering cyber protection team services to not only maritime stakeholders but also maritime-adjacent stakeholders. These services include penetration testing, assessing cyber hygiene for facilities and agencies, and threat hunting.
- The threat assessment provides a \$5,000 to \$50,000-value service at no cost to the stakeholder. This value-added service helps stakeholders by identifying vulnerabilities. The assessment is one week of off-site work followed by one week on site, attempting to penetrate the stakeholder systems.
- A week after the assessment, USCG will provide a briefing of an initial report, followed by a full report. The report can be used to apply for port security grants to address any identified issues.
- Mr. McGee will send his contact information, along with the USCG cyber trends and insights, to attendees. If interested in the assessment, please contact Mr. McGee.
- Mr. Briggs also noted that having the USCG Cyber Command perform this assessment provides a valuable opportunity to assess the Return on Investment (ROI) of stakeholder cybersecurity systems.
- Mr. Motta provided information regarding Aids to Navigation per the presentation provided in **Appendix D**.
- USCG also proposes to discontinue Seagirt Marine Terminal West Channel Buoy 2, which will be listed soon.
- Ms. Newkirk informed everyone that Mr. Motta will be moving to Sector Virginia at the end of June. She thanked him for putting together the presentations for this meeting every quarter.
- Mr. Bullock provided information regarding Waterways Management per the presentation provided in **Appendix D**.
- Slide 11: Bay Bridge constant maintenance is going well. The Route 50 bridge in Salisbury will undergo significant work, during which the bridge span will be temporarily reduced as barges operate alongside it.

- Mr. Eleazer introduced himself and noted that his job, with reference to the Ports and Waterways Safety Assessment (PAWSA), is to encourage participants to share their opinions and concerns freely without worrying about USCG influence.
- Mr. Eleazer provided information per the presentation included as **Appendix E**.
- Slide 3: Day one of the PAWSA consists of going over the 16 predefined Waterway Risk Factors (in blue).
- Slide 4: Day two's discussion is how to mitigate the issues that are brought up during day one.
- Slide 5: The focus area of the PAWSA includes the Port of Baltimore and extends down to the Chesapeake Bay Bridge.
- Slide 6: Once stakeholder concerns are received they are posted on the NAVCEN website as a final report. Stakeholders can then use this final report as support to help solve the identified concerns.
- The PAWSA will be held on August 26 and 27, from 9 a.m. to 4 p.m., at the Pilots' office. While attendance is open to everyone, only a maximum of 30 individuals can vote on actual mitigation issues. Invitations will be sent out soon.
- Mr. McGee shared that the Notice for Proposed Rulemaking for cyber amendments to the Marine Transportation Security Act (MTSA) will take effect on July 16, 2025. The first piece requires the reporting of cyber incidents to the National Response Center (NRC). The next phase requires training for key personnel on vessels and at facilities by January 12, 2026. This will be followed by an assessment, with a full plan to be submitted to the Captain of the Port by July 16, 2027.

7.0 Philadelphia District Corps of Engineers

Mike Hart, USACE Philadelphia

- Mr. Hart stated that Mike Landis, the former Chief of the Operations Division for Philadelphia District, retired last month. Tim Kelly is acting as chief of operations until a replacement is found.
- Fiscal Year 2024 (FY24) maintenance dredging was completed on April 11. USACE requested and received from Maryland Department of the Environment an extension to the time of year restriction. The contract removed about 300,000 cubic yards from the vicinity of Worton Point to Pooles Island, with all the material going into the Pearce Creek Dredged Material Containment Facility.
- Since then, a shoaling condition has developed west of Chesapeake City on the south side of the channel. This has prompted a draft restriction through the channel of 20.5 feet. The area will be monitored monthly to see if the depth restriction can be revised there, based on monthly surveys.
- USACE is developing plans and specifications for the FY25 maintenance dredging contract. Approximately 500,000 cubic yards of material will be removed from the upper Chesapeake, as well as the edge shoals that have developed in the Chesapeake and Delaware Canal. USACE plans to include the entrance of the Canal on the Delaware River side, so some material will be dredged from the Reedy Point area along the jetties on the eastern edge of the canal. That material will be placed in the Delaware City disposal area, which has not been used since the 1970s.
- Work on Summit Bridge is ongoing with an air gap restriction of 133 feet in place from June 23 through September 23. Work platforms will be installed starting on the south side of the bridge and then switching to the north side to complete work.

- The National Transportation Safety Board (NTSB) report on the Key Bridge recommended four of Philadelphia District's five bridges be evaluated for pier strike. USACE is midway through the process and is actually evaluating all five of the District's bridges. The report is expected by late September 2025, at which point USACE will determine if a pier protection system is recommended for all the district's bridges along the Canal.

8.0 Baltimore District Corps of Engineers

Jo Ann Grundy, USACE Baltimore

- Ms. Grundy provided information per the presentation included as **Appendix F**.
- Slide 2: USACE is currently working on completing the after-dredge surveys to determine the final quantities for the York Spit Dredging and Placement Contract; the final quantity dredged is anticipated to be less than the original estimate. EPA concurrence for the Cape Henry Dredging and Placement Plan was obtained on June 10. This plan is tracked by USACE Headquarters staff since it is a hopper dredge contract; the availability of hopper dredges is limited. The staff completed a ranking of all 16 hopper dredging contracts, with Baltimore ranking roughly seventh based on commerce. The bid opening was moved to July 31 to allow higher-priority ports to secure hopper dredges first.
- Mr. Bibo asked Ms. Kierzewski how turtles are avoided when using a hopper dredge. Ms. Kierzewski explained that dredging is scheduled outside of seasonal restrictions, and turtle deflectors are installed on all dredging heads to help push turtles away. Additionally, if two turtles are taken within one month, the contractor is required to hire a turtle trawler to operate ahead of the vessel and remove turtles from the area. She noted that there was one turtle take this year.
- Ms. Kierzewski noted that US Army Engineer Research and Development Center (ERDC) piloted a study on "turtle ticklers," chains attached to the arm of the draghead that create vibrations and sound to scare turtles away. She hoped to test them on this project to compare their effectiveness to turtle deflectors, but funding cuts at ERDC prevented it. They are exploring other projects for future testing.
- Mr. Grimes asked Ms. Kierzewski to notify him when the York Spit dredging has been accepted so that buoys relocated for the work can be put back in place. Ms. Kierzewski agreed she would notify him. She said there is still ongoing after-dredge surveys of several of the acceptance sections.
- USACE completed their initial dredging meeting last week, which included two days with internal USACE staff and two days with industry representatives. During the industry discussions, there was interest in exploring a more regional approach to dredging. This could involve partnering with neighboring districts (e.g. Philadelphia or Norfolk) to issue a single large contract, which could lead to mobilization/demobilization cost savings and more easily schedule work around time-of-year restrictions, etc.
- Slide 3: USACE recently completed the contract awarded this year. Mr. Fenyak is waiting for the surveys to be completed. Baltimore District lost a significant amount of survey staff in the recent federal job cuts.

9.0 NOAA/NOS/NWS

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

- Mr. Wartick stated that chart updates for the Chesapeake Terminal and Sparrows Point will be published within the next few weeks. An updated Captain of the Port Guide, a quick

reference document outlining NOAA's capabilities during responses like hurricanes, is also coming soon.

- Mr. DiVeglio provided information per the presentation provided as **Appendix G**.
- Slide 3: Rappahannock Shoal LB60 experienced an outage for two weeks during the reporting period. The Cape Henry 2CH meter is scheduled to be serviced in the next couple of days.
- Chesapeake Bay Interpretive Buoy System (CBIBS) recently deployed a buoy with meteorological equipment right on the periphery of Anchorage No. 6, near the old Key Bridge. Wind data should be available from this buoy next week.
- Some of the new designs for the Key Bridge rebuild include a platform that takes into consideration an air gap system.

10.0 Maryland Department of Natural Resources

Ken Choi, MDNR
Micheal Lathroum, MDNR

- Mr. Choi noted that John Gallagher retired at the end of May and that he is Mr. Gallagher's replacement.
- Last year, DNR removed 49 abandoned boats totaling approximately 180 tons, along with 59 cases of debris weighing about 70 tons, which posed hazards to navigation. So far in 2025, 15 abandoned boats have been removed.
- DNR is currently receiving around 30 debris-related requests per month, a slight increase from last year, likely due to more favorable weather conditions last year.
- DNR maintains about 2,500 buoys that include 1,120 navigation buoys, 620 speed limit buoys; the remainder are used for fisheries and sanctuaries. Additionally, they maintain 2,000 signs for speed limits and personal watercraft areas, as well as 310 pilings. Maintenance and renewal efforts for these assets are ongoing.
- Mr. Lathroum introduced himself as DNR's Boating Stakeholder Coordinator. He handles regulatory requests, as required by the Boat Act Advisory Committee.
- Mr. Lathroum provided information per the presentation provided as **Appendix H**.
- Slide 2: Mr. Lathroum showed the website where regulatory personnel update the status of the different boating regulations that are in process, specifically a proposal regarding the 6-knot speed zone associated with the Key Bridge rebuild: https://dnr.maryland.gov/boating/pages/regulations/changes_boating.aspx#pr-fsk. Once the comment period ends (June 30) the regulation may be in effect early to mid-August.
- Slide 3: Mr. Lathroum presented a photo of the Key Bridge with red boxes indicating areas that are going to encompass the speed zone, which is located 1,500 feet north and south of the former bridge [these are the same zones reflected in yellow in the presentation included as Appendix A]. The 1,000-foot width of the federal channel will remain unregulated; buoys will be deployed to mark the speed zone. Once this regulation goes live, Mr. Lathroum will forward it out through DNR's email distribution list and social media platforms.
- Captain Kinlein raised concern about buoy placement potentially interfering with ships approaching near Hawkins Point Terminal. Mr. Lathroum stated that the Hydrographics Division is responsible for placing the buoys and will ensure proper placement to avoid this issue. The photo shown is only an estimation; actual coordinates can be found online.

- Additionally, a new law taking effect on October 1 will allow the DNR Secretary to expedite future safety zone requests through public notice, streamlining the process for construction-related zones. This law does not help with the current Key Bridge project.
- Mr. Bibo asked whether any public opposition is expected during the comment period. Mr. Lathroum noted that public comments are handled by other personnel, and it is unclear if they have received any comments.

11.0 Maryland Transportation Authority

Ruel Sabellano, MDTA

- Mr. Sabellano asked Mr. DiVeglio if this is an appropriate time to begin drafting the agreement for the Key Bridge air gap sensor station. Mr. DiVeglio suggested waiting until fall; he will confirm with NOAA's agreements team. Mr. DiVeglio has provided the design team with the necessary information; Mr. Sabellano suggested that Mr. DiVeglio email MDTA with any changes so they can be incorporated into the bridge design.
- Mr. DiVeglio asked for confirmation that there are still no plans to move the concrete dolphins that are located near the Key Bridge. Mr. Sabellano confirmed that there are no immediate plans at this time.
- Regarding the Chesapeake Bay Bridge: work currently underway is expected to wrap up by the end of June. Andy Herron has been attending the air gap subcommittee meetings to provide biweekly updates. No inspection updates due to the end of the inspection cycle.

12.0 Association of Maryland Pilots Updates

Captain John Kinlein, MD Pilots

- Captain Kinlein raised a concern about an increasing number of menhaden fish being picked up in ship sea strainers, causing increased heat in mechanical components, and resulting in reduced ship speeds and increased navigational risk while being addressed. He recommended that agencies such as NOAA, DNR, and Virginia Marine Resources Commission (VMRC) investigate from a fisheries perspective. This is occurring along the channels from Poplar to Baltimore Harbor. Mr. Bibo noted that there have been many complaints about the lack of menhaden making their way up the Bay, potentially due to commercial harvesting by Virginia-based ships. Captain Kinlein mentioned hearing concerns from several locals and emphasized that while everyone has someone else to blame, the main observation is that menhaden are now sporadic. NOAA and DNR will pass the information along to their fisheries biologists.

13.0 Maryland Port Administration Updates

**Dave Bibo, MPA
Holly Miller, MPA**

- Ms. Miller thanked the group for their collaboration.
- Mr. Bibo noted that dredging in Colgate Creek is expected to begin around August or September.
- Tradepoint Atlantic will dredge about 250,000 cubic yards this winter.
- Dredging work on the Seagirt Loop project is also upcoming.

14.0 Comments/Adjourn

David Bibo, MPA

- Meetings for 2025 will be held on September 10 and December 10.

