

**SUMMARY OF THE PORT OF BALTIMORE
HARBOR SAFETY AND COORDINATION COMMITTEE MEETING
MARCH 11, 2026 10:00 AM
Association of Maryland Pilots
3720 Dillon Street
Baltimore, Maryland 21224**

Attendees:

Anchorage Marina: Wayne Easton
Association of Maryland Pilots (MD Pilots): Captain John Kinlein, Captain Eric Nielsen,
Captain Noah Seiple
Baltimore City Department of Transportation (DOT): Michael McGeady
Community member: Will Feuer
Gahagan & Bryant Associates (GBA): Jake Derolf
Interport Pilots: Mark Roesner
Maryland Department of Natural Resources (DNR): Ken Choi, Mike Lathroum, Shawn
Ridgley
Maryland Environmental Service (MES): Stephanie Peters
Maryland Department of the Environment (MDE): Geoffery Donahue
Maryland Port Administration (MPA): Ryan Barry, Dave Bibo, Jennifer McGee, Brian
Miller, Kathleen Pickett, Rockye Truelove, Andrea Williams
Maryland Transportation Authority (MDTA): Eric Almquist, Heather Lowe, Ruel Sabellano,
Jason Stolicny
McAllister Towing: Robert Dempsey
Mediterranean Shipping Company (MSC): Lauren Fogarty, Valerian Riviere
Moran Towing: Mark Deptula
NOAA Office of Coast Survey (OCS): Ryan Wartick
NOAA Physical Oceanographic Real-Time System (PORTS): Chris DiVeglio
Norton Lilly International: Don Young
U.S. Army Corps of Engineers (USACE), Baltimore District: Jo Ann Grundy, Kevin Fenyak,
Sarah Pedrick
*USACE, Engineer Research and Development Center (ERDC) Coastal and Hydraulics
Laboratory (CHL) Ship Simulator:* Shannon Stever
USACE, Philadelphia District: Michael Hart
U.S. Coast Guard (USCG): Chris Briggs, Peter Brown, Fred Dolbow, Garrett Dailey, Albert
Grimes, Elizabeth House, Matthew Meskun, Justin Strassfield
U.S. 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 was 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

C26 – Rebuild Craighill Channel Range Lights (LLNR 8040-Front/8050-Rear): *Update: Pending update from CEU/Contractor.*

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. The second phase of dredging occurred August-March 2026.*

General Action Items

- Mr. Dolbow will reach out to all facilities to assess any delays or rerouting at the Port of Baltimore caused by Operation Epic Fury.
- Mr. Hart will follow up with Captain Kinlein once he has received information on moving the control point for the C&D Canal Approach Channel.
- Ms. Grundy will confirm the anticipated timeline for the U.S. Coast Guard Curtis Creek Improvement Dredging Project designs, including approximate milestones for 30% and 60% design completion, and will follow up with Mr. Derolf.
- Mr. Wartick will provide Captain Kinlein with the Sail250 survey data for use in supporting piloted movements for the event.

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 attending by phone/virtually 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 December 10, 2025, meeting summary.
- The motion was put forth and the summary was accepted.

3.0 Salvage & Marine Firefighting Subcommittee & 2025 Hurricane Season MTS Recovery

Fred Dolbow, USCG MD-NCR

- Mr. Dolbow is working with Ms. Williams to develop a Baltimore Maritime Incident Response Team (MIRT), modeled after the one at the Port of Virginia. This team would deal with heavy weather or other port disruptions.
- Mr. Dolbow would like to formalize the port coordination team by clearly defining membership, assigning members, and expanding the group. He will be sending additional emails to current team members to continue this effort.
- Mr. Dolbow has been tasked with monitoring any delays or rerouting at the Port of Baltimore caused by Operation Epic Fury. He will be reaching out to all facilities to gauge its impact.

4.0 Bay Crossing Study Tier 2

Heather Lowe, MDTA
Eric Almquist, MDTA

- Ms. Lowe and Mr. Almquist provided information per the presentation provided as **Appendix A**.
- Slide 5: In December, Alternative C was announced as the MDTA's preferred option and subsequently was included in the draft Environmental Impact Statement (EIS) released in January. A public hearing was conducted in February; the public comment period closed on March 9, with more than 1,000 comments submitted by members of the public. Approximately six months remain in the study, during which MDTA will continue working with partner agencies and the Federal Highway Administration to obtain approval of the final selected alternative.
- Slide 10: Even with the build alternatives, traffic issues will still occur, and it is important to be clear that the project will not solve every problem. On summer weekends, westbound traffic returning from the Eastern Shore will no longer back up at the Bay Bridge itself, but congestion will shift to the Severn River Bridge and the Bay Dale Drive area on the Western Shore. On the worst days, traffic queues may continue to stretch nearly to the Routes 50/301 split, even after the improvements are implemented. In the eastbound direction, traffic is constrained at the Severn River Bridge, removing the Bay Bridge bottleneck, but queues will form near the Routes 50/301 split. Overall, while the project provides significant benefits, travel across the Bay Bridge will still experience congestion on the worst days.
- Mr. Almquist showed a video of the planned sequence of construction: 1) construct new eastbound span, south of the existing spans, 2) remove the existing eastbound span, 3) construct a new westbound span between the new eastbound and existing westbound spans, and 4) remove the existing westbound span. Construction of the new eastbound span is expected to begin in 2032. Construction of the new bridge and demolition of the old bridge would probably take a total of 10-15 years.
- Slide 15: The table shows that Alternative C has the smallest impact on natural, community, historic, and noise-sensitive resources. It is also the least costly option at \$14.8–16.4 billion, with an optional shared use path for an extra \$1.2–1.3 billion. Green cells indicate the alternatives with the least impact for the resource type.

- Ms. Grundy asked whether the existing dolphin bridge protection structures near the Chesapeake Bay Bridge would be modified as part of the new bridge construction. Ms. Lowe responded that the current intention is to keep those structures in place, although no final decision has been made yet because the project has not entered the design phase.
- Mr. Bibb asked whether the public meeting attendees expressed interest or concern about bridge protection. Ms. Lowe responded that bridge protection was not a major topic raised during the meetings. She noted that the public is aware of the existing Chesapeake Bay Bridge Protection Project already underway and confirmed that protection will be in place using what is being built for the existing bridge and supplementing it as needed for the new bridge.
- Ms. Stever inquired whether the location of the main bridge span with large vertical clearance has been considered in relation to the navigation channel across the Chesapeake Bay, specifically focusing on bay depth and where ships would pass beneath the bridge. Ms. Lowe stated that the main span with the 230-foot vertical clearance will remain in the same horizontal location as the existing bridge, directly over the main Chesapeake navigation channel. Mr. Almquist noted that while a secondary channel will also maintain the same clearance, the primary focus is the main channel, where clearance would increase from 185 feet to 230 feet.

5.0 MDTA Key Bridge Rebuild Project

Jason Stolicny, MDTA

- Mr. Stolicny provided information per the presentation provided as **Appendix B**.
- Slide 2: The current bridge design, a cable-stayed bridge, is one of the two feasible design choices for a bridge of this length and height.
- Slide 3: A rendering of the bridge from an isometric angle, highlighting the federal navigation channel and the BGE towers behind the main span. The pylons are H-shaped to improve construction efficiency and geometric control during building. While more elaborate pylon designs exist, those add complexity, increase construction time, and make it harder to control geometry and prefabricated elements as the structure is built upward and across the span.
- Slide 4: The Key Bridge project is a part of the Federal Highway Administration's Emergency Relief Program, which provides access to federal funding. Under this program, the bridge can be rebuilt to its pre-disaster condition, meaning four lanes total with two lanes in each direction. While the lane configuration must remain the same, the project is allowed to use current design standards, modern engineering practices, and updated construction techniques.
- Slide 9: The proof-of-concept design conducted in late 2024 through early 2025 included geotechnical investigations along the original bridge alignment. Based on the findings, the bridge alignment was shifted about 260 feet to the east to avoid potential foundation conflicts. This change required coordination with USCG and USACE as well as revised permits, which were approved last summer. Initial borings were completed along the original alignment, followed by additional borings on the new alignment, with all work finished by last fall.
- Slide 10: The project team contracted with RWDI, a leader in wind engineering, to analyze the bridge's performance under wind conditions. RWDI uses finite element analysis and physical scale models to study wind effects. This includes a sectional model tested with

and without traffic to identify and mitigate oscillations at low wind speeds. They also construct a 1:200 scale model in a wind tunnel that can rotate to test different wind angles. This model is further adapted to represent various construction stages, including equipment such as tower cranes, to evaluate wind performance throughout the entire construction process.

- Slide 11: The team partnered with the Federal Highway Administration's Turner-Fairbank Highway Research Center to conduct scale and finite element modeling of the bridge. The Baltimore location presents unique challenges for modeling due to tidal influences and the interaction with the Curtis Creek Channel, making the analysis more complex.
- Slide 12: As the design progressed, it became clear that the land-side portion of the existing bridge presented the greatest conflict with the new bridge. The remaining portions of the bridge are no longer in direct conflict with construction activities, with the shift of the new bridge footprint to the east. Since marine demolition requires different equipment than land-based work, demolition of those sections was postponed until later in construction, when marine equipment will be available.
- Slide 13: The project then advanced into the test pile program, which serves as proof of concept for the foundation design before full-scale pile installation. The bridge requires roughly 400 eight-foot diameter steel pipe piles, so instead of ordering all of them at once, 12 test piles were tested early on. These were split between the two main pylon foundation locations, with six piles at each location. They evaluated both axial and lateral resistance. Axial load testing applied more than 11 million pounds of force and produced favorable results. Testing has been completed at Pier 24 and is being finalized at Pier 25. With testing finished at Pier 24, the project has transitioned directly into permanent pile installation there, with about 20 piles installed so far, representing approximately five percent of the required eight-foot diameter piles.
- Slide 15: The marine construction equipment on site is referred to as the flotilla, described as a "floating factory," which is needed to process materials and move them into position so they can be installed into the ground.
- Slide 16: The largest crane in the water is the Weeks 533, which is the largest fully rotating floating derrick on the East Coast. It is a Clyde 52 crane, with the "52" referring to the diameter of the rotating portion; it was originally built around 1962. Its sister crane, the Weeks 531, is expected to arrive in the spring to allow work at both pylon locations at the same time.
- Slide 18: Smaller cranes are also operating in the harbor, including the Weeks 577. While the Weeks 533 can lift very heavy loads, it operates slowly, whereas the 577 moves faster and has simpler rigging. The two cranes work together to support construction activities, such as setting up access platforms for the test pile program and assisting with the load test frame.
- Slide 19: A photo of the tripping barge on the left and the pile barge on the right. Since the piles are over 200 feet long and extremely heavy, they cannot simply be lifted from one end by a crane.
- Slide 20: Instead, the piles are gradually tipped upright so they can be raised vertically in a controlled and safe manner.
- Slide 21: The hard bearing layer, called the Patapsco Formation, is very deep in the river, 90 to 100 feet below the surface. Roughly 30 to 70 feet of sediment above the Patapsco Formation is very soft material that provides no technical contribution to the performance

of the bridge. Because of this, piles are first placed into the soft material using a vibratory hammer, where they drop under their own weight until they rest on top of the Patapsco Formation. Once the piles reach this layer, the vibratory hammer is used to seat them about 10 to 15 feet into the Patapsco layer so they can stand on their own.

- Slide 22: After that, an impact hammer is used. The impact hammer shown, the Menck 800, delivers up to 800 kilojoules of energy and is approximately 50 feet long. Driving each pile takes roughly 90 minutes to two hours, depending on conditions.
- Slide 23: The project team is working with environmental agencies to minimize impacts to marine life. A bubble curtain system is used that consists of tubes that release air to create a surrounding shroud of bubbles, which helps attenuate sound generated during pile driving. Noise levels above roughly 200 decibels can be lethal to aquatic life, and monitoring has shown that the bubble curtain achieves attenuation in the 20 decibels range.
- Slide 25: The project uses several tugboats to support marine operations.
- Slide 26: A pile template is used to keep the piles in the correct position during driving.
- Slide 27: Installation of gauges that help with complex data collection during the pile driving.
- Slide 28: The Weeks 575 crane is used to drive trestle piles.
- Slide 29: The trestle construction later this year will restrict marine traffic through the trestle area.
- Slide 30: The No Entry Area is 500 feet on either side of the old bridge and the new bridge alignment. The speed restriction zone is 1,500 feet on either side of the old bridge.
- Mr. Wartick inquired about the new bridge span being larger than the old one and whether the increased length was related to a larger protection structure. Mr. Stolicny explained that several factors drive the larger span. The farther away from the main channel the pier protections are, the less likely they are to be impacted. As a result, the new bridge will be wider than the previous bridge, though not dramatically so.
- Mr. Dolbow inquired if bridge strike modeling had been completed. Mr. Stolicny stated they have completed a variety of vessel analysis including evaluation of marine composition, definition of a design vessel, and finite element analysis of the unique pier protection structures.
- Mr. McGeady inquired if the water between the support structures was meant to be navigable, or if the water is protected between the structures. Mr. Stolicny explained that those two structures operate independently of each other and are designed to perform for the designated design vessel. It might be possible for a smaller vessel to get between them, but a ship larger than the design vessel would not be able to pass through that space.
- Mr. McGeady also asked what types of marine equipment and support structures the public should expect to see during the Sail250 event later this summer. Mr. Stolicny said that during Sail250, the main activities will be pile driving and trestle construction. There should be setups at both pylon locations completing the eight-foot steel pipe pile installation. By that point, people should also begin to see what looks like a bridge extending from the land, as pile driving continues and trestle construction progresses.

6.0 U.S. Coast Guard Updates

Chris Briggs, USCG
Garrett Dailey, USCG
Peter Brown, USCG

- Mr. Briggs expressed appreciation on behalf of USCG for the support received during this year's ice season.
- Mr. Briggs noted the upcoming recreational boating and hurricane season, emphasizing the expected increase in recreational traffic and the importance of clear communication. He also highlighted ongoing coordination efforts to ensure a safe and successful Sail250 event.
- The upcoming National Harbor Safety Committee meeting is scheduled to take place at the end of March.
- Mr. Dailey provided information regarding Waterways Management Ports and Waterways Safety Assessment (PAWSA) per the presentation provided as **Appendix C**.
- PAWSA included 19 participants and was conducted on August 26–27, 2025. Participants evaluated 16 standard waterways risk factors that can affect any port. These risk factors are divided into four safety threat categories: navigation, vessel quality and operation, traffic, and waterways.
- It is important to note that the PAWSA is a Coast Guard Navigation Center product and not a Sector Maryland product.
- Slide 3: The colors green, orange, and red correspond with the level of threat to the Port of Baltimore.
- PAWSA used the process Focused Quantitative Risk Assessment (FQRA). Through that assessment, four waterways risk categories were identified as presenting the greatest threats to the Port of Baltimore. The highest-ranked category was navigation, with recreational vessels identified as the corresponding risk factor, as reflected in the recommendations. The second category was traffic density, again driven largely by the prevalence of recreational vessels. The third category was waterway dimensions, and the fourth was also traffic-related, specifically traffic congestion.
- Mr. Dailey noted that updates to the Aids to Navigation (ATON) activities are included in the Briefing document provided as Appendix D.
- During the ice event within the Maryland section of the bay, USCG assets conducted approximately 215 hours of direct domestic ice breaking.
- Over 200 federal ATON verifications were completed, not including private ATONs.
- Roughly 160 federal aids were impacted by ice accumulation, and through continued efforts by ATON assets, the number of open discrepancies has been reduced to about 55. This means about 65 percent were corrected from peak conditions.
- To address the remaining 35 percent discrepancies, the 175-foot USCG Cutter William Tate, a buoy tender in Philadelphia, will be deployed to continue corrective efforts. The William Tate will be working on buoy discrepancies in the upper Chesapeake Channel north of Buoy 22 and the Elk River, its primary responsibility areas.
- The USCG Cutter James Rankin continues to handle most of the 50-foot channels within the area of responsibility.
- Additional support comes from the USCG Cutter Frank Drew in Portsmouth, Virginia, which recently covered the lower bay and Bay Bridge area while the James Rankin is in dry dock.
- Mr. Brown stated that they are continuing to push forward with modernization of the critical ranges. Custom-fabricated solar panel assemblies for the Craighill Entrance Range, both front and rear, have been completed, shipped, and have arrived in Baltimore. Plans are now in place to remove interferences and outdated optics to make room for new optics,

followed by installation of solar panels and batteries. With the ice season complete, work will begin on the front range.

- Captain Kinlein noted the fixed ranges are not impacted by ice or electromagnetic interference. This allowed for shipping traffic to be maintained in and out of the port.
- Ms. Grundy noted that a Request for Information (RFI) was received for the Cape Henry dredging project in Virginia requesting the movement of some of the buoys to facilitate dredging. Mr. Fenyak stated that the contractor was informed that this likely would not be possible while the appropriations lapse was ongoing. Mr. Grimes from USCG District East confirmed that due to the lack of appropriations, they are not permitted to move any buoys within that category. He stated that USCG District East is fully aware of the request to move the buoys and are waiting for authorization to proceed. As soon as clearance is received, Mr. Grimes will notify Captain Kinlein, and the requested buoys will be moved. Captain Kinlein stated that the maritime community needs at least a few weeks' notice before these buoys are moved, for safety of the maritime community in that area. If sufficient notice cannot be provided before buoy movement, it is better not to have them moved at all (and dredging in that area does not occur).
- Mr. Briggs noted that due to ongoing operations in the Middle East, it is important for everyone to remain vigilant. One of the key potential threats could be in the cyber domain; he encouraged anyone who has concerns or notices indications of compromise to reach out immediately.

7.0 Philadelphia District Corps of Engineers

Mike Hart, USACE Philadelphia

- Mr. Hart stated that maintenance dredging operations are ongoing. Curtin Maritime is currently working in the Howell Point area and demobilized the Avalon around January 28 ahead of a storm, remaining out due to subsequent ice conditions. Dredging did not resume until March 5; approximately 100,000 cubic yards (cy) of a 520,000 cy contract has been completed. The current schedule shows completion around April 8, and production rates since returning support that timeline. Work will continue from Howell Point south toward Pooles Island, with all remaining work located in the Upper Chesapeake, and all material being placed at Pearce Creek Dredged Material Containment Facility (DMCF). While production will continue to be monitored, April 8 is still the anticipated completion date, and an extension to the environmental window of approximately 10 days is expected to be requested.
- The Port Mahon dredging project will use the Reedy Point North Disposal Area in Delaware. Due to this project, an offloader has been stationed there for the past few months, but the work is expected to wrap up tomorrow and the offloader will be moved off-site.
- Ongoing work continues at Summit Bridge, where a five-foot air gap restriction is currently in place on the southern half of the span and will remain until June. The air gap restriction will then shift to the north side in approximately two months.
- The Fiscal Year 2026 (FY26) maintenance dredging contract is anticipated to be awarded in September with an estimated volume of about 500,000 cy, consistent with previous years.
- Captain Kinlein asked if there was any traction on moving the control point. Mr. Hart will follow up after he has received an update.

8.0 Baltimore District Corps of Engineers

Kevin Fenyak, USACE Baltimore
Jo Ann Grundy, USACE Baltimore

- Mr. Fenyak and Ms. Grundy provided information per the presentation included as **Appendix E**.
- Slide 2: Aside from the buoy issue, there have been no significant problems in the Cape Henry Dredging and Placement Contract; the project is expected to be complete on April 16. If the buoys cannot be moved and time becomes an issue, those areas will simply be skipped.
- Slide 3: Next week there will be a meeting with MDE to discuss an extension to the time of year window. Right now, the schedule shows this work being completed mid-July which may become an issue since this will be around when the Sail250 event is ongoing. If the time of year restriction waiver is not received, the project may be in jeopardy due to overcommitment of the contractor.
- The Q4FY26 contract is expected to be awarded in August and hopefully start dredging in October.
- Mr. McGeady brought up the issue of having an air show at Sail250, the required air box closure area will require coordination if the dredging project occurs during this event. Mr. Fenyak stated that there will be coordination if the project occurs during Sail250. The air box is in effect from noon to 4:00 pm on Friday, Saturday, and Sunday of the event.
- Mr. Riviere asked about the Sail250 air box shown on Slide 46 of Mr. McGeady's presentation at the December 2025 meeting, specifically the prohibition of activity between noon and 4:00 pm on Friday, Saturday, and Sunday. Mr. McGeady clarified that vessels cannot transit the area shown in blue during those restricted hours; vessels may need to take alternative routes to get to Seagirt Marine Terminal during the restricted period. The air box will be marked with robot buoys on station. The area encompassed by the red box is a communications zone. The marine terminal property within the red box should not be impacted by air show activities. Mr. McGeady recommended that Mr. Riviere coordinate with USCG on the details of the restricted areas.
- Mr. Riviere asked if USACE had plans to dredge at Seagirt Marine Terminal at Berth No. 1, which experiences silting. Captain Nielsen noted that the berth pocket maintenance is the responsibility of Ports America Chesapeake, rather than USACE. Mr. Riviere indicated that siltation is also occurring in the channel in that area. Ms. Grundy and Mr. Riviere will coordinate on this issue.
- Mr. McGeady requested that USACE coordinate with Baltimore City regarding the USCG Curtis Creek Improvement Dredging Project due to the presence of City-owned bascule bridges in the project area.
- Mr. Derolf asked when design reviews for the USCG Curtis Creek Improvement Dredging project would begin, specifically whether there was an approximate timeline for 30% or 60% design completion. Ms. Grundy noted that there are two separate efforts involved: the dredging project and a separate design-build Request for Approval (RFP) for landside work and asked which one Mr. Derolf was referring to. Mr. Derolf clarified that his concern was specifically related to the dredging project. Ms. Grundy stated that she will locate the information he requested and follow up accordingly.

9.0 NOAA/NOS/NWS

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

- Mr. DiVeglio provided information per the presentation included as **Appendix F**.
- Slide 3: The currents have lower numbers due to various issues, including ice. Significantly, Buoy 91 became detached and drifted south due to ice during the winter.
- Slide 5: The Brewerton Channel station is new and has a new designation number.
- The next item moving forward is the installation of a meteorological station on the Tolchester Rear Range. With improving weather conditions, contractors will be able to access the site to conduct a reconnaissance. They plan to coordinate the necessary permissions for site access.
- Mr. Bibo noted that structures like buoys and stations will be inhabited by ospreys usually from March 15 to September 15.
- Mr. Wartick provided information per the presentation included as **Appendix G**.
- Slide 2: This image displays all new electronic navigation charts (ENC) coming online, with color coding that indicates their current progress. Blue areas represent charts that are completed, green indicates charts that are currently in progress, and uncolored boxes with outlines represent planned charts that have not started yet. The completed blue charts are primarily Band 4 charts, which are largely finished in the Baltimore area, while charts in the lower Chesapeake Bay are still being worked on. The area between the Port of Baltimore and the Port of Virginia is the main region that is still under development, with a 1:45,000 scale. In contrast, the Baltimore area has a 1:90,000 scale.
- Slide 3: This slide highlights the Band 5 ENC, which are the 1:12,000 scale charts that are currently available.
- Slide 4: A survey of the Upper Potomac River will occur this year.
- Slide 5: A photo of the navigation update page used as a resource for tracking chart updates. The page shows both critical and non-critical updates and allows users to filter the information by USCG district or by drawing a custom polygon over an area of interest. In the example shown, a polygon was drawn over Baltimore, revealing multiple bathymetry updates in the Inner Harbor based on USACE and NOAA surveys. The page shows updates visually and includes a table of all changes, which users can export in various formats, including spreadsheets. This tool is especially useful for users who need to update NOAA custom chart products, as it is the primary way to view and apply chart updates for navigation purposes.
- Slide 7: Red boxes highlight the work that NOAA is responsible for and has been working on the last couple of years. Other agencies are working on the other items.
- Slide 9: NOAA recently completed a survey of the Inner Harbor and the area around the cruise ship terminal in support of Sail250. The primary focus of this work was on the berthing areas.
- Slide 10: An example of a zoomed in version of the survey.
- Slides 11 through 25 focus on the different berthing areas around the harbor. Measurements are in feet.
- Noting that the data would be used to support piloted movements for Sail250, Captain Kinlein asked if it would be possible to share the Inner Harbor surveys materials with the Pilots; Mr. Wartick will provide Captain Kinlein with the data.

10.0 Maryland Department of Natural Resources

Ken Choi, MDNR
Shawn Ridgley, MDNR

- Dr. Choi and Mr. Ridgley provided information per the presentation included as **Appendix H**.
- Slide 4: Approximately 40 abandoned vessels were removed, most of which were sailboats and cabin cruisers. These abandoned boats are not usable and hazards to marine life and the environment.
- Slide 7: Most of the abandoned vessels and debris removals were in Anne Arundel County.
- Slide 8: Typically, the wintertime is slow for debris removal due to ice breaking operations versus summertime when they are very busy.
- Slide 11: The John C Widener ice breaker was not used this year due to it being in the ship yard.
- Slide 13: A diagram of the ice coverage on February 4, 2026, with large areas of high ice concentration.
- Slide 14: A diagram of the ice coverage on February 9, 2026, showing the shift of high ice to the eastern side of the Chesapeake Bay.
- Slide 15: Under typical conditions, ice thickness is about 4.5 inches, but this year measurements showed ice as thick as 10 inches and, in some locations, up to 17 inches.
- Slide 16: Mr. Ridgley stated that the boat in the photo is the Eddie Somers which assisted with the breaking of ice around Tangier Island. At the request of the mayor of Tangier Island, the crew helped deliver critical supplies including food, medicine, school supplies, and fuel, since no local vessels were operating at the time.
- Slide 17: The fuel barge serving as a vital lifeline for both Tangier Island and Smith Island. It became especially critical for Smith Island after a second cold front and strong northwest winds knocked out power lines, requiring generator fuel until power was restored.
- Slide 18: Kent Narrows
- Slide 19: A fuel barge stuck in ice at Great Shoals, mouth of the Wicomico River.
- Slide 20: The Sandusky breaking ice at Kent Narrows.
- Slide 22: MDNR's ice breaking activities ensured that the Pilots were able to access vessels transiting the Bay, ensuring continuation of Port commerce.
- This year's ice breaking operations doubled compared to last year.

11.0 Maryland Transportation Authority

Ruel Sabellano, MDTA

- Mr. Sabellano stated that there are no inspection activities scheduled and no MDTA operations planned for the next three months.
- Mr. Sabellano provided an update on ongoing contracts and task orders, noting that repair work is currently taking place on both the eastbound and westbound Bay Bridges outside of the navigation channels, with minimal impacts to commercial and recreational vessel traffic. The eastbound Bay Bridge deck replacement is still ongoing, but no work is expected to affect the navigation channel. Andy Herron is attending the Air Gap Subcommittee meetings and will communicate any changes or schedule updates over the next three months.

- A task order related to repairs is currently underway and is expected to be completed by the end of April. The plans have already been approved by USCG.

12.0 Association of Maryland Pilots Updates

Captain John Kinlein, MD Pilots

- Captain Kinlein emphasized the critical importance of ice-related coordination.
- There was a risk posed by buoys encroaching near the Bay Bridge channels during ice conditions. These buoys were removed due to their obstruction of the channel.
- He praised the USCG rebuilding of the buoy constellation during ice events, prioritizing those associated with the 50-foot channel.
- During times of armed conflict, physical ATON become critical as GPS and other electronic systems are susceptible to interference from bad actors.
- Captain Kinlein acknowledged the ongoing impacts of the Department of Homeland Security (DHS) shutdown on USCG, USACE, and NOAA, including testing delays for training Pilots, and expressed appreciation for the agencies' continued efforts despite furloughs, pay lapses, and contractual challenges.
- He thanked Mr. Wartick for deploying survey boats to locate a lost anchor and recognized Shannon Stever from ERDC for her modeling work to improve channel safety, noting her critical contributions during the Key Bridge disaster and her continued positive impact on the port.

13.0 Maryland Port Administration Updates

Dave Bibb, MPA

- Mr. Bibb noted that maintenance dredging is currently underway at Sparrows Point Container Terminal, with additional work scheduled for next year.
- The Sail250 dredging project is scheduled and is expected to reach completion around March.
- The Seagirt Loop and USACE maintenance work will be placed at the Cox Creek DMCF. Mr. Bibb reiterated his concern regarding scheduling.
- The USCG-related channel dredging project is planned for placement at the Masonville DMCF.
- Mr. Bibb emphasized that there is a significant amount of dredged material coming to the DMCFs and that MPA will be prepared to accommodate contractors as they mobilize.

14.0 Comments/Adjourn

David Bibb, MPA

- Mr. Riviere raised a safety concern about how Bay Bridge maintenance extensions were communicated in January, explaining that the only notice provided was through the Local Notice to Mariners (LNM), and that the wording in the LNM was misleading. The notice suggested that vessels could transit the bridge during maintenance hours by making a call and allowing up to 20 minutes for coordination, but the Pilots confirmed this was not true and that transits were not allowed during that time. Captain Kinlein stated he had previously tried to get USCG District East to remove this language from the LNM because it is unsafe; USCG District East would not do so. He explained that requiring a vessel to make a 20-minute call while transiting a constricted channel is unacceptable, because if the snooper's hydraulic system failed, the only way to avoid a collision would be to

intentionally run the ship aground. To have an adequate amount of time for the snoopers to fully retract would basically be a full duration channel transit.

- In 2026, meetings will be held on June 10, September 9, December 9.