

**SUMMARY OF THE PORT OF BALTIMORE
HARBOR SAFETY AND COORDINATION COMMITTEE MEETING
September 10, 2025 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 Dan Loebel
Captain Eric Nielsen, Captain Noah Seiple,
Baltimore Banner: Hayes Gardner
Baltimore City Department of Transportation: Michael McGeady
Baltimore Police Department (BPD): Corey Valis
Community member: Will Feuer
Dominion Energy: Jerry Barnes, Michael Lewis
Gahagan & Bryant Associates (GBA): Jake Derolf, Brian Newbury
Interport Pilots: Mark Roesner
Maryland Department of Natural Resources (DNR): Ken Choi
Maryland Environmental Service (MES): Eric Mentzer, Stephanie Peters
Maryland Port Administration (MPA): Dave Bibo, Rachel Miller, Amanda Peñafiel, Darren
Swift, Rockye Truelove,
Maryland Transportation Authority (MDTA): Melissa Bogdan, Ruel Sabellano
McAllister Towing: Robert Dempsey
Mediterranean Shipping Company (MSC): Lauren Fogerty, Valerian Riviere
Moran Towing: Mark Deptula
NOAA Office of Coast Survey (OCS): Ryan Wartick
NOAA Physical Oceanographic Real-Time System (PORTS): Chris DiVeglio, James Taylor
U.S. Army Corps of Engineers (USACE), Baltimore District: Jo Ann Grundy, Rachel
Kierzewski, Eric Lindheimer, Laura Searles
USACE, Philadelphia District: Michael Hart
U.S. Coast Guard (USCG): Doug Bullock, Fred Dolbow, Albert Grimes, Patrick Grizzle, Noel
Jones, Kevin Kiefer, Kate Newkirk, Tom Rader, Scott Taylor
US Wind: Ben Cooper
Vane Brothers: Robert Forrester, John Shkor
Virginia Harbor Safety Committee: Raymond Newlon

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. *Update: Since this aid lies outside of Sector Maryland-NCR’s area of responsibility and neither the CEU project for aid establishment nor the 50’ Widening/Deepening study have come to fruition, this action item will be removed.*

C26 – Rebuild Craighill Channel Range Lights (LLNR 8040-Front/8050-Rear): *Update: Due to recent on-site issues; soil/bottom stability, project has been delayed several months for the contractor to obtain new soil borings.*

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

- Mr. Bullock will issue an MSIB for the regulated areas associated with the Bay Bridge Paddle.
- Ms. Grundy will follow up with Mr. Bibo regarding the Seagirt Loop dredging project, to clarify the reason behind the half-million-yard increase in dredging quantity.
- Ms. Grundy will inform the USACE project manager of Mr. Bibo’s concern regarding the inclusion of appropriate equipment in future contracts to ensure safe operations around commercial vessels and improve awareness among marine contractors working in the area.

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 June 11, 2025, meeting summary.

- Mr. Choi noted that under the DNR section, third bullet, the wording should be revised to: “DNR is currently receiving approximately 30 debris and buoy fix requests.”
- 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 stated that hurricane season has remained relatively quiet and is expected to continue on a similar trajectory.
- The next Marine Firefighting meeting is on September 23. This meeting is important because the in-person US Government Accountability Office (GAO) audit, which is congressionally mandated, will occur for the Port of Baltimore. GAO will also tour of the Port of Baltimore, including discussions with representatives from the MPA and the local fire department. The tour will feature access to a loaded roll-on/roll-off (Ro-Ro) vessel.
- The Port of Baltimore is ahead of most other ports in several key areas. Recently, it completed a marine firefighting course for land-based firefighters through the Maryland Fire and Rescue Institute, held in late June and early July. This training lays the groundwork for future implementation at both the Baltimore City Fire Academy and the Baltimore County Fire-Rescue Academy.
- There was recently a small fire and powerful explosion on a coal ship in the port, but luckily no one was hurt. There was minimal impact because the 104,000-pound partial hatch cover blew into the water. The future disposition of the ship is currently unknown, due to damage.
- Mr. Bibo asked if the coal dust is volatile; it was confirmed that the ship was off-gassing methane. Mr. Bibo asked whether there is a designated staging area that allows the coal to breathe. Mr. Dolbow responded that while a staging area does exist, the coal remains there only briefly, as it is not stored for extended periods. Mr. Dolbow noted that last winter, a coal ship experienced a methane-related explosion offshore from Virginia, which resulted in two hatch covers being blown off. The vessel remained near the Port of Norfolk for nine months following the incident. Since then, safety protocols have been enhanced, and current methane levels associated with coal are reported to be low.

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).
- Mr. Lewis provided information per the presentation included as **Appendix A**.
- Slide 2: The photo shown on the slide is a snapshot of the operations that are ongoing offshore.
- Slide 3: The vessels Go Explorer, Go Pursuit, and TM Diligence are supporting this activity through protected species observer (PSO) platforms and passive acoustic monitoring (PAM) buoy support. The vessels HOS Blackhawk and HOS Benelli are acting as the double big bubble curtain (DBBC) vessels. These vessels deploy hoses around the foundation installation sites prior to the installation. Air is pumped through these hoses to create an acoustic curtain to prevent the promulgation of construction noise through the water. Transition pieces will be installed soon after the foundation installation is

completed, likely in October. The vessel Yellowstone will be placing armor layers at the foundations to prevent scour movement away from the foundation bases.

- Mr. Bibo asked about the role of the substation shown on the third slide. Mr. Lewis explained that the substation's job is to collect power from about 55 wind turbines, smooth it out through a transmission, and then send it to shore through export cables.
- Slide 4: All deep-water export cables have been installed. Cable #6 was installed earlier this week. The four omega joints will be located right around the 12 nautical mile line, connecting the shallow water and deep-water cables. CVOW has also been conducting inter-array cable (IAC) installation; IAC are the cables between each wind turbine generator linking to the offshore substations before the export cable runs from the offshore substation to the shore.
- Slide 5: The vessel Charybdis successfully completed sea trials last week. It departed from Texas on Sunday and is anticipated to arrive at Portsmouth Marine Terminal (PMT) next Tuesday or Wednesday, depending on the weather. Once the vessel arrives at the port, it will go through an additional mobilization phase with SGRE, the wind turbine generator contractor, to prepare the vessel to carry the various wind turbine components. The vessel will carry four wind turbines at a time. The photo shown on the slide is the Charybdis with four black racks that will be holding the blades. The four large yellow squares in the middle of the vessel will be hold four stacked tower sections, along with the cells.
- Slide 6: The Portsmouth Marine Terminal is full of a variety of components. Fifteen monopiles still remain at the marine terminal.
- Slide 7: This slide is a list of lessons the CVOW learned and experienced with the recent Hurricane Erin event. About 10 days before the hurricane, the project team had daily coordination calls with all vessels and contractors.

6.0 U.S. Coast Guard Updates

Kate Newkirk , USCG
Doug Bullock, USCG

- Ms. Newkirk and Mr. Bullock thanked those who participated in the Port and Waterways Safety Assessment (PAWSA) last month. The resulting report is expected to be delivered to Sector Maryland-NCR in October, with subsequent wider distribution.
- Ms. Newkirk provided information regarding Aids to Navigation per the presentation provided in **Appendix B**.
- Mr. Bullock provided information regarding Waterways Management per the presentation provided in **Appendix B**.
- Mr. Bullock reminded everyone that hurricane season is still in effect; one is likely to form off the east coast.
- Mr. Bullock will be sending out invitations to the upcoming ice meeting.
- Slide 12: The air gap at the William P. Lane Bridge (Chesapeake Bay Bridge) will be reduced by five feet through the end of December due to ongoing work. Francis Scott Key Bridge: Almost all the decking was removed from the Hawkins Point side of the bridge; the contractor is now going down to the Sollers side to remove the decking. USCG has a notice of proposed rulemaking (NPRM) for the safety zone around the Key Bridge that will go through October 15, 2028. A six-knot speed limit zone is in effect.
- Captain Kinlein clarified that the Bay Bridge air gap reduction for snooper truck maintenance work will be in place from 9:00 am through 2:30 pm Monday through Friday,

from October through mid-December. Mr. DiVeglio will notify his data team that work will be completed during this timeline, so there may be data shifts.

- Slide 13: The Sail250 planning meeting occurred yesterday; the participation list is in development. Mr. Bullock noted that if anyone has questions regarding marine events, fireworks and other events, to contact his office. Information is sent out about twice a quarter to everybody through Ms. Miller.
- Captain Kinlein asked if there would be a Marine Safety Information Bulletin (MSIB) for the regulated areas associated with the upcoming Bay Bridge Paddle, since the port might need to shut down. Mr. Bullock said he wasn't planning to issue one since a Local Notice to Mariners (LNM) was issued. Captain Kinlein suggested it would be helpful to create an MSIB to share with stakeholders.
- Mr. Bullock noted that if anyone is not getting the MSIBs that are sent out, please let him know. Mr. Dolbow added that the plan is to create a public-facing sector website, which will include the MSIBs.
- Mr. Dolbow asked if the Pilots use the Navcen website to access MSIBs. Captain Kinlein replied that they use the US ATON Information Management System (USAIMS); however, ships don't have the manpower to monitor it in real time. In the future, USAIMS will connect with chart plotters so updates like LNM's will appear directly on navigation screens. Captain Kinlein noted that the issue is that navigators aren't the ones who most need this information, the shipping companies and planners do.
- Mr. Riviere mentioned that the *MSC Katrina* was unable to sail in June due to a snooper truck obstructing the air draft, resulting in financial losses. The reduction in air draft was discussed at the Air Gap Subcommittee meeting, which MSC did not attend. The notice regarding the obstruction was buried in a 60-page LNM. Other port community members were also not aware of the air draft reduction. Captain Kinlein noted that while USAIMS can be a useful tool, it currently does not support timely delivery of critical information. Mr. Dolbow acknowledged the feedback and committed to looking into solutions to address these issues. Mr. Truelove noted that when MPA Operations sends notifications to mariners via email, on the website, or through agents or shipping lines, they use MSIB verbiage.

7.0 Philadelphia District Corps of Engineers

Mike Hart, USACE Philadelphia

- The Fiscal Year 2025 (FY25) dredging contract to remove 500,000 cubic yards of material, mainly from the Upper Chesapeake and Chesapeake & Delaware Canal areas is still out for advertising. A bid opening is scheduled for Monday at 2:00 pm. Work will begin near Station 94 near Sandy Point, with dredging expected to start in October. Material from the Canal will be placed at either Reedy Point South or Pearce Creek, depending on the contractor's preference. Once the 10,000 cubic yards at Station 94 are cleared, navigation restrictions can be lifted. The contractor will then decide whether to continue in the Canal or move to the Pooles Island area. The contract covers work from October 1, 2025 through March 31, 2026, with a 120-day period of performance, and may be extended if needed.
- Summit Bridge is undergoing painting, with a 5-foot air gap restriction through June 2026, affecting one half of the span at a time.

- Additional bridge work is planned for Chesapeake City Bridge (painting) and SR1 Bridge (bearing replacements), with no air gap restrictions. These contracts will be advertised this winter, with work starting late 2026.
- Mr. Bibo asked about strategies to reduce persistent shoaling off of Pooles Island. Mr. Hart responded that while the channel is authorized to 35 feet (and up to 37 feet with advanced maintenance), shoaling has been a long-standing challenge in this location. Mr. Hart noted that the only current solution is through annual dredging contracts.
- Mr. Hart had no updates regarding the railroad bridge renovation. The project has faced funding issues and mechanical failures, with no clear timeline for resolution.

8.0 Baltimore District Corps of Engineers

Eric Lindheimer, USACE Baltimore
Rachel Kierzewski, USACE Baltimore
Jo Ann Grundy, USACE Baltimore

- Mr. Lindheimer thanked USCG for including USACE in the PAWSA.
- Mr. Lindheimer addressed the W Sapphire incident, thanking everyone for their patience during the survey process. USACE's primary survey vessel will be out of service for 2–3 months. In the meantime, they're using a smaller 26-foot vessel. Regarding the salvage, he recommended shifting responsibility to the coal ship owner to reduce strain on federal resources. He noted that a future conversation between USACE and USCG regarding salvage planning would be beneficial.
- Mr. Bibo asked Mr. Lindheimer to confirm whether two cranes were used during the recovery of the W Sapphire's hatch. Mr. Lindheimer confirmed that the first crane couldn't lift the hatch due to an underestimated weight, so a second, stronger crane was brought in to complete the lift.
- Ms. Kierzewski and Ms. Grundy provided information per the presentation included as **Appendix C**.
- Slide 2: The period of performance for the Cape Henry dredging project is 150 days, from November 15, 2025 to April 15, 2026.
- Mr. Wartick asked how close the disposal site is to the nearshore cable work, expressing concern about a potential conflict between the two activities. Ms. Kierzewski explained that although another project is operating near the disposal area, it won't interfere with the placement work planned for cell one. There may be work in cells two and three, but that won't be an issue.
- Mr. Bibo asked about capacity of Dam Neck Ocean Disposal Site; Ms. Kierzewski clarified that while capacity is not unlimited, recent surveys confirm there is enough space in cell one for the current placement needs. In open water, capacity is managed by placing material to a specific depth, as outlined in the disposal area's management plan. Mr. Bibo asked if the site could support placement for the next 20 years, Ms. Kierzewski noted that calculations would be needed to determine that. Other entities also use the site, and placement is allowed as long as mutual agreements are in place.
- Mr. Bibo asked if there has been any pushback from Virginia about using the site for Baltimore Harbor Approach Channels. Ms. Grundy stated that there hasn't been pushback from Virginia regarding Dam Neck since it is a federally mandated site, though other areas like York Spit have faced challenges. Captain Kinlein noted that the Port of Virginia moved its anchorage several years ago. As a result, the Baltimore channel system now plays a key

role in supporting shipping operations for the port, which makes it more likely that stakeholders will support the project since it aligns with their interests.

- Ms. Grundy noted that it was good to hear that Cape Henry and York Spit are important to the Port of Virginia, which may help reduce pushback from Virginia agencies. During a recent planning meeting, there were concerns that future requests for open water placement might be denied. But since these sites support port operations, it's more likely they'll be approved. Rappahannock Shoal, the next planned dredging contract, might face resistance.
- Ms. Grundy mentioned that there has been some interest in using mechanical dredging for these types of jobs, rather than hopper dredges. Ms. Kierzewski noted that one contractor submitted a request for information (RFI) asking if it is allowed, and there is nothing in the specifications that prohibit it. However, mechanical dredging is usually avoided in this area because it is more affected by weather, can be riskier, and may take longer to complete.
- Slide 3: Ms. Grundy stated that USACE is aiming to issue notice to proceed before December 25. The environmental window is not anticipated to be an issue.
- Mr. Lindheimer added that the removal of a hazard in the Brewerton Channel is included in the upcoming contract. That work is expected to start around December instead of the originally planned October. Captain Kinlein expressed concern that this delay is more than the Pilots are comfortable with. This delay raises concerns about potential dynamic changes in the channel, which could move the hazard. Ms. Grundy suggested exercising the contract option at the same time as the base award to streamline the process.
- Slide 4: Mr. Bibo asked how the dredging quantity increased by 500,000 cubic yards. Ms. Grundy didn't have a clear answer but said she'd follow up with the project manager; it may be due to shoaling in the time elapsed between surveys. Mr. Bibo brought attention to modifying the Cox Creek DMCF tipping fee agreement with USACE, since contractors are paid for the template but often dredge beyond it, using up more site capacity. Ms. Kierzewski stated that Jackie Seiple is the contact for this issue.
- Slide 5: Ms. Grundy noted that James Island construction may slip into the second quarter of FY26 due to the requirement of a Project Labor Agreement (PLA). Mr. Riviere asked whether coordination with pilots regarding ship wake is still happening. Ms. Peñafiel confirmed that construction is still active, and dredging at the borrow area could be occurring through the end of September. Due to equipment issues, the work is taking longer than originally anticipated. Mr. Riviere noted that the extended timeline, from eight days to the end of September, is resulting in increased costs, particularly due to extra pilot transit hours.
- Mr. Bibo was concerned about making sure future dredging and construction contracts include the right equipment to handle operations safely around commercial vessels, potentially to avoid the requirement of shipping vessels to reduce speed when passing the Mid-Chesapeake Bay Islands project area. Coordination has been good, but marine contractors need to be aware of who is working in the area. Ms. Grundy said she will inform the project manager of Mr. Bibo's concern for consideration in the next contract.
- Mr. McGeady asked if contracts could include cooperative language to let the city complete its 25,000-yard dredging project either before or after the federal work. Mr. Bibo responded that a similar idea was tried 30 years ago and didn't go well.
- Mr. Bibo asked if there were any updates on the Chesapeake Channel dredging project. Mr. Lindheimer responded that the USACE team is still working on it. An environmental assessment is underway; the US Army Engineer Research and Development Center

(ERDC) will be engaged to help design the channel and possibly run a simulation to find the best alignment. More discussions are expected, and the project remains a priority.

9.0 NOAA/NOS/NWS

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

- Mr. DiVeglio provided information per the presentation provided as **Appendix D**.
- Slide 4: The Brewerton Channel Eastern Extension current meter was activated at a dynamic spot near the channel. The data has shown interesting flow patterns: near the surface, currents move in a northeast-southwest orientation, while deeper currents are more influenced by the channel's flow. The meter collects data down to about 30 feet.
- Slide 5: NOAA is still on target for October to complete the installation of the meteorological equipment at the Brewerton Channel Range Front Light. Once completed, NOAA will shift focus to reconnaissance and equipment procurement for setting up a meteorological station on Tolchester Channel Range Rear Light.
- Mr. DiVeglio added that he hasn't forgotten about adding the Chesapeake Bay Interpretive Buoy System (CBIBS) buoy to the PORTS pages. Captain Kinlein added that the buoy was struck by lightning; Ports America has provided some supplemental equipment on top of the cranes, but official data is still needed. CBIBS has not provided an update on replacing the buoy.
- Mr. Wartick stated NOAA is working on the gridding process. The current focus is on completing the Band 5 charts (1:45,000 scale) for the area between north and south Chesapeake Bay, as Baltimore and the southern Chesapeake Bay charts are already done.
- NOAA is preparing to publish all S-100 standard charts by January 1, 2026, transitioning from the older S-57 format. In addition to S-102 (high-resolution bathymetry), there are also S-104 (water levels) and S-111 (surface currents), which are going to be completed by January 1, 2026. Additional projects to follow like S-411 (ice forecasts) and weather and wave hazard layers. Agencies like USCG will also contribute data layers, such as MSIBs and LNM's.
- By January 2029, all new electronic chart display and information system (ECDIS) charting units will be S-100 capable, though S-57 products will continue during the transition.
- The vessel Bay Hydro II has relocated from Solomons Island, MD to New Hampshire, but navigation response teams remain available in Patuxent, MD and New London, CT.
- The vessel Thomas Jefferson is transitioning from Norfolk, VA to Newport, RI.
- Survey work is ongoing and planned throughout the Chesapeake Bay.

10.0 Maryland Department of Natural Resources

Ken Choi, MDNR

- Mr. Choi noted that the DNR hydrography team has been active recently, including a significant debris removal operation involving a 7,300-pound floating load, much larger than the usual monthly retrievals of around 3,200 pounds, likely due to impacts from Hurricane Erin.
- Eight buoys were installed in the Key Bridge safety zone. The upper two buoys were shifted due to Curtis Bay Channel dredging and coordination with USCG and Pilots.

- Recent activities included support for Maryland Defense Force operations at Crisfield, MD in July, assisting Delta Company with hurricane evacuation readiness for Smith Island residents.
- DNR responded to high boating traffic around July 4th, especially in narrow, shallow channels in the Northeast River, and is now planning more proactive maintenance during peak seasons.
- In Western Maryland, 31 buoys were replaced in the upper Potomac River due to flushing issues and safety concerns.
- A speed zone map application is available online, and six new speed zone changes have been proposed, including areas like the Potomac River and Marshy Hope Creek, pending public comment and final approval.
- In Queenstown Creek, USCG downgraded channel markers due to shallow conditions, prompting community concerns. In response, new green and red navigation buoys and speed zone markers were installed.

11.0 Maryland Transportation Authority

Melissa Bogdan, MDTA
Ruel Sabellano, MDTA

- Ms. Bogdan noted that in June, the Smooth Waters Initiative was introduced to promote safety and speed limits around the Key Bridge rebuild project area. By August, the outreach team had contacted 75 marina owners within 10 miles of the project area and 118 beyond that range, requesting permission to distribute signage and maps showing the safety zone.
- Anyone interested in helping amplify the message or hosting an event can reach out to info@keybridgerebuild.com. Ms. Bogdan is open to suggestions for future outreach, especially as boating activity increases during the summer months.
- Mr. Wartick asked if the safety zone had been charted. Mr. Bullock stated that the safety zone will be charted starting October 15 and remain for at least three years. Updates are posted on the Key Bridge Rebuild website, and charting changes can be made quickly, even for short-term notices. Any chart updates associated with the project should be relayed to Mr. Wartick.
- Mr. Sabellano mentioned that Jason Stolicny is the main contact for any written questions regarding the Key Bridge rebuild.
- Key Bridge test piling is expected to begin in late September and continue for about two months within the safety zone. Mechanical demolition, which started in early July, involves removing the parapet barrier and deck over water, as well as the structure over land down to two feet below finish grades. This phase is expected to last eight to nine months, into quarter 1 and quarter 2 of 2026. Material procurement is underway, and rebuilding construction is scheduled to begin in late 2025.
- Coordination continues with NOAA regarding the air gap sensor agreement with MDTA.
- Regarding the Chesapeake Bay Bridge: A task order request has been submitted to USCG for work scheduled between October and mid-December; approval is pending. This work will not impact the navigational channels. Inspection activities are expected to begin after January 1, 2026. The eastbound redecking project is ongoing and will continue through spring 2027. Temporary scaffolding is currently being installed on the trusses between the main channel and western beams, but again, there are no disruptions to navigation.

12.0 Association of Maryland Pilots Updates

Captain John Kinlein, MD Pilots

- Captain Kinlein described a series of recent maritime incidents and the exemplary response efforts that followed. The most significant was the W Sapphire explosion, but there were also obstructions in the Brewerton Channel and in open Chesapeake Bay southwest of Bloody Point. In each case, rapid coordination between agencies proved effective. USCG notified them of several wrecks, including a 39-foot wreck in a busy natural channel near Bloody Point, where ships and tugs routinely pass. Although it is not a federal channel, the U.S. Army Corps of Engineers supported NOAA with survey assets to quickly assess the situation.
- A piece of dredging pipeline was found during a routine survey in the Brewerton Channel and has been safely worked around, thus far, but additional discussions regarding this situation are needed.
- The W Sapphire incident triggered an emergency response, with personnel mobilizing immediately. Captain Kinlein praised the swift actions of USACE, who had survey crews on site by first light. USCG's Waterways team also acted quickly to begin salvage operations.
- Captain Kinlein mentioned the impressive speed of survey responses and charting efforts by NOAA for the obstruction near Bloody Point. The ability to update data so quickly is a major improvement over past capabilities and is made possible through strong collaboration among agencies.
- Mr. Bibo asked what happened with a survey of an obstruction at South Locust Point. Captain Kinlein stated a passenger ship had experienced a vibration in one of its screws, possibly from hitting something during its voyage. MPA's contractor GBA was able to complete the survey and found no issues with the bottom.

13.0 Maryland Port Administration Updates

Dave Bibo, MPA

- Mr. Bibo asked about coordination with McLean Contracting, which has been dredging in the Colgate Creek area. Captain Kinlein responded that McLean has been very cooperative and communicates well. However, in terms of ship movements, it would be better if they moved their ships faster out of the way. Captain Kinlein suggested that McLean move out of the way at least 30 minutes before ship arrival to avoid delays. For this project the dredged material is placed in 130-foot long geotubes at Cox Creek DMCF using polymers to help the sediment settle. There have been challenges with the dredging process, as the ideal dredged material is fine silt, but gravel is being encountered instead. Mr. Bibo offered a tour of the project set up for interested parties.
- Upcoming dredging projects include Tradepoint Atlantic, USACE, and Baltimore City's Sail250.
- Mr. Riviere asked for details of the Tradepoint Atlantic project. Mr. Bibo stated that dredging is anticipated to start in November, with the material going to Masonville DMCF.
- Mr. Wartick asked how often the MPA DMCFs are being expanded to accommodate maintenance and new work dredging. Mr. Bibo responded that most of the dredging is maintenance due to the small size of the DMCFs; MPA has typically not accepted new work dredging for this reason, though a couple of new work projects (Seagirt Loop

Modification and Tradepoint Atlantic's Sparrows Point Container Terminal) are exceptions. To expand future dredging opportunities, MPA is working on the Innovative Reuse and Beneficial Use (IRBU) program, which aims to repurpose dredged material for construction and other beneficial uses.

- Mr. Swift mentioned MPA recently released a request for information for the Cox Creek Sediment Technology and Reuse (STAR) Facility, marking a shift from research to implementation.
- Mr. Swift noted the Colgate Creek dredged material is being placed in geotubes and will be used for innovative reuse projects. So far, over 100,000 cubic yards have been dedicated to reuse projects, mostly for MPA projects, with some interest from private industry. In the future, dredged material may be diverted from the DMCFs directly into geotubes, making that material available for IRBU projects.
- Mr. Bibo clarified that the sediment from the geotubes will be emptied, and the bags disposed of, while the sediment will be reused without taking up placement site capacity.
- Mr. Wartick asked whether the Seagirt Loop West project is an expansion of the federal project. Ms. Grundy confirmed that it is an expansion of the existing authorization, with plans for federal maintenance after the expansion. Ms. Peñafiel noted that the branch channel will be deepened to 50 feet so ships can complete the loop without backing out.

14.0 Comments/Adjourn

David Bibo, MPA

- Ms. Jones, the Harbor Safety Committee Program Manager at USCG Headquarters, mentioned the upcoming National Harbor Safety Conference, scheduled for March 24–25, 2026, in Seattle, Washington, hosted by the Puget Sound Harbor Safety Committee. The theme will be Lessons in Resilience: Shared Experience, Smarter Solutions. Admiral Arguin is confirmed to speak both days; either the Commandant or Vice Commandant will also attend. Ms. Jones will share the agenda that includes topics like shipboard firefighting and a focus on the Francis Scott Key Bridge incident, including the Board of Inquiry. Ms. Jones offered to connect with anyone interested.
- The last meeting for 2025 will be held on December 10.