

**SUMMARY OF THE PORT OF BALTIMORE
HARBOR SAFETY AND COORDINATION COMMITTEE MEETING
March 13, 2024 10:00 AM
Association of Maryland Pilots
3720 Dillon Street
Baltimore, Maryland 21224**

Attendees:

Association of Maryland Pilots (MD Pilots): Captain Beth Christman, Captain John Kinlein,
Captain Eric Nielsen
Baltimore Open Water Swim: Katie Pumphrey
Dominion Energy: Mike Lewis
Federal Pilot: David Lieberman
Gahagan Bryant Associates (GBA): Jake Derolf (via Phone), Brian Newbury
Maryland Department of Natural Resources: Matthew Baldwin, Ken Choi
Maryland Environmental Service (MES): Stephanie Peters
Maryland Port Administration (MPA): Ryan Barry, Dave Bibo, Brian Miller, Holly Miller,
Rachel Miller (via phone), Kathleen Pickett, Rockeye Truelove (via phone)
Mediterranean Shipping Company (MSC): Valerian Rivere
Maryland Transportation Authority (MDTA): Bob McKenzie, Ruel Sabellano
McAllister Towing: John Shellenberger
National Oceanic and Atmospheric Administration (NOAA) Office of Coast Survey (OCS):
Ryan Wartick
NOAA Physical Oceanographic Real-Time System (PORTS): Chris DiVeglio
NOAA Operational Oceanographic Products and Services (CO-OPS): Adam Grodsky
NOAA National Weather Service (NWS): Brian Lasorsa (via phone)
Ports America Chesapeake (PAC): John Bevilaqua, Aaron Brockmeyer
Recreational Boaters: Tom Behrle
U.S. Army Corps of Engineers (USACE), Baltimore District: Ian Delwiche, Eric Lindheimer
USACE, Philadelphia District: Mike Hart
US Coast Guard (USCG), District 5 (D5): Albert Grimes (via phone)
USCG, Port Recovery (PR): Fred Dolbow
USCG, Regional Exam Center-Baltimore: Scott Taylor
USCG, Sector Maryland–National Capital Region (MD-NCR): Doug Bullock, Morgan Merritt,
Joshua Motta, Kate Newkirk, David O’Connell, Baxter Smoak, Kyle Sutschek
USCG Sector VA: Patrick Grizzle
US Wind: Ben Cooper
Vane Brothers: John Shkor (via Phone)
Waterfront Partnership of Baltimore (WPB): Chelsea Anspach, Adam Lindquist

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.*

USCG Sector Maryland–National Capital Region

C5 – Construct upper reach York Spit Channel range lights to be positioned below York River Channel. *On hold due to 50' Widening Study; completion of lights scheduled for 2020. No update.*

C6 – Smith Point TSS: *Update: Project Complete*

C26 – Rebuild Craighill Channel Range Lights (LLNR 8040-Front/8050-Rear): *Cleveland Engineering Unit (CEU) update: Contract Awarded December 15, 2023, with estimated completion by December 19, 2025.*

C27 – Curtis Bay Directional Light (LLNR 20870): *Update: Installation timeline still tracking for summer 2024 pending manufacturer installation contract.*

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. Hart will share information regarding the actual schedule or updates as he receives it for the railroad bridge project.
- Ms. Newkirk will send the list of events involving the Baltimore Harbor to Mr. Lindheimer.
- Mr. Delwiche stated that once USACE receives the surveys for Fort McHenry Channel, he will send it to Captain Kinlein and have a quick meeting.
- Mr. Sabellano asked for an updated list of contacts for stakeholders/entities so he can send them the inspection notice once confirmed.
- **2024 Aids to Navigation (ATON) planning meeting:** In 2022, Captain Kinlein proposed a

regular ATON planning meeting, with attendees from the Association of Maryland Pilots, Chesapeake & Interstate Pilots, USCG MD-NCR, USCG D5, and USCG Sector Virginia: The First annual ATON Planning meeting was held on February 7, 2023 at CG Sector MD-NCR, Curtis Bay, MD. Update: The second annual ATON planning meeting was held on March 6, 2024 at CG Sector MD-NCR, Curtis Bay, MD. Timeline for next year’s meeting will be determined late 2024.

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 available by phone 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 2023 meeting summary.
- The motion was put forth and the summary was accepted.

3.0 Baltimore Open Water Swim

**Adam Lindquist, WPB
Katie Pumphrey**

- Mr. Lindquist thanked the committee for providing feedback on the Baltimore Blue Way plan which was issued in August 2023.
- WPB held an event last year which involved people jumping into the Baltimore Harbor. Due to this event, many people have provided ideas for different recreational activities in the Baltimore Harbor.
- Mr. Lindquist then introduced Ms. Pumphrey who presented the idea of planning an open water swimming event in May from the Bay Bridge to Harborplace.
- Ms. Pumphrey introduced herself and her accomplishments as a marathon open water swimmer. She explained why she wanted to have this event and an explanation of open water swimming. She stated that she is still looking for people to sponsor this event along with involvement from the community. The 10 to 12-hour swim is planned to occur sometime between May 9 and 22, depending on tidal and weather conditions. Support vessels for Ms. Pumphrey (the only swimmer) will include two boats and one kayaker. The swim is planned to begin around 3:00 AM at either Sandy Point or the Bay Bridge. The path of the swim will cross the shipping channel but will not remain in the channel (**Appendix A**). Ms. Pumphrey and all support vessels will be lit at night.
- A local notice to mariners will be issued for this event.
- Mr. Lindquist will keep the committee updated on the status of this event, for awareness.

3.0 Salvage & Marine Firefighting Subcommittee & 2024 Hurricane Season MTS Recovery **Fred Dolbow, USCG-PR**

- Mr. Dolbow stated that the last Salvage and Marine Firefighting Subcommittee (SMFF) meeting was held December 14, 2023. The meeting included a case study on the Spirit of

Norfolk fire and recommendations from the National Transportation Safety Board and USCG to make the boating community safer. The next meeting will be held in April.

- In August/September, the committee plans to do a tabletop exercise workshop in Seattle focusing on dinner cruise vessels.
- Since hurricane season is coming up, Mr. Dolbow will be reaching out to ensure his contact list is up to date in case USCG decides to go to a two-call system in the future. This year's hurricane exercise will be similar to last year's, but also will include more local responders.
- The alert warning system is tested twice a year. Mr. Dolbow asked that those who receive the alert respond to it, so that he knows the alert system is properly functioning. Committee members who do not currently receive the alert but would like to, should contact Mr. Dolbow. Messages are only sent through the system for weather events, hurricanes, and the twice-yearly testing.
- Mr. Dolbow encouraged committee members to have an account on the USCG Home Port website. This website is where the Sector's Area Contingency Plan, Marine Transportation System (MTS) Recovery Plan, Salvage Plan, Heavy Weather Plan, and checklists for various port conditions are found.
- Mr. Bibo inquired if there have been any changes by the automotive industry to lessen the fires in electric cars during shipping, due to their batteries. Mr. Dolbow stated that some companies have taken it upon themselves to ensure the safety of these cars by minimizing the battery charge. There is no legislature right now that is pushing for this.
- USCG has assembled a national task force that will address marine firefighting issues. The first meeting will be held later this month; this meeting will bring in fire departments from all over the country.

4.0 Coastal Virginia Offshore Wind Project

Mike Lewis, Dominion Energy

- Mr. Mike Lewis introduced himself and provided information per the presentation provided in **Appendix B**.
- Slide 3: In late February a UXO disposition looked at what was in the way of the export cabling. If an unexploded ordinance (UXO) or munitions and explosives of concern were detected, they were lifted and shifted within 50 meters of the original target site. The first lift and shift was completed yesterday. A pre-lay grapnel was used to comb through the area to make sure the appropriate marine debris had been removed ahead of the cable installation activities.
- UXO are present on the seafloor because the coast of Virginia was a heavily-munitioned area over the past 100 years, from World War 1 and World War 2 training exercises. The entire area was a dumping ground for munitions until the mid-70s, when disposal sites were developed in the area.
- Nine unexpected archaeological discoveries, two of which were substantial, have been identified. One of the substantial discoveries appears to be a boat keel and the other is still under investigation.
- Slide 4: The subject of the fisheries resource studies will be black sea bass and channeled whelk.
- Slide 6: Once the current relocation activities in Area 2 are complete, efforts will move to Area 3, and then to Area 1 near shore and around the Dam Neck Ocean Disposal Site.
- Slide 7: With each relocation activity there will be at least two rigid hull inflatable vessels:

one lift and shift vessel and one support vessel.

- Slide 8: There are nine punch-out locations with running tunnels out of each location. They then will be feeding HDPE (high-density polyethylene) conduit back up through the tunnels. Lastly, they will then run cables through each of the tunnels. The 500-yard safety zone is surrounding the central punch-out location number 5.
- Slide 9 showed a diagram of the nine direct pipe (DP) punch-out locations coming from the transition joint base.
- Slide 10: Three towing evolutions have been completed; similar operations will start up in June. There is also a break between mid-April and June due to naval exercises that are going to be conducted offshore.
- Slide 12 showed photos of two lift boats, two offshore supply vessels (OSV), and three tugboats that will be used in the project. The three tugboats are part of the towing evolution for the 1,800-foot HDPE conduit. The two OSVs are supporting the lift boat operations where divers will be working.
- Slide 13: Pin piles are installed into the sea floor to support the jacket foundation of the offshore substation.
- Slide 14 showed four photos of project vessels that will be used over the next six weeks. The M/V Orion is a Deme offshore US vessel that is the wind turbine installation vessel. This vessel will be driving the monopiles, installing the transition pieces, and then installing the towers and wind turbine generators. M/V Sunshine and M/V Sunrise are heavy lift transport vessels that will be bringing in the monopiles and the transition pieces. M/V Charlie will be bringing in the offshore substation pin piles.
- Slide 15: The Atlantic surf clam survey was conducted in June 2023; the final reports are outstanding. The black sea bass survey has been going on since July 2023. The channeled whelk survey began this month; this will be going on for the next 18 months.
- Slide 15 and slide 16 showed diagram of the survey areas. The black sea bass survey is in the southeast corner of the lease area shown in the diagram on slide 15. Slide 16 showed the areas for the channeled whelk survey.
- Slide 17 showed vessels involved in the resource characterization studies. The research vessel Bay Eagle is a Virginia Institute of Marine Science-owned research vessel. Dominion Energy has partnered with the Virginia Institute of Marine Science and two whelk fishermen for these studies. Overall project information can be found on the website coastalvawind.com.
- Mr. Bibo stated that the offshore industry has two concerns: the availability of vessels and labor. Mr. Lewis said that this is a genuine concern in this industry because there are not enough vessels to support the offshore wind initiatives that have been brought down by the administration, which has a “30 gigawatts by 2030” goal. In order to do this, wind turbine installation vessels, service operation vessels, and support vessels are needed. The industry has matured to a point where ship builders are seeing the need to start fulfilling these demands. Dominion Energy has commissioned the construction of three vessels, but currently the industry depends on European support vessels to complete the work. Workforce supply is an ongoing issue, but Dominion Energy is working to build direct and indirect maritime jobs.

5.0 U.S. Coast Guard Updates

David O’Connell, USCG MD-NCR
Joshua Motta, USCG MD-NCR
Scott Taylor, USCG-Regional Exam Center-Baltimore
Doug Bullock, USCG MD-NCR

- Captain O’Connell noted that about two weeks ago USCG released some information on cybersecurity. The first thing was an executive order by President Biden which gave the Captain of the Port certain authorities to act if there was a cyber incident within the port. The second piece was the Maritime Security Directive aimed at certain companies within the port to take action with certain equipment. There was also a Notice of Proposed Rulemaking for cybersecurity for the MTS, including both vessels and facilities, for a requirement to develop a cybersecurity plan, designate a cybersecurity officer, conduct cybersecurity exercises and audits, and create and maintain a cybersecurity incident response plan, and mandatory reporting requirements. The notices about the proposal rule making is out on the street now; comments are due by April 22, 2024. Additionally, a navigation vessel inspection circular was issued, which seeks to clarify some of the reporting requirements for cyber incidents within the report.
- The next Maritime Security Meeting will be held on April 19, 2024, at the Coast Guard Yard.
- The second annual Aids to Navigation (AtoN) planning meeting was held last week. This meeting consisted of the Pilots, USCG Sector Virginia and Sector Maryland, and USCG D5.
- Next week, Ms. Newkirk and Captain O’Connell will be attending the National Harbor Safety Meeting in Chicago.
- Captain O’Connell will be changing out this summer; the new sector commander for USCG MD-NCR will be Captain Patrick Burkett. The change of command will be June 25, 2024.
- Mr. Motta provided information regarding Action Items, General Action Items, and Aids to Navigation per the presentation provided in **Appendix C**.
- Mr. Bibo asked if USCG targets any of the aids in advance to ensure osprey don’t nest on them. Mr. Motta answered that they have bird deterrent methods, but they don’t necessarily work. However, USCG D5 has a bird depredation permit, so that if a bird’s nest is in the way of the light, impeding commerce, they are allowed to move the nest.
- Mr. Bullock provided information regarding the Sector MD-NCR Waterways Management per the presentation provided in **Appendix C**.
- Fleet Week is June 14-16, but ships will be arriving June 12. There will be a safety zone in the Inner Harbor during the flyovers.
- Debris from the Nice-Middleton Bridge demolition was moved to the Eastern Shore for artificial reefs. However, there are issues with rebar in the debris.
- Captain Kinlein recalled that a spreadsheet of Marine Events used to be distributed by USCG to Port partners for awareness; Ms. Newkirk will resume distribution of this spreadsheet.
- Mr. Scott Taylor provided information per the presentation provided in **Appendix D**.
- Slide 1: The “red book” credentials are being replaced by an 8” by 10” laminated non-tear paper credential. This will come in the mail with no change in fees. The first page will have personal information and the second page will have the mariner’s qualifications.

- Slide 2 showed the old printers used for the old credentials, on the left. On the right are the new printers that will be used. There have been problems with delays in getting credentials out over the last two years, primarily because of the aging of the old printers. The new printers are sustainable for the long term.
- Credential turnaround time is about 35 to 45 days, however Mr. Taylor recommended applying early and noted that they are internally moving towards a new handling process. Eventually, applicants will mail applications to a centralized mailbox at the National Maritime Center (NMC); applications will then be sent to various application processors around the country, based on capacity. All applicants must now go through a security vetting background check.

6.0 Philadelphia District Corps of Engineers

Mike Hart, USACE Philadelphia

- Mr. Hart stated that maintenance dredging is ongoing in the upper Chesapeake Bay. Kokosing currently has two dredges on site and is operating just north of Worton Point. This contract was originally for about 514,000 cubic yards but may result in 600,000 cubic yards by the time the contract is completed. There is still some work to be done in the canal itself, so it is anticipated that one of the dredges will move up to start the canal work. This will require coordination between the dispatchers, the pilots, and the dredgers because it will be a lot tighter in that section of the canal. This work will end on March 30. USACE will then begin the process to put together a contract for the next year of dredging operations, starting in October 2024 and running through March 2025. USACE had to cut a few sections from the contract because of funding availability, but Kokosing will complete the contractually-required volumes. The time of year restriction applies to the canal, from Reedy Point to Pooles Island; the basin has a shorter timeframe for completion.
- Construction at St. Georges Bridge is ongoing through October 2024. No air gap restrictions or channel restrictions are associated with this work.
- Reedy Point Bridge work will be starting in spring 2024. No air gap restrictions or channel restrictions are associated with this work. The Reedy Point Bridge contract will last for almost two years, but a lot of it will be spent on building the bridge pier and concrete on land. Work on the main span will be about a month of activity.
- About a month ago, the railroad lift bridge project got an extension on their work and funding. Their bids are due this month and work would not start until mid-year 2025. Mr. Hart will share information regarding the schedule or updates as he receives it.

7.0 Baltimore District Corps of Engineers

Eric Lindheimer, USACE Baltimore

Ian Delwiche, USACE Baltimore

- Mr. Lindheimer asked to be included on the distribution of the list of marine events involving the Baltimore Harbor because USACE's marine debris survey vessels participate in some of the events. Ms. Newkirk said that she would send him the list.
- Mr. Lindheimer noted a recent staffing change. Mr. Delwiche is taking a Senior Geotech position within the Baltimore District's Engineering Division. Advertisements for the new Section Chief will be put out.
- Mr. Delwiche provided information per the presentation provided in **Appendix E**.
- Mr. Lindheimer added that USCG is undergoing renovations of the yard and wants larger vessels to be able to access the facility. Curtis Creek was added to the USACE maintenance contract this year to help USCG and prioritize maintenance dredging. This will be going to

the authorized depth of 22 feet plus two feet of overdepth, resulting in 218,000 cy. Following this, USACE will work on a separate contract with USCG to deepen the channel to 28 feet. The goal is to eventually authorize this channel to a depth of 28 to 30 feet, with maintenance by USACE.

- Mr. Bibo inquired when the Curtis Creek new work (dredging to 28 feet) would start. Mr. Lindheimer stated that the work is contingent upon USCG getting funding and the development of a plan.
- Captain Kinlein brought up his concerns with the elimination of the Fort McHenry Channel from the maintenance dredging schedule, mainly due to the lower half-mile of Northwest Harbor, near Rukert's deep slip. Mr. Delwiche stated that once the survey for Fort McHenry Channel is available, he will send it over to Mr. Kinlein and have a quick meeting.

8.0 NOAA/NOS/NWS

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

- Mr. Ryan Wartick mentioned the NOAA Marine Chart Division had to put the inclusion of channel sounding in the charts on hold for the last couple months because they have prioritized completion of the Electronic Navigation Chart (ENC) gridding process. They will resume next week with the Cutoff Angle and Craighill Upper Range soundings.
- Mr. Wartick provided information per the presentation provided in **Appendix F**.
- Slide 2 showed a map of the project areas which will occur this year or next year.
- Slide 3 showed a map of Virginia project areas. Thimble Shoal Channel was just deepened and widened; NOAA will survey the auxiliary channels that are not part of the federal project.
- Slide 4 showed a map of the Delaware Basin project areas.
- Slide 5 showed the weekly chart update website. Last week the framework and soundings for Thimble Shoal Channel were just updated. This website updates every Thursday.
- Slide 6 showed the status of the ENC gridding process. The biggest impact of this is not just having better ENC but also pilot testing; until the gridding process is done there is no standard chart since all charts will be changing.
- Slide 7 showed an example of NOAA custom chart product. A lot of work has gone into a sister product to the custom chart tool, specifically for pilot testing or any type of testing that requires charts. This pilot testing tool will create a key and a blank chart without anything on it.
- Mr. Chris DiVeglio provided information per the presentation provided in **Appendix G**.
- Slide 4: The disclaimer for the air gap system has been updated to link to the air gap notice letters, which are now posted to the publications part of the website.
- Slide 6: Captain Kinlein responded that everything is going well from the Pilots' perspective.
- Slide 7: The new sensor's platform is about ten feet wide, with each side having its own sensor (for redundancy).
- Slide 8: This station, located in the lower part of the bay, is sponsored by the Navy. NOAA had to decommission the York River East station because the range light structure was being partially dismantled. At this lighthouse location, the pier sits high enough that it won't be inundated often and is far enough from the lighthouse that there is no shadow

effect. Mr. DiVeglio said NOAA are leaning towards installing a meteorological station there.

- Mr. DiVeglio thanked the committee members that provided him with feedback on what seaports are doing to be resilient and how they plan on different time scales; the information is valuable to NOAA.
- Mr. DiVeglio stated that the electronic box in NOAA's new setup for our buoy-mounted current meters has changed. Most of the buoys they mount to no longer have bells. If there are any bell buoys, it may be harder for NOAA to get the electronics box in the middle of the AtoN. Mr. DiVeglio inquired if there would be any issues with transitioning to putting the current meter on Buoy 93 rather than Buoy 92. The members of the meeting answered no.
- Mr. Miller inquired if there was a timeline on the Key Bridge secondary air gap station. Mr. DiVeglio stated that he wasn't sure what the timeline was. He plans to send out an email regarding this question along with the signed agreement. Mr. Sabellano asked to be added to the email so that he can follow up with someone within MDTA if needed.
- Mr. Lasorsa was asked to discuss the upcoming weather. Mr. Lasorsa stated there will be a cold front moving through Friday. Generally, the weather looks tranquil. The following week, it will be chilly and windy during the early middle portion of the week.
- Based on the climatological outlook for the next six to ten days, temperatures and precipitation will be below normal.
- The next two months will begin the spring season with above normal precipitation and temperature the closer it gets to late April, May, and June.
- For hurricane season, there has not been an official outlook yet, but Mr. Lasorsa is seeing parameters that would suggest maybe potentially higher than average activity. Hurricane season is June 1 to November 1.

9.0 Maryland Department of Natural Resources

Ken Choi, MDNR
Matthew Baldwin, MDNR

- Mr. Choi stated that DNR is inventorying about 2,500 buoys, 500 pilings, and 1,000 signs.
- Mr. Choi stated that the Naval Academy has requested DNR's assistance related to the YP Pier construction project. DNR is ready to install the temporary 6-knot all the time buoys, which will be in place until October 2025, but DNR is currently waiting for the Secretary's signature.
- Mr. Baldwin mentioned that they have removed, since December, seven derelict vessels and recreational vessels; two more in the yard are ready for disposition.
- Mr. Baldwin stated that they have responded to 16 debris calls since early January.

10.0 Maryland Transportation Authority

Ruel Sabellano, MDTA

- Francis Scott Key Bridge: No inspection or bridge work is anticipated in the next 6 to 12 months for the Key Bridge. The modification for additional red margin navigation lights has been finalized and was submitted in November, awaiting approval from Mr. Hal Pitts. After approval, construction will begin and finish within four to six months.
- Chesapeake Bay Bridge: An inspection is expected either one day in April or May. Once the date is determined, the 30-day advance notice will be provided to the appropriate

stakeholders. Mr. Sabellano asked for an updated list of stakeholders/entities contacts so he can send them the inspection notice once the date is confirmed. The eastbound bridge deck replacement project currently has no activities that will impact the navigational channel. Mr. Sabellano stated that if anyone needs information regarding this project to contact him. Gusset repairs to the eastbound bridge main span access plan have been submitted and approved by USCG on February 3, 2024. Due to weather conditions, this project may not be completed by March 14.

- Captain Kinlein inquired if there were any updates about possible channel closures that could occur during the Bay Bridge redecking. Mr. Sabellano stated he had no information regarding this but will get back to Captain Kinlein if he hears anything.
- No updates for the Bay Bridge Crossing Study.

11.0 Association of Maryland Pilots Updates

**Captain John Kinlein, MD Pilots
Captain Eric Nielsen, MD Pilots**

- Captain Kinlein mentioned that there have been some issues over the years associated with the air gap restrictions, but the issues have been mitigated each time. Captain Kinlein complimented the Coast Guard, MPA, the shipping lines, MDTA, and anyone else involved.
- Captain Kinlein thanked the people who went to the AtoN meeting and who have been providing their support.
- Captain Kinlein complimented the Virginia Sector and the Fifth District for getting the Smith Point traffic lanes complete, making the bay substantially safer for commercial and recreational boaters.
- Regarding a Port Operations Subcommittee: Captain Nielsen stated that in 2023 the Pilots handled the most ships they had handled in the last 30 years. Combined with having only six available tugboats, this is resulting in congestion. In addition to the Maryland Pilots and Baltimore tugboat operators, Captain Nielsen plans to bring together stakeholders from this committee as well as protocols from other regions to help determine the best way to move vessels efficiently. This may result in the formation of a subcommittee.
- Captain Kinlein mentioned that the ship strike emergency protocol, used in the event of the loss of steering or propulsion of a ship approaching the Bay Bridge or the Key Bridge, has been revised. In such an event, the pilots would contact someone at the USCG Command Center immediately and say they need to shut down the bridge due to an emergency.

12.0 Maryland Port Administration Updates

**Dave Bibo, MPA
Kathleen Pickett, MPA**

- Ms. Pickett thanked everyone for their support, especially with the new cyber initiative, the congressional hearing, and the resources they have received.
- Mr. Berhle mentioned that the recreational community will be gearing up in the next two weeks.
- Mr. Bibo stated that the CSX Curtis Bay Coal Facility will maintenance dredge this

summer.

- General Ship Repair will dredge about 3,500 yards, sometime this year.
- Mr. Bibo mentioned they have been notified by potential developers of a brownfield at Wagner's Point. The company wants to use the facility to provide cable for the offshore wind industry.

13.0 Comments/Adjourn

David Bibo, MPA

- The next 2024 meeting will be held on June 12.