

FINAL DRAFT
SUMMARY OF THE PORT OF BALTIMORE
HARBOR SAFETY AND COORDINATION COMMITTEE MEETING
September 18, 2018 10:00 AM
Association of Maryland Pilots
3720 Dillon Street
Baltimore, Maryland 21224

Attendees:

Association of Maryland Pilots: Captain Jesse Buckler, Captain Eric Nielsen

Baltimore Maritime Exchange: Dave Stambaugh

Chesapeake & Interstate Pilots: Captain David Lieberman

Gahagan & Bryant Associates, Inc.: Brian Newbury

Maryland Department of Transportation Maryland Port Administration (MDOT MPA): David Bibo, Bertrand Djiki, Shawn Kiernan, Gannon Price, Dominic Scurti, John Vasina

Maryland Department of Natural Resources (MDNR): John Gallagher, Mike Grant, Mike Simonsen

Maryland Environmental Service: Danielle Wilson

Maryland Transportation Authority (MDTA): Tekeste Amare

McAllister Towing: Mike Reagoso

McLaren Engineering Group: Ray Fusco

National Oceanic and Atmospheric Administration (NOAA): Michael Michalski

U.S. Army Corps of Engineers, Baltimore District: Kevin Brennan, Steven Golder, Graham McAllister

U.S. Army Corps of Engineers, Philadelphia District: Gavin Kaiser

U.S. Coast Guard (USCG): Linden Dahlenkemper, Andrew Daum, Leslie Downing, Matthew Fine, Dave Grulkey, Ron Houck, Mickey Lalor, Joe Loring, Benjamin Mazyck, Christopher Runt, Evelyn Samms

Action Items

Philadelphia District – USACE

P2 – Consideration of Arnold Point emergency anchorage/turning basin. (*Ongoing*)

Baltimore District – USACE

B2 – Coordinate with the USACE Norfolk District regarding removal of obstructions south of Rappahannock. (*Ongoing – MD Pilots clarified that this refers to the two 36’ obstructions in the flats between Portsmouth Channel and the Rappahannock Channel and a third 28’ spot that is about 1.5 miles east of the 40 Buoy.*)

B6 – Deepen one of the Harbor anchorages to 50’. (*Long-term request*)

B7 – In place of eHydro, surveys will be posting on the Baltimore District websites to ensure accessibility.

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*)

C6 – Evaluate traffic separation scheme (TSS) at Smith Point. (*Ongoing through USCG HQ – TSS exists on charts but not in regulations. Currently investigating suspend/remove/amend simultaneously with USCG HQ.*)

C11 – Change anchorage regulations and coordinates for Baltimore Harbor in Upper #3, Lower #3, and #4 Anchorage to match USACE and MDOT MPA request; a notice of proposed rulemaking is coming. [*Ongoing – currently out for public comment.*]

C26 – Discuss relocating and rebuilding of Craighill Channel Range with the MD Pilots. (*Ongoing – successfully approved for FY20 budget*)

C28 – Organize a Range Work Group that includes the MD and Chesapeake & Interstate Pilots to discuss Chesapeake Bay ranges. (*Ongoing*)

C29 – Forward Brewerton Range Front letter to Baltimore City requesting the trees be trimmed to MDOT MPA. (*Copy of letter given to Mr. Kiernan at meeting on March 14, 2018*)

BGE

B1 – Provide PDFs to interested parties of as-built drawings for the Key Bridge surveys conducted recently.

B2 – Power line relocation is being reviewed by MDOT MPA Real Estate and Engineering Departments.

MDOT MPA

M2 – Provide list of contacts for potential large vessel logistics sub-committee.

M5 – Review and update the GreenPort of Baltimore website to remove any outdated information. Determine if the meeting summaries will be uploaded to the site.

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 – area around 3SW Buoy turning into Seagirt and widening an area off Berth 1C in Colgate Creek. Priority would be area off Berth 1C in Colgate Creek. (*Ongoing – MDOT MPA will apply for additional permit modification after current Harborwide permit modification is complete.*)

General Action Items

- *The Committee will begin evaluating the feasibility of deepening the Baltimore approach channels from 50' to 55' or 60'.*

Statements for the Record

1.0 Convene, Welcome, Introductions

Mr. Dave Bibo, MDOT MPA

Capt. Eric Nielsen, Association of Maryland Pilots

- Mr. Nielsen welcomed everyone and called the meeting to order.
- Mr. Bibo asked everyone to sign in and asked new attendees to add their email to the sign in sheet if they would like Harbor Safety and Coordination Committee updates and summaries.
- Attendees introduced themselves and stated whom they represent.

2.0 Approval of Summary for Record

Mr. Dave Bibo, MDOT MPA

- Mr. Bibo asked for a motion to accept the prior meeting summary. The motion was seconded, and the summary was accepted.

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

Mr. Ron Houck, USCG MD-NCR
Mr. Chris Runt, USCG MD-NCR

- USCG received the equipment to install the Back Creek range front rear light. USCG is working to gain USACE permission to install a temporary gravel road to better access the lights for the Back Creek ranges. The front light will be rebuilt by the USCG Cutter Sledge and the rear light will be rebuilt by a contractor. USCG anticipates that the all the range work will take place at the same time.
- The Back Creek Light 28 was reported leaning. USCG Sledge investigated and reported that the light is stable. While investigating, the USCG Cutter Sledge releveled the light. The plan is to leave it as it is and as the Aids and Navigation team services the aid, they will conduct measurements to see if it is getting worse. If the stability of the light becomes worse, USCG will remove the light and replace it with a buoy.
- The Craighill Upper Range Front temporary solar-powered LED light is scheduled to arrive October 10; this will be installed on the existing structure until the new structure is built, anticipated in 2023. USCG approved the construction of a new range light structure; contracting will take place in 2020.
- During the June 13 Harbor Safety meeting, the MD Pilots Association requested that lights be placed on Sparrows Point buoys 3, 7, and 10. The request was approved; the lights will be placed once hulls are available. USCG estimated the work would take place in January or February 2019.
- A survey will be conducted by the James Rankin to assess shoaling in the Penwood Channel; the buoys need to be repositioned. Any dredging associated with the shoaling would be completed by LaFarge.
- USCG worked with the property owner near the Dundalk Marine Terminal bulkhead light to remove the light from the Light list. The aid removal was listed in the LNM as a chart correction for NOAA to remove from the charts.
- Recovery from last year's ice damage continues. It is believed that approximately 10 single pile structures are in the area that need repair. Because of the approach of hurricane Florence, staffing availability for the repair may be limited.
- Seneca Creek Daybeacon 2, will remain a daybeacon until it is time to relieve the piling. The day beacon will be reevaluated once the piling is relieved.
- USCG Sector Command toured Poplar Island recently; it was a positive experience.
- A NOAA survey was conducted in relation to the Rhode River wreck buoys. It was determined that the wreck remains there so the buoys will also remain there.
- Francis Scott Key Bridge lighting realignment work should begin soon; work is anticipated to take a couple of weeks.
- The dates for the Mid-Atlantic regional planning body:
 - 10/10-10/12: LNN Waterway Sustainability Assessment Meeting
 - 10/15: Domestic Icebreaking USACE Meeting (Buffalo, N.Y.)
 - 10/18-10/20: National Boating Safety Advisory Council

- Regarding the Notice to Mariners that was distributed for the Defenders Day fireworks, the event has been cancelled.
- The Federal Aviation Administration (FAA) has granted temporary flight restrictions associated with the upcoming Baltimore Air Show in October; reductions in restriction times were relayed to USCG recently, so USCG may update the Local Notice to Mariners. The scope of the regulated area has not changed, however. The Thunderbirds are scheduled to arrive Thursday afternoon to conduct an aerial survey.
- An oversize tow is planned to move from Rhode Island to National Harbor by Stevens Towing. A Boeing 747 will be towed on a deck barge. The tow will occur between 9/17 and 9/22. A Notice to Mariners has not yet been issued because of uncertainty of departure date; notices will be issued in D1 and D5. The plane's wingspan will extend 70' from both sides of the barge (200 ft width total). While in the Potomac River, towing will occur in daylight only. Coordination at the Bay Bridge Tunnel will be handled by sector Hampton Roads.
- USCG yard will be towing a 540' floating dry dock from Curtis Creek to Norfolk in the next 10 days.
- Workers building cofferdams at the Key Bridge piers have complained about wake from mariners transiting the area and have requested mariners to minimize wake in the area, at least through October.
- The annual Ice Operations Planning Meeting is tentatively planned for 11/14 in Easton; the venue will be determined.
- The aids identified on the handout will receive a synthetic automatic identification system (AIS) signal in case they go offline due to hurricane Florence. After the storm the signals will be turned off.
- Due to hurricane Florence, the Port of Baltimore is currently at Port Condition Zulu Modified and will remain there until tomorrow, though it looks like the storm will remain south. If vessels need to enter or exit the Port, the waiver process should be used. Navy vessels had to be moved from storm impacted areas, so there will be heavier traffic.
- The USCG used the Oil Spill Liability Trust Fund to raise a sunken former navy vessel and remove 2,000 gallons of product. The vessel may remain where it is forever; the pollution threat has been removed and there is no funding for additional vessel movement. Sheen may continue to be seen but it is unlikely much more can be done to remove product from the vessel.

4.0 U.S. Army Corps of Engineers, Philadelphia District (USACE - Philadelphia) Updates Mr. Gavin Kaiser, USACE Philadelphia

- USACE conducted a hydrographic survey from Pooles Island to Wharton Point on 8/7-8/8; the survey has been posted to the Philadelphia District's website and eHydro. Another survey is planned for this week or next, depending on the weather.
- USACE submitted a request for a Pearce Creek Water Quality Certification (WQC) to MDE for the next dredging season. The WQC for this year's dredging is in hand. Great Lakes Dredge and Dock (GLDD) was the apparent low bidder at \$7.2M for dredging 400,000 cy this year from around Town Point, Pooles Island, Wharton Point, Bull Minnow, and Welches Point. The contract has not yet been awarded. The project schedule and dredging method are yet to be determined. The material will be placed at Pearce Creek. Mr. Kaiser pointed out that an area just inside the Canal entrance (Old Town Point, station 89-93) could be a pinch point

that might require better coordination with USCG. It was suggested that the Wharton Point survey be postponed for a few weeks due to Conowingo Dam's gates being open for recent weather events.

- St. George's Bridge work requires an air draft restriction on the southern half of the bridge from September 4 through January 2019. The difficult part will be when work and the air draft restriction move from the southern half of the bridge to the northern half; this will require coordination with the pilots. The bridge is closed to vehicles during this work.

5.0 U.S. Army Corps of Engineers, Baltimore District (USACE Baltimore) Updates

Mr. Kevin Brennan, USACE Baltimore

Mr. Graham McAllister, USACE Baltimore

- Mr. Brennan stated that USACE's Drift Removal Unit has been active this year removing debris from channels from recent storms.
- Mr. Brennan noted that eHydro has presented some challenges in the distribution of surveys; he has relayed these challenges to USACE Headquarters. USACE is posting surveys on district websites to ensure accessibility.
- Baltimore District is ready to respond as needed for survey or debris removal associated with hurricane Florence.
- Dredging and survey of the Cape Henry Channel were just completed; 2 mcy of material was placed at the Dam Neck open water placement site. The District is hopeful that hurricane Florence will have minimal impact on the completed dredging work.
- Baltimore District solicited for the 2 mcy Maryland approach and Harbor channels dredging project earlier this summer; the District expects to award to apparent low bidder Norfolk Dredging Company this week for \$17.4 million. The project includes dredging of 400,000 cy from Curtis Bay Channel with placement at Masonville, as well as dredging of 1.6 mcy from Craighill Channel and Cutoff with placement at Poplar Island.
- 9/13 is the bid opening for maintenance dredging of 2 mcy from York Spit Channel in Virginia, with placement at the Wolf Trap Alternate Placement Site. This mechanical dredging work is anticipated to occur from April through November 2019.
- Mr. Kiernan expressed appreciation of the Baltimore District's debris removal work during recent storm events.

6.0 NOAA/NOS/NWS Updates

Mr. Michael Michalski, NOAA

- As of right now there are no chart updates. NOAA will deploy Bay Hydro II from Solomons Island to Norfolk for a post-hurricane Florence survey. NOAA's processing branch has yet to receive data from the Rhode River survey, so it may be several months before the survey is available. Wharton Point and Bay Bridge survey data should be finalized in a few weeks.
- There are no reported issues with NOAA gauges. However, the Cove Point acoustic doppler current profiler (ADCP) function is being impeded by barnacles and the I-beam is in poor condition; NOAA received quotes to replace the I-beam and ADCP there.
- The Potomac River mid-channel radio is still failing to transmit data; a resolution is underway.
- A new iridium aid to navigation (ATON) system was installed at Rappahannock Shoal. An iridium-based modem has been placed directly on the buoy to reduce data outages.
- In June, divers removed 6 inches of sand and silt from the Tolchester gauge; this should improve tidal signal.

- At the Thimble Shoals Channel buoy, the ATON was replaced with iridium for signal improvement.
- York Spit buoy has been updated and should be operational now.

7.0 Maryland Department of Natural Resources (DNR) Updates

Mr. John Gallagher, DNR

- Mr. Gallagher introduced Michael Grant and Mike Simonsen. Capt. Grant is taking over duties from Capt. O'Malley. Capt. Grant works on boating regulations around the Bay and serves on several advisory committees. Mr. Simonsen worked with Pilots previously, was a captain on research vessels, and is experienced in trawls in the northern Bay.
- DNR has also been conducting debris removal; 80,000 lbs. of trees have been removed from waterways. Debris removal is currently taking priority over buoy work. Of note, DNR found a 7 ft long chlorine bottle floating in the water after recent storms.
- DNR has received approval for to obtain consulting work associated with upgrading buoy tender Tawes. The existing cutter vessel is from 1942.

8.0 Maryland Transportation Authority (MDTA) Updates

- Mr. Amare stated that work is continuing on the Key Bridge lights.

9.0 Baltimore City Police Department Updates

- No Baltimore City Police Department representative was present.

10.0 Chesapeake & Interstate Pilots Updates

Captain David Lieberman

- Captain Lieberman had no report.

11.0 Association of Maryland Pilots (MD Pilots) Updates

Captain Jesse Buckler

Captain Eric Nielsen

- Mr. Nielsen expressed excitement about progress of the Key Bridge lights and Tradepoint Atlantic green buoys.
- USACE's Cape Henry survey also covered the Rappahannock Channels, providing clarification on what looked to be shoaling on sounders.
- Mr. Nielsen stated that an important concern of the Pilots is with eHydro. Using the district websites is a doable workaround.
- When post-dredge survey is complete, for GLDD's C&D Canal work, the buoys will need to be moved back to the channel.
- The Seven Foot Knoll Light used to have a sign warning of ship wakes; the sign is now gone.

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

Mr. Dave Bibo, MDOT MPA

- The Fishing Creek dredging project started August 6; the material is going to Masonville.
- Maintenance dredging is occurring at Alcoa/CNX.
- The Corps maintenance work will be placed at Masonville.
- Tradepoint Atlantic's dredging schedule has been delayed due to additional sampling and MDE input on that sampling. Dredging may begin next year, with placement anticipated at Masonville. The project is working through permits now.

- Seagirt Berth 3 widening and turning basin dredging is anticipated to begin in May 2020.
- MDOT MPA is obtaining a permit for buoy 1C in Colgate Creek.
- The USACE contract for construction at Poplar Island is anticipated to begin this year. A Notice to Mariners will be issued and buoys deployed to assist boaters. The project will allow an additional 28 mcy of capacity at the site. Dredging Operations at Poplar are anticipated to be completed in 2044.
- Construction activities are occurring at both the Cox Creek and Masonville DMCFs; dredged material placement will alternate between the sites to accommodate construction and operations.

13.0 Comments/Adjourn

Mr. Dave Bibo, MDOT MPA

- The next meeting is December 12, 2018 and will be held at the Association of MD Pilots' office. Mr. Bibo thanked everyone for attending.
- Mr. Kiernan announced his move to MDOT MPA's office of Safety, Environment, and Risk Management (SERM); this is his last meeting in his current capacity. Holly Miller will be taking over Mr. Kiernan's current role on 9/26.
- Meeting summaries will be posted onto MDOT MPA's Greenport website in the near future.