

FINAL DRAFT
SUMMARY OF THE PORT OF BALTIMORE
HARBOR SAFETY AND COORDINATION COMMITTEE MEETING
December 13, 2017 10:00 AM
Association of Maryland Pilots
3720 Dillon Street
Baltimore, Maryland 21224

Attendees:

Assedo Consulting: Odessa Phillip

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

Baltimore Gas & Electric (BGE): Jim Burkman, Robert Munley, Bonnie Johanson, Geoff Thomas

Century Engineering: Derek Boyd, Jeff Brown

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

Maryland Department of Transportation Maryland Port Administration (MDOT MPA): Dave Bibo, Holly Miller, Dominic Scurti, John Vasina

Maryland Environmental Service: Olivia Gullede

Maryland Transportation Authority (MDTA): Tekeste Amare, Bob McKenzie

McLaren Engineering: Ray Fusco

National Weather Service (NWS): Kevin Witt

National Oceanic and Atmospheric Administration (NOAA): Steve Soherr, John Stepnowski,

U.S. Army Corps of Engineers, Baltimore District: Kevin Mainquist, Jeremiah Spiga

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

U.S. Coast Guard (USCG), Sector Maryland – National Capital Region (MD-NCR): Fred Dolbow, Ron Houck, Joe Loring, Chris Runt

U.S. Coast Guard (USCG), 5th District: Jerry Barnes

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 – the final draft rule was sent from the Fifth District Legal Office to District 5 (DPW) for review and approval.]*

C26 – Discuss relocating and rebuilding of Craighill Channel Range with the MD Pilots. *(Ongoing)*

C30 – Put together a sub-committee to aid in bridge air draft issues.

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

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.)*

M7 – Add NOAA to future air gap discussions.

Association of Maryland Pilots

A1 - MD Pilots will send a letter to request a changed to lift bridge channel guidelines.

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

Dave Bibo, MDOT MPA

Captain Eric Nielsen, Association of Maryland Pilots

- Mr. Bibo 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.
- Mr. Bibo thanked the Harbor Pilots and US Coast Guard (USCG) for the informative table-top ice operation exercise that aided in the knowledge of reopening the harbor channels in the event they are shut down from weather events, such as a winter ice scenario.
- Attendees introduced themselves and stated whom they represent.

2.0 Approval of Summary for Record

Dave Bibo, MDOT MPA

- The requested changes to the September 12, 2018 meeting summary were implemented.
- Mr. Stepnowski stated that a comment under section number six in the September 12, 2018 meeting summary is incorrect. The Cove Point acoustic doppler current profiler (ADCP) was removed for construction on one of the Cove Point piers, not the presence of barnacles. The I-beam is in poor condition. Mr. Stepnowski suggested the statement read, ‘the ADCP was removed for construction.’
- Mr. Bibo asked for a motion to accept the prior meeting summary with incorporated edits. The motion was seconded, and the summary was accepted.

3.0 Baltimore Gas and Electric (BGE)

Bonnie Johanson, BGE

Jim Burkman, BGE

- BGE provided a presentation on the Overhead 230 kV Transmission Crossing that will be constructed parallel to the Key Bridge. BGE answered several questions from the committee members pertaining to constructability, time-table of construction, safety, and environmental issues. BGE will make the presentation available to the Harbor Coordination and Safety Committee when several aspects of the project are finalized.

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

Ron Houck, USCG MD-NCR

Chris Runt, USCG MD-NCR

- USCG requested the removal of action item C28.
- Action item C11 has been updated; the final draft rule was sent from the Fifth District Legal Office to District 5 (DPW) for review and approval.
- The Back Creek Range front rear lights project remains ongoing.
- The Craighill Channel Upper Range front light has been extinguished. USCG is looking into replacing it with a light that would eventually go into the new towers while awaiting an LED light. Once received, the LED lights will be installed.

- Upon request of the Association of Maryland Pilots (MD Pilots), the lighting of Sparrows Point buoys 7, 10, and 3 is still in progress. A shortage of buoy hulls has delayed the project.
- As requested by Lafarge Sparrows Point Terminal, the buoys at Penwood Channel will be repositioned soon to accommodate shoaling along the channel limits.
- The plan for discontinuing the Sandy Point Shoal Lighthouse signal is continuing to move forward. If the private owner makes repairs to the outside structure and it is safe for serving crews, the USCG will consider reestablishing the light.
- The bridge lighting on the Francis Scott Key Bridge is complete.
- The 17th Biennial National Harbor Safety Committee Conference is scheduled for June 25-27, 2019 in Houston, Texas. Mr. Houck will email Margie Hamby (MDOT MPA) the link to the conference for distribution.
- The proposed date for the annual Chesapeake Bay Bridge Paddle event is Saturday, June 1, 2019.
- Mr. Buckler stated larger boats create smaller air drafts. The air draft is frequently less than three feet. Mr. Loring stated that the Vessel Traffic Service (VTS), a Coast Guard entity in New York, may take care of procedures that need to take place when the air draft is below a certain amount. He recommended that USCG investigate as a third-party verification on air drafts. Currently NOAA's air gap sensors, pilots, and ship crews are heavily relied on to calculate air drafts. Mr. Fusco added that there is a subcommittee of New York's Harbor Coordination and Safety Committee, called the Deep Draft subcommittee, made up of the docking pilots and Sandy Hook pilots. USCG will take the lead in potentially creating a subcommittee similar to the Deep Draft subcommittee.

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

Gavin Kaiser, USACE Philadelphia

- Great Lakes Dredge and Dock Company (GLDD) was awarded \$7.2 million to dredge 400,000 cubic yards from around Town Point, Pooles Island, Wharton Point, Bull Minnow, and Welches Point. Dredging will start December 12, 2018 and dredged material will be placed at Pearce Creek dredged material containment facility (DMCF). Mr. Houck stated that because the dredging is occurring through January, communication with GLDD and the Port needs to be strong due to new safety zone regulations during ice events.
- St. George's Bridge should not require an air draft restriction after the end of January 2019.

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

Kevin Mainquist, USACE Baltimore

Jeremiah Spiga, USACE Baltimore

- Dredging in the Baltimore Harbor started December 10, 2018. Dredging started in the Craighill Channel entrance and will move north to Curtis Bay. The project has an expected duration of approximately 90 days. The dredged material from the Craighill Channel will be placed at Poplar Island; the material from Curtis Bay will be placed at the Masonville Dredged Material Containment Facility (DMCF).
- Bids for the York Spit Channel bucket dredging project opened November 6, 2018. There were two bidders, GLDD and Weeks Marine. Both bids were 25% above the government estimate of \$20 million. USACE Baltimore will re-advertise the project with hopper dredging. The time of year restriction for dredging ends at the beginning of April; the public notice included both

bucket and hopper dredging. It is unlikely that the re-advertisement will delay the project.

- A notice to mariners will be distributed regarding additional buoys to protect construction on Poplar Island.
- To avoid interference from recreational boaters the toe dike at Poplar Island will be restricted to only a few hundred feet ahead of the visible sand placement. Mr. Bibo stated that MDOT MPA, Maryland Department of Natural Resources (DNR), and USACE Baltimore District will put out a public announcement of the construction on heavily trafficked days.
- USACE Baltimore District requested a meeting in January with MD Pilots to discuss surveys for next year.
- USACE Baltimore District plans to have all surveys on eHydro as well as the Baltimore District websites.

7.0 NOAA/NOS/NWS Updates

Steve Soherr, NOAA
John Stepnowski, NOAA-NOS
Kevin Witt, NOAA-NWS

- Mr. Soherr (National Oceanic and Atmospheric Administration, NOAA) stated that all data from surveys of Road River, Wharton Point, and the Chesapeake Bay Bridge (Bay Bridge) were sent to the processing branches. It will be approximately six months before all data is delivered for applications.
- NOAA has been emphasizing the Electronic Navigational Charts (ENC). NOAA put out a local mariners notice to all districts stating the importance of safety.
- Updates on raster charts have an approximate one-month lag. All efforts are being applied to the ENCs first, so the raster chart lag hasn't been addressed.
- Controlling depths currently shown on the raster nautical charts will be slowly removed and will only provide USACE project depths.
- Mr. Stepnowski (NOAA – National Ocean Service) stated that NOAA will be rewording notifications for low steel concerning air gaps. Mr. Stepnowski requested that NOAA be a part of future air gap discussions.
- There have been various issues with meters attached to cables. There is concern of ice events impeding the Tolchester Front Range current meter cable. Last year an ice event cut the cable, the meter has not been located, but the meter and cable have both been replaced.
- All materials have been procured for the Cove Point liquified natural gas (LNG) Pier 40-foot I-Beam structures connected to a battered pile.
- Buoy 92 was serviced December 11, 2018 and is back online.
- All supplies for the upgrade of the Francis Scott Key Bridge meteorological observation station have been procured and should be installed within the next month.
- Mr. Witt stated that 2018 weather impact was mild until the May Ellicott City flooding.
- As of December 11, 2018, the Baltimore-Washington International Airport (BWI) station reported 65.67 inches of precipitation for the calendar year, while the average at BWI for a calendar year is only 38.81 inches. Washington D.C. is also close to exceeding the record of calendar year rainfall.
- A winter event on November 15, 2018 caused 1.7 inches of snow and sleet at BWI.
- Based on the National Hurricane Center data, the hurricane season was above normal, with three storms more than normal, and two hurricanes more than normal. There were two major and very destructive hurricanes, Hurricane Florence and Hurricane Michael.

- Forecasts show that the rest of December and all of January will be near normal temperatures and precipitation. February and March should have near or slightly above normal temperatures with above normal precipitation. Ice events could linger longer into spring than last year.

8.0 Maryland Department of Natural Resources (DNR) Updates

John Gallagher, DNR
Mike Simonsen, DNR

- Mr. Gallagher stated that Dorchester County may receive a grant to build shoreline and to dredge the channel into Slaughter Creek, which is near the Mid-Chesapeake Bay placement sites.
- Mr. Gallagher stated that he would forward the public notice for the Poplar Island northeast extension to DNR's office of communications for posting on the website.
- Mr. Simonsen stated that DNR will resume its annual month and a half, mid-water bottom trawl out of the Tolchester Marina with NOAA's research vessel starting January 2, 2019.

9.0 Maryland Transportation Authority (MDTA) Updates

Tekeste Amare, MDTA
Bob McKenzie, MDTA

- Mr. Amare stated that the Francis Scott Key Bridge lights have been fixed.
- MDTA is working on sharing air draft clearance data.
- Mr. Amare requested to be included in future air draft discussions.
- Mr. Buckler suggested raising the lights on the Francis Scott Key Bridge and the Bay Bridge to increase the air gap. The Bay Bridge flexes about 6 feet based on temperature and load, which will also affect the air gap. Mr. Buckler stated that there are laser sensors/gauges recording the sway and flex of the Bay Bridge. Mr. Nielsen stated that the gauges malfunction occasionally and a backup plan should be developed. Mr. Buckler stated that there have been requests for a second sensor. Mr. Stepnowski requested that the MD Pilots send a letter to MDTA to request a second sensor be placed on the Bay Bridge.
- Mr. Nielsen requested another Bay Bridge flex study.

10.0 Baltimore City Police Department Updates

- No Baltimore City Police Department representative was present.

11.0 Chesapeake & Interstate Pilots Updates

- No Chesapeake & Interstate Pilots representative was present.

12.0 Association of Maryland Pilots (MD Pilots) Updates

Captain Jesse Buckler, MD Pilots
Captain Eric Nielsen, MD Pilots

- All the lift bridges are on very high frequency (VHF) 13, which is the same channel as the MD Pilots bridge-to-bridge communications. Communication between bridges becomes impeded as there are more boaters. This is a year-round issue that becomes increased during peak

summer times. There are no USCG regulations on which channel the lift bridges need to be, only that there is signage. Mr. Barnes stated that anyone can petition USCG for a change in regulation if it is a safety issue. MD Pilots will send a letter to request a changed to lift bridge channel guidelines.

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

Dave Bibo, MDOT MPA

- The Fishing Creek dredging project is complete. Dredged material for the project has been placed at the Masonville DMCF.
- Dredging of 200,000 cubic yards around the Tradepoint Atlantic basin will start the week of December 10, 2018 and will end February 15, 2019. This project will include annual dredging for approximately four to five years. The sediment was tested and is acceptable to be placed at the Masonville DMCF.
- MDOT MPA coordinated with the MD Pilots to take borings from Seagirt Marine Terminal. This will occur throughout December 2018.
- MDOT MPA has been successful in receiving federal funding to design a DMCF at James Island. The design will take several years.
- MDOT MPA is raising the height of the dikes at Cox Creek DMCF and Masonville DMCF.

14.0 Comments/Adjourn

Dave Bibo, MDOT MPA

- The next meeting is March 13, 2019 and will be held at the Association of MD Pilots office. Mr. Bibo thanked everyone for attending.
- Meeting summaries will be posted onto MDOT MPA's Greenport website in the near future.