

**CONNECTICUT MARITIME COMMISSION (CTMC)
REPORT OF MEETING (Mtg. #6)
For
August 18, 2005**

Location of Meeting:

CT Department of Transportation
2800 Berlin Turnpike Rm. G328
Newington, Connecticut

Attendance:

Commissioners

Present

Carl Bard (for Commissioner Korta)
Chet Camarata (for Commissioner Abromaitis)
Vincent Cashin
Tom Dubno
Joseph P. Maco
Joseph Riccio
Martin Toyen
Kaye Williams
George Wisker (for Commissioner McCarthy)

Absent

Robert Genuario
Judy Gott
G.L. "Doc" Gunther
John Johnson
David Shuda
John Wronowski

Guests

Chuck Beck	Alan Blume	Peter Boynton	Ken Faroni
D. Frost	David Head	Josh Lear	Mike Piscitelli
Dave Rossiter	Cheryl Scholes	Joel Severance	Alan Stevens
Carmine Trotta	Richard Warren		

I. Call to Order:

- Chairman Toyen called the meeting to order 9:41. The Chair noted that there was a quorum of eight (8) Commissioners. Eight became nine with a late arrival.

II. Review of Meeting Minutes:

- Minutes of July 21, 2005 were reviewed and approved with 8 yes and one abstention.

III. Public Comments: none offered.

IV Old Business

- Broadwater Energy
The Chair noted that he is pursuing Captain Thompson, a senior mariner with experience bringing large vessel into Long Island Sound to attend a CTMC meeting and present his perspective on the Broadwater project. The Chair then raised the issue of the recent announcement by the Governor that she was forming a task force to "advise her on the liquefied natural gas facility planned by Broadwater Energy for Long Island Sound". Copies of the actual announcement and a newspaper article on the announcement were distributed.

There was a lengthy discussion on the LNG issue. The Chair stated that he had met with officials knowledgeable about Qatar's plans to build 70 LNG carriers in Korea. The vessels will be the largest ever built. It is felt that the expansion of the LNG carrier fleet will necessitate the expansion of LNG terminal capability in the US by building new facilities, expanding existing facilities or both. The use of LNG barges was also discussed. Copies of articles about the potential LNG facilities in Massachusetts and Oregon were distributed.

Captain Boynton provided information relative to the roles that the Federal Energy Regulatory Commission (FERC) and the USCG had on the Broadwater Energy proposal. FERC has the lead and the USCG is one of several cooperating federal agencies. The USCG will focus its efforts on safety and security. The Captain stated that a Ports and Waterways Safety Assessment (PAWSA) for Long Island Sound was recently conducted and published on 15 July 2005. The PAWSA did not concentrate on the Broadwater project but merely considered it as a factor. A follow-on study by a Maritime Security workgroup will be conducted in the January 2006 time frame.

The FERC has scheduled four public meetings on Broadwater's preliminary application. The meetings will help FERC shape the scope of the project and is part of the "pre-filing process". The meetings are scheduled to take place as follows:

13 September at Stonybrook University in New York
14 September at Wading River Middle School in New York
20 September at East Lyme High School
21 September at Branford High School

It was stated that Broadwater's preliminary application was approved in November 2004. It is expected that Broadwater will submit its "final" application by the end of December 2005. Captain Boynton stated that he is receiving numerous pieces of correspondence (160/day) about the Broadwater proposal; all but a rare few stated opposition.

Mr. Williams questioned the need for additional LNG 20+ years in the future. He stated that there was a study and soon pilot test of mining hydrate nodules from the ocean beds. He also stated that any consideration for an LNG operation in Long Island Sound should be linked to the product being carried in US built bottoms (ships).

Mr. Maco commented that any position taken needs to consider the potential increase in work for tugs and other related maritime industries working out of Connecticut.

Captain Cashin questioned the relationship between the task force being created by the Governor and the CTMC. The Chair stated that he was looking into that issue and had drafted a letter to the Governor. The draft will be provided to the CTMC members electronically for their review prior to it being sent to the Governor.

- NOAA Tide Station - Chuck Beck reported that pursuit of the a Memorandum of Agreement between ConnDOT and NOAA continues. Numerous calls have been made to the NOAA point of contact without a return. The next step is to make contact at higher level within the NOAA organization, perhaps even sending a letter. The item will be carried on the agenda until completed.
- List of Maritime Issues - Chairman Toyen asked for a review of the list of 28 items made at the last meeting, and recommended a sub committee approach be adopted to begin the process of assigning priorities. Chet Camarata suggested that many of the items on the list are now affected by post 9/11 USCG oversight, and by Coastal Area Management Act oversight.
- Mr. Riccio provided an update on the dredging of Bridgeport harbor. The Transportation Strategy Board has recommended a bonding issue be considered that would provide the "local share" funds necessary for the initial project. The initial project is focused on testing the Bridgeport harbor dredge material and determining if the Innovative Technology treatment process would work. A facility in New Jersey has conducted a beta test on a process that would "clean" dredge materials. The concept would have materials dredged from Bridgeport Harbor transported to New Jersey, processed, then transported back to Connecticut for use. A Great Lakes type ore carrier with a 35,000 cubic yard capacity has been procured and located at the New Jersey facility to be used as a temporary storage facility for the dredged materials. The Army Corps of Engineers (ACE) has \$2M to conduct the project but needs a cooperating

agreement with the State and Bridgeport. A dredging material management plan is also needed. It was suggested that the CTMC send a letter to the Bonding Commission prior to their next meeting supporting the bonding of \$750,000 to Bridgeport as the local share funds.

There was additional discussion among several members covering, NOAA soundings, the manner in which the ACE project process has changed (performance based vs regional shares), the possibility of breaking Bridgeport harbor into project sections (lower and upper), prioritizing the sections, dredging needs at the bulkheads, and more.

A motion was made, seconded and approved unanimously to have the CTMC provide a letter of support for the Bonding Commission to approve \$750, 000 to Bridgeport as the match.

O & G Presentation

Mr. Ken Faroni and Mr. Richard Warren from O & G provided a presentation on their company's operation and desire to develop a barge service to move their material between Stamford and Bridgeport. O & G has a facility in Stamford that reduces construction materials such as concrete to smaller rubble that can then be re-used in other construction projects. There is a storage limit at the facility in Stamford which has been somewhat mitigated by space in Bridgeport. Moving the materials from Stamford to Bridgeport and back is being done by trucks over I-95. A barge service would mover greater quantities of material between the two cities while at the same time reduce the truck traffic on the I-95 corridor. O & G has an application pending before the Stamford Zoning Board to improve the bulkhead area at the Stamford facility to accommodate a barge service.

O & G is seeking a letter of support for the barge service concept as well as any assistance in obtaining grants or bonding monies.

There was a lengthy discussion relative to depth of water at the Yellow Mill location, dredging needs, ACE permits, local permits, and State permits. Concern was raised about the "pile of junk" that O & G has accumulated at the Bridgeport facility, thus a reluctance to support adding more. O & G stated that the materials that would be brought to Bridgeport would be more transient; i.e. more for temporary storage. O & G also stated that they have made vast improvements to the storm water management at the Stamford facility and intend to do the same at Bridgeport. The two representatives stated that they would take the Bridgeport "esthetics" issues back to their company executives.

Mr. Wisker stated that any letter of support from the CTMC should focus on the concept and stay clear of operational details as well as any funding issues. It would be appropriate for the CTMC letter of provide details on the amount of I-95 truck traffic that could be reduced. Mr. Camarata suggested that more detail should be provided to the CTMC before any letter of support is drafted. Mr. Dubno and Deputy Commissioner Bard stated that a better effort needed to be made to educate the coastal communities' leadership on the efforts being made through such projects to improved conditions along the I-95 corridor. Mr. Maco stated that one of the issues to fight is the "gentrification" of the waterfront. He felt that perhaps the Chief Elected Officials were not as attuned to inter-modal issues as their respective transportation staff. Captain Boynton opined that there was common link between the barge service project and the Broadwater project. The common link is the need to communicate in a public way on the applications with the citizens; particularly those that have stated a fear that Long Island Sound may become "industrialized".

Deputy Commissioner Bard moved that the CTMC provide a letter supporting the O & G barge service project. The motion was seconded. Further discussion focused on the need to limit the support to the concept and to include information on the resulting benefits to the traffic congestion on I-95. Mr. Faroni stated that he would provide details on the traffic reduction to the Chair so that they could be referenced in the letter. The Chair stated that he would draft the letter and circulate it among the CTMC members electronically before signing. The letter will be sent to the Stamford Zoning Board. The goal is to have the letter in a week. The O & G discussion led to a subsequent discussion related to the need to have a maritime

component in the DOT Master Plan. Mr. Maco pointed out that the 2005 Master Plan had little to no information about the ports. Deputy Commissioner Bard stated that he would have the DOT Planning Bureau provide a brief on the Master Plan at the September meeting of the CTMC. Captain Cashin emphasized the need to have the CTMC engage in the creation of the 2006 DOT Master Plan.

V. Sub-committee Reports

- **Mission Statement**

Mr. Riccio had to depart early and prior to the discussion, thus was not present to provide information on his sub-committee's work. The Chair provided a copy of the draft Mission Statement. However, it was noted that the draft might not be the most current. All were advised to review the June minutes relative to changes that had been recommended to the draft Mission Statement.

There was a discussion on the need to develop a Policy Statement. The Chair stated that he had asked Mr. Beck to research the matter and provide examples of Policy Statements from similar organizations to be used as a guide.

- **Prioritizing Issues List**

The Chair provided a handout that had the 28 issues created during earlier CTMC meetings on one side and a "grouping" of the issues on the flip side. The Chair stated that he intended to pass the information to the sub-committee and ask them to continue the process. Captain Boynton remarked that the communications issue might want to include the aforementioned need to promote public education on CTMC issues/projects. The Chair reiterated the need to have some State agency representation on the sub-committee.

VI. New Business

- The Chair recognized Mr. Joel Severance representing the Connecticut Harbor Management Association (CHMA). Mr. Severance stated that the CHMA has been a leader on dredging issues. He explained that the CHMA has data that shows how the lack of maintaining channels has negatively affected commerce. He provided an example: Norwalk has lost most of its oil trade. The loss of sand and gravel trade via barge will be next. The CHMA is a stakeholder with the Dredge Material Management Plan commission and thus could provide a presentation.

- **CTMC Annual Meeting**

The Chair reminded the members that November 2005 would be the "Annual Meeting" of the Connecticut Maritime Commission. He stated that the meeting would be held at the CONNDOT building in Newington. He was reminded that there was discussion at the July CTMC meeting about holding the Annual Meeting at the Aquaculture facility in Bridgeport to be closer to the shoreline public. The Chair stated that he would pursue the issue with Senator Gunther who raised the Bridgeport location last meeting but was not present today.

- **Administrative Issues**

Mr. Beck Covered several CTMC administrative issues . Member desiring to be reimbursed for travel related to CTMC business need to submit a completed W-9. Reimbursement requested needs to be submitted using a CLA-3 form which he provided with instructions. He stated that members should have recently received a Procurement Request (PR) form and explained that no action was needed. The PR merely sets up the individual's account from which reimbursement will be drawn. State employees are not eligible for reimbursement. CTMC members requesting reimbursement were asked to complete the CLA-3 at the end of each meeting to facilitate prompt payment and reduce problems at the end of the fiscal year. Mr. Beck also requested the members respond to the e-mail distribution of the minutes and agenda to assist in proper preparation of scheduled meetings.

Mr. Beck raised the issue of the Connecticut Maritime Association (CMA) forum scheduled for 20-22 March 2006. He solicited CTMC participation and support. The fee would be approximately \$3700. A deposit of \$500 is due no later than September 6 2005. Mr. Donald Frost (past President of CMA) was in attendance and provided additional information to the CTMC about the CMA Conference. Mr. Beck stated that there was money in the CTMC budget. The Chair stated that he would call the CMA and get an extension to the deposit deadline to allow for the CMA issue to be discussed again at the September CTMC meeting.

- Harbor Maintenance Tax Letter

The Chair stated that he sent letters to the Connecticut Congressional delegation in support of action being taken by Congressman Shays relative to changes to the Harbor Maintenance Tax. He stated he will provide copies to the members.

VII. Date of Next Meeting

Next meeting is scheduled for 0930 Thursday 15 September 2005. The meeting will be held in Conference Room B on the 1st Floor of the CONNDOT Head Quarter's building at 2800 Berlin Turnpike Newington, CT

VIII. Adjournment

A motion is made and seconded. None opposed. Meeting was adjourned at 1145