

## Connecticut Maritime Commission Annual Report 2012

The Connecticut Maritime Commission (CTMC) was established in July 2004 by State Statute (TITLE 13b CHAPTER 242\* Section 13b-51a) as the successor agency to the Connecticut Port Authority. Originally, the CTMC consisted of fifteen members representing five State agencies, the maritime business industry, local port authorities, port operators, marine passenger services, port labor unions, recreational marine services and the coastal communities. The State agencies were represented by the Commissioners of the Departments of Transportation (DOT), Economic and Community Development (DECD) and Environmental Protection (DEP), the Secretary of the Office of Policy and Management (OPM) and the Chairman of the Transportation Strategy Board (TSB) or their respective designees. Legislatively the Transportation Strategy Board was eliminated effective July 1, 2011. Thus, membership to the CTMC was reduced from 15 to 14. The remaining members of the CTMC are appointed as follows: four members appointed by the Governor; one member each appointed by the president pro tempore of the Senate, the speaker of the House of Representatives, the majority leader of the Senate, the minority leader of the Senate, the majority leader of the House of Representatives and the minority leader of the House of Representatives. All appointed members serve for terms coterminous with their appointing authority and until their successor is appointed and has qualified. Vacancies on the CTMC are filled for the remainder of the term in the same manner as original appointments. The chairman of the CTMC is selected by the Governor from among the appointed members of the Commission. The commission may elect a vice chairman, secretary and such other officers as it deems proper. Members receive no compensation for the performance of their duties.

In accordance with TITLE 13b CHAPTER 242\* Section 13b-51a.(f) of the Connecticut General Statutes, on or before January 1<sup>st</sup>, the CTMC is to submit an annual report to the Commissioner of Transportation, the Governor and the Transportation Strategy Board. The report is to provide: (1) a list of projects which, if undertaken by the state, would support the state's maritime policy and encourage maritime commerce and industry; (2) recommendations for improvements to existing maritime policies, programs and facilities; and (3) such other recommendations as it considers appropriate. Copies of the report are to be submitted to the General Assembly as well.

During calendar year 2012, the CTMC met monthly on the third Wednesday of each month at four different locations throughout the State on a rotating basis (Newington, New London, New Haven and Bridgeport). The annual schedule of the CTMC meetings and the summary report of meetings held were made available to the general public by being posted on the CONNDOT webpage ([www.ct.gov/dot](http://www.ct.gov/dot)) under "About Us" and then "Commissions" or directly at <http://www.ct.gov/dot/cwp/view.asp?a=2314&q=307038>.

There were no changes to the membership of the CTMC during the year. The vacancy created by the resignation of Mr. John Opie in March 2011 remained unfilled during all of 2012.

The Maritime Policy for the State of Connecticut developed in December 2005 and approved by the Governor's office in 2006 continued to serve as the cornerstone of issues addressed by the CTMC during calendar year 2012. Maintenance dredging of the state's waterways and the associated economic impact remained the top issues throughout the year. Public Act 11-57 Section 13(f) provided \$6 million in FY 2012 for port infrastructure projects including dredging and navigational direction. Public Act 11-57 Section 32(f) provided \$25 million in FY 2013 for the same purposes. The CTMC monitored the dredging projects and studies initiated by the Department of Transportation during 2012. For example, under \$500,000 of the \$1 million the legislation earmarked to be applied to a Study for the Strategy of the Economic Development of the New Haven, New London and Bridgeport ports (short title Port Study) was needed. The first draft of the Port Study was delivered in May 2012. The Port Study was accepted and made public on October 4, 2012.

The New England District of the Army Corps of Engineers (ACOE) routinely provided updates on the development of the Long Island Sound Dredge Material Management Plan (LIS DMMP) as well as on Connecticut dredging projects such as; Bridgeport Harbor, Patchogue River, Clinton Harbor, Greenwich Harbor, Housatonic River and Norwalk Harbor Phase III. It was reported that the 2012 Energy and Water Development Appropriations Bill contained language inserted by Congressman Courtney and Senator Lieberman prevents the New London and Cornfield Shoals Disposal Sites from being closed for an additional 5 years in order to give the EPA time to complete the Eastern Long Island Sound Supplemental Environmental Impact Study (ELIS SEIS). State funds were transferred to the EPA to initiate the ELIS SEIS. UConn Avery Point was contracted to lead the ELIS SEIS effort. Three dredging projects (Patchogue River, Clinton Harbor and the Housatonic River) were initiated in the fall of 2012 by combining state and federal funds as well as developing innovative disposal solutions for the dredge material. The Patchogue River dredging project was completed on December 11, 2012. Material from the Clinton Harbor project will be used to nourish Hammonasset State Park Beach. The Housatonic River dredge project completed in December 2012 relocated about 65K cubic yards of clean material one-half mile off Long Beach for replenishment using the Army Corps of Engineers Dredger CURRITUCK.

As a means of keeping current on national as well as maritime issues around the state, the CTMC entertained presentations from federal agencies, state agencies, harbor management commissions, port authorities, developers and maritime organizations during the year. Presentations were provided to the CTMC in 2012 by the following: the Port Study consultant, OpSail2012CT Committee, Northeast Region Ocean Policy Council, members of the American Association of Port Authorities, members of the North Atlantic Port Association, the Marine Administration, Jersey Harborside, the Coast Guard Academy's Center for Maritime Policy and Strategy, Sea Connect (a conceptual off-shore port facility) and the Connecticut Cruise Ship Task Force,.

A wide variety of issues were discussed during the presentations and follow-on discussions. Briefings and updates were provided on: dredging related issues/projects; proposed NY state ballast water regulations; OPSAIL2012CT planning; cruise ship visits; the Port Study; Marine Highway; a proposed feeder barge service; the Eastern Long Island Sound Supplemental Environmental Impact Study (ELIS SEIS) and getting more of the Harbor Maintenance Trust Fund (HMTF) released for its intended purposes. Of particular importance to the CTMC were discussions on recommendations made in the Port Study, particularly the formation of a statewide port authority. During the November 2012 meeting, the CTMC voted to endorse the creation of a statewide port authority.

Updates on the Long Island Sound Area Maritime Security Committee (LIS AMSC) and the Long Island Sound Harbor Safety Committee (LIS HSC) were routinely provided as a standing agenda item by representatives from U.S. Coast Guard Sector Long Island Sound (CG Sector LIS). Issues presented included port security grants, heavy weather plans and the establishment of anchorage and lightering zones off of New London, New Haven and Bridgeport. CG Sector LIS requested the CTMC to act as the Harbor Safety Committee for the Connecticut region of the Sector's area of responsibility. The CTMC accepted by unanimous vote.

The CTMC provided letters of endorsements and letters of request to several organizations on maritime issues during 2012. A letter was sent to the U.S. Maritime Administration requesting that Long island sound and the CT ports be specifically cited in the description of the M-95 Corridor. Similarly, a letter was sent requesting that the two interstate ferry crossings be designated as Marine Crossings. A letter requesting endorsement and passage the SAFE Port Act legislation so that the progress in strengthening our nation's maritime borders from terrorism threats through the port security programs can continue was sent to Senator Lieberman as Chairman of the Senate Homeland Security and Government Affairs Committee.

Although all of the CTMC meetings are open to the public, the 2012 Annual Meeting of the CTMC required to be held in accordance with CGS Sec. 13b-51a (e) was held on December 19, 2012. State Agency Commissioners Esty and Smith attended. Topics of discussion included a review of the 2012 dredging projects and a presentation by Captain Jeffrey Monroe on port governance. Captain Monroe stated that port management decisions need to consider several key factors. Ports consist of both public and private management models. Public port models must be designed to provide optimal stewardship of a valuable resource. Public agencies need to look after the public good. Public-private partnerships are critical to the success of port management and growth. Stakeholders are part of those partnerships. Ports are critical to the public welfare. The model determination must be detailed in the enabling legislation. Public agencies have a responsibility to work beyond a terminal mindset. The Public agency needs to coordinate and connect together the overall port transportation infrastructure into a system.

The CTMC calendar year 2013 meeting schedule was established and posted on the CONNDOT web page (<http://www.ct.gov/dot/cwp/view.asp?a=2314&q=307038> ). The 2013 monthly meetings will be held at 0930 on the third Wednesday of each month at four different locations around the state (Newington, New London, New Haven and Bridgeport) on a rotational basis to better facilitate public participation.

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