

**CONNECTICUT MARITIME COMMISSION (CTMC)  
SUMMARY REPORT OF MEETING (Mtg. #10-13)  
October 16, 2013**

**Location of Meeting: Fort Trumbull Conference Center  
New London, CT**

**Attendance:**

**Commissioners**

***Present***

Joe Riccio  
Dave LeVasseur (for OPM Secretary)  
Chuck Beck (for DOT Commissioner)  
Tom Dubno  
Stan Mickus  
Bob Ross  
Parker Wise  
George Wisker (for DEEP Commissioner)

***Absent***

Catherine Smith/Ron Angelo  
Michael Griffin  
John Johnson  
Larry Miller  
David Shuda

**Guests**

Ned Farman    Bill Gash        Scot Graham    Larry Hemple    Dave Rossiter  
Joe Salvatore    Bill Spicer       Grant Westerson

**I. Call to Order:**

The Chairman, Joe Riccio, called the meeting to order at 0933. A quorum was present. The Chairman asked for all present to introduce themselves starting with the Commissioners.

**II. Review of Meeting Minutes:**

The summary report of the September 18, 2013 meeting was reviewed. Noting one typographical correction needed, a motion to approve the summary report was made by Dave LeVasseur. George Wisker provided a second and the motion passed by unanimous voice vote.

**III Discussion Open to Public:**

Larry Hemple of the New London Port Authority made reference to the post-Panamax vessels being placed in service and asked why container ships were not coming to the Port of New London's State Pier. He then referenced port development projects in San Diego and Baltimore that ranged from port terminals to tourist attractions. He stated that a few years ago there used to be 149 or so annual ship visits to the State Pier but that number has declined to 4. He asked why a steady stream of barges couldn't bring containers and other cargos into the State Pier. Chairman Riccio advised that studies of CT's three deep draft ports commissioned by the State over the years have shown the value of a feeder barge delivery service. However, the initial service required a subsidy that never materialized. He stated that the CT Port Authority expected to be legislatively created next year could address the economic development of the ports including a feeder barge service. Mr. Hemple stated that the New London area was economically depressed and broke then asked about converting the State Pier Facility into a tourist attraction much like Baltimore did with the Inner Harbor project as a catalyst to economic development. Chuck Beck advised that the current economic condition of New London had little to do with the status of the State Pier. He added that Baltimore's Inner Harbor project did not convert any port terminal property into a tourist area. What occurred was that a rundown area of the waterfront that hosted bars, clubs and other related activities had been renovated into a tourist attraction area. Scot Graham mentioned a recently released market report by MARCON on barges that might provide a national perspective. In response to a question about existing ports capable of accommodating the post-Panamax vessel, Chuck Beck listed Halifax, Boston, and Freeport Bahamas among others. He added that at one time the concept was to use the naturally deep ports as hubs that would transfer cargo from the post-Panamax vessels to the

current sized vessel for delivery of cargo to the eastern US ports. Such a hub and spoke system would save hundreds of millions of dollars in deepening projects.

A question was raised to the CTMC Commissioners as to whether or not the CTMC should recommend that the State review the use of high speed ferry service as an alternative/back-up to the rail commuter service between CT and NYC. There have been three incidents over the past several months that disrupted train service from CT to NYC, the most recent power transformer failure causing a lengthy disruption. Several offers from high speed ferry (HSF) companies were made to the State to establish service as an alternative but none were pursued. Several inquiries from the public were received about establishing a HSF service during the train service disruption. Commissioner Dubno stated that a couple of the coastal cities (Bridgeport and Stamford) had investigated use of a HSF service over the years. He added that the local Port Authorities should promote if feasible. Commissioner Ross stated that if the market demand existed a HSF service would have been established without State intervention. The Chairman stated that there is a market as detailed in at least two studies; one conducted by Bridgeport Port Authority and the other by Stamford. In response to a comment by Commissioner Dubno about the lack of property and piers to support a HSF operation, the Chairman noted that both Bridgeport and Stamford had received federal funds to develop site locations and operating parameters for a HSF operation from their respective locations. The independent studies proved the concept including minimum passenger demand required without an operating subsidy. However, the State was not interested in developing what was perceived to be competition with the subsidized rail system. Commissioner Mickus added that the Cross Sound Ferry (CSF) noted a slight increase in ridership during the recent AMTRAK/Metro North service disruption.

#### **IV Old Business:**

**Dredging Update** – Joe Salvatore reported that two federal projects would be starting soon. Norwalk Harbor Phase III started this week (11 October) disposing approximately 150,000 cubic yards of material in the Central Long Island Sound (CLIS) disposal area. The New Haven dredging project should start in a few weeks removing approximately 810,000 cubic yards of material from the New Haven Harbor, Federal Navigation Channel. The New Haven material will be the cap material for the Norwalk project and any other project needing a cap at the CLIS disposal area. There was some discussion about the timing of terminals and docks in New Haven Harbor getting permission to dredge in time to take advantage of the cap from the New Haven project. Both the Norwalk and New Haven projects are scheduled to be completed by December 31, 2013. Neither project will be affected by the government shutdown.

Joe Salvatore reported that the LIS DMMP is at risk of not being completed by the deadline, even by the extension that was recently approved. There is sufficient funding remaining in the project. What is lacking is a sense of urgency by the New England District of the Army Corps of Engineers. George Wisker indicated that the CTDEEP is preparing a letter to both the New England District of the Army Corps and the EPA Region 1 Administrator reminding both of the need to complete the DMMP by the deadline. He added that the ELIS SEIS could very well be completed before the LIS DMMP despite the several year head start by the DMMP effort.

**LIS HSC/AMSC Update** – Scot Graham stated that a Marine Safety Information Bulletin (MSIB) had been released by CG Sector LIS for the New Haven and Norwich dredging projects. He provided copies of MSIB # 11-13. He also noted that the Coast Guard is soliciting for nominations for the RADM Richard E. Bennis Award for Excellence in Maritime Security. He noted that Chick Beck had already electronically distributed the information prior to the CTMC meeting and provided handouts. The intent of the award is to recognize and encourage organizations demonstrating a true comprehensive culture of security with regards to implementation of the Maritime Transportation Security Act (MTSA).

Graham noted that CGHQ had completed its move to from Transportation Point in SE Washington DC to the ST. Elizabeth Campus across the Anacostia River, thus had a new mailing address. Graham noted that CT now had a representative on the National Area Maritime Security Council, Ralph Gogliettino. He also advised that the LIS AMSC Marine Groups had been active in conducting training and exercises. The Region 4 Marine Group (MG in the New London area) had recently conducted firer fighting training and exercise on the Fisher Island Ferry. New Haven and Bridgeport have scheduled similar drills in the near future. All of the training and exercises are being paid for by Port Security Grants applied for and received by the MGs.

Graham reported that Commander Riverine Squadron 8 (COMRIVRON8) had relieved the CG of submarine escort duty on the Thames River. COMRIVRON8 and the CG are working on rules of engagement. Commissioner Ross stated that the establishment of COMRIVRON8 has brought approximately 22 people and 3 boats to the area. In response to a question, Scot Graham stated that due to the loss of escort mission, CGSTA New London would be downsized most likely losing people, boats and a reduction in pay grade of the Commanding Officer.

Graham stated that there had been 3 reports of privately owned small, recreational sized drones/UAVs recently. Small UAV's with cameras are becoming a popular recreational toy. They could have serious security ramifications at the home, business and homeland security level. Bill Spicer noted that one such device had been observed in the Noank, CT area.

Graham concluded his report by stating that a Congressional Resource Service report on Issues in Homeland Security Policy for the 113<sup>th</sup> Congress had recently been released. The Report outlines an array of homeland security issues that may come before the 113th Congress. After a brief discussion of the overall homeland security budget, the Report divides the specific issues into five broad categories: \* Counterterrorism and Security Management, \* Border Security and Trade, \* Immigration, \* Disaster Preparedness, Response, and Recovery, and \* Departmental Management. Each of those areas contains a survey of topics briefly analyzed by Congressional Research Service experts. From the MARITIME DOMAIN PERSPECTIVE, items to take note of are Discussion of Terrorism Trends, Cyber-Security, Security of Pipelines, Chemical Facilities, Waste Water/Water Utilities, Transit Security, Cargo Security, Domestic Nuclear Detection, TRANSPORTATION WORKER IDENTIFICATION CREDENTIALS (page 38), and Disaster Preparedness and Response. Graham stated will forward a copy of the Report to Chuck Beck for further distribution to the CTMC.

Grant Westerson reported that that the problem with the Mystic Railroad Bridge had been repaired as of yesterday. The bridge had been stuck in the closed position thus and obstruction to navigation.

P.O.R.T.S. – Chuck Beck provided an update on the Physical Oceanographic Real Time System (PORTS) currently existing in New Haven. A plan has been proposed to upgrade the New Haven PORTS station as well as two other tide stations; one in New London and one in Bridgeport. The upgrades will be port infrastructure improvement capital project using some of the port infrastructure money. The plan would also include a provision for five years of maintenance at all three locations in the contract. Commissioner Dubno reported that as an interim measure pending action by the CTDOT, the New Haven Port Authority (NHPA) recently approved providing \$5,000 to NOAA for one year maintenance of the New Haven PORTS station. Bridgeport Port Authority, New Haven Port Authority, CT Pilot Commission, Connecticut Maritime Commission and the Connecticut State Pilots have all sent letters to the CTDOT Commissioner encouraging CTDOT to pursue the PORTS upgrade project. Action by the CTDOT pends. The project would require approval of funds by the Bond Commission.

## **V New Business:**

2014 CTMC Meeting Schedule – Chairman Riccio introduced the topic by stating that the CG Sector LIS facility would not be available for CTMC meetings in 2014 due to changes in security brought about by the security breach at the US Navy Yard in Washington DC. Chuck Beck stated that he had called the New Haven Sound School to explore holding the CTMC meeting at that location. The Principal was receptive to the idea but had to get authority from the New Haven School Board. Commissioner Dubno recommended that all of the CTMC meetings should be held at the CTDOT HQ building in Newington as had been done in the past and made his recommendation a motion. Commissioner Ross seconded the motion. Discussion centered on pursuing the use of technology that would allow both CTMC Commissioners and/or the public to participate via the telephone or internet. Without determining the possible use of technology, the motion to hold all CTMC meetings during 2014 at the CTDOT HQ building in Newington passed by unanimous vote. (Note: Commissioner Dubno departed.)

Commissioner Absentee Notification – Chairman Riccio reminded all of the policy the CTMC had established years ago concerning Commissioner attendance at the monthly meetings. The policy document was part of the meeting package as was a boiler plate letter of notification to an offending Commissioner's appointing authority. All agreed that the Chairman should initiate notification action against Commissioner Shuda.

Annual Meeting Invitations – The Chairman noted that in the past and with the permission of the CTMC Commissioners, he had signed and sent letters to the State Agency Commissioner requesting they, in lieu of their respective designees, make every effort to attend the CTMC Annual Meeting held in December. Without a motion, all Commissioners and designees present agreed that the letters should be sent.

Cruise Ship Task Force Update – George Cassidy, Executive Director of the Connecticut Cruise Ship Task Force (CT CSTF), He reported that the Princess Cruises DAWN PRINCESS has scheduled calling on New London on July 22, 2014. The DAWN PRINCESS carries approximately 2,000 passengers and 900 crew. Another as yet unidentified smaller cruise ship with approximately 400 passengers is considering a three day call in October 2015,

Letter of Support for CSF FTA Grant Application – The Chairman asked to add an item to the agenda, a letter of support in support of Cross Sound Ferry's application for a Federal Transit Authority (FTA) grant to improve the infrastructure at their Orient Point terminal. After some discussion, a motion to approve the letter was made by Commissioner Ross, seconded by George Wisker and approved by unanimous vote.

**VI Executive Session:** None called.

**VII Date of Next Meeting:** All were reminded that the next meeting of the CTMC would be held at **0930 on Wednesday November 20, 2013 at the Bridgeport Regional Vocational Aquaculture School located at 60 St Stephen Street Bridgeport, CT.**

**VIII Adjournment:** - A motion to adjourn was made by the Commissioner Ross, seconded by George Wisker and passed by unanimous voice vote. The meeting was adjourned at 10:45 AM.