

**CONNECTICUT MARITIME COMMISSION (CTMC)
SUMMARY REPORT OF MEETING (Mtg. #2-15)
February 18, 2015**

Location of Meeting: Conn-DOT HQ Building
2800 Berlin Turnpike
Newington, CT 06131

Attendance:

Commissioners

Present

Joe Riccio
John Johnson
Chuck Beck (for DOT Commissioner Redeker)
Tom Dubno
Mike Griffin
Dave LeVasseur (for OPM Secretary Barnes)
Bob Ross
Tim Sullivan (for DECD Commissioner Smith)
Grant Westerson
George Wisker (for DEEP Commissioner Klee)

Absent

Stan Mickus
Dave Shuda
Parker Wise

Guests

Ned Farman	Scot Graham	CDR Jason Gunning	Martha Klimas
LT Megan McGovern	Joe Salvatore	Bill Spicer	Alan Stevens

I. Call to Order:

The Chairman called the meeting to order at 9:32 AM. A quorum was present. The Chairman asked for all present to introduce themselves starting with the Commissioners.

II. Review of Meeting Minutes:

A motion to approve the summary report of the December 17, 2014 CTMC Annual meeting was made by Vice Chairman Johnson seconded by Commissioner Westerson and passed by unanimous voice vote.

III Discussion Open to Public Initially there were no comments offered by the public. However, the Vice Chairman asked Bill Spicer to comment on the Mystic River Auxiliary Channel dredging project. Bill Spicer stated that he would defer to Joe Salvatore's dredging update report.

IV Old Business:

Dredging Update –Joe Salvatore advised that the Guilford Federal Navigation Project (FNP) dredging was near completion. Approximately 5K cuyrds of the material has been relocated on Hammonasset Beach with the remaining 50K cuyrds of the dredge material relocated to the Central Long Island Sound (CLIS) disposal site. Joe reported that the Mystic River FNP dredging project had been completed. In response to a question from Commissioner Westerson, Joe stated that the contractor hired by the Army Corps of Engineers was Cashman.

Joe advised that the Army Corps of Engineers would be requesting an extension to the April 30, 2015 submittal date for the draft LIS DMMP. In response to questions, George Wisker advised that originally the DMMP was to be completed in 8 years from origination. However, there are two categories of allowances for extension built into the DMMP process. One allows the EPA to make a unilateral decision to extend the due date for up to one year. The second is for an extension to be agreed to by all parties to the DMMP process. The New England District of the Army Corps of Engineers is seeking an extension to December 2015 by consensus agreement. If no agreement can be reached and the EPA fails to extend the due date unilaterally, the CLIS and WLIS could be decertified as disposal sites. Joe Salvatore advised that a meeting of the LIS Steering Committee was supposed to meet last week but had to cancel due to the snow storm. A

conference call was conducted but most if not all of the NY interested organizations were represented by the attorney's vs the principals of the NY organizations. In response to a question, George Wisker stated that it is the NY State doctrine vs the individual political leadership that drives NY's objections to dredge material disposal in LIS. It was stated that when ready the Army Corps would present the draft LIS DMMP to EPA for circulation/review/comment to the interested parties.

Joe provided an update on the ELIS SEIS project stating that it was moving along on schedule and in alignment with the LIS DMMP. In response to a question from the Vice Chairman, Joe stated that UConn Avery Point was the lead contractor on the ELIS SEIS with CTDOT and EPA Region 1 acting as co-project managers.

Lastly, Joe Salvatore provided an update on the Mystic River Auxiliary Channel dredging project. The two Mystic River Auxiliary Channels located south of the railroad bridge had been bid as options to the FNP solicitation. However, the NYDOS submitted a letter of objection to the disposal of the Auxiliary Channel dredge material at NLDS. The Army Corps negotiated a price increase with the contractor (Cashman for the extra haul distance. The price came in at a cost that exceeds the funds available/bonded for the project. Thus, the dredging of the Mystic River Auxiliary Channels is being deferred to next dredging season. There was some discussion about the price changing if the quantity from the private marinas was included. Joe stated that the CMTA has been asked to coordinate the needs of the private marina operators in the Mystic area to determine the quantity of material as well as the permitting and the raising of the funds up front. The Vice Chairman added that there is a meeting of the CMTA Board of Directors tomorrow.

Presumably to add to the Mystic River Auxiliary Channel dredging discussion, Bill Spicer provided an historical over view of the DMMP process stating that CT had been "sold down the river" twice; once in 1980 and again in 2006. He then expressed concerns about the Presidents use of an Executive Order to mandate how sectors of the ocean will be used under the banner of the Ocean Zoning/Ocean Planning initiative. Bill Stated that he had attended an Ocean Planning meeting in New Haven in December 2014 and was very concerned at the lack of maritime industry representation at the meeting; i.e.; the meeting was dominated by environmentalists. Repeating his concern about going down the same path as in 1980 and 2006 Bill stated that he plans on raising the issue with the members of the Long Island Sound Assembly (LISA). Bill made reference to the recent court challenge to the Presidents use of an Executive Order on an immigration policy as proof that any Executive Order related to use of the ocean and/or Long Island Sound could be similarly challenged as illegal. Bill challenged those present to track the confluence of the Ocean Planning effort with the CZM requirements/restrictions with the Ambro Amendment. Chuck Beck advised that he had attended several of the Ocean Planning meetings also noting the lack of maritime related representation. He further stated that 2-3 years ago he distributed information about the Ocean Planning meetings to the CPC and CTMC email distribution lists pointing out the lack of representation. HE had also arranged for a presentation by the Northeast Region Ocean Council (NROC) at a CTMC meeting. Thus, if there is no participation it's not because the maritime related communities have been excluded. George Wisker added that he too has been involved in the Maritime Spatial Planning process/meetings. He disagreed with the mandate perspective expressed by Bill Spicer. He stated that the process was a data gathering effort to allow more informative decisions to be made when various projects or uses of the ocean are proposed. Beck agreed. Commissioner Westerson added that the recreational boating industry had been invited to provide input into how they use the various bodies of water. Commissioner Griffin reminded all of the Port And Waterways Safety Assessment (PAWSA) conducted by CG Sector LIS as part of the Broadwater initiative. In response to a question from the Chairman, Commissioner Dubno stated that to the best of his knowledge the CT Maritime Coalition had not participated in the Ocean Planning meetings. CDR Gunning and Scot Graham from CG Sector LIS stated that they as well as Captain Cubanski had attended meetings including the most recent in New Haven in December 2014. In response to a question by Commissioner Griffin, both George Wisker and Chuck Beck stated that the current effort is not aimed at any particular project or water quality concern. They reemphasized that the project was a data gathering process to de-conflict uses of the ocean as they might come up in

the future based on data. The Chairman brought the discussion to a close asking Chuck Beck to redistribute information about Ocean Planning meetings to the CTMC.

LIS AMSC/HSC Update – CDR Jason Gunning introduced himself to the CTMC as the new head of the Prevention office at CG Sector LIS. He provided an update on current icebreaking operations within the CG Sector LIS AOR particularly in the CT River. Chuck Beck added that ice breaking operations in the CT River were more about relieving pressure on bridge piers than the movement of vessels since there were no longer any tug and barge operations in the CT River. In response to a question from Commissioner Griffin, CDR Gunning stated that there was only one organic icebreaking resource within the LIS AOR; a 65 ft tug USCGC Bollard (WYTL-65614). Captain Scot Graham USCG (ret) added that the CGC Bollard was built in 1965 and the icebreaking resources throughout the CG were stretched thin due to decommissioning of older vessels without replacement. Scot proceeded to provide information on the need for vessel owner/operators to update their vessel response plans; the advertised proposed rulemaking on Seafarer Access; a solicitation for membership to the National Boating Safety Advisory Committee (NBSAC); Cyber Security concerns; and a Cyber Security Symposium being held on March 26, 2015 at the CG Academy that is open to all.

In the area of grant funds, Scot Graham provided an update on the 2015 Port Security Grants (PSG). He stated that nothing new has been put out due to a lack of a budget being passed for the Department of Homeland Security. PSG guidance will come out 90 days after a budget is provided. He did note that one change will be there will no longer be a 60/40 split of the overall grant funds between designated large ports and all of the other ports. In other words, all ports will compete equally for the estimated \$110M pot based on a risk based analysis.

Lastly, Scot stated that Fact Sheets/awareness handouts on unmanned aircraft systems (UAS) or drones were provided on the back table.

Connecticut Port Authority Working Group - Update (PAWG) - Tim Sullivan provided an update. The PAWG met most recently on February 5, 2015. A third iteration draft DECD report due to the Governor and General Assembly in March has been circulated to the PAWG members for comments. The Report provides information on the PAWG creation, the PAWG process and some recommended steps that need to be taken in order to implement the CPA as called for in PA 14-222. In response to a question from Commissioner Griffin, Tim stated that the current draft is very close to being the final draft pending comments due from PAWG members due today, February 18th. Tim emphasized that the intent is not to stop but to facilitate all of the good things presently occurring. Commissioner Griffin expressed concerns about the smaller ports and harbors being left out in lieu of a focus on the economic development of the three deep draft ports. More specifically, he expressed concerns about the transfer of the harbor master program without any long range planning. The Chairman, also a member of the PAWG, stated that the views/concerns of the smaller ports and harbors including the harbor master program had been expressed, considered and balanced through discussion at the PAWG meetings. All will have another chance to express their concerns through the legislative process. Tim added that presentations about smaller ports and harbors had been made by several representatives of smaller ports/harbors and the CHMA at the January 2015 PAWG meeting. In response to a question from the Chairman, Tim stated it was OK to distribute the most recent draft of the Report to the CTMC. The Chairman asked Chuck Beck to make it so.

V New Business:

Annual Report – The Chairman called for comments on the 2014 Annual Report that was part of the meeting package. Commissioner Westerson noted a couple of needed edits. The Vice Chairman moved that the 2014 Annual Report be approved with edits. The motion was seconded by George Wisker and passed by unanimous voice vote.

Port Infrastructure Grant in Aid Process - The Chairman pointed out that a draft of the Port Infrastructure Grant in Aid process was in the meeting package. Chuck Beck added that the draft process is being used by the CTDOT Maritime Office awaiting adoption by the Department. There was no discussion.

CG Summer in CT 2015

Maritime Heritage Festival (MHF)

Vice Chairman Johnson advised that the promoters for the Liberty Ship John W Brown had withdrawn from their plan to participate in the MHF activities. He also advised that SSV Oliver Hazard Perry, Rhode Island's own tall ship, has committed to participating. The vessel is a 200 foot long, three-masted Class A Tall Ship Sailing School Vessel and will provide up to 30 CT students (and 2 chaperones) with a 5 day training cruise provided funds are raised. In response to a question, the Vice Chairman stated that MHF has committed to paying the Oliver Hazard Perry \$20K to appear and another \$20K for the training cruise. The Vice Chairman also stated that discussions were being held with the U.S. Merchant Marine Academy to get their training vessel the M/V KINGS POINTER to make an appearance as well as discussions with the First CG District Commander to get CG cutters to participate.

National CG Museum

The Vice Chairman stated that the President of the National CG Museum Association (NCGMA) had recently purchased the New London Union Station. The purchase will greatly simplify the construction of the proposed pedestrian walkway that will connect the parking garage to the NCGM over the railroad tracks. The fund raising campaign for the NCGM is in full swing. The goal is to secure enough funding through donations to be able to approach lending institutions for loans to start construction in 2016 for a completion date of 2018. The NCGMA has also been working with state officials in obtaining a \$20M bond towards the engineering, design and construction of the NCGM.

VI Executive Session – none held.

Before adjourning George Wisker provided information about a National Geographic film being shown on the Smithsonian Channel about a Belgian cutter suction dredger the IBN BATTUTA owned by dredging company Jan de Nul.

VII Date of Next Meeting: All were reminded that the next meeting of the CTMC will be held at 0930 at ConnDOT HQ on **Wednesday March 18, 2015.**

VIII Adjournment: -. A motion to adjourn was made by Vice Chairman Johnson, seconded by George Wisker and passed by unanimous voice vote. The meeting adjourned at 10:36 AM.