

**CONNECTICUT MARITIME COMMISSION (CTMC)
REPORT OF MEETING (Mtg. #06-02)
For
March 16, 2006**

Location of Meeting: CONNDOT Headquarters
2800 Berlin Turnpike
Newington, CT

Attendance:

Commissioners

Present

Carl Bard (for Commissioner Korta)
Tom Dubno
Ginne-Rae Gilmore (for Commissioner Abromaitis)
Judy Gott
G.L. "Doc" Gunther
John Johnson
Joseph P. Maco
Joseph Riccio
Martin Toyen
Kaye Williams
George Wisker (for Commissioner McCarthy)

Absent

Vincent Cashin
Phil Smith (for Secretary Genaurio)
David Shuda
Jon Wronowski

Guests

Chuck Beck Oley Carpp David Rossiter Alan Stevens

I. Call to Order:

- Martin Toyen called the meeting to order at 09:39. A quorum of the members was present.

II. Review of Meeting Minutes:

- It was noted that the meeting scheduled to take place on 16 February 2006 was canceled to allow members to participate in the Maritime Cluster meeting. After a minor change was noted in the 19 January 2005 meeting minutes, a motion was made and seconded to approve the minutes. The motion carried with a unanimous vote.

III Discussion Open to Public

- There were no members of the public present thus no comments were offered.

IV Old Business:

Waterfront and Harbor Management Commission – George Wisker provided a history (back to December 2001) and update on the issues surrounding the Housatonic River Maintenance Dredging Project (March 2006) by providing copies of correspondence between the interested parties (Army Corps of Engineers, CT DEP, Stratford and Milford). The concept of the project is to use the dredged materials (sand) from the channel of the river for upland disposal and beach nourishment. However, the quality of the dredged materials is at issue for the intended use. The ACOE has completed all the state requirements for open water disposal but has not yet done the biological testing required by Federal Law for open water disposal. That will probably cost \$100K or more. The ACOE has not made a decision on whether to go upland or go forward on open water.

- The local health departments of Stratford and Milford need to insure that the dredged sand will not pose any risk to public health. The CT DEP specified the dredge material testing criteria to the ACOE in July 2002. However, in a letter from the ACOE Project Manager, the ACOE again requested information on the additional CT testing requirements. CT DEP provided the additional testing criteria on 6 March 2006. A question was asked about the time schedule for the project. Mr. Wisker stated that there could not be a schedule until the ACOE submitted its application to the State. The application could not be submitted until all of the testing of the sample is completed. An estimate of \$50K was given as the price to conduct the additional tests required for upland or beach nourishment disposal.

There was discussion related to CT having its own testing facility to expedite dredging projects. There was also discussion concerning redirecting the fees that the State collects from companies who mine sand and gravel from CT waters (\$4.00 per cubic yard) to pay for the tests required by CT DEP that are above and beyond federal standards related to dredging projects.

A motion was made by Judy Gott to have “staff” meet with the CT DEP and ACOE representatives to determine the problems and cost with the Housatonic River dredging project. If the problem is the cost of the additional tests required by CT DEP, the CTMC will contact the appropriate State agency and request the money needed. The motion was seconded by John Johnson. After some discussion concerning the need to contact the CT Congressional delegation, the need for a dredging advocate position and possibility that Stratford and Milford may provide the additional funds, the motion was amended to having staff contact the CT DEP and ACOE and determine the cause for further delay. As amended the motion carried unanimously with one abstention.

- Proposed Pending Legislation – The intent was to discuss S.B. 662 *An Act Concerning Dredging*. However, the initial discussion was on S.B. 519 *An Act Concerning the Connecticut Pilot Commission* and S.B. 521 *An Act Concerning Marine Pilot Training* neither of which having a direct bearing on the CTMC. After some discussion about S.B. 519 being merged into an overall Transportation Bill (S.B. 5664) and S.B. 521 being voted out of Committee to the Floor, discussion turned to S.B. 662.

Doc Gunther stated that the language in S.B. 662 is not what he had requested. He had requested that a statute similar to the Rhode Island dredging statute be created for consideration. Instead, S.B. 662 in its present form creates a task force to study the dredging needs of CT and submit a report by January 2007. The membership of the proposed task force mirrors the membership of the CTMC. So does the mission. Doc Gunther stated that even though he had requested the Bill, he could not now withdraw it. He provided copies of substitute language to the CTMC for consideration. The substitute language was lengthy but appeared to mirror the RI legislation. Mr. Johnson opined that the substitute language should specify the need for the Dredge Material Maintenance Plan (DMMP) to be completed. There was some additional discussion on the DMMP. Further discussion on S.B. 662 was set aside to the end of the meeting.

- Bridgeport Port Authority Letters – There was a discussion on the recent correspondence from both the Bridgeport Port Authority (BPA) and the Connecticut Maritime Commission (CTMC) to the Governor requesting her support to get the \$750K bond issue on the agenda of the Bond Commission. The \$750K is the local share of an innovative technology project related to dredge material disposal being conducted in New Jersey. The ACOE has an additional \$2M necessary to add to the over all \$20M project to have material in Bridgeport harbor included in the project but needs the commitment of the local share. The \$750K bond has failed to appear on the last three Bond Commission hearings’ agenda.

John Johnson stated that perhaps the CTMC should contact Senator Cook and seek support. There was further discussion about the need to educate the Governor and leaders of the General Assembly on dredging issues, particularly the difference between a testing project and actual removal of sediments. Judy Gott stated that perhaps the Commissioner of CT DEP needed to ask the Governor why the bond issue was not on the agenda. George Wisker stated that State agencies had to be careful about advocating to robustly for non-departmental bonds. The result could be that the value would be subtracted from departmental bond being sought. A comment was made that dredging is a DEP issue thus CT DEP should not have a reluctance to advocate for the Bridgeport bond. John Johnson stated that CT DEP could not serve as a dredging advocate and offered that the CTMC should contact the Bond Commission and members of the General Assembly to educate them on the innovative project. Joe Maco stated that the CTMC needed to make it clear that CT could not rely upon one method to dispose of dredged materials.. Joe Riccio noted that the Chairman of the Bond Commission is the Secretary of OPM who is also a member of the CTMC. However, he noted that neither the Secretary nor his designee was in attendance today nor had they been at most meetings.

Judy Gott moved to have the CTMS write to the Commissioner of DEP and the Secretary of OPM and ask them to contact the Governor's office to explain the need to move the innovative project along by placing the request on the Bond Commission agenda. It was seconded by Joe Maco. There was discussion on the need to request that OPM attend the next CTMC meeting. There was also discussion on the need for an advocate due to the difference between setting policy and managing projects. After the discussion the motion passed unanimously with one abstention.

V **New Business:**

- **DECD Presentation – Ginne-Rae Gilmore and Oley Carpp provided a summary of the results of the Maritime Cluster meetings that were held during the months of January and February. (A copy of their presentation is attached.) Copies of contact information on the people who attended the Maritime Cluster meetings were provided. The presentation was followed by a discussion on the next steps. Marty Toyen offered the conference room at Seaworthy to host Maritime Cluster workgroup meetings.**
- **Testimony on S.B. 662- Marty Toyen provided a draft of proposed testimony in opposition to S.B. 662 that he would like to submit to the Environmental Committee on Friday 17 March 2006. He recommended that the CTMC oppose the Bill because the membership and mission of the proposed task force would be redundant to the membership and mission of the CTMC. The discussion about the testimony uncovered the misconception that the CTMC had submitted the Maritime Policy document to members of the General Assembly. It also uncovered the misconception that the CTMC had prepared an Annual Report. After some additional discussion, some minor edits and recommended attachments to the testimony, the CTMC members present voted unanimously to submit the testimony. (A copy is attached.)**

VI **Date of Next Meeting:**

- **Next meeting is scheduled for 0930 Thursday 20 April 2006. The meeting is scheduled to be held in Conference Room B CONNDOT at 2800 Berlin Turnpike Newington, CT. An announcement was made that the location of the 15 June 2006 meeting had been changed to the South Central Regional Council of Governments office at 127 Washington Avenue, 4th Floor West North Haven, CT 06473. The change has been made on the schedule of meetings posted on the CTMC web site.**

VII. Adjournment:

- **A motion was made at 1154 to adjourn. The motion was seconded and carried unanimously.**

CONNECTICUT MARITIME COMMISSION

TO: Committee on Environment
FROM: Connecticut Maritime Commission
DATE: March 16, 2006
SUBJECT: Raised Bill No. 662

Good Morning, Mr. Chairman and Members of the Environmental Committee.

My name is Martin Toyen. I am Chairman of the Connecticut Maritime Commission and I am here to comment on Raised Bill No. 662. Yesterday, the Connecticut Maritime Commission met to discuss the subject Bill and **voted unanimously to oppose it.**

The Connecticut Maritime Commission has been in existence since January, 2005. During that time it has studied various issues relating to the Connecticut maritime; the most important and pressing being dredging in the State of Connecticut. In accordance with the public law establishing the Commission, we submitted a suggested Maritime Policy to the Governor. (See attached.) The key component of that policy is dredging. Maintaining both our deep-water ports and our recreational areas is an important economic driver in this state.

The proposed legislation being discussed today suggests that we study dredging issues and what is being done in other states. We, the Connecticut Maritime Commission, have already looked into what is being done in Rhode Island, and have, in fact, decided to implement a similar program. That program would require a Dredging Advocate who would husband the numerous dredging projects required throughout the State. There are approximately 30 various dredging projects that should be moved forward, but there is no one prioritizing, establishing, or addressing what needs to be done within the Army Corps of Engineers and the Department of Environmental Protection. It is our feeling that the Department of Transportation, within the Bureau of Ports, be approved funding for a position of Dredging Advocate.

As an example, part of the channel and harbor of Bridgeport has silted over, and in some cases, vessels must come and go based on the tide. In the past, and possibly currently, vessels transfer cargo, referred to as *lightering*, in Long Island Sound to barges that are shallow drafted just to bring coal to the utility plant in Bridgeport.

Bridgeport is unique because it has dredged material that is deemed to be contaminated; and as such, we have requested the Bonding Commission to fund Bridgeport's share of the funding necessary to test and establish a way to dispose of those materials. It has been over 15 years since Bridgeport has asked for assistance with its dredging issues, but there is no one to carry the project forward.

Much has already been done in the way of studies. Action and decisions by the State legislature are required now to provide the resources necessary to carry out the numerous dredging projects so both the recreational and commercial use of our ports and harbors remains economically prosperous for the State.

Yesterday, Senator Gunther presented to the Connecticut Maritime Commission a draft substitution for Raised Bill No. 662. Although the Connecticut Maritime Commission fully supports the spirit and intent of the proposed draft; in the time permitted, it was unable to study it in detail. The Connecticut Maritime Commission would be pleased to assist the Committee on Environment in drafting any proposed legislation pertaining to dredging issues.

Thank you for your time. I would be pleased to answer any questions.

State of Connecticut Maritime Policy

Purpose

The State of Connecticut is committed to recapture Connecticut's Maritime Heritage of Product and Passenger Transportation. Long Island Sound should be viewed as a huge sheet of underutilized transportation infrastructure. It could be used, as it once was, for the movement of both persons and goods. Coordinated marketing of the capacity of Connecticut's deep-water ports to expand niche connections with cargo sources is a critical link to the Sound. The creation of inter-modal sea-land transportation hubs that enable existing and emerging coastline vehicular choke points to be bypassed will support the overall transportation strategy of the State.

Maximizing the potential of coastal traffic lanes must be accomplished within the relatively protective environs of Long Island Sound. One of the most challenging environmental issues related to port viability is maintaining accessibility; i.e., dredging and sediment management. Although the focus will be on the three deepwater ports of Bridgeport, New Haven, and New London, dredging and economic development issues apply to all ports and waterways in Connecticut.

Dredging and Sediment Management

Dredging Priorities: The degree of accessibility to Connecticut ports and waterways is controlled by the depth of the navigation channels. Most, if not all of the ports' channels have an authorized depth established by Congress. It is the responsibility of the U. S. Army Corps of Engineers (ACE) to maintain these depths. The authorized depth of a channel is commonly referred to as the controlled project depth. The ACE receives funds from Congress for specific projects. Congress does not provide the ACE with funding for all of the project needs within any specific fiscal year, thus priorities must be established.

It is the policy of the State that maintenance dredging of the channels in Connecticut ports, harbors, and waterways to the federally authorized project depth is the top maritime priority. The State can ill afford to lose existing commercial and recreational activities within its ports and harbors due to reduced channel clearance caused by naturally occurring shoaling. The highest priority is to maintain the channel depth at the State's three largest commercial ports: Bridgeport, New Haven, and New London, but not to the exclusion of maintaining the smaller commercial and recreational ports and waterways along the coast of Connecticut. Funds for maintenance dredging must and will be aggressively sought from Congress. The State will develop and maintain a capital program as necessary and actively assist in facilitating the regulatory process for State approval of Federal maintenance dredging projects. The need for deepening existing channels will be considered in coordination with expanding economic development plans for any given port. Privately maintained channels that feed into federally supported channels are also important, particularly to the recreational use of Connecticut's waterways. State support of these non-federally designated channels will be provided as time and money will allow.

Permit Process: Any dredging project requires permits and authorizations from various State and Federal agencies. A key consideration for obtaining a permit is the disposal of the sediment to be removed from the channel. Sediment management in Long Island Sound is subject to and complicated by the Federal Marine Protection, Research and Sanctuaries Act, commonly known as the Ocean Dumping Act (ODA), which promulgates detailed Federal regulations for open water disposal of dredged sediments. The U.S. Environmental Protection Agency (EPA) has designated the Western Long Island Sound and Central Long Island Sound dredged sediment disposal sites pursuant to the ODA. EPA needs to complete the site designation process for the Eastern Long Island Sound. However, future use of these sites for disposal is conditioned upon the U.S. Army Corps of Engineers (acting in coordination with the EPA, the States of New York and Connecticut) preparing a comprehensive dredge material management plan (DMMP) for Long Island Sound. Preparation of the DMMP is crucial to the ability to maintain Connecticut's ports and waterways for two reasons: (1) EPA has put an eight-year time limit on preparation of the DMMP, and (2) many of Connecticut's ports and waterways will need to be dredged within the eight-year time period if the ports served are to remain viable.

It is the policy of the State to work with the Connecticut Congressional delegation to aggressively seek federal funds necessary for the preparation and implementation of the DMMP as well as funding for all Federal maintenance dredging projects needed in Connecticut.

It is the policy of the State to establish a long-range schedule of priorities for continued maintenance dredging for Connecticut ports, harbors, and waterways. Sedimentation rates and past maintenance dredging requirements for many waterways are well established. Dredging projects need to be routinely scheduled based on the data and well enough in advance to obtain the necessary funding.

It is the policy of the State to compile information from all stakeholders on the need to increase the authorized project depth of any Connecticut port. The need will be primarily driven by expanding economic development and the real need to accommodate larger vessels. However, changes in technology, commercial vessel size, and factors related to safety and security will also be critical factors.

Economic Development

Economic development of the Connecticut ports has several important factors. Accessibility to the ports by water is the most important factor as described above. However, accessibility to the ports by land is also critical to the moving of goods and people from the waterfront to the commercial distribution system. Steps need to be taken to leverage the State's port and rail infrastructure for freight. Similarly, steps need to be taken to initiate or expand high-speed passenger ferry service on both an inter-state and intra-state basis.

It is the policy of the State to promote and support projects that will facilitate the intermodal connection of water, rail, and highway systems. Incentives will be developed and provided to encourage private-public maritime investment projects that will facilitate interstate and intrastate freight movement between hub/marshalling centers. Coordinated marketing of the capacity of Connecticut's ports, particularly the deep-water ports to expand niche connections with cargo sources, will be conducted by the appropriate State agencies. Port-related land use policies that fully transform coastal industrial sites into inter-modal sea-land transportation hubs will be introduced. Similar marketing and land use policies will be introduced for the smaller ports and the passenger transportation system.

It is the policy of the State to promote competitive passenger movement options between high-density population centers. Persons traveling along the Sound would bypass congested highways. However, ferries operating between Connecticut ports or from Connecticut ports to New York ports need to interface with land-based modes of transportation. Like the issues of moving goods, the State will promote and support projects that will support inter-modal connection of water, rail, bus and highway systems in cooperation with the industry, utilizing public-private resources.

It is the policy of the State to promote the recreational use of Connecticut's ports and harbors which provide additional economic benefits. Reduced access to Long Island Sound due to the shoaling of channels would have a significant impact on the State's boating and tourist industries.

Connecticut Maritime Commission

Mission Statement

The Connecticut Maritime Commission will be the primary body within the State of Connecticut to develop and recommend maritime policy to the Governor and the General Assembly. It will be responsible for developing and updating a long-term strategic plan for all ports and waterways in the State of Connecticut with a focus on the three deep water ports. Within its purview, the Connecticut Maritime Commission will review, recommend and develop policies as they relate to the maritime sector and Public Act No.04-143. The maritime policy will address issues concerning the maritime sector, related industries and port infrastructure (public and private).

Next Generation Competitiveness Strategy

Job Retention...Job Creation...Job Growth...



Mission

Build and sustain a high performing Connecticut economy by:

- ❖ Continually strengthening economic foundations to create advantages for the state's industrial portfolio.

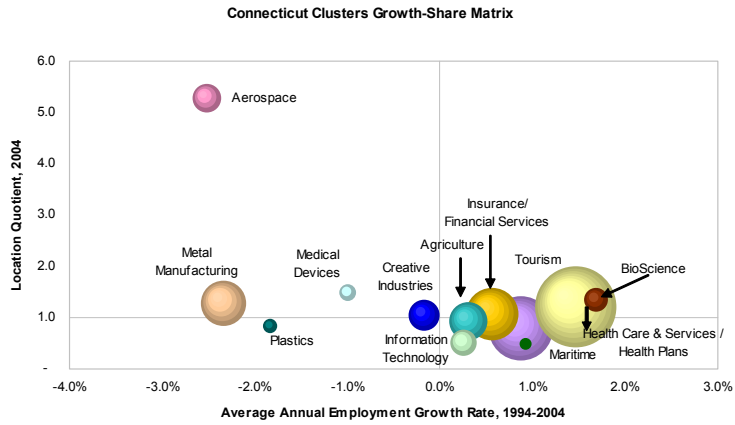
Goal

Develop and promote a productive and globally competitive industrial base through industry cluster enhancement.

Objectives

1. Profile identified economic industry cluster drivers
2. Collaborate with industry clusters, government agencies, and regional organizations to identify impediments for growth and competitiveness
3. Develop action plans to address major issues and provide solutions

Connecticut's Economic Portfolio: Relative Position of All Clusters



Profile Identified Economic Industry Cluster Drivers

Aerospace
 Agriculture
 BioScience
 Insurance/Financial Services
 Metals Manufacturing
 Software/Information Technology

Emerging Industry Clusters

Creative Industries*
Fuel Cells
Health Plans
Maritime*
Medical Devices
Tourism*
Plastics

Maritime Industry Clusters Challenges

Harbor & Waterway Operability:

Enhance and maintain recreation and commercial waterways to maximize economic and environmental benefits.

Maritime Industry Clusters Challenges

Governance Inter-Modal:

Promote inter-modal transportation strategies with Ports linked into transportation hubs.

Maritime Industry Clusters Challenges

Human Resources:

Enhance the career skills development pipeline for the CT based maritime industry.

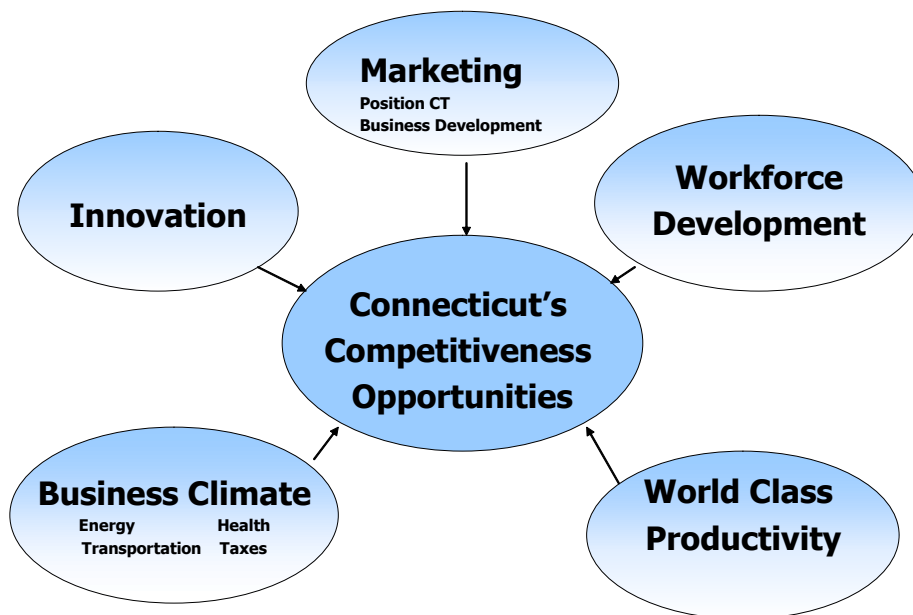
Maritime Industry Clusters Challenges

Military Defense & Homeland Security:

Initiate pro-active projects to improve the regional, State and local response to military defense and homeland security matters

Cross-Cutting Economic Growth Initiative

A cross-cutting issue that represents a competitive need shared by multiple clusters.



Governor's Competitiveness Council

- Oversees the implementation of the strategy
- Permanent working group to carry out actions to enhance the economy
- Structure:
 - Co-Chairs M. Jodi Rell, Governor
Michele Macaudo, AT & T Connecticut
 - Cluster Delegates Two from each cluster
 - Economic Champions Business Leaders
 - Foundation Teams Public/private institutions

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