

**CONNECTICUT MARITIME COMMISSION (CTMC)
SUMMARY REPORT OF MEETING (Mtg. #10-14)
November 19, 2014**

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
Dave LeVasseur/OPM (for Secretary Barnes)
Stan Mickus
Bob Ross
Tim Sullivan (for DECD Commissioner Smith)
Grant Westerson
George Wisker (for DEEP Commissioner)

Absent

Mike Griffin
Dave Shuda
Parker Wise

Guests

Richard Burke Julia Bergman Ned Farman Ian Fallon Don Frost Martha Klimas
Marshall Parsons Joe Salvatore Bill Spicer Alan Stevens Brian Thompson

I. Call to Order:

The Chairman called the meeting to order at 0932. 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 October 15, 2014 CTMC meeting was made by Dave LeVasseur, seconded by Vice Chairman Johnson and passed by nine (09) affirmative voice votes and one (01) abstention by Commissioner Ross.

III Discussion Open to Public None offered.

IV Old Business:

Dredging Update –Joe Salvatore advised that two more letters of objection had been received from NYDOS: one for the primary and one for the secondary Mystic River Auxiliary Channels. The objections basically shut down any chance of the Auxiliary Channels being dredged this year. The Mystic River FNP maintenance dredging project is still going forward and due to start next week though there is the potential of an injunction being filed by NYDOS. The NYDOS objection is based on the use of the New London Disposal Site (NLDS). There are several private marina projects whose permits have not yet been approved. It is anticipated that NYDOS will object to the plan to use the NLDS for the marina projects as well. Discussion centered on possible actions CT could take to support getting the projects completed as designed by the ACOE this winter Joe Salvatore informed that there isn't much if anything that CT can do as the process is in the federal arena. NYDOS is making legal arguments related to a lack of consistency with the Coastal Zone Management (CZM) laws. In response to a question about whether or not NYDOS had ever not objected, George Wisker stated that NYDOS had not objected to projects using a disposal site other than NLDS. He added that NYDOS had objected to NY based dredging projects planning on using NLDS. In response to a question as to whether or not there were any actions that the CTMC could take like a letter to the Governor, the response was no based on the previous comments about NYDOS merely exercising its rights under the federal CZM laws. The NYDOS objections are not based on a complaint but to the lack of consistency with CZM. NYDOS by practice takes almost the full 180 days allowed for review

before sending its letter of objection. A solution offered by Joe Salvatore for future projects is for [permit applications to be submitted NLT the end of January before the next dredging season. That way the 180 review period would expire by the end of July allowing time for a project to adjust/resubmit/appeal. There was some discussion about past attempts by former DEEP Commissioner Esty to build a better relationship with NY but his agency's counterpart was NYDEC not NYDOS. In response to a question about submitting an appeal, it was stated that there is an appeal process to NOAA and/or the Secretary of Commerce. However, such an appeal would take a year or more. In response to a question from Tim Sullivan, George Wisker indicated that the NYDOS legal office was primarily responsible for drafting the objection letters. In response to a question raised about NY projects, Commissioner Mickus stated that Cross Sound Ferry has not had any issues with NYDOS objections for dredging material out of the Orient Point ferry slips. However, the material is basically clean stone that is used for nourishment. Use of CLIS and WLIS disposal sites are part of the plan for dredging the Thames Shipyard material due to the quality of the material. The consensus was that the best the CTMC could do at this time was to continue to monitor the situation. Bill Spicer brought the discussion to a close asking the CTMC not to writ the mater off. He recommending that we have to fight the objections while at the same time proceeding with alternative disposal plans. He stated that he has two different permits pending; one older that he is waiting for ACOE action on and a more recent permit that he is waiting for NYDOS review to conclude.

LIS AMSC/HSC Update – Petty Officer Ian Fallon provided comments on behalf of CG Sector LIS. Demotion of the old Pearl Harbor Memorial Bridge (Q-Bridge) in New Haven harbor is scheduled to take place November 23, 2014. An alternate date is December 7, 2014. A Safety Zone will be established and enforced using CG and other units. The Chairman reminded all of the material distributed to the CTMC prior to the CTMC meeting on topics such as Cyber Security, Ebola and UAV's.

Connecticut Port Authority Working Group - Update (PAWG)
Tim Sullivan provided an update stating that a second PAWG meeting had been held on November 5th at Fort Trumbull. The minutes are posted on the DECD web site along with other information on the PAWG. Kevin Dillon, Executive Director of the CT Airport Authority, provided insight on the problems/issues related to the creation of the CAA. Although different in scope, many of the same issues will need to be resolve as part of the CPA implementation plan. Tim stated that two subcommittees were created to work on CPA Governance Structure and Geographic focus. The next meeting is scheduled to be held in New Haven on December 1, 2014.

V New Business:

Thames River Heritage Park (TRHP) – The Chairman asked Chuck Beck to provide a summary of the topic. Beck reminded all that Deborah Donovan had given a presentation on the history/purpose of establishing a TRHP at the October CTMC meeting. As a result of the presentation, a motion had been made and approved for the CTMC to provide letter of support for the creation of the TRHP. A draft letter was part of the CTMC meeting package for review prior to the meeting. The Vice Chairman moved that the letter be approved signed and sent. The motion was seconded simultaneously by Commissioners Ross and Westerson. Further discussion pointed out one edit to the letter that was made to the draft letter in the meeting package and the one before the Chairman to sign. The motion was approved by unanimous vote.

Maritime Heritage Festival – Update
Vice Chairman Johnson announced that Maritime Heritage Festive 2015 (MHF 2015) would take place the weekend of September 10-12. Current plans are to combine MHF 2015 with a celebration of the 225th Anniversary of the USCG. Commissioner Ross suggested that a proclamation be sought from the Governor declaring USCG Summer in CT. The MHF 2015 event could be the closing event for the CT celebrating the USCG 225th Anniversary. The Vice Chairman stated that LTGOV Wyman had agreed to serve as Honorary Chair of MHF 2015. He was hoping to invite former USCG Commandant Bob Papp to serve as co-chair. A meeting of the HMH 2015 executive committee was held Tuesday November 18th in Mystic. A meeting with key

CT legislators is scheduled for the week of November 24th.

Project Liberty Ship – Marshall Parsons provided information about the planning effort to bring a WWII Liberty Ship to New London in 2015. Current plans are to bring the SS John W. Brown to New London in conjunction with MHF 2015. A handout was distributed to members of the CTMC that contained historical factoids of the SS John W. Brown as well as the non-profit Project Liberty Ship organization whose mission is the preservation of the last surviving Liberty ship on the east coast and one of only two operating Liberty ships remaining from a fleet of over 2,700. The SS John W. Brown is preserved as a floating museum capable of providing underway tours. Project Liberty would need to raise about \$50K to cover fuel expenses to bring the ship from its homeport in Baltimore to New London and back. Mr. Parsons asked for any support that the CTMC might be able to provide in support of bringing the vessel to New London a trip that has already been approved by the Project Liberty Board of Directors. During follow-on discussion it was disclosed that while in New London, the vessel could/would conduct cruises for a fee (approximately \$140-\$150 per person), host a fund raising reception and seek donations. Mr. Parsons sought the advice of the CTMC on how state funds might be made available. Commissioner Ross stated that 2015 will be a very tough year to ask for any state funds. He added that any request would need to provide a detailed budget sheet showing revenue vs expenses. In response to a question about a drop dead date for funds to be in hand, Mr. Parsons stated that if \$19K was raised by April 2015 the remaining funding needs could be raised/earned by/during the MHF 2015 event. He further stated that any funds raised over and above the actual costs to bring the vessel to New London would be used for restoration and other operational expenses associated with the SS John W. Brown. Don Frost suggested that Mr. Parsons approach the CT Maritime Association (CMA) for assistance. He reported that in 2003 the CMA sponsored a fund raising reception on the SS John W. Brown during her visit to New London. He provided a lead to a Greek shipping CMA member who could be approached for assistance based on many of the Liberty Ships being transferred to Greece during and after WWII. Mr. Frost also recommended Delta owner of Sunoco refineries be contacted for a donation of fuel. Commissioner Stan Mickus mentioned that Thames Towing had provided tug services as a donation in kind the last time the vessel had visited New London in 2003. He also suggested that Buckeye (formerly Hess) in New London be contact for fuel expense assistance.

Connecticut Cruise Ship Task Force (CCSTF) – The Chairman initiated the discussion reminding all of an announcement previously distributed that the CT Cruise Ship Task Force Board of Directors had decided at their October meeting to go out of business primarily due to a lack of state financial support. The CCSTF web site, email and phone numbers have been terminated. The Chairman expressed concern about a lack of anybody staying in contact with the cruise ship industry to sell the Port of New London as a destination. The Vice Chairman felt that the CT Port Authority (CPA) could take on the responsibility but that the gap between now and when the CPA BOD would be up and running is too great. Some thoughts of approaching DECD or another organization to be CT's representative at cruise ship conference were discussed. Commissioner Dubno advised that the CT Maritime Coalition had discussed the demise of the CCSTF at a recent BOD meeting. The result of the CMC BOD discussions was that the CMC Executive Director, Bill Gash, has been tasked with investigating what needs to be done to keep CT in the minds of the cruise ship schedulers. The Chairman offered his assistance. Commissioner Mickus, a member of the CCSTF stated that Logistec, contracted operator of the State Pier the default berth for cruise ships, made it difficult to bring cruise ships to New London. Chuck Beck provided a different opinion stating that Logistec had donated the passenger head fee back to the CCSTF on several occasions and had covered the expense of moving lumber around on the State Pier to set up security walls. In response to a comment from the Chair about the need to elevate the game and stay engaged, Chuck Beck provided a summary of a plan generated by CTDOT several years ago to convert the Pier 7 at Fort Trumbull into a cruise ship pier. He concluded that such an idea could be taken up by the CPA once up and running as an economic development and marketing project. He also noted that the Fort Trumbull piers were not presently included in a transfer of properties between the CTDOT and the CPA since the Fort Trumbull assets belonged to DEEP. Tim Sullivan commented that any plan involving state funds will be a challenge in both the short and long term. He agreed that the idea of bringing cruise ships to New London needs to be kept alive and that doing so could be a growth opportunity for

the CPA. Joe Salvatore added that the Port Study addressed cruise ships recommending that the focus be on bringing the coastal cruise ships vs the larger ocean going ships. The Vice Chairman reminded all that Commissioner Parker Wise who was unfortunately not present worked for such a cruise line; American Cruise Lines. Commissioner Ross returned the discussion Commissioner Dubno's comments about the efforts the CMC will be making, suggesting that perhaps the CMC could "tee it up for the CPA".

VI Executive Session – none held.

VII Date of Next Meeting: All were reminded that the next meeting of the CTMC will be 0930 at ConnDOT HQ on **Wednesday December 17, 2014.**

VIII Adjournment: -. A motion to adjourn was made by Commissioner Dubno, seconded by Vice Chairman Johnson and passed by unanimous voice vote. The meeting adjourned at 10:30 AM.