

**CONNECTICUT MARITIME COMMISSION (CTMC)
REPORT OF MEETING (Mtg. #01-11)
January 19, 2011**

Location of Meeting: CTDOT HQ building
2800 Berlin Turnpike
Newington, CT

Attendance:

Commissioners

Present

Ronald Angelo
Chuck Beck (for DOT Commissioner)
John Johnson
Joseph P. Maco (for TSB Chairman)
John Opie
Joe Riccio
Peter Simmons (for DECD Commissioner)
George Wisker (for Commissioner Marrella)

Absent

Benjamin Barnes
Vincent Cashin
Tom Dubno
G.L. Gunther
Larry Miller
David Shuda
Parker Wise

Guests

Bill Gash Scot Graham Jon Kachmar Martha Klimas Dave Rossiter
Joe Salvatore Brian Thompson Grant Westerson

I. Call to Order:

The Chairman Joe Riccio opened the meeting at 0934. A quorum of 8 was present. Commissioners/designees present introduced themselves followed by introductions of the audience.

II. Review of Meeting Minutes:

The summary report of the December 15, 2010 meeting was reviewed. A motion was made by Commissioner Johnson to approve the summary report. The motion was seconded by George Wisker and approved by unanimous vote.

III Discussion Open to Public Grant Westerson, President of the CT Marine Trades Association, reminded all about the CMTA Hartford Boat Show being held at the CT Convention Center January 28-30, 2011 He stated that the opening ribbon cutting ceremony for the 42nd Annual Show would be take place at 1200 on Friday January 28th. The entry fee for the show is \$12 for adults and free for children but there are \$2 discount coupons available. The hours of the show are Noon - 09:00 PM on Friday, 10:00 AM - 9:00 PM on Saturday and 10:00 AM - 5:00 PM on Sunday.

Before moving to Old Business the Chairman recognized Mr. Ron Angelo as a newly appointed Commissioner to the CTMC and thanked him for coming despite his busy schedule. Due to Commissioner Angelo's schedule and possible early departure, the Chair asked for a motion to adjust the Agenda to dispatch with any and all matters requiring a vote such as the approval of the 2010 Annual Report. Chuck Beck moved that the Annual Report be moved from New Business to the top of the Agenda. The motion was seconded by George Wisker and approved by unanimous vote. Vice Chairman Johnson took the opportunity to comment on a paragraph in the Annual Report that the October 2010 meeting had been canceled due to a lack of a quorum. He reiterated the importance of not only attending the CTMC meetings but of all Commissioners/designees informing the Chair, Vice Chair and staff of their ability to attend or not as requested each time the meeting package is distributed the week before the scheduled meetings. The Vice Chairman concluded his remarks by complimenting the staff for the quality of the 2010 Annual Report.

IV Old Business:

A. Dredging Update – Joe Salvatore provided an update on the status of the LIS DMMP working groups being created by the ACOE to review various aspects of the LIS DMMP. George Wisker stated that the meetings should start in mid-February and would most likely be held on each side of the Bridgeport-Port Jefferson Ferry to accommodate stakeholders in CT and Long Island.

Joe Salvatore reminded all that due to the withdrawal of the Omnibus Budget legislation in December there is no Federal budget in place. Thus, there are presently no funds available for dredging projects, the LIS DMMP or the Eastern LIS Study. The New England District of the ACOE has sufficient funds on hand to cover the expenses of the working group activities and development of the LIS DMMP. George Wisker reminded all that the New London Disposal site is scheduled to close to all federal projects and any non-federal project over 25K cubic yards of material in October 2011. The Cornfield Shoal Disposal site is scheduled to close in 2013.

It was pointed out that more changes in CT's Congressional delegation (CODEL) would be coming with the anticipated announcement of the retirement of Senator Lieberman. Senator Lieberman successfully fought for dredging project money for CT as recent as the FY 2011 budget battle, despite reported opposition from the NY CODEL. Joe Maco asked about the CTMC approaching Governor Malloy for support with the CT CODEL on dredging funding. The Chairman opined that it would be best to wait until the new state agency heads were in place before approaching the Governor. Joe Salvatore advised all on the success that MA and RI have had with meeting with the principals of their respective CODEL on dredging issues as opposed to the CODEL staffs like CT. He noted that within 1 week of taking office MA Senator Brown met with the MA Seaport delegation on dredging issues. He recommended that the CTMC include the other maritime organizations such as the CMC, CMTA and CHMA as leverage to obtain the elected officials vs the staff. Having a critical mass of stakeholders was seen as a plus. There was a discussion on the continued use of the dredging priorities established by the CTMC. Most agreed that the Governor needed to be included in the process and could be the key to getting the CT CODEL to attend a meeting. CTMC would still be the organizer of what has routinely been an annual meeting with the CODEL staff. It was decided that the prime dates to schedule the meeting would be during scheduled Congressional breaks in February and March or alternatively on Monday mornings or late Friday afternoons.

B Connecticut Economic Strategic Plan (ESP) Statewide Port Authority (SWPA) Update – Peter Simmons stated that there was nothing new to report. DECD did submit a place holder piece of legislation for the 2011 CT Legislative Session. Chuck Beck advised all about the Transition Team's Report to the Governor which is available on the Governor's web site. The Transportation Policy Subcommittee has posted 4 different documents that deal with port development and the possible creation of a state port authority. It was also stated that at this time there has been no distillation of the documents to form a policy or position. In response to a question from Joe Maco on who specifically would be drafting policy/position papers, Commissioner Angelo stated that it would most likely be a combination of OPM, state agency leaders and the Governor's office. Additional comments were offered related to the formation of the state budget and various policy statements.

C. OPSAIL 2012 – Vice Chairman Johnson provided an update on New London participation in OPSAIL 2012 now known as OPSAIL2012CT. He indicated that a planning meeting had been held on 4 January 2011 and that future meetings would be held on a regular basis on the first Tuesday of every month at the Fort Trumbull Conference Center. Commissioner Johnson stated that an OPSAIL2012CT planning committee had been formed and officials elected. A 15 member Board of Directors is in place. Over 35 interested parties have been participating in the early planning process such as Scot Graham, USCG (ret), a representative of Commander CG Sector LIS Commanding Officer Captain Joe Vojvodich. Vice Chairman

Johnson stated that he had recently attended a 3 day OPSAIL 2012 planning meeting in Norfolk, VA. Topics of discussion were schedules, fund raising and military participation. There are actually two concurrent events; Tall Ships 2012 and a War of 1812 Commemoration. The USN has the lead on the commemoration of the War of 1812 but has also been involved with the preliminary planning for the Tall Ships events. USN Retired Admiral Paget, a SWCT resident, is on the 1812 Commemorative planning committee. The planned ports of call for the OPSAIL 2012 event are New Orleans, Norfolk, Baltimore, NYC, Boston and New London. The "fleet" is expected to be in New London July 6-9, 2012. Commissioner Johnson stated that military ships could include Canada, Great Britain and certainly the USN. He anticipated that there would be a sail in parade on the first day similar to what took place during OPSAIL 2000.

D. Cruise Ship Task Force Update – Due to the absence of George Cassidy, Executive Director of the CSTF, it was decided to defer the topic to the February CTMC meeting. A copy of the CTMC 20 December 2010 letter to the OPM Secretary approved at the December CTMC meeting concerning funding for the CSTF was included in the meeting package.

E. Long Island Sound Area Maritime Security Council (LIS AMSC) Update –

F. Long Island Sound Harbor Safety Committee (LIS HSC) Update –

A representative from CG Sector LIS, Scot Graham Captain USCG (ret), provided an update on the LIS Area Maritime Security planning, Harbor Safety Committee matters and Port Security Grants. He stated that security of the ports support economic development. He provided information on the Concept of Operations (CONOPS) document created for the LIS AMSC. The CONOPS document along with a Port Risk Mitigation Plan (PRMP) will be the guiding documents for future port security grant applications and expenditures. He acknowledged the participation of people in the room who have participated in the LIS AMSC, the LIS HSC, the CONOP Plan and the Port Security Grant Review Process. On behalf of CDR Amy Beech, Captain Graham advised that the compliance date for the Vessel Salvage Marine Fire Fighting Response Plan for tank vessels is February 22, 2011. With respect to Port Security Grants (PSG) Captain Graham advised that the FY 2011 PSG guidance packages have been delayed due to the federal government still operating under a continuing resolution; i.e. no budget. He expects that the PSG Guidance documents will be released in March or 45 days after a budget is in place. Once released applicants have traditionally had 60 days to submit requests. CT port facilities and operators fall into two PSG categories: Group II and Group IV. Group II ports (Bridgeport, New Haven, New London) are usually allocated an amount of funding upfront. The funding is provided to the state's designated fiduciary agent, the CT Dept of Emergency Management and Homeland Security (DEMHS). CT port facilities and marine operators not within a Group II port catch basin have to compete for a different pool of money on a national basis. CT's Group II ports have been allocated \$4.5M in FY 2008, \$4.5M in FY 2009 and \$2.25M in FY 2010. It is anticipated that another \$2.25M will be provided in FY 2011. PSG applications are evaluated against the CONOP Plan and the PRMP as a means of prioritizing the requests. Requests are entertained from entities in each port's Marine Group (MG) as well as entities outside of a Group II port that serve in a Maritime Support Network (MSN). Using the All Hazard/All Risk approach allows issues other than those associated with terrorism to be addressed using a PSG. Chuck Beck advised that as member of the PSG application review team, he has observed the CG and DEMS representatives work closely with the applicants to spread the funding around.

Captain Graham stated that the unique nature of New London being a National Security Port due to the USB Sub Base has been addressed in the New London CONOP Letter of Promulgation. Basically, federal facilities are not eligible for PSGs. They can benefit indirectly from security systems created by other MG and MSN facilities and operators. Captain Graham advised that there is a USN "Port Folder" meeting scheduled for January 25, 2011 at the Nautilus Museum in Groton. A Port Folder is a survey of the bottom of the channel and harbor to chart anomalies and make it easier to detect newly established anomalies such as a mine or an underwater IED. The last Port Folder was created in 2008. The folder includes how local non-DOD assets can and will respond to an emergency. Captain Graham concluded his remarks by notifying all that CG Station New London had a new Commanding Officer, LT Todd Hartfiel.

V New Business:

A. Annual Report – See discussion in Section III above.

B. NY Ballast Water Regulations – Joe Maco lead a discussion on regulations recently passed by the State of NY concerning the treatment of ballast water. The regulation is primarily aimed at curtailing the introduction of invasive species into the Great Lakes system via the discharging of ballast water of vessel entering the St Lawrence Seaway into NY waters. A possibly unintended consequence is that the regulations also apply to vessel entering Long Island Sound and the Port of NY and NJ. The NY regulations which apply to all commercial ships and recreational vessels over 79 feet even just transiting NY waters are stricter than those adopted by the International Maritime Organization (IMO) or the U.S. EPA. The regulation was created under the Vessel General Permit authority of the Federal Clean Water Act which allows states to add to the baseline federal standard. NY's special conditions that take effect in 2012 will be 100 times stricter than the EPA standards. In 2013 the standard becomes 1,000 times stricter. At issue is the potential economic impact to CT ports. However, there is no existing technology available at this time that would allow a vessel to meet the NY standards. Shipping could divert to other ports as opposed to taking steps to comply with the NY regulation. The present practice of international vessel is to discharge water from foreign ports at sea and ballast with Atlantic Ocean water. However, the NY regulation does not recognize the practice as a means of meeting the new standards. The discussion ended with an agreement that the CTMC would monitor the situation. Additionally, the CTMC staff will contact Port of NY and NJ officials to determine actions they intend to take relative to the regulation and report out at the February meeting.

C. Port Security Grant Update – See discussion in IV F

VI Executive Session – none held

VII Date of Next Meeting: It was announced that the next meeting of the CTMC would be held at **0930 Wednesday February 16, 2011 at the Fort Trumbull Conference Center in New London, CT.**

VII Adjournment: - A motion to adjourn was made by Commissioner Johnson, seconded by George Wisker and approved by a unanimous vote. The meeting adjourned at 10:47 AM.