

CONNECTICUT MARITIME COMMISSION (CTMC)
SUMMARY REPORT OF MEETING (Mtg. #12-13)
December 18, 2013

Location of Meeting: ConnDOT HQ Building
2800 Berlin Turnpike
Newington, CT.

Attendance:

Commissioners

Present

John Johnson
Jim Redeker
Catherine Smith
Dan Esty
Bob Ross
Dave LeVasseur (for OPM Secretary)
Tom Dubno
Parker Wise

Absent

Michael Griffin
Stan Mickus
Larry Miller
Joe Riccio
David Shuda

Guests

| | | | | |
|-----------------|----------------|---------------------|---------------------|----------------|
| Chuck Beck | David Blatt | Chantal Collier | Ned Farman | Jeff Flumignan |
| Nathan Frohling | Scot Graham | Patrick Kennedy Sr. | Patrick Kennedy Jr. | Martha Klimas |
| Nick Napoli | Ed O'Donnell | Brent Pounds | Joe Salvatore | Joel Severance |
| Alan Stevens | Brian Thompson | Grant Westerson | George Wisker | |

I. Call to Order:

The Vice Chairman John Johnson called the meeting to order at 0940. A quorum was present. The Vice Chairman welcomed the State Agency Commissioners Esty, Redeker and Smith to the CTMC Annual meeting and thanked them for attending. He then asked for all present to introduce themselves starting with the Commissioners.

II. Review of Meeting Minutes:

The summary report of the November 20, 2013 meeting was reviewed. A motion to approve the summary report was made by Commissioner Smith and seconded by Commissioner Dubno. The motion passed by unanimous voice vote.

III Discussion Open to Public:

Martha Klimas provided a report on the recently held North Atlantic Ports Association meeting held in Alexandria, VA. Three main topics of interest to the CTMC were discussed at the NAPA meeting:

(1) MARAD reported that Long Island Sound had been designated as M-295 as part of the Maritime Highway.

(2) The New England Short Sea Shipping initiative was underway. The Maine Port Authority received a grant from MARAD to establish a pilot program after a formal solicitation and bid process. McAllister Towing was hired as a consultant and operator. The initial NESSS route will be from Maine to a New York/New Jersey location as not yet determined. McAllister, working with another consultant, has designed an articulated "notched" barge and tug. The tug and barge together will measure approximately 600 feet and have a 20 foot draft fully loaded. The barge is designed to handle 425 (+ or -) 40 foot containers, and/or up to 55 reefers. The barge will also have a space reserved for future LNG tanks to be used to fuel the tug. The tug, to be built and owned by McAllister, will have three (03), 3,000 hp engines. Right now they are waiting for a building slot for an expected 18-24 month construction period for the barge believed to be at the Senesco Shipyard in RI. McAllister is negotiating stevedoring fees at both ends of the route and expects to have secured multiple ports by the time barge/tug construction is complete. Maine Port Authority and others are also working on securing users for the service. Reportedly Nestle Waters (i.e. Poland Springs) is already onboard.

(3) There was a "chicken and egg" discussion about LNG and other gases as fuel for ships. Ships are converting to LNG as a cleaner fuel alternative but LNG bunkering sites are limited. The discussion centered on whether establishing more LNG fueling stations would drive the number of ships to convert to the cleaner LNG fuel or would an increase in fuel conversions drive the establishment of more LNG fueling stations. LNG Terminals such as Everett, MA in Boston harbor has been in existence for years with a safe operating record. The thought expressed at the NAPA meeting was that the focus should be on constructing LNG marine fueling terminals. Scot Graham added that LNG storage facilities could have public safety and homeland security issues. A connection between short sea shipping and the movement/use of LNG is being explored.

In response to a question from the Vice Chairman, Martha provided an update on the status of the shipyard property owned by the BPA and formerly leased by Derecktor. The travel lift has been sold. It is believed that the dry dock has been sold but the deal is not yet complete. Most of the buildings have been vacated. The 2 ships stuck on the property as a result of Derecktor activities remain on site. Goodison, a temporary lessee, could not come to a long term agreement with the City so has departed. Most of the property is clean though Derecktor did leave some hazardous materials that will need to be properly disposed.

Commissioner Ross reported that the Charles W. Morgan will visit New London at City Pier from May 7 to June 14 2014 to ballast as part of the conclusion of the historic vessel's major retrofit. There is potential for having the country's oldest commercial sailing vessel moored across from the USCGC Barque EAGLE at City Pier. Plans call for the Charles W. Morgan to visit New Bedford, Newport and Boston during the 2014 summer. It is anticipated that the Charles W. Morgan will moor across from the country's oldest commissioned naval vessel in Boston, the USS CONSTITUTION.

IV Old Business:

Dredging Update – Joe Salvatore reported on three ongoing Federal dredging projects: Norwalk, New Haven and Wethersfield Cove. The Norwalk FNP maintenance dredging project that removed approximately 150K cubic yards of material has been completed. The material was relocated to the CLIS disposal area. The dredge company (Cashman) used a new dredger with a 70 cubic yard bucket but encountered some mechanical delays. Since Cashman is also the contractor being used in New Haven, the delay in Norwalk has delayed the start of the New Haven FNP maintenance dredging project. The quantity of material to be removed from New Haven harbor has increased from the original estimate of 810K cubic yards to 950K. The New Haven material will be relocated to the CLIS disposal area and used as capping material for the Norwalk material as well as material from approximately 24 other privately funded dredging projects that needed cap. There was some additional discussion about a 30 day extension of the window to complete the New Haven project driven by the delay in the start. George Wisker stated that the delay should not pose any problems. He added that the inner harbor material had to be removed by the end of January 2014 but the outer harbor material had until the end of May to be removed. The third project is Wethersfield Cove which has gone out to bid for work to be performed this winter. The Wethersfield Cove material will be used to re-nourish the north side of Gildersleeve Island in the CT River. Salvatore reported that current plans call for the maintenance dredging of the Mystic River FNP (\$5.5M state funded) and possible an auxiliary channel, Guilford Town Marina, the Mianus River and completion of the Housatonic River. The estimated 500K cubic yards of Housatonic River material will be relocated to re-nourish the Hammonasset State Park Beach.

Joe Salvatore advised that seven monitors associated with the ELIS SEIS have been redeployed by UConn Avery Point for the winter months to collect seasonal data. Commissioner Ross recommended that the ELIS SEIS work by UConn Avery Point needs to be showcased. All agreed and that the February-March 2014 timeframe would be most appropriate. In response to a question, Commissioner Esty discussed the verbal response he received from Colonel Samaris of the New England District of the Army Corps of Engineers concerning completion of the LIS DMMP before the deadline. Delays were attributed to the Federal sequester and other Federal partners not stepping up as promised. Commissioner Esty thought that

perhaps EPA should be engaged pressing upon all to keep the LIS DMMP process going to completion. The idea of a "three Commissioners' Letter" (DOT, DEEP and DECD) was discussed. The letter would review the promises made and focus on the negative effects on transportation, the environment and economic development should the LIS DMMP not be completed. Commissioner Esty mentioned that the work done by CT agencies, the state funding provided for the ELIS SEIS and the use of UConn Avery Point at a significant cost savings would all be good examples of the state filling the void left by the Federal government. There was discussion about engaging the CT CODEL to assist in resolving the LIS DMMP completion delay. Joe Salvatore noted that the pace of work on the LIS DMMP has slightly improved since Commissioner Esty's 10/24/2013 letter to Colonel Samaris. It was agreed that DEEP and DOT would draft the aforementioned letter.

Brian Thompson mentioned elements of the Federal government are looking for large deposits of sand to be used to re-nourish beaches eroded by storms like Sandy. Brian asked that anybody that might have any information on potential sand deposits or sand mining projects to please contact him.

LIS HSC/AMSC Update – On behalf of Captain Cubanski, CMDR CG Sector LIS, Scot Graham passed holiday greeting and wishes to the CTMC. He also thanked the CTMC for providing a representative to assist in the 5 year review of the LIS Area Maritime Security Plan (ASMP). Scot mentioned that despite a lack of any threat or actionable intelligence, the FBI and other federal and state homeland security/LE authorities have been distributing warnings to be increasingly vigilant during the holiday season. Scot noted that the process to follow when requesting ice breaking services from the CG in waterways has been widely distributed to the CTMC and interested parties. Lastly, Scot alerted all that there is a requirement to solicit for applications to the next round of Port Security Grants within 90 days of the recently announced Federal budget agreement becoming a reality. He advised that last year CT secured \$2.8M for 18 projects of the \$37M that was available last year.

Connecticut Port Authority – In response to a question from the Vice Chairman, Commissioner Smith provided an update on the status of the creation of a state port authority. Commissioner Smith stated that she expected legislation very similar if not the same as was introduced last year during the 2013 legislative session to be introduced during the 2014 session. She added that she hopes to hire a person soon to begin the coordination/implementation work that will be needed once the legislation passes. She and Commissioners Redeker and Esty are working with State Senator Maynard and other state legislators to move the process along. It is anticipated that the state port authority would be administratively attached to DECD but the legislation passed would dictate. Commissioner Smith indicated that she has spoken with representatives from other existing port authorities such as Maine and Massachusetts seeking advice and recommendations. Commissioner Wise recommended that the CTMC support for a state port authority be incorporated in the 2013 Annual Report. Commissioner Ross reminded all that the CTMC had already provided a letter to the Governor in support of a state port authority.

V New Business:

2013 Annual Report – Making reference to the draft contained in the meeting package, the Vice Chairman asked the Commissioners to review the draft CTMC 2013 Annual report and be prepared to act on its approval at the January 2014 meeting. Chuck Beck advised that he was already aware of two changes needed to the draft and solicited others. One of the changes needed is a correction to the statement that the P.O.R.T.S. bond (\$265,647) was approved by the December 2013 Bond Commission. In actuality, the P.O.R.T.S. bond request was removed from the December Bond Commission agenda. Commissioner Redeker stated that the P.O.R.T.S. bond request would be put forward by the DOT to the January 2014 Bond Commission.

Maritime Policy Review – Remarking how current the language was, the Vice Chairman asked the CTMC Commissioners to review the Maritime Policy Statement that had been drafted in 2005 and approved in February 2006. A copy was in the meeting package and also available on the CTMC web page which is part of the CTDOT web site. The Vice Chairman asked that

comments and/or recommended edits be emailed to Chuck Beck to be packaged and provided to the CTMC at the January 2014 CTMC meeting.

Ocean Planning Strategic Plan – Chuck Beck announced that immediately following the CTMC meeting, there would be a stakeholder meeting of the Ocean Planning/Northeast Regional Ocean Council (NROC). The follow-on meeting had been coordinated among the NROC staff (Nick Napoli), DEEP (Brian Thompson) and DOOT (Chuck Beck). Commissioner Esty asked and Brian Thompson provided a summary of what the Ocean Planning meeting would cover. Brian Thompson and DEEP Deputy Commissioner Whalen are CT's designees to the NROC. The Ocean Planning meeting is opportunity to provide input on the Northeast Regional Planning Body's (RPB) draft Goals, Objectives and Actions. Similar meetings will be held throughout New England to discuss the draft document that will guide the RPB's ocean planning activities and feed directly into a draft work plan that will be a focus of the January 22-23, 2014 RPB meeting. The Vice Chairman encouraged all in attendance at the CTMC meeting to stay and attend the Ocean Planning meeting. The Vice Chairman took the opportunity to congratulate Commissioners Esty, Redeker and Smith on the coordination among their agencies and respective staffs on maritime issues.

VI Executive Session: None called.

VII Date of Next Meeting: All were reminded that the next meeting of the CTMC (the Annual Meeting) would be held at **0930 on Wednesday January 15, 2014** at the **ConnDOT HQ Building in Newington, CT in Conference Room B.**

VIII Adjournment: - A motion to adjourn was made by Commissioner Ross, seconded by Commissioner Dubno and passed by unanimous voice vote. The meeting was adjourned at 10:26 AM.