

**CONNECTICUT MARITIME COMMISSION (CTMC)
SUMMARY REPORT OF MEETING (Mtg. #05-14)
May 21, 2014**

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

Attendance:

Commissioners

Present

Joe Riccio
Chuck Beck (for DOT Commissioner Redeker)
Stan Mickus
Bob Ross
Tim Sullivan (for DECD Commissioner Smith)
Grant Westerson
Parker Wise
George Wisker (for DEEP Commissioner)

Absent

Dave LeVasseur/OPM Secretary Barnes)
Tom Dubno
Mike Griffin
John Johnson
Larry Miller
Dave Shuda

Guests

Keith Crane	Ned Farman	Charlie Forsdick	Donald Frost	Martha Klimas
Meghan McGovern	Brent Pounds	Dave Rossiter	Joe Salvatore	Joel Severance
Bill Spicer				

I. Call to Order:

Chairman Joe Riccio called the meeting to order at 0938. A quorum of eight was present. The Chairman asked for all present to introduce themselves starting with the Commissioners. He reminded the guests to sign in if they wanted their presence noted. The Chairman congratulated Grant Westerson as a newly appointed CTMC Commissioner.

II. Review of Meeting Minutes:

The summary report of the March 19, 2014 meeting was reviewed. A motion to approve the summary report was made by George Wisker, seconded by Tim Sullivan and passed by unanimous voice vote.

III Discussion Open to Public Charlie Forsdick, the Wethersfield Harbor Master, thanked the DOT, DEEP, CT Bond Commission and the Army Corps of Engineers for the assistance provided in getting Wethersfield Cove dredged last winter. LCDR Pounds reminded all about two upcoming combined CG, NOAA and ACOE informational meetings on electronic navigation tools for the 21st Century Waterways. One session will be held in the Volpe Center in Cambridge MA between 1000-1200 on June 3, 2014. A second session will be held in the NYC Custom House between 1000-1200 on June 10, 2014. All were reminded of a previous e-mail distribution about the meetings. Chuck Beck was asked to forward the listening sessions information again.

IV Old Business:

Dredging Update –Joe Salvatore reported that the New Haven and the previously mentioned Wethersfield Cove dredging projects had been completed. Projects being scheduled for next season (winter of 2014-15) will be the Mystic River FNP (approximately 250K cu yds) and Guilford Harbor Marina infrastructure and dredging project. A Mystic River Auxiliary Channel dredging project (less than 25K cu yds) could be combined with the Mystic River FNP project if the Mystic HMC gets the permit approved. NYDOS has already submitted an objection to the Mystic River FNP project due to the plan to use the New London Disposal Site. It is expected that the NYDOS will use the full 180 days to submit an objection to the Mystic River Auxiliary Channel disposal plan which could/would bump the project outside of the 2014-15 dredging season. The

ACOE completed a dredging of Guilford Harbor channel last year using Sandy relief funds. The follow-on project will clear the area adjacent to the Town Marina as well as replace the end piles at the marina dock. Joe reported that the LIS DMMP is moving along. He also stated that the ELIS SEIS is proceeding but is behind schedule a bit. Joe reported that the CT FY 2015 budget adjustment had increased the capital funds for port infrastructure projects from an initial \$5M to a total of \$25M. In response to a question from Joel Severance about the dredging of the CT River, Chuck Beck and Joe Salvatore reminded all that justification to dredge the CT River above the I-95 bridge is in the hands of NRG as it has been for the past several years. There was some follow on discussion to clarify the difference between projects being pursued and the NRG request as a single user. Joe Salvatore stated that he and Chuck Beck had met with representatives from NRG again emphasizing the need for them to provide a justification. Nothing has been received. Joe Salvatore and Martha Klimas provided information related to the New Haven and Bridgeport breakwater projects. The ACOE solicited for and received bids ranging from \$7.5M to \$14M for the combined projects. The ACOE should be awarding the contract shortly. Bill Spicer commented that delays to CT dredging project caused by drown out NYDOS reviews should have penalties.

LIS AMSC/HSC Update – No CG members present, no report given.

Connecticut Port Authority – Legislative Update – Tim Sullivan provided a handout summary of HB 5289 that was unanimously passed by the State Senate at 11:56 PM on the last day of the legislative session. The State House of Representatives had previously passed the Bill by unanimous vote. The Bill passed was considerably different from the Bill initially put forward and awaits the Governor's signature. One of the major differences is the creation of a Port Authority Working Group (PAWG) charged with assisting DECD to develop an implementation plan to create the CT Port Authority (CPA). DECD is to convene the first meeting of the PAWG no later than 90 days from the signing of the Bill by the Governor. The elected leaders of the CT General Assembly and the Governor will appoint the majority of the PAWG members, the rest consisting of specific State Agency Commissioners (DECD and Treasury) or their designees. Tim advised that there were several areas of the legislation that were vague, perhaps on purpose to allow DECD and the working group flexibility in making specific implementation recommendations. One area is whether or not the CPA will have oversight of all CT ports or just the three deep draft ports. In response to a question from Charlie Forsdick, Tim stated relocating the Harbor Master Program from DOT to the CPA (or not) is another area to be determined as part of the implementation plan. There was a discussion about the future of the CTMC once the CPA becomes effective. Unlike the initial draft, the version of the CPA legislation passed by both chambers is not specific on the future of the CTMC but does state that the DECD with the assistance of the PAWG is to develop a plan to transition the functions of the CTMC to the CPA. Tim Sullivan pointed out that there are specific dates (03/01/2015) in the CPA legislation for submission of a report by DECD of the activities, findings and recommendations concerning the establishment of a CPA. He also indicated that Commissioner Smith would like to have the report by January 2015.

National Coast Guard Museum – In the absence of Vice Chairman Johnson, Commissioner Ross reported that a transfer of deed and a ground-breaking ceremony for the NCGM took place on May 2nd. The NCGM Association now has the task of raising approximately \$80M in private donations to build the museum. Senator Blumenthal among others is working on a change to current legislation that prohibits the use of public funds to build the NCGM. AMTRAK is involved due to the building of a pedestrian bridge over the tracks to the parking garage. The EIS associated with the bridge is expected to be completed in 2-3 weeks. There will be a Federal EIS required for the NCGM facility due to the use of federal funds.

V New Business:

The Chairman advised that the CTMC letter of support for the NECR TIGER 2014 Grant had been provided to NECR for the application package. A copy of the April 17, 2014 letter approved by the CTMC by electronic vote was in the meeting package.

CHARLES W. MORGAN – Update Again due to the absence of Vice Chairman Johnson, Commissioner Ross advised all on the recent movement of the CHARLES W. MORGAN from Mystic to New London. He provided additional information on the rest of the MORGAN's 38th sailing adventure this summer. Port of calls will include New Bedford and Boston. While in Boston the MORGAN is expected to moor across from the USS CONSTITUTION and the USCGC EAGLE. Commissioner Ross reminded all of the upcoming annual Harvard-Yale Regatta on the Thames River to be held June 11, 2014, America's oldest collegiate athletic competition. He also advised all about tomorrow, Thursday May 22 being National Maritime Day. An annual celebration of National Maritime Day will be held at the 1200 adjacent to the Merchant Marine Monument near Fort Trumbull in New London.

LNG Developments – Keith Crane from GDF Suez provided a Power Point overview of LNG storage, use and related issues. The presentation included background on the U.S. transitioning from an LNG importer to supplier due to the shale fields and the differential in market price in the U.S vs Asia driven by demands for energy. New England relies upon LNG for clean energy, particularly for electrical power production, industrial use and home heating. Merchant fleets wanting to make port calls to the U.S. markets are converting to LNG powered vessel to meet the new North America Environmental Control Area (NAECA) standards of less than 0.10% ppm sulfur content by 2015. The standard applies for any vessel operating within 200 miles of the U.S. LNG bunkering stations will be needed. Several former LNG receiving/storage facilities in the U.S. are in the process of converting to LNG storage/distribution facilities. His presentation concluded with the identification of issues that CT ports would need to think about before entering the LNG market, fueling stations, etc. LNG production, storage and handling facilities must comply with NFPA 59A. For instance, storage facilities holding up to 280,000 gallons (1060 cubic meters) of LNG must have a minimum of a 100 foot standoff plus redundant containment safeguards. A moderately sized merchant cargo vessel would require 350-400 gallons of LNG. Follow-on discussion included Jones Act trade vessels, Trans-Atlantic trade vessel, the physical space required on a vessel or tug to accommodate use of LNG and single vs full containment storage tanks.

VI Executive Session – none held.

VII Date of Next Meeting: All were reminded that the next meeting of the CTMC would be at ConnDOT HQ on **Wednesday June 18, 2014.**

VIII Adjournment: - A motion to adjourn was made by George Wisker, seconded by Commissioner Wise and passed by unanimous voice vote. The meeting adjourned at 10:54 AM