

**CONNECTICUT MARITIME COMMISSION (CTMC)
REPORT OF INFORMATIONAL MEETING (Mtg. #06-12)
June 20, 2012**

Location of Meeting: Fort Trumbull Conference Center
90 Walbach Street
New London, CT

Attendance:

Commissioners

Present

Chuck Beck (for DOT Commissioner)
Tom Dubno
Michael Griffin
Dave LeVasseur
Stan Mickus
Joe Riccio
Bob Ross
Parker Wise
George Wisker (for DEP Commissioner)

Absent

Commissioner Smith/Ronald Angelo
John Johnson
Larry Miller
David Shuda

Guests

CDR Amy Beach Ned Farman Jack Hopley Patrick Kennedy Martha Klimas
Craig Martin Dave Rossiter Greg Roth Joe Salvatore Judi Sheffele
Joel Severance Bill Spicer Brian Thompson CAPT Joe Vojvodich Grant Westerson

I. Call to Order:

The Chairman Joe Riccio called the meeting to order at 0931. Commissioners/designees present introduced themselves followed by introductions of the audience. The Chairman recognized Stan Mickus as a newly appointed Commissioner. Commissioner Mickus was recently appointed by the President Pro Tempore of the State Senate, Senator Donald Williams, as a replacement for Vincent Cashin who had resigned in February.

II. Review of Meeting Minutes:

With a quorum present, Dave LeVasseur moved that summary report of the May 16, 2012 meeting be approved. George Wisker provided a second and the motion was approved by a unanimous vote.

III Discussion Open to Public Martha Klimas reported that the City of Bridgeport and the Bridgeport Port Authority published an RFP soliciting parties interested in operating the commercial shipyard former operated by Derecktor. Five (05) submittals had been received and are in the process of being evaluated. Property/equipment owned by Derecktor still on site is being sold by Derecktor.

IV Old Business:

A. Dredging Update – Joe Salvatore provided an update that started with the Supplemental Environmental Impact Study (SEIS) for Eastern Long Island Sound. A consultant has been selected. The Scope of Work has been drafted. Contract negotiations will start soon. The LIS DMMP workgroup interviews have been completed by all of the CT participants. Responses from NY participants have been disappointing in number. The ACOE is following up with the NY interested parties by email emphasizing the importance of their participation.

A meeting was held on Wednesday 06/13/2012 to discuss the dredging needs of the Connecticut River. Participants included NRG, the New England District of the ACOE, CTDOT, CTDEEP and CTDECD. NRG has expressed a need to return the CT River to the authorized depth of 15 feet to accommodate delivery of fuel for their Middletown power plant. Several shoaled bars along the

transit have restricted the amount of product that can be carried in a barge and has made the transit of the tug unsafe. Joel Severance and Jack Hopley stated that the same issue had been raised by NRG approximately 5-6 years ago at a CTMC meeting but no action has been taken. A barge loaded to the 10 foot draft mark carries 20K barrels of product. It takes approximately 115 trucks to deliver the same amount of product and at a higher cost. The power plant burns 33K barrels per day during a maximum peak demand. The present alternative is to deliver product by barge to the Montville power plant, store the product in tanks and then ship the product to Middletown by truck as needed. Chuck Beck pointed out that the reason no action had been taken previously is that NRG was to have provided a cost benefit analysis as well as determine if there were other facilities that no longer use the CT River to deliver cargo due to the draft restrictions. Grant Westerson noted that there is a large recreational industry located along the CT River that could be affected by continued shoaling. Chuck Beck recommended that NRG coordinate with the CMTA (Westerson) and any other potential user on the CT River to generate the needed economic impact information necessary to justify dredging.

Commissioner Griffin returned the discussion to the LIS DMMP asking if the lack of response/participation on the part of the interested parties in NY might create a problem for CT. Joe Salvatore and George Wisker responded in the negative stating that the Federal process would continue. Bill Spicer agreed. In response to a question from Commissioner Dubno, Joe Salvatore stated that no LIS DMMP meetings are scheduled at this time. He further stated that the next coordination meeting would probably take place in the fall. In response to a question from the Chairman, Chuck Beck stated that there was not action need on the part of the CTMC.

B OPSAIL 2012 – In the absence of Vice Chairman Johnson, newly appointed Commissioner Stan Mickus provided an update on OPSAIL2012CT. He reported that 22 vessels consisting of a mix of two Class A vessels and a host of B and C tall ships as well as several USN and USCG vessels have committed to participate in the OPSAIL2012CT event being held over the weekend of July 6-9, 2012. The vessels will be moored at three main venues; Fort Trumbull, downtown New London and the State Pier. It is anticipated that 300K-500K people will come to New London over the weekend. The Governor plans to participate in the Parade of Sail on Saturday July 7 embarked in CGC EAGLE. Commissioner Mickus stated all of the participating vessels will be open to the public at no cost during specified hours of the day; generally 1200 to 1800 on Saturday and Sunday. There will be a fireworks display over the harbor on Saturday night. There will be a Captains' Ball at Ocean Beach on Sunday evening July 8. Tickets are available at a cost to the public. The Chairman announced that Vice Chairman Johnson had advised that the CTMC Commissioner would receive an invitation to attend a reception on CGC EAGLE on Saturday evening to observe the fireworks. Additional information about OPSAIL2012CT can be found at www.opsail2012ct.org.

C. Long Island Sound Area Maritime Security Council (LIS AMSC) Update – CDR Amy Beach provided information on a recently announced discount program to renew TWIC cards. Beginning in August 2012, TSA will offer eligible TWIC holders the opportunity to replace their expiring TWICs with a three-year extended expiration date (EED) TWIC for a reduced fee of \$60. U.S. Coast Guard considers the EED TWIC equivalent to a standard TWIC and will allow port and vessel operators to accept EED TWIC as they accept TWICs issued through the standard enrollment process. The EED TWIC option is an attempt to make the re-enrollment process more cost-effective for those individuals who are U.S. citizens or U.S. nationals and whose TWICs will expire on or before December 31, 2014. To obtain an EED TWIC, eligible individuals will need to call the TWIC Help Desk at 1-866-347-8942 and make one trip to an enrollment center of their choosing to pick-up and activate the card. The expiration date on the EED TWIC will be three years from the expiration date of the previous TWIC.

D. Long Island Sound Harbor Safety Committee (LIS HSC) Update – CDR Amy Beach stated that Sector Long Island Sound hasn't really had a very robust Harbor Safety Committee over the last several years. Her observations of CTMC meetings as led her to believe that the make-up of the CTMC and issues discussed are in keeping with the intent of HSC's and was

asked if the CTMC would be willing to serve as SCG Sector Long Island Sound's Harbor Safety Committee. It would not under most situations entail any extra work on the part of the CTMC. Routine HSC issues would be part of the CTMC agenda as presently occurs. Captain Vojvodich, Commander CG Sector LIS, stated that urgent issues could be dealt with via the CTMC bang email distribution system. After some additional discussion, Commissioner Mike Griffin moved that the CTMC take on the role of the CG Sector LIS HSC. Commissioner Tom Dubno seconded the motion. There was some additional discussion about to whom the HSC would report (CG Sector LIS) and the type of "urgent issues that might have to be handled via email (mostly weather related). The CTMC voted unanimously to approve the motion.

E. Study of a Strategy for the Economic Development of CT's Ports – Commissioner Ross provided an update on the status of the Port Study. He stated that a draft study had been presented to the OPM Secretary and three State Agency Commissioners (DECD, DEEP, DOT). The draft study has been returned to the consultant to be finalized asking for specified supporting documentation to be provided/included.

V New Business:

A. Letters to Appointing Authorities – The Chairman reminded all that he had been authorized at the last meeting to send letters to specific appointing authorities (the Governor and Senator Williams) asking them to replace the current appointee due either a vacancy or failure to attend meetings. Drafts of the letters were included in the meeting package but the actual letters were signed and sent on June 1, 2012. The Chairman also stated that he had not sent a letter of the DECD Commissioner but instead had called her designee and discussed the issue.

B. American Association of Port Authorities Workshop –

C. North Atlantic Port Association Meeting –
Martha Klimas (Bridgeport Port Authority) and Judy Sheffle (New Haven Port Authority) provided a summary of the issues discussed at the AAPA Workshop and the NAPA meeting consecutively held in New Bedford, MA 5-8 June, 2012. She reported that the focus of the discussion at the AAPA Workshop was on infrastructure, particularly maritime properties being lost to non-maritime uses. (More information on the AAPA meeting can be found at the following: <http://www.aapa-ports.org/Programs/PastDetail.cfm?itemnumber=18542>)

One of the main drivers for such moves is a declining tax base. Lack of preventive maintenance to the maritime infrastructure was also cited. There was also a discussion on Realize America's Maritime Promise (RAMP). A Bill has been introduced in Congress (HR 104 <http://www.govtrack.us/congress/bills/112/hr104>) that would require Congress and the Administration to release all of the funds collected as part of the Harbor Maintenance Trust Fund (HMTF) for the intended purpose; maintenance of the harbors such as dredging. Approximately \$1.4B is collected each year but only about half is released for harbor maintenance projects with the remainder being diverted to fund other non-maritime programs. Michael Masserman, Executive Director for Export Policy, Promotion & Strategy, Int'l Trade Admin., U.S. Dept. of Commerce, was guest speaker at the AAPA meeting. During Mr. Masserman's presentation, there was a discussion about the Administration's initiative to increase exports and how ports can play a role. Several attendees noted to Mr. Masserman that the U.S. maritime infrastructure requires immediate maintenance because many facilities are at the critical level where no commerce will be able to go in or out, if maintenance is not performed. The attendees asked Mr. Masserman to take back a message to the Administration; the Harbor Maintenance funds need to be released for the purpose they were intended, and that if ACOE was funded just one full year's worth of receipts, that would go a long way in taking care of all the maintenance needs. (Mr. Masserman's presentation can be found at <http://aapa.files.cms-plus.com/SeminarPresentations/2012Seminars/12MEDC/Masserman.pdf>)

Judy Sheffle stated that all of the CT Congressional delegation had signed onto the RAMP legislation as co-sponsors. She also stated that Lauren Brand (MARAD) had presented information on MARAD's Marine Highway initiative (which can be found at

<http://aapa.files.cms-plus.com/SeminarPresentations/2012Seminars/12MEDC/Brand.pdf>).

The initiative has had some setbacks of late, such as the demise of American Feeder Line (AFL) who attempted a short sea service from Halifax to Portland, ME and Boston, MA. Canada has also experienced problems generating interest in short sea shipping services. MARAD is still positive on the Marine Highway concept and will be putting out a call for new projects. Two Marine Highway routes that have shown promise are the M-95 and Mississippi River routes. Ms. Sheiffele reported that there was a discussion on the need to establish a national freight policy. She also reported that Laura Brand indicated that MARAD will be requiring ports to have a master plan in order to be eligible for future MARAD grants. Additionally the Federal Maritime Commission will be looking into the affect that the Harbor Maintenance Tax (HMT) is having on overseas cargo landing in Canadian ports vs. US ports. Ms. Sheiffele reported there was also a discussion on Ocean Spatial Planning at the NAPA meeting. Reportedly, RI and MA are leading the way in the New England region driven by wind farm developments. Brian Thompson stated that CT is participating in the Northeast Regional Ocean Council (NROC). The NROC is developing a regional management plan intended to de-conflict competing uses of the oceans and waterways. More information on the NROC can be found on its web site <http://collaborate.csc.noaa.gov/nroc/> . Grant Westerson stated that an NROC related survey of recreational boaters is just getting underway. The survey is intended to generate a database that will show how the recreational boaters use the water sheet much as the CG's LIS PAWSA conducted several years ago did for commercial vessels.

VI Executive Session – none held

VII Date of Next Meeting: Prior to adjourning, the Chairman announced that the next meeting of the CTMC would be held at the office of **CG Sector Long Island Sound located at 120 Woodward Ave in New Haven CT at 0930 on Wednesday July 18, 2012.**

VII Adjournment: -. A motion to adjourn was made by Commissioner Dubno, seconded by Dave LeVasseur and passed by unanimous vote. The meeting ended at 10:29 AM.