

**CONNECTICUT MARITIME COMMISSION (CTMC)
SUMMARY REPORT OF MEETING (Mtg. #09-12)
September 19, 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
John Johnson
Dave LeVasseur (for OPM Secretary)
Stan Mickus
Larry Miller
Bob Ross

Absent

Ronald Angelo (for DECD Commissioner)
Joe Riccio
David Shuda
Parker Wise
George Wisker (for DEP Commissioner)

Guests

CDR Beach	David Blatt	Ned Farman	Don Frost	Scot Graham	Jack Karalius
Ron Klempner	Martha Klimas	Nick Napoli	Greg Roth	Dave Rossiter	Joe Salvatore
Joel Severance	Brian Thompson		Grant Westerson		

I. Call to Order:

Due to the absence of the Chairman, the Vice Chairman called the meeting to order at 0936. A quorum was present with 3 late arrivals at 0946. Commissioners/designees present introduced themselves followed by introductions of the audience.

II. Review of Meeting Minutes:

Once the quorum was present, the summary report of the July 18, 2012 meeting was reviewed. A motion to approve the summary report was made by Dave LeVasseur seconded by Commissioner Ross and passed by unanimous vote.

III Discussion Open to Public

Joel Severance provided an update on efforts to gather data from commercial interests to support the maintenance dredging of the CT River. He has been working with NRG, Essex, Old Saybrook and various marinas along the River. He noted that North Cove in Old Saybrook is a harbor of refuge but unless the CT River is dredged, access could be problematic. Grant Westerson acknowledged Joel's efforts and apologized for being late in getting the recreational boat data to him. He also encouraged others to respond to the CG Sector LIS waterways management survey seeking information from users of the CT River. The Vice Chairman asked Joe Salvatore if he had any idea of the quantity of material that ended to be removed from the CT River Channel. Joe Salvatore responded that the quantity had not yet been determined but that the dredging needed was focused on 5 bars along the length of the navigable part of the CT River (Old Saybrook to Hartford). Joe also stated that it is believed that the quality of the material is reasonably good but needs to be tested.

Scot Graham distributed 3 handouts and addressed each one. One handout was a snapshot summary of the Port Security Grant (PSG) program over the past several years. The summary showed that CT facilities had fared pretty well. Another handout was a copy of Congressional testimony given Bethann Rooney of the PANYNY on behalf of the AAPA. The testimony focused on the 10th Anniversary of the MTSA. The third handout was on the National Suspicious Activity Reporting Initiative. Scot also reminded all of the email previously provided to the CTMC on the TWIC card renewal program being offered at a discount for a short period of time.

IV Old Business:

A. Dredging Update – Joe Salvatore advised that the Army Corps of Engineers had closed the comment period on the LIS DMMP Work Group product. A meeting in Bridgeport will be scheduled in October 2012. It is expected that a draft LIS DMMP will be available in 2013. Joe Salvatore announced that the CTDOT had successfully completed 3 MOAs with and transferred state funds to the New England District of the ACOE for the Patchogue River, Clinton Harbor and Housatonic River dredging projects. It is expected that the dredging projects will be executed this winter. In response to a question on the quantities involved, Jack Karalius stated that Patchogue was approximately 36K cu yds, Clinton 45K cu yds and Housatonic 50K cu yds. The Patchogue and Clinton projects have gone out for bid. The ACOE Dredge Vessel CURRITUCK will be doing the work in the Housatonic. The Patchogue material will go to the CLIS disposal site. The Clinton material will be used to nourish Hammonasset State Park Beach. The Housatonic material will be located near shore off of a beach in Stratford.

Joe Salvatore updated all on the status of the Eastern Long Island Sound (ELIS) Supplemental Environmental Impact Study (SEIS) project. He stated that a change had been made in the lead of the project. It was discovered that CTDOT could deal directly with UCONN Avery Point. The change should reduce both the cost and completion timeline.

Lastly Joe Salvatore stated that using a state grant, Old Lyme had solicited an RFP for engineering services for two dredging projects; Black Hall River and Four Mile River. Responses are due October 1, 2012. Ned Farman added that the dredging project is on the Old Lyme web site. The project has three Phases; I, II and III. The RFP for engineering services is only for Phase I work. In response to a question from Commissioner Griffin, Joe stated that the ACOE would document any non-responses to the LIS DMMP Work Group survey and move the project along. A lack of participation would not result in being eliminated from the process. In response to a question from Martha Klimas about the status of the Bridgeport break wall project, Jack Karalius stated that he would check and get back to her.

B. Long Island Sound Area Maritime Security Council (LIS AMSC) Update – Scot Graham stated that he had covered everything during his Public Comment remarks.

C. Long Island Sound Harbor Safety Committee (LIS HSC) Update – CDR Amy Beach provided a summary on the Notice to Proposed Rule Making (NPRM) related to the Degaussing Range work in the Thames River. The NPRM issued by CG Sector LIS covers a proposed Regulated Navigation Area (RNA) in the Thames River main channel just southeast of the Fort Trumbull piers during the degaussing range cable replacement project. It is anticipated that the project will start on November 1, 2012 and last 4-6 months. It is possible though not anticipated that the channel could be temporarily closed for short periods of time. Work platforms adjacent to the channel and divers in the water will require speed restrictions. The CG and contractor will work with the ferry services and the USN to coordinate passage. Non-regularly scheduled U.S. flag vessels will need to report into CG Sector LIS 24 hours in advance. The NPRM public comment period ends October 5, 2012. <http://www.gpo.gov/fdsys/pkg/FR-2012-09-05/pdf/2012-21760.pdf>

D. Study of a Strategy of the Economic Development of CT's Ports (Port Study) – Commissioner Ross stated that the Port Study is done. Delays in releasing the Study are the result of reviews by and requested revision from the state agencies involved in oversight of the Port Study. He stated that the Port Study should be made public soon.

V New Business:

A. M-95 Correspondence – Chuck Beck summarized the actions taken by the CTMC in July relative to providing a letter of support to the CTDOT letter to MARAD requesting that the description of the M-95 Corridor of the Marine Highway be changed to include Long Island Sound and the CT ports. A follow-on action is to get the ferry routes between CT and the north shore of

Long Island designated as Marine Crossings. A draft letter of request from the CTDOT as well as a draft letter of support from the CTMC was included in the meeting package for review and consideration. Dave LeVasseur made a motion to approve and send the draft CTMC letter. Commissioner Griffin provided a second. The motion passed unanimously.

B. Northeast Regional Ocean Council (NROC) – Mike Napoli from NROC provided information on the formation and mission of the NROC. NROC was formed in 2005 and includes the Northeast States and some Federal agencies. CTDEEP staff members (Dave Blatt and Brian Thompson) serve as CT's representatives. Two of the New England states leading the effort are MA and RI. The NROC work is part of a nationwide effort. Presently a recreational boat survey by SeaPlan is ongoing with an expected completion date of Oct 2012. The survey should provide data on the economic impact of the recreational boating industry on the use of the water sheet. In response to a question, Nick stated that NROC already had the study commissioned by the CMC a couple of years ago and will work to ground truth all data during 2013. Commercial maritime needs are being collected from charts, user information, pilot boarding areas and CG AIS data as well as the CG Atlantic Coast PARS work. Questions were asked and answered on such things as: funding source (private and federal), the NROC Charter (posted on the web site), ownership of the data collected (public), and what the deliverable is intended to be (better baseline of information and data management). It was stated that the National Ocean Policy is a federal initiative that has engaged the states for input through regional councils. More information on NROC can be found at <http://collaborate.csc.noaa.gov/nroc/default.aspx>

C. Short Sea Shipping Presentation – Mr. Ron Klempler provided a presentation on Jersey Harborside Transport's plan to establish a feeder barge short sea shipping service along the Northeast I-95 corridor from Perth Amboy to New England; initially to Davisville, RI and then to New Haven, CT. The conceptual design of the vessel would accommodate a RoRo operation. The service would deliver containers from regional distribution centers located in PA and NJ and to New England ports thus, bypassing I-95 highway congestion. A key planning factor is a regular, reliable schedule. It is believed that the actual travel time for containers moved by barge would be ½ to 1 day longer than by truck if a truck did not have to stop due to the driver's limited hours of operation and delays caused by traffic. It was estimated that 200-300 truck trips between NY and New Haven could be saved each day. Mr. Klempler stated that a potential impediment to his plan is the Harbor Maintenance Tax (HMT) placed on the value of goods shipped by sea. A truck pays a highway tax unrelated to the value of the mixed cargo within a container. The HMT taxes the value of each bill of lading making the movement of a container of mixed goods an administrative nightmare. Mr. Klempler proposed two possible solutions to the HMT issue. One would be to exempt the HMT on all short sea shipping (U.S. port to U.S. port). Another solution would be to get Long Island Sound and its ports exempted from the HMT. The Chesapeake Bay, NY Harbor, New Bedford, MA and Davisville, RI are exempted from the HMT for various reasons. It was postured that LIS could be an extension of the NY Harbor exemption. In response to a question from the Vice Chairman about what if anything the CTMC could do, Mr. Klempler stated that a letter of support to his request for MARAD for the short sea shipping plan to be designated a Marine Highway Project would help. Another would be letters of support to the CT Congressional delegation to get Congress to include LIS as part of the NY Harbor exemption. In response to a question from Commissioner Dubno, Mr. Klempler stated that the similar presentation had made to the New Haven Port Authority had resulted in an endorsement from the NHPA for his project. He also restated that the site being looked at in New Haven is in the North Yard privately owned by Mr. Esposito. There was some additional discussion on the failure of the AFL project, why the focus on New Haven vs. the other two CT ports and the effect increased train traffic on Shoreline East might have on maritime operations above the bridges. Grant Westerson stated that he had asked CTDOT several times for the results of a recent traffic study but no response had been received. He thought maybe the CTMC could request assist with getting a copy of the study.

VI **Executive Session** – none held.

VII **Date of Next Meeting:** It was announced that the next meeting of the CTMC would be held at the **Fort Trumbull Conference Center 90 Walbach Street New London, CT** on **Wednesday October 17, 2012**

VIII Adjournment: - A motion to adjourn was made by Dave LeVasseur, seconded by Commissioner Dubno and passed by unanimous vote. The meeting ended at 11:02 AM.