

**SUMMARY OF THE PORT OF BALTIMORE
HARBOR SAFETY AND COORDINATION COMMITTEE MEETING
June 11, 2008, 10:00 AM
Maryland Pilots Association
3720 Dillon Street
Baltimore, Maryland**

Attendees:

Association of Maryland Pilots: Eric Nielsen, Joe Smith, John Hamill
General Physics Corporation (GP): Sarah Coffey
Maryland Department of Transportation (MDOT): Bill Appold
Maryland Natural Resources Police (MNRP): Sergeant David Robertson
Maryland Port Administration (MPA): Frank Hamons, John Vasina, Stephen Storms, Patricia Parker, Dave Bibo, Bill Lear
National Oceanic and Atmospheric Administration (NOAA): Mark Friese, Howard Danley, Darren Wright, Mike Szabados
U.S. Army Corps of Engineers, Baltimore District: Monte Franklin
U.S. Coast Guard, Fifth District: John Walters
U.S. Coast Guard, Sector Baltimore: Ron Houck

Action Items

Philadelphia District – USACE

P2 – Consideration of Arnold Point emergency anchorage/turning basin
P4 – Maintain C&D Canal proper to 35 + 1

Baltimore District – USACE

B1 – Cape Henry Channel – maintain 50 + 2 + 2 or better to accommodate ship motion from ocean swell
B2 – Coordinate with the Corps Norfolk District regarding removal of obstructions south of Rappahannock
B3 – Dredge upper reach of York Spit Channel to 50 + 1
B4 – Widen cut across #4 anchorage to accommodate deeper ships entering DMT West Channel
B5 – Cut east end of Brewerton Eastern Extension to accommodate a southerly turn from Baltimore.

USCG Fifth District /Sector Baltimore

C5 – Construct upper reach York Spit Channel range lights to be positioned below York River Channel
C6 – Evaluate traffic separation scheme at Smith Point
C9 – Recommendations for bridge protection from ship strikes

NOAA

N4 – Survey designated Baltimore Harbor locations

MPA/MDOT

M1 – Dredge northwest Harbor off Jones Falls to 25 + 1

Convene, Welcome, Introductions

- Mr. Hamons welcomed everyone and called the meeting to order. Attendees were asked to sign in on the attendance sheet and introduce themselves.

2.0 U.S. Coast Guard

- Mr. Houck stated that the Coast Guard Sector Baltimore participated in the Federal Energy Regulatory Commission (FERC) public meeting regarding the proposed AES Sparrows Point LNG facility. The Sector Baltimore was present at the meeting to answer questions regarding the Waterways Suitability Report. The report concluded that the Patapsco River is not currently suitable, but could be made suitable for LNG transits to Sparrows Point. The audience in attendance at the meeting was, by far, opposed to construction of an LNG facility at Sparrows Point.
- Mr. Houck reported that Sector Baltimore has been working with the Maryland Pilots and Harbor tug companies to develop a matrix of recommendations based on wind conditions, and development of a communications plan between the Pilots and the tugs. Once the package has been developed, the group will be seeking the endorsement of the package from the Harbor Safety and Coordination Committee (HSCC) members.
- Captain Nielsen explained that the matrix is being developed due to past incidents that have occurred. In tracking the few incidents that have occurred in the Harbor, it appears that more incidents occur when the wind is over 30 knots. As a result of discussions in the Tug Summit held in December 2007, it was determined that improved communications between the Pilots and tug captains could reduce the number of incidents that may occur. A matrix will be developed that will include different wind conditions for different types of ships, and what would be a recommended bollard- pull.
- Mr. Walters asked if there are any tractor tugs in the Port. Captain Nielsen explained that McAllister has two smaller tractor tugs (each with only one drive unit). Also, Moran has amor-trac tugs. These tugs are retrofitted existing tugs that are equipped with a bow thruster. Captain Nielsen noted that the Port has traditional single-screw tugs as well.
- Mr. Walters reiterated that the DOT has agreed that all non call-up and recreational vessel communications with the bridges have been shifted from VHF Channel 13 to VHF Channel 68. Mr. Walters asked for feedback from the Pilots to determine if the traffic on VHF Channel 13 has been reduced. Captain Smith explained that recreational boat traffic has decreased possibly due to the rise in gas prices, therefore it is difficult to determine if the recreational vessel communications have been shifted to VHF Channel 68. Captain Smith noted that he has not heard any communications being shifted to Channel 68. Captain Smith stated that he will provide additional updates as the recreational boating season progresses.
- Mr. Walters reported that, with regard to Action Item C-5, all buoys have been lit as of the end of the week of June 2, 2008. Buoys included Seagirt Marine Channel West (3 and 8), South Locust Point (3, 6, and 8) and Sparrows Point (SP). Mr. Walters noted that the Fort McHenry Channel 16 flash characteristic has been changed to quick red. All lighted buoys have been equipped with higher intensity LED optics, increasing intensity over that of the traditional incandescent lighting.

- Captain Smith discussed each of the new optics, and thanked the Coast Guard for the increased intensity of the buoy lighting. The newer optics have improved visibility. He has received positive feedback about the buoys from other ship pilots. Mr. Walters suggested that the Pilots submit a formal letter of appreciation or acknowledgement of the efforts to the Coast Guard.
- Mr. Walters reported the emergency optic of lower intensity remains in use at the Smith Point Light. Plans are in place to replace the Smith Point Light with a high-power LED optic. The Coast Guard is coordinating with the optic vendor, Vega, to resolve issues with changes in the optic technology.
- Mr. Walters stated that the Craighill Channel range rear light has a classical lens that functions as the range optic. The lens is in a deteriorated state, and requires replacement. The plan is to remove the classical lens and replace it with an RL-24, similar to the Brewerton Range Front. The Coast Guard is required to complete a consultation, as required by the National Historic Preservation Act. Captain Smith asked for the timeframe for the lens replacement. Mr. Walters stated that, once the replacement is initiated, it should be completed within one week.
- Mr. Walters reported that the Coast Guard has been advertising to permanently extinguish Sharps Island Light. Because no negative comments were received, the Coast Guard will proceed with plans to extinguish the Light. The Coast Guard is working with the GSA to turn the light over to anyone that wants it.
- Mr. Walters stated that the Coast Guard is continuing to confer with the Maryland and Virginia Pilots and soliciting input from other waterway users to determine modifications required for the traffic separation scheme at Smith Point.
- Mr. Walters reported that GPS interference testing will be conducted throughout the year near the Patuxent River. In addition, the Department of Defense (DOD) is soliciting comments for GPS interference testing emanating from the Naval Research Laboratory on the Upper Potomac River.
- Mr. Walters reported that a decision has been made by the Administration to retain Loran-C overlays on all charts, however the layers will be converted to enhanced-Loran (eLoran). Mr. Walters stated that the Administration's 2009 Federal budget request places budget authority for the Loran program with the Department of Homeland Security's National Protection and Programs Directorate. It is expected that this funding will be transferred back to the Coast Guard to continue daily operation of the system as the transition to eLoran continues.
- Mr. Walters stated that the lighted ice buoys were deployed and operated rather well due to the use of new LED technology. Only a few failures were reported due to battery malfunction.
- Mr. Walters asked if anyone had any additional issues or concerns with the proposed offshore anchorage. The proposed anchorage would be located east of and adjacent to the Chesapeake Bay Southern Approach traffic lanes. Captain Smith stated that the Pilots previously discussed the proposed location with Mr. Walters, and remain in support of the proposed anchorage location.
- Mr. Walters stated that on June 27, 2008, Lieutenant John Singletary will be relieved as the CO of the Coast Guard Cutter SLEDGE by CWO Paul Curtis.

- Captain Smith inquired about the status of the proposed test of AIS on buoys (possibly on the CR buoy) in a comparison with the RACON system. Mr. Houck stated that the issue may have been raised by Sector Baltimore, and that he would further investigate the issue. Captain Smith stated that, if the test is going to move forward, the Pilots would like to provide suggestions regarding the proposed buoy testing location.
- Captain Smith stated that the Pilots are pleased with all the new buoys in the Harbor and thanked the Coast Guard for their responsiveness to all requests submitted by the Pilots.
- Captain Smith requested an update on the sea lane off Cape Henry. Mr. Walters stated that no progress has been made on the sea lane since the last two HSCC meetings.
- Mr. Walters noted that right whales were observed in the entrance to the Chesapeake Bay during the first week of June 2008.
- Captain Smith questioned if there will be additional designated anchorages inside Cape Henry besides Lynhaven anchorage. Mr. Walters stated that he had discussed the issue with Capt. Bill Cofer and suggested that a letter be written to request designated anchorages. Captain Smith stated that he attended a meeting in the Virginia Pilots office with Coast Guard, Army Corps and Virginia Beach personnel to discuss shoaling of Lynhaven Channel. Pilot launches have been hitting bottom. The channel has since been dredged to a depth of 10+2 feet.
- Mr. Franklin stated that the Baltimore District released their Currituck dredge two weeks early to allow the dredge to assist in the operations in the Lynhaven Channel. Mr. Franklin noted that private tug and dredge industry has tried to take over the work of the Currituck but the Corps is opposed to their effort. Mr. Hamons agreed and stated that the issue has been very contentious for numerous years with disagreement between the Corps and the dredging contractors association over the Corps completing dredging projects with the Currituck.

3.0 Philadelphia District Corps of Engineers

- Mr. Hamons reported that Mr. Rooney was unable to attend the HSCC meeting. A handout regarding the Philadelphia District Corps project status update was provided to all meeting attendees.
- The contract for the Fiscal Year (FY) 2008-2009 maintenance dredging is scheduled for advertisement on August 5, 2008. The contract will dredge to a depth of 38+1 feet and includes Pooles Island North Range through the Lower Chesapeake Range, similar to the FY07-08 contract. Additionally, there will be an option to dredge the C&D Canal proper to a depth of 35+1 feet. Currently, the Canal proper has a limiting depth of 32 feet on the centerline.
- Mr. Hamons stated that the contract will include 250,000 cubic yards (cy) of dredged material. Mr. Hamons reiterated the limiting depth of 32 feet along the centerline, and noted that the 250,000 cy included in the contract will not address the limiting depth. Mr. Hamons explained that required emergency bridge work will require approximately \$3 million that will not be available for dredging projects.
- Cianbro Construction completed the physical repair work on the Chesapeake City Bridge during the winter of 2008. The contract was awarded for \$1.34 million for replacement of connection angles, bearing, and expansion joints on the main span.
- The contract for the FY07-08 Approach Roadway replacement for the Summit Bridge Phase

I for the southbound lanes for Route 896 was awarded to Daisy Construction Company. The Notice to Proceed was issued on October 18, 2007, for the Base Bid and Option 1 for an amount of approximately \$3.4 million. The construction is scheduled for completion in December 2008. The project currently has the Route 896 corridor limited to one lane in each direction over the Summit Bridge.

- Mr. Hamons reiterated the emergency bridge work that is required, but noted that the Corps budget is not large enough to address the emergency bridge work in addition to the dredging needs for the Canal proper. Mr. Hamons stressed the issue that the current depth of the Canal proper is less than the allowable draft of 35 feet.

4.0 Baltimore District Corps of Engineers

- Mr. Franklin stated the Great Lakes Dredge and Dock Company (\$16 million contract) began dredging the Harbor maintenance dredging areas in February 2008, and was completed in April 2008 at a cost of approximately \$18 million. A total of 1.7 million cubic yards (mcy) of dredged material was removed and placed at Poplar Island (PI) and Hart-Miller Island (HMI). Approximately 800,000 cy of material was removed from the Craighill Angle; a little over 400,000 cy was removed from the Brewerton Angle; and a little less than 500,000 cy of material was removed from the Fort McHenry Channel.
- Mr. Franklin reported that the surveys are underway to advertise the FY08/09 maintenance dredging contract. The budget for FY09 is expected to be approximately \$16 million, reduced from the \$19 million included in the FY08 budget.
- Mr. Franklin noted that the Corps is coordinating with the Pilots to determine the priority locations that should be included in the FY08/09 dredging contract. The highest priorities identified include the Craighill Entrance, Cutoff Angle, and Brewerton Extension. Other areas include Brewerton Channel, Dundalk East, Upper Range, and Tolchester. With the available funding, the contract will likely involve a base contract plus options. The base contract is expected to include the top three priority sites, and will address approximately 1.3 mcy of dredged material.
- Mr. Franklin stated that, later in FY08 (September and October), dredging operations will commence for the Virginia channels, with dredging being completed by the dredge *McFarland*. Upon receipt of final surveys, exact dredging locations will be identified. The dredging operations will focus on the Cape Henry Channel.
- Captain Smith reiterated the priority of maintenance dredging in the Brewerton Extension, noting that the area is experiencing shoaling across the channel. Mr. Franklin stated that the Brewerton Extension will be included in the base contract, and will require removal of approximately 810,000 cy of material. The dredging in the area could commence as early as September, but will be dependant upon when the contract is awarded.
- Mr. Bibo asked where the dredged material for the FY08/09 will be placed. Mr. Franklin stated that the material will first be placed at PI, with the remainder of the material to be placed at HMI. Mr. Franklin noted that the placement locations may be reevaluated in an effort to place as much material as possible at HMI before the site's mandated closure of December 31, 2009.
- Mr. Hamons questioned how much of the FY08/09 maintenance dredging contract will involve Construction General (CG) funds, and how much will be Operations and Maintenance (O&M) funds. Mr. Franklin stated that the contract will be roughly a 60/40

spilt between O&M funds and CG funds, with 60% being O&M funds. Mr. Hamons explained that PI is a beneficial use project and is considered under construction until the habitat is put into place. Therefore, dredging of material to be placed at PI must come from CG funds, whereas dredging of material to be placed at HMI must come from O&M funds. Mr. Franklin agreed, and noted that the CG program is being absorbed into the O&M program, and therefore the funds from both projects will be combined into one budget.

- Mr. Franklin stressed that projects in other Districts, such as the limiting depth in the C&D Canal, can affect other Districts, due to all dredging funding coming from the budget of the Regional Office. Mr. Hamons agreed, and stressed that limited funding for maintenance dredging is a nationwide issue, with other Ports experiencing similar problems. Mr. Hamons explained that some of the money within the Harbor Maintenance Trust Fund is currently being used to pay down the national debt. Currently legislation is being proposed at the Federal level in an attempt to dedicate the Harbor Maintenance Trust Fund entirely to maintenance dredging. Many issues remain with the proposed legislation due to the potential for some Ports not to receive as much funding as is paid in by importers.
- Mr. Franklin reiterated that the Corps is likely to complete dredging in the Virginia Channels with FY09 funds as well. With the funds available now, the Corps will attempt to have the dredge *McFarland* for more than 30 days to address issues in the Virginia Channels.
- Mr. Hamons questioned how much backlog exists for maintenance dredging for the Chesapeake Bay approach channels. Mr. Franklin estimated that, to dredge all channels to authorized depths, the amount of dredging required would be approximately 1 mcy. Mr. Hamons noted that, depending on where that 1 mcy of material is located, it could cost around \$18 million.
- Captain Smith requested that, after final surveys are completed for the Virginia Channels, that the Pilots meet with Mr. Franklin to discuss priority areas for maintenance dredging. Mr. Franklin agreed, and noted that the final surveys are expected to be received during the next several weeks.
- Captain Smith noted that the latest surveys are available on the Baltimore District's website. Captain Smith inquired as to the status of the York Spit survey, noting that it is no longer available on the website. Mr. Franklin stated that he was unaware that the survey was missing and that he would investigate the issue.
- Captain Smith noted that, during the March 2008 HSCC meeting, Mr. Rooney reported that the channel surveys for the Philadelphia District would be made available on the District's website. Captain Smith inquired if the charts are now available. Mr. Franklin stated that he was unaware if the Philadelphia District charts are currently available, and suggested that anyone interested could visit the website at www.nap.usace.army.mil and look for a link to the navigational charts.

5.0 NOAA/NOS

- Mr. Friese provided a handout detailing the surveys being completed in the approaches to the Chesapeake Bay. Mr. Friese pointed out that sheet "Q", was completed by the *Thomas Jefferson* on Friday, June 6, 2008. Mr. Friese displayed a digital terrain color graphic that depicts the preliminary sounding depths from the survey. The survey shows that Nautilus Shoal is migrating westward but has not yet encroached on the North Channel.

- Mr. Friese also provided a spreadsheet detailing the current inventory list of the completed NOAA surveys. The spreadsheet also provides an estimated date of when the latest survey data will be reflected on the charts.
- Mr. Friese noted that one additional area, (denoted as area “S” on the graphic) will likely be addressed during 2009. Currently the NOAA ships are preparing to travel to New York and New Jersey to complete surveys.
- Mr. Danley stated that, with regard to Action Item N2 (*Survey channel off Jones Falls*), the survey was completed in the early part of May 2008. Copies of the survey were provided to the Pilots. Several dangers to navigation were identified during the survey. Appropriate Notices to Mariners were distributed to identify the dangers.
- Mr. Danley noted that new survey charts and Notices to Mariners were distributed identifying the new areas dredged to 50 feet in the Seagirt Channel. Captain Smith expressed interest in meeting with Mr. Danley after the meeting to discuss necessary changes to the harbor chart.
- Mr. Danley stated that he would meet with the Pilots after the meeting to discuss the proposed location of the pilot exchange area on the Baltimore Harbor Chart off of Fort Carroll.
- Captain Smith thanked NOAA for the survey completed off of Jones Falls, and the information regarding the dangers to navigation. Captain Smith reiterated the concern of the current depth of Jones Falls, at 22 feet. Captain Smith stressed that it is critical that the area be dredged to a depth of at least 25 feet.
- Mr. Danley reported that NOAA is in the process of completing a cost-benefit study. The economists are interested in gathering a panel of experts for a meeting in Norfolk. The panel will be evaluating the economic benefits of Electronic Navigational Charts (ENCs), PORTS system, and rapid response efforts. If anyone has comments or would like to attend, the meeting will be held on June 25, 2008.
- Mr. Friese inquired if an e-mail information contact list for hurricane and heavy weather conditions has been developed. Mr. Danley stated that he would compile the list and distribute it to the committee members.
- Mr. Wright stated that the only outstanding PORTS issue involves the Francis Scott Key Bridge sensor. Vibrations on the Bridge moved the solar panels on the sensor, adversely affecting sensor readings. Mr. Wright stated that NOAA is coordinating with the maintenance personnel for the Bridge to have a crew available to assist in better securing the sensor. Mr. Wright expressed interest in meeting with the Pilots to discuss other potential suitable locations to relocate the Bridge sensor.
- Mr. Wright stated that NOAA is working with the Coast Guard to transmit PORTS data over the AIS. This fall, a test will be conducted in Tampa, Florida to test the capability of transmitting the PORTS data via the AIS. If the test goes well, additional tests will be conducted at other Port locations.
- Mr. Wright noted that NOAA has been working over the past several months to bring three PORTS systems operational in the Gulf of Mexico in Mobile Bay, Pascagoula, and Gulfport. As part of the installation at Gulfport, NOAA was challenged with installing the current meter on a smaller buoy. After completing research, a modified apparatus was developed to install onto smaller buoys, with the confidence that the current meter will continue to provide

good data. Mr. Szabados noted that the new apparatus gives greater flexibility in the future for placing a current meter at a location with a smaller buoy.

- Mr. Szabados stated that a wave rider is planned to be deployed at the mouth of the Chesapeake Bay on June 24, 2008. The data will be made available over the internet before it is fully integrated into PORTS. Mr. Szabados will provide access to the data after the apparatus is up and running. The new wave technology data is expected to be fully integrated into PORTS in the Fall 2008.
- Captain Smith asked for the location that the wave buoy will be placed. Mr. Wright stated that it will be located outside of the anchorage, between the eastern and southern approach to the Chesapeake Bay. The exact location position will be distributed to all committee members.
- Mr. Szabados stated that hurricane season began on June 1, 2008. An application called "Quick Look" will appear on NOAA's website during all hurricane events. The application will provide information as the current path of the hurricane, potential path, affected tide gauges, and water levels.

6.0 Maryland Department of Natural Resources

- Sergeant Robertson stated that he is attending the meeting on behalf of Colonel Johnson and Captain Baker of the MNRP.
- Sgt. Robertson reported that the MNRP has gotten approval to hire up to 30 new officers. The MNRP will likely hire 12 officers through lateral hires. Their academy would begin in September 2008, with an anticipated graduation in January 2009. Immediately following, an additional 15 officers (new class of officers) will be hired, and complete a full academy, with work starting by the end of 2010.
- Sgt. Robertson reported that the MNRP has purchased five Sea-Arcs equipped with state-of-the-art navigational equipment, have been deployed. The vessels are well suited for search and rescue missions, as well as enforcement tasks.
- Sgt. Robertson noted that Captain Smith previously expressed concern over recreational boaters entering into the shipping channels. Sgt. Robertson stated that anyone who attends boating safety courses is advised as to the dangers of ship traffic. Captain Smith stated that the Pilots have prepared pamphlets in the past that were distributed to local marinas and yacht clubs. It was also suggested that copies of the pamphlets be included in the mailings when fishing licenses are issued. Mr. Hauck also suggested putting the pamphlet information on the Pilots' website. A link could be included to that information on the Coast Guard and NOAA websites.
- Mr. Friese stated that the Coast Guard's First District recently put out a Coast Guard Advisory addressing dangers associated with recreational boaters coming into the main shipping channels. The advisory was well written, and may be useful in preparing an advisory for Chesapeake Bay boaters.
- Mr. Hauck reported that the C&D Canal Day will take place on Sunday, June 28, 2008. The festival takes place onshore with an increased boating activity in the area.

7.0 Maryland Department of Transportation

- Mr. Hamons stated that the Maryland Department of Transportation was invited to attend the meeting, but no response was received. The MPA will continue to contact the department to

invite a representative to attend future HSCC meetings.

8.0 Association of Maryland Pilots

- Captain Smith stated that should the LNG Terminal be constructed at Sparrows Point, we might want to revisit a pilot recommendation to cut the easterly end of the Extension to allow outbound traffic an easier turn south. This could facilitate traffic flow of a draft of 33’.
- Captain Nielsen stated that the AES indicated that the waterway can be made suitable. The operations plan will likely indicate that outbound traffic will have priority. Capt. Nielsen reiterated that, if dredging is completed off Swan Point to a depth of 35 feet, it would provide the Pilots with greater flexibility and reduce delays.
- Captain Smith reported that the Maryland Reef Committee proposed an artificial reef area near Hooper Island. In an attempt to accommodate existing tug traffic, the Pilots requested that the reef be constructed further to the east. The Reef Committee recognized the request and is adjusting its position of the proposed reef.

9.0 Maryland Port Administration

- Mr. Hamons reported that the portion of the Masonville project dealing with the dredging in the Seagirt West Channel and the Dundalk West Channel has been completed, and the new depths are reflected on the NOAA charts. The next contract will be advertised in the next few months that will address the construction of the dikes for the project. The mitigation package for the Masonville project is also moving forward, and the construction of the community center has also been initiated.
- Mr. Hamons reported that HMI will close due to legislative mandate on December 31, 2009. The MPA is communicating with the private sector in an attempt to have as many dredging projects completed with material placed at HMI as possible prior to the closure. Currently there is a potential of having 2.9 mcy of capacity remaining when the site closes.
- Mr. Hamons reported that the MPA is increasing the tipping fee rate for the placement sites. Currently the fee is \$2 per cy for in-kind services, and is likely to go to approximately \$6 per cy to cover operational costs. The tipping fee will not be increased for placement of material at HMI.
- Mr. Hamons stated that, upon closure of HMI, the placement sites available for placement of Harbor dredged material include Masonville (operational by January 2010), and Cox Creek. Those sites would be able to accommodate average maintenance dredging for the Harbor. Without overloading, no capacity would remain for new work dredging. Until a third option, likely Sparrows Point, is operational, it is likely that a restriction will be necessary to restrict placement of material from new work dredging at the State’s placement locations. With regard to the Sparrows Point project, several issues remain including a negative public perception due to the proposed LNG facility at Sparrows Point. The dredged material containment facility at Sparrows Point would not be, in any way, associated with the LNG facility. Mr. Hamons noted that the MPA is scheduling meetings with Severstal to discuss a potential placement site at Sparrows Point.
- Mr. Hamons reported that the PI expansion project is moving forward, and the MPA is working with the Baltimore District on the design of the facility. The project should receive funding by 2011, with construction complete and the site operational by 2015. The Mid-Bay Island (MBI) project is planned to be online by 2018. The PI expansion project was included

in the 2007 Waterways Resource Development Act (WRDA). The MPA is working with the Corps to move forward with a presentation to the Civil Works Review Board (CWRB) for the MBI project in July 2008 anticipation of receiving a Chief's Report by the end of 2008. Upon receipt of a Chief's Report, the project will be eligible for inclusion in a WRDA 2008, or WRDA 2009. Mr. Hamons noted that, when the MBI project is operational, the Port will have a 30- to 35-year placement plan for Bay channels.

- Mr. Storms reported that the MPA has been in coordination with several agencies to discuss the proposed relocation of a mooring buoy for Masonville's neighboring property (Arundel, now known as Vulcan Materials). A tentative agreement for the buoy placement location was made with the Pilots, cruise ship operators, and from the other tenants on South Locust Point. The application will be submitted to the Coast Guard by Vulcan, and they are currently awaiting response.
- Mr. Storms reported that the cofferdam construction is continuing. There is an ongoing Notice to Mariners from McLane Construction on the project. The existing lights will continue at the site to designate the location of the cofferdam.
- Mr. Walters questioned if any changes in shipping trends have been observed. Captain Nielsen reported that there is no slowdown of ships coming to the Port. For 2008, the number of calls to date is higher than for the same time period in 2007. Due to the current economy, and the drop in the value of the dollar, exports of coal have increased significantly. Mr. Hamons reported that the Port of Baltimore is on target to set record tonnage for the seventh straight year for cargo. The MPA is interested in constructing at 50-foot berth at Seagirt, but the cost of the project is approximately \$130 million. The MPA is investigating obtaining a public-private partnership to obtain the funding for the Seagirt berth.

10.0 Proposed 2008 Meeting Schedule

- Mr. Hamons thanked all members for attending, and the Pilots for the use of the room and refreshments. The next meeting is scheduled for September 10, 2008 at the Maryland Pilots Association 3720 Dillon Street. The final meeting planned for 2008 will be held on December 10, 2008.