

**MARINERS' ADVISORY COMMITTEE
FOR THE BAY AND RIVER DELAWARE
MEETING
June 8th, 2017 MINUTES**

The Regular Quarterly Meeting of the Mariners' Advisory Committee for the Bay and River Delaware was held June 8th at the Ristorante La Veranda Philadelphia. Captain Griffin presided over the meeting. The meeting was called to order at 1110 hours and there were 62 members, associates and interested parties in attendance.

I. Welcome

Captain Stuart Griffin welcomed members and guests to the meeting and reported that the Minutes from the March meeting have been posted on the MAC website.

II. Reading of the Minutes

Captain Jon Kemmerley moved that the reading of the March 2017 Minutes be dispensed with and be approved as is. Chris Rowland seconded. All approved.

III. Report of the Treasurer

MAC Treasurer Rick Iuliucci announced new and returning MAC members including: River Services, Maracoos/University of Delaware, PBF Paulsboro and Kinder Morgan. Captain Iuliucci also reported a current balance of \$12,665.28.

IV. Army Corps of Engineers (ACOE)

Tim Rooney handed out and reported on the following distribution:

Philadelphia District Corps of Engineers
Project Status Update
Mariners Advisory Committee for the Delaware River and Bay
8 June 2017

Delaware River, Philadelphia to Sea & Main Channel Deepening

The annual maintenance dredging for Marcus Hook, Deepwater Point, and New Castle Ranges has been awarded to Great Lakes Dredge and Dock Company (GLD&D) and notice to proceed (NTP) was issued on December 30, 2016. The contract will remove approximately three (3) million cubic yards of shoal with placement of dredged material at the upland sites known as Killcohook and Pedricktown North. GLD&D is scheduled to begin dredging in Marcus Hook Range in late-June.

Rock Removal portion of the Delaware River Deepening was awarded to Great Lakes Dredge and Dock Company for \$76 million on 30 September 2015. The Blasting Barge Apache completed season two (2) blasting on March 15, 2017. Blasting season three (3) will commence in December 2017. Mechanical dredging can re-commence in July 2017, but most likely will start in November 2017.

The upper Reach E contract was awarded to Dutra Dredging Company on October 2 June 2016 for an amount of \$32,595,369. The contract includes dredging approximately 1.3 MCY of material with placement in the Artificial Island CDF. The contract period of performance is 365 days from issuance of NTP. The contractor is scheduled to begin in late August 2017 and must complete all work by December 8, 2017.

The Upper Reach B contract was advertised on May 1, 2017. Bid opening is currently scheduled for June 15, 2017. Contract award will be July 2017 with dredging commencing in August 2017.

Delaware River, Philadelphia to Trenton

The Hopper Dredge McFarland is scheduled to perform 30 days of dredging in the month of July 2017. The McFarland will dredge spot shoals between the Burlington/Bristol Bridge and the Tacony Bridge.

A contract for maintenance dredging of the upper reach of the 40-foot channel between Keystone Range and Newbold Range including Fairless Turning Basin as an option will be advertised on 06 July 2017. Bids will be received on 10 August 2017. Notice to Proceed will be issued on or about 14 September 2017. It is estimated approximately 500,000 cubic yards of shoaling will be removed by this work. The dredged material will be placed in the Money Island upland disposal area. All dredging must be completed by 31 December 2017.

Wilmington Harbor

A contract for maintenance dredging of both the 35-foot and 38-foot project channels and turning basin was advertised on 15 May 2017. Bids are tentatively scheduled to be accepted on 15 June 2017 contingent on availability of funds. Notice to Proceed should be issued on or about 27 July 2017 should appropriate funding be secured.

He noted that Marcus Hook Anchorage would be restricted to one vessel at a time beginning the last week of June during the dredging period.

Captain Griffin noted that they are staging pipeline outside lower Marcus Hook range and will be sinking pipeline in the anchorage a few days before their start date. Some of the pipeline that they will be sinking will be along the edge of the channel at the lower end of Marcus Hook and it will be at less than 40 feet.

Not on the report, Mr. Rooney added that they are looking to award work to move 200,000 cubic yards at the Schuylkill River to above the Passyunk Avenue Bridge in September. He also noted the same for the Salem River.

Maintenance dredging that is scheduled for the fall for "Philadelphia to Sea" will include Marcus Hook if necessary.

V. NOAA

Darren Wright announced that after nearly 10 years, this is his last PORTS report as he is accepting a new position within NOAA. He went on to say that he is going to handle the last two projects before he leaves. First is Brandywine Light/Brown Shoal. He has met with the owner and now has access. He added that he ordered some new equipment for Brown Shoal and expects these projects to be completed by his last day on June 26th.

There were no NOAA distributions for this meeting.

VI. USCG – DISTRICT 5

LT Margaret Brown reported on the following distribution.

Mariners Advisory Committee (MAC) For the Bay & River Delaware **Fifth Coast Guard District and Sector Delaware Bay** **Waterways and Aids to Navigation Report for JUN 8, 2017**

1. **Delaware River 45' Deepening and Aids to Navigation Enhancement Project:**
CGC TATE/ANT Philadelphia plans to renumber the aids in the Delaware River.
Jun/Jul- Projects 46-49 (red chartlets) and Aug/Sep Projects 63-83 (blue chartlets):
 - CGC WILLIAM TATE will Renamed/Renumber:
 - [PROJECT 05-17-046\(D\) / BELLEVUE RANGE \(38-41\)](#)
 - [PROJECT 05-17-047\(D\) / MARCUS HOOK RANGE \(42-49\)](#)
 - [PROJECT 05-17-048\(D\) / CHESTER & EDDYSTONE RANGES \(50-55\)](#)
 - [PROJECT 05-17-049\(D\) / TINICUM ISLAND RANGE \(56-61\)](#)
 - [PROJECT 05-17-050\(D\) / MIFFLIN & EAGLE POINT RANGES \(63-72\)](#)
 - [PROJECT 05-17-052\(D\) / FINAL SET OF LOWER DELAWARE RIVER \(73-83\)](#)
2. **Upper Delaware River Light 59:** A project to construct a new light on Florence Bend to be gated with Lighted Buoy 60-approved. CGC SLEDGE Op sked 4th Qtr- SEC Del Bay.
3. **Marcus Hook Front:** 2015 structural inspection found severe corrosion, making it unable to safely climb structure to repair light. AUG 16 light went extinguished and ANT Philly safely retrofitted a 3-tier stand on the concrete base **UPDATE:** Nov 16, CGHQ inserted into FY-17 AC & I. **Project A/E Design work due 20 APR 17.** Press Release/LNM sent 7 MAR 17 and Assoc Consulting Partiers/SHPO ltr to DE Hist Soc released on 1 MAR 17 as part of the Environment Review (60 days). Anticipate contract award during 4th Qtr FY-17.
4. **Reedy RRL and Tinicum RRL: Paint and repair structural bracing** 2015 structural inspection found all x-cross member joints missing or broken and corrosion on horizontal cross member supports to legs. Until repaired the rear light remains unsafe to climb and maintain.
UPDATE: Tinicum went extinguished 06May2016. A/E design for Reedy completed and contract to be awarded by end 4th QTR FY17. Tinicum A/E design due 31 Mar 17 and 1st Qtr FY-18 contract.

5. Ranges planned for LED upgrades in 2017:

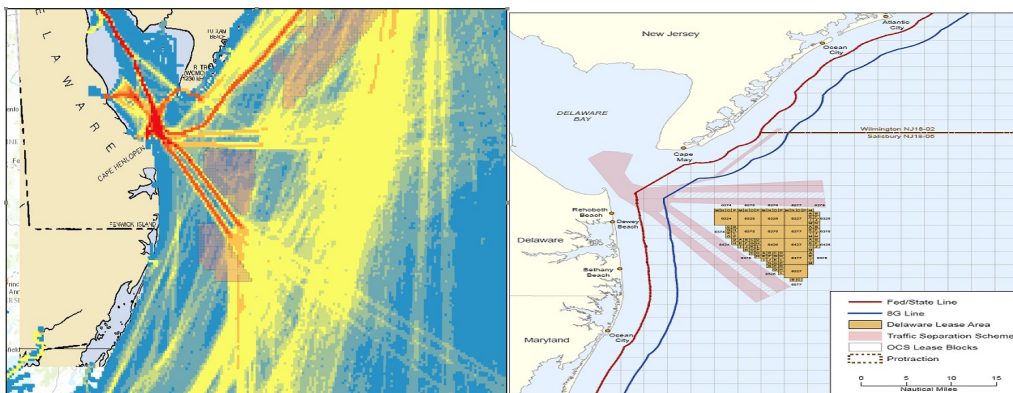
- a. Christiana River, Schuylkill River, Horseshoe, Kinkora Lower- **Bordentown**(APR 17) completed.
- b. **Florence Upper and Duck Island-** awaiting procurement of new Vega VRL-74 optics.

6. **RPB-OAP- Maritime Commerce and Nav Safety WG:** On 3 May, D5 Dpw held the initial Mid Atlantic MCNS WG to provide regional stakeholders with updated marine planning information, guidance on processes to offer public input and champion continued development of AIS data on MARCO Data Portal to assess and facilitate compatibility among competing ocean uses. Out of this meeting, a recommendation was made to initiate a SEC DEL BAY, Mount Holly NWS-NOAA, MAC, Del Bay Pilot Assoc and State Emergency Mgr to better coordinate Severe Weather Advisories in an effort to take more informed and timely port condition precautionary measures for navigation safety.

7. **Humpback Whale mortality East Coast:** NOAA declared an Unusual Mortality Rate Investigation currently underway.
<http://www.noaa.gov/news/humpback-whales-are-dying-on-east-coast-noaa-wants-to-know-why>

8. **WEA AREA UPDATE:** (11 May 17), Maryland Public Service Commission (PSC) awarded offshore wind renewable energy credits (ORECs) to two projects to be built off the state's coast, enabling US Wind and Deepwater Wind (Skipjack Offshore Energy) to install 368MW of capacity. US WIND is a 248MW capacity initially comprised of 62 turbines installed 14 to 17 NM offshore. DEEPWATER WIND's 120MW Skipjack project is comprised of 15 turbines installed 19 to 26 NM offshore. Each company is awarded ORECs at a levelized price of USD 131.93/MWh for a term of 20 years, beginning in January 2020 for US Wind's project and 2022 for Skipjack. Also, US Wind received Air Emission permit, allowing plans to construct the 328' MET tower during summer of 2017. Both companies agreed on 25 May to accept PSC proposals which included approximately 30 conditions that each company needed to agree to prior to going forward.

Description: The DE WEA lease area is approximately 11 nautical miles (nm) off the coast of Delaware with a total acreage of approximately 96,430 acres. The lease area comprises 11 full Outer Continental Shelf (OCS) blocks and 16 partial blocks



She added that we are in hurricane season and we are asking you to review our Port Hurricane Contingency Plan/heavy weather plan as noted on the following distribution.

Sector Delaware Bay Waterways Management Division
MAC Meeting Notes: 08 June 2017

Hurricane Season: MSIB15-17 released: All vessels, facilities, and marinas are asked to take adequate precautions and review the USCG Sector Delaware Bay Port Hurricane Contingency Plan and their individual Heavy Weather Plans.

From BMC Becker, ANT Philadelphia:

Completed LED Upgrades:

The Bordentown Front/ Rear

The Fisher Point Range Rear

ANT Philadelphia would like feedback on performance of this range

This is not replacing the long-term realignment project

Ospreys: showing up earlier and in greater force

Upcoming Marine Events Adjacent to Channel:

Monday 12 June: Penn's Landing Fireworks/ 2045-2230

Tuesday 13 June: Penn's Landing Fireworks/ 2045-2230

Saturday 24 June: Philadelphia Union Fireworks/ Chester, PA 2130-2200

Friday 30 June: Wawa Welcomes America Fireworks/ Penn's Landing/ 2130-2230

Saturday 01 July: Wawa Welcomes America Fireworks/ Penn's Landing/ 2130-2230

Captain Griffin added that the above plans are available on the MAC website.

VII. USCG – SECTOR DELAWARE BAY

Captain of the Port, Ben Cooper, reported that this is his last MAC meeting and also announced that on June 23rd the new Sector Commander will be Captain Scott Anderson. Captain Cooper thanked the members of the MAC for the great relationship the USCG has with the committee and that he has enjoyed working with us all.

VIII. Unfinished Business

A. Wind Energy Update- Captain Bill Broadley

Captain Broadley reported on the following distribution and entertained discussion.

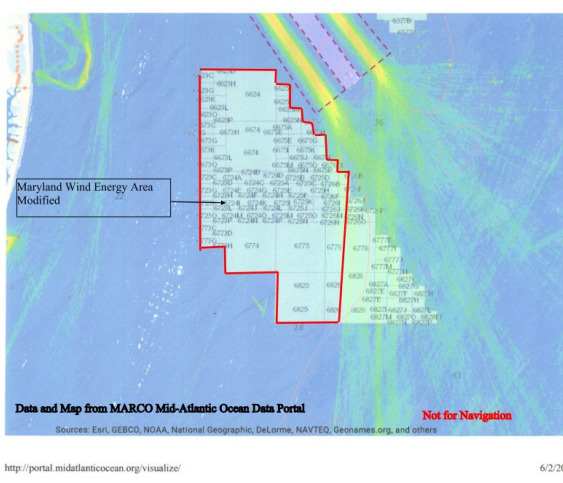
Wind Energy Notes
MAC Meeting 6/8/2017

1. The MD Wind Energy got the funding commitment so they are going ahead with their revised plan. This will include a MET Tower to be erected in the very near future and wind turbines to be constructed for partial operation in 2020 and full operation by 2022.
2. Note that in the hand out is the modified MD WEA area with traffic "Heat Map" overlaid. This is all traffic for 2014 but can be applied to other years and various kinds of traffic; tankers, cargo vessels, etc. Of concern is that there is a lot of convergence in this area and a lot of traffic going and coming from the South that conflict with this WEA area.
3. IMO (International Maritime Organization) has the ultimate authority on routing measures and has published guidelines as to what is required in areas of wind turbines and other obstructions. It has been the Coast Guard responsibility to conduct studies of the various traffic patterns and to get input from the various stakeholders such as the MAC. This has been ongoing for the past number of years and has been published as part of the ACPARS (Atlantic Coast Port Access Study). Anyone can access this study on the web. This study is big and complex at 148 pages.
4. Although the ACPARS is big with a lot of information, it never came up with definite IMO Routing measures, around and in vicinity of the MD WEA. The reason being that it was believed that the MD WEA just wouldn't happen, at least not in the near future in the current political environment so why bother setting up routing measures that weren't really needed. The beliefs were wrong and the MD WEA is going to happen so routing measures will be needed.
5. The MAC should make a definite recommendation to the Coast Guard for routing measures in vicinity of the MD WEA in the very near future considering the length of time for these to get IMO approval, published, and eventually charted.

Submitted,

William (Bill) Broadley

Traffic Heat Map in
area of Delaware Sea Lane Entrance
June 2017
W. A. Broadley



Captain Cooper reported that the proposed wind farm, as shown here, starts 10 miles offshore but the shoreside county residents want it to be 20 miles offshore, which is just beyond the visible horizon. Twenty miles offshore would push the wind farm closer to our sea lane traffic access further complicating our efforts.

B. Burlington County Bridge Commission- bridge project update

Sasha Harding reported on the following:

BURLINGTON BRISTOL BRIDGE

Currently underway is the re-tensioning project at the Burlington Bristol Bridge where there is a one-hour notice for bridge openings which extends through July. Painting of the bridge has been delayed due to work on the lift span. That project may commence at the end of the year and into 2018. Once underway, there will be a five-foot reduction in clearance.

TACONY-PALMYRA BRIDGE

The Tacony-Palmyra Bridge will undergo a major mechanical rehabilitation this fall. The project involves the replacement of bearings. The contractor will be requesting 6 to 10 weekend closures of the span. Work might commence in September. Lastly there will be the repainting of the entire bridge. Work may start in the fall or in the spring of 2018. The project will last 18 months. BCBC does not anticipate building in any closure periods but there will be reductions in clearance.

IX. New Business

A. Upper River bridge communication protocols

Captain Griffin announced and discussed the following recommendations and asked that it be adopted with the existing MAC Transit Advisories.

Captain Griffin noted that these protocols have evolved over many years and, for at least deep draft ship traffic, there are generally accepted protocols.

Mariners' Advisory Committee Upper River Bridge Communication Protocol Recommendations June 2017

After meetings with the USCG, Conrail, and the Burlington County Bridge Commission, the MAC recommends that the following VHF marine radio calling points be adopted as part of the MAC Transit Advisories. These protocols are intended to create consistency and reliability for all vessels, as well as bridge operators, when requesting bridge openings in the Upper Delaware River.

Conrail Delair Railroad Bridge

Inbound

First call One hour out (Navy Yard, approximately)
Second call Ben Franklin Bridge

Outbound

First call Buoy 26
Second call Northern Metals

Tacony-Palmyra Bridge

Inbound

First call Buoy 50
Second call Buoy 2

Outbound

First call Buoy 26
Second call Buoy 18

Burlington-Bristol Bridge

Inbound

First call Buoy 28
Second call Buoy 33 (after steady on Edgewater)

Outbound

Captain Griffin noted that these do not represent a departure from the norms that have existed in the upper river for a long time. They really just represent an effort to make it more clear for everyone as to what is expected.

From the meetings listed within, it was agreed that we should have these recommendations added to the MAC Transit Advisories.

Former COTP and current MAC member, Captain Greg Adams recently reviewed all of the MAC Transit Advisories that started in 1964 and remarked about the amazing coordination between the public and private sectors in the port that has resulted in the Transit Advisories. Also, he shared that they were created without having to establish federal rulings, which can be a cumbersome process. He added that this speaks to the credibility and respect for the MAC that it has long held since 1964.

With no opposition, this recommendation was adopted.

B. PBF Paulsboro Presentation- Nick Pekula and Bob Muche

Shown here are the highlights from the presentation and discussion points.

Pipeline Removal Project for Paulsboro Natural Gas Pipeline Co. and Buckeye Partners, LP

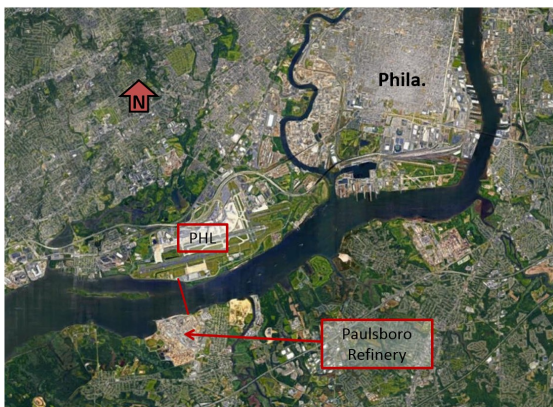
Nick Pekula and Bob Muche, Paulsboro Refining Co.



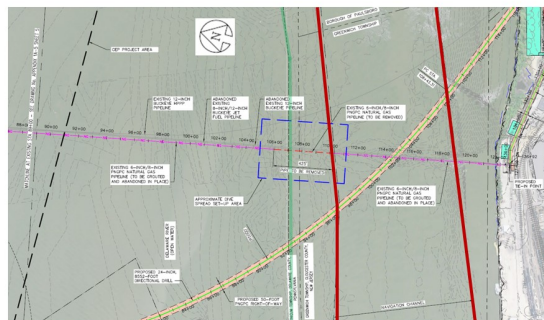
BUCKEYE PARTNERS, L.P.

Background

- USACOE Delaware River federal navigation channel project
 - Channel deepening from 40 to 45 feet
 - Bend widening
- Planned Completion: 2017
- Total Estimated Cost: \$364.3M
- Formally requested (3) pipelines near PHL be relocated



- Approximately 425' of each pipeline to be removed
- Remaining pipe to be permanently abandoned in place



C. Conrail Delair Railroad Bridge test deviation

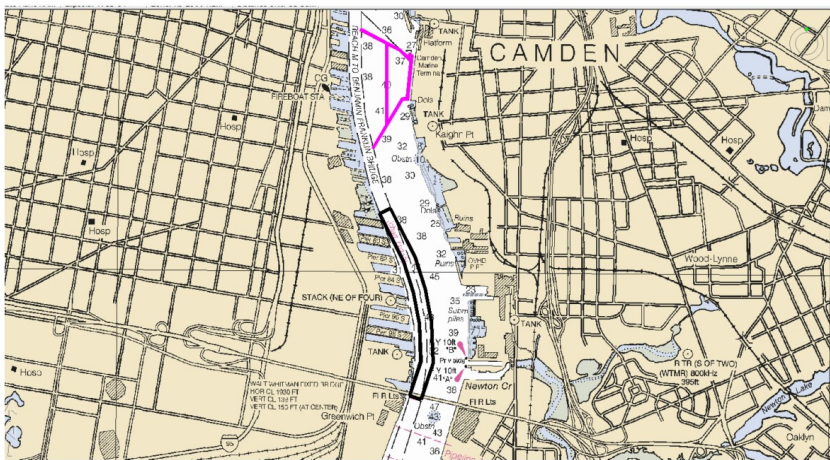
Bob Baylor reported the following:

So far, the testing of the remote operation for the bridge has resulted in 250 successful openings since April 24th. The testing period is for 6 months, ending in October. At the end of the testing period, Conrail hopes to go into permanent remote operation. Both Conrail and the USCG are actively seeking input on the experiences of vessel traffic interacting with the Delair Bridge during the test deviation period.

D. USACE – formalize change of moving the navigation channel in Philadelphia harbor away from pier faces above Walt Whitman Bridge

Tim Rooney, in coordination with the Pilots and the USCG, spoke on the following chart.

He added that this proposal is expected to come “on line” by the time the deepening is complete.



E. Permanent airport VIP security zone- Lisa Himber – Maritime Exchange

Ms. Himber alerted the MAC to the Notice of Proposed Rulemaking to implement a permanent security zone during events such as when the DNC was here and when the Pope visited Philadelphia. She added that a small working group was formed to comment. The draft below is the result of the efforts of the working group. She asked that anyone wanting to be added as a signatory to please contact her by June 14th.

June 5, 2017

United States Coast Guard
Docket #USCG-2017-0079
Via “Regulations.gov”

Dear Sir or Madam:

Thank you for the opportunity to comment on the notice of proposed rulemaking which would implement a permanent security zone within portions of the Delaware and Schuylkill Rivers in the vicinity of the Philadelphia International Airport.

The Delaware River maritime community appreciates the challenges the Coast Guard faces when given short notice of arriving/departing VIPs at the airport. However, the Coast Guard must also appreciate that closing the river or any portion thereof to commerce for any duration presents several logistical, operational, and economic challenges. We ask the agency to consider the following comments and questions as it formulates this rulemaking.

1. First, port stakeholders ask that Coast Guard provide assurance that the implementation of security zones on these waterways is necessary to protect VIPs and the public. That is, on what basis has the agency determined that an attack from the waterway against arriving/departing planes is likely and is high enough to warrant the designation of such a security zone?

2. Under a permanent security zone, how much notice does Coast Guard anticipate providing the maritime community when the zone will be enforced? The maritime community requires a minimum of 24 hours' advance notice. This is especially important in this region because of the need to plan around the tides.
3. What is the estimated average enforcement period duration for a given VIP event?
4. Will the Coast Guard indicate the duration of the enforcement period when notice is provided or will it issue a separate communication when the enforcement period is over? We request that Coast Guard include an estimated duration when issuing the enforcement notice and a separate communication when the enforcement period is concluded.
5. What criteria will Coast Guard use to determine whether a requesting vessel may enter or remain in the zone during periods of enforcement? What is the process for approval?
6. Historically, ships/barges at the berth or anchorage for cargo and/or bunkering operations when a security zone is established have been allowed to continue operations. Having this capability is crucial to both navigational safety and efficient commercial maritime operations. We strongly recommend that Coast Guard continue to allow those operations.
7. We recommend the Coast Guard stand up the MTSRU during these events to ensure a common point for standardized communications.

Once again, thank you for the opportunity submit these comments.
Sincerely,

Dann Marine Towing
OSG Ship Management
Vane Brothers, Inc.
Maritime Exchange for the Delaware River and Bay

Energy Transfer Partners
Philadelphia Energy Solutions
Pilots' Association for the Bay and River Delaware

Mariners' Advisory Committee for the Bay and River Delaware
South Jersey Port Corporation

F. MAC's first Membership Director

Captain Griffin announced that Captain John Gazzola will now formally adopt the position of MAC's first Membership Director, a position that he has held informally for years.

G. Captain of the Port recognition.

Captain Griffin thanked and recognized Captain Cooper for his service here as Captain of the Port. He added that we have all benefitted from his dedication, leadership and personal knowledge of the area.

X. Adjournment

Captain Griffin announced the next meeting of the MAC is scheduled for September 7th at 1100 hours at the LaVeranda Restaurant at Penn's Landing.

With no further agenda items or discussion Jean Cureton moved that the meeting be adjourned. Juan Verneti seconded. All approved. The meeting was adjourned at 1221 hours.