

# ATTACHMENT M12

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## LOCAL NAVIGATIONAL STAKEHOLDER DOCUMENTATION

# Minutes

<b>Meeting name</b> Port of New London: Increased Navigational Traffic	<b>Subject</b> Navigation in New London Harbor	<b>Attendees</b> [See attached Attendance list]	<b>Circulation list</b> CPA, File
<b>Meeting Date</b> November 6, 2019	<b>Time</b> 10:00 - 11:00 AM	Paul Whitecarver Brian Kuerbitz Richard Willette Jeff Dziedzic Peter Simmons Ed Evans Gilles Plante Gareth Bye Paul Hinsch	Richard Sise Richard MacMurray Stanley Mickus Jennifer Sheehy Sean Meade Michael Garbolski Kosta Diamantis Bill Follett
<b>Location</b> Fort Trumbull Conference Center, New London	<b>Project name</b> State Pier Infrastructure Improvements		
<b>AECOM project number</b> 60579714	<b>Prepared by</b> M. Garbolski		

Ref	Item
Purpose	<p>Purpose of Meeting</p> <p>After presenting the State Pier Infrastructure Improvements Project (proposed at the State Pier Facility in New London) to the New London Port Authority (NLPA) as part of the Department of Energy Environmental Protection (CT DEEP) application processes, the NLPA requested a path forward concerning increased maritime traffic within the Port of New London, if the Facility is used as a regional hub for the development of offshore wind energy generation projects. This meeting was held to bring major stakeholders within the Port of New London together to discuss actions required to ensure safe navigation given the expected increase in marine traffic.</p>
Whitescarver	<p>Paul Whitescarver opened the meeting with an introduction of the meeting's purpose and the participating agencies and stakeholders. What will be the increase of traffic in the harbor? Delivery vessel is of conventional size. Install vessel is wider and longer. USN experience is that the Captain makes sure his vessel doesn't interfere with other vessels. Install vessel draft is 36 to 37 feet; it will stay in the Federal channel.</p>
Sheehy	<p>Lt. Sheehy requested a roll call of the meeting participants.</p>
Meade	<p>Sean Meade stated that he doesn't think it's a big deal working with the install vessel and ferries. A 200-foot beam is no big deal. Rules of the road apply, both international and interior.</p>
USN Pilots Plante	<p>The USN pilots stated that every captain knows the ferry schedules as routine procedure. The question was asked, does Port of New Haven publish a ship schedule? Gilles Plante answered no.</p>
Meade	<p>Sean Meade said that the system always works because it's coordinated through the Pilots.</p>
Sheehy	<p>Lt. Sheehy asked if a system like Boston's might be made. Pilots' schedules are published to a dedicated, secure web page. That may work but would not be needed for the delivery vessels.</p>
Meade	<p>Sean Meade suggested that the Dispatch Forum might be made public.</p>
Whitescarver	<p>Paul Whitescarver said that he will raise this topic at the next Pilot Commission meeting.</p>

Ref	Item
Bye	Gareth Bye said that Ørsted should be included in this discussion. All foreign-flagged ships coming into port require a US Pilot onboard.
Meade	Sean Meade said that dispatch policy requires 24-hour notice with a 3-hour window to make changes. So long as a ship arrival is posted 24-hours ahead, it's not a problem to make adjustments.
Sheehy	Lt. Sheehy asked if overtime would be authorized to provide the security zone. It is currently not budgeted for.
Mickus	Stan Mickus stated that their understanding is that the install vessel will be at wharf 2-days loading, then 6-days at sea installing wind turbines.
Sheehy	Lt. Sheehy stated that she contacted USACE and learned about the De-authorization request.
Mickus	Stan Mickus expressed concern about the install vessel's maneuvers, i.e. how long will it take to "park" the vessel at the wharf.  The USN is considering a plan to relocate the DCS tower to the west side of the harbor, but no decision has been made yet.  CSF can operate using the west side of the channel.
Whitescarver	Paul Whitescarver said that it all falls back on coordinating schedules via communication.
Sheehy	Lt. Sheehy asked if the {inaudible} barge that goes all the way up the Thames River gets a pilot? The answer was stated as "yes".
USN Pilots	USN pilots agreed that there is no issue when routine communications are made.
Sheehy	Lt. Sheehy asked about the "Buckeye" vessel. The answer was there is no issue with the Buckeye vessel.  It was stated that Electric Boat (EB) does not have a representative at this meeting. The barge that will perform work at the EB project will be very close to the Federal channel.
Meade	Sean Meade asked when the DCS tower meeting be held? Sean said that the desirable location of the tower is on the east side of the channel. There is better anchorage on the west side.
Whitescarver	Paul Whitescarver responded that the DCS tower meeting will be held on Nov 14, 2019 at 10am at the Ft. Trumbull Conference Center.
USN Pilot	USN pilot asked at what time of day or night will the install vessel be moving?
Bye	Gareth Bye responded that this was discussed with Ørsted, and that they will make it work – they do not wish to hurt CSF operations.
Whitescarver	Paul Whitescarver said that he will bring the issue to the New London Harbor Management Commission.

## MEETING ATTENDANCE

Wednesday, November 6, 2019, 10:00-11:00 AM

Fort Trumbull Conference Center, New London

### Port of New London Increased Navigational Traffic

NAME	ORG	PHONE	EMAIL
Paul Whitescarver	CPA	860 577-5174 x.4	<a href="mailto:pwhitescarver@ctportauthority.com">pwhitescarver@ctportauthority.com</a>
Brian Kuerbitz	USN CNRMA Port Ops	860 694-5200	<a href="mailto:brian.kuerbitz@navy.mil">brian.kuerbitz@navy.mil</a>
Richard Willette	USN Ship Pilot	860 625-9918	<a href="mailto:rwillette2@navy.mil">rwillette2@navy.mil</a>
Jeff Dziedzic	Groton Harbormaster	890 536-3128	<a href="mailto:harbormaster@cityofgroton-ct.gov">harbormaster@cityofgroton-ct.gov</a>
Peter Simmons	DAS	860 713-5636	<a href="mailto:peter.simmons@ct.gov">peter.simmons@ct.gov</a>
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Kosta Diamantis	Director Constr. Mgmt. State of CT	860 713-6467	<a href="mailto:konstantinos.diamantis@ct.gov">konstantinos.diamantis@ct.gov</a>
Bill Follett	K2 Management	-	<a href="mailto:bfo@k2management.com">bfo@k2management.com</a>

## ***Cross Sound Ferry Consultations and Correspondence***

As part of the ongoing consultations with local water-dependent stakeholders, Project personnel have had several discussions with Cross Sound Ferry (CSF) representatives regarding the SPII. CSF operates towboat, cruise and ferry services in New London, with operations located across Winthrop Cove from the State Pier Facility.

CPA and Project representatives met with CSF on several occasions (including September 14, November 6 and November 19, 2019) to keep CSF personnel informed of proposed SPII elements. CSF issued two letters (dated August 27, 2019 and November 13, 2019; attached) and provided additional vessel tracking data documenting their concerns relative to the initial Project layout.

The initial SPII layout utilized the southern face of the “Central Wharf Area” (i.e., the south berth), which will be created by filling between the piers, for the WTG Installation Vessel berthing and loading operations. See Attachment P for representative plans depicting this initial Project layout.

After consultation with CSF, it was identified that the initial Project layout raised concerns over the proximity of the south berth with existing CSF operations and ferry transit patterns. As such, the Project has been redesigned to move the install vessel berthing to the east face of the State Pier. This revised Project design is reflected in the enclosed JPA.

CSF is being provided a copy of this Revised JPA submittal for further review and comment of the amended SPII configuration.



***Linking Long Island and New England since 1975***

November 13, 2019

Mr. David Kooris  
Deputy Commissioner  
State of Connecticut  
Department of Economic and Community Development  
450 Columbus Boulevard, Suite 5  
Hartford, CT 06103

**URGENT – FOR IMMEDIATE ATTENTION**

Dear Deputy Commissioner Kooris:

Cross Sound Ferry (CSF) has spent months articulating concerns about the proposal to dock an "installation vessel" (475 ft long x 175 ft wide) across the southern end of the State Pier and CV pier. This vessel was reportedly the largest installation vessel in the world. CSF's analysis of the proposal indicates that the use of "south berth" on the ends of State Pier and CV pier creates a maneuvering interference in the federal channel that obstructs and reduces the usefulness of the ferry loading slips at the northern portion of the CSF terminal which are critical for present operations and future growth. This analysis is based on the information contained in the Joint Permit Application submitted to CTDEEP and ACOE in May 2019. This application contains drawings (page 635 of 640, "PROPOSED PLAN") that depict the installation vessel located such that its south west corner is approximately 150' away from the west side of the CV pier and 180' south of the face of the pier. To test the impacts of this location on our operation, we placed a buoy in the location of the south west corner of the proposed installation vessel and obtained feedback from our captains. Their feedback further confirmed our concerns about the interference this would create with our vessels' maneuvering. We have conveyed these concerns during multiple meetings with representatives from CPA, Orsted, and Eversource. We have demonstrated and shared these issues with members of the regional legislative delegation including members of the Transportation and Energy committees. Congressman Joe Courtney is also aware of our concerns.

Recently we received a new plan titled "CSF PROPOSED ADJUSTMENTS" from state officials that depicts alterations to our ferry terminal that might mitigate the interference caused by the installation vessel. Upon closer inspection, we discovered that this plan now depicts a MUCH LARGER installation vessel (560 ft long x 185 ft wide) that is located even CLOSER to our ferry terminal. Not only is the vessel larger, but it's mooring location has been shifted approximately 75 feet closer to our ferry terminal, and approximately 20 feet farther south into the maneuvering area of the ferries. This change of vessel size and location is TOTALLY CONTRARY to the concerns we have repeatedly expressed and MAGNIFIES OUR CONCERNS significantly. It also flies in the face of any previous and somewhat productive conversations we have had with members of CPA, Eversource and Orsted. We

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Deputy Commissioner David Kooris  
November 13, 2019  
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have also learned from a navigational impact meeting that the installation vessel becomes virtually 300 feet wide when loaded. We have not seen a plan that depicts this, but it would obviously interfere with our maneuvering area even more so if expanded to 300 feet wide. Furthermore, it was reported that the vessel will be docked at the south end of the State and CV piers **as many as 72 days per year, as opposed to the 20 days per year which was described to us previously.**

Before CSF can entertain any suggestions about changes to its ferry terminal, the above problem must be addressed. Why has the vessel size and location changed? Why was CSF not explicitly informed of this change, particularly during our analysis of the impacts of the vessel? Why was this not depicted in the DEEP permit application? Why has the vessel location been moved closer to CSF? How will the vessel mooring location and footprint change when loaded with 300-foot-wide components? What area will the installation vessel maneuver in when undocking in the 300-foot-wide configuration? Why have the number of docking days of the installation vessel changed from the original 20 as reported to now a minimum of 72 days a year?

Needless to say, we are extremely disappointed with this apparent change which significantly aggravates our concerns. We hope that we can be provided with answers to the above questions. We further hope to be given access to a person or persons who can accurately and specifically commit to what actually is being proposed along the south end of the newly constructed pier facility.

Sincerely,

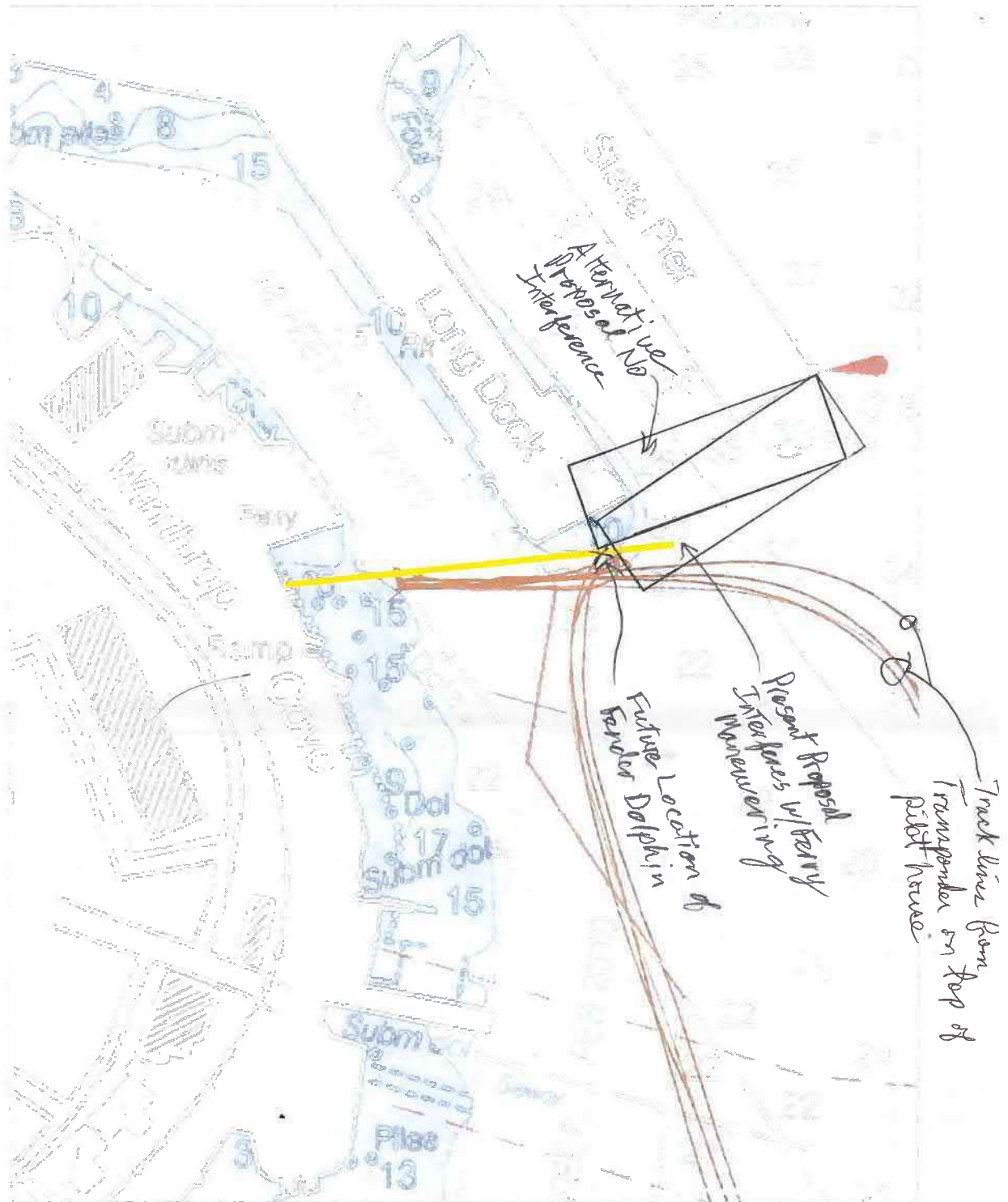


John P. Wronowski  
President, Cross Sound Ferry Services

Cc: Gov. Ned Lamont  
Hon. Joe Courtney  
Mayor Michael Passero – City of New London  
Konstantinos Diamantis - OPM  
Paul Hinsch - OPM  
Gareth Bye - OPM  
Peter Simmons – OPM  
Hon. Paul Formica  
Hon. Heather Somers  
Hon. Cathy Osten  
Hon. Anthony Nolan  
Hon. Joe de la Cruz  
Hon. Christine Conley  
Hon. Norm Needleman  
Paul Whitescarver – Connecticut Port Authority  
Jeffery Martin - Eversource  
Carsten Agerbaek – Orsted  
Matthew Morrissey - Orsted

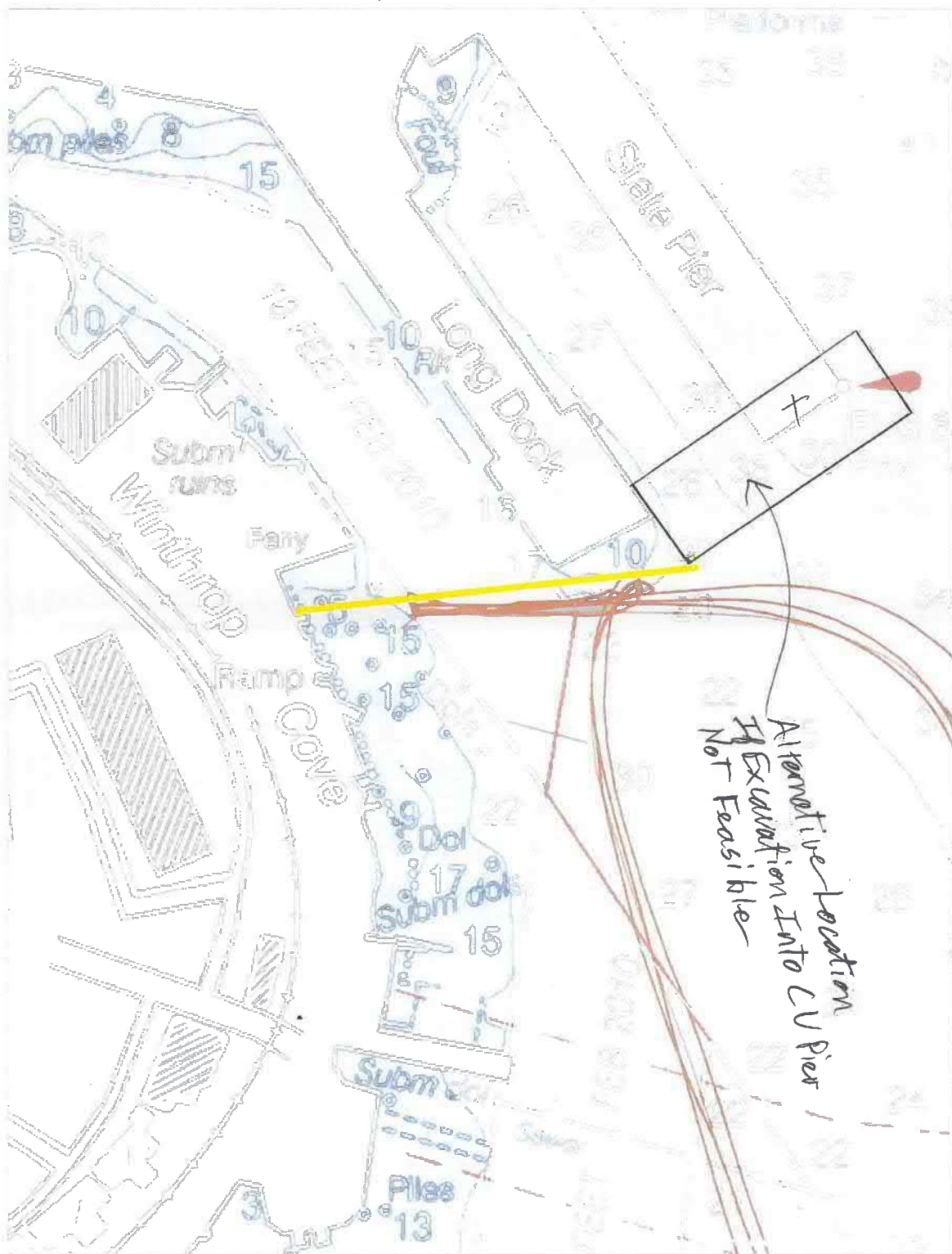
SUNDAY SEPTEMBER 15, 2019

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***Linking Long Island and New England since 1975***

August 27, 2019

Mr. Joseph Salvatore  
Connecticut Port Authority  
455 Boston Post Road, Suite 204  
Old Saybrook, CT 06475

Dear Mr. Salvatore:

Thank you for meeting with us on September 14th.

To recap, the State Pier Infrastructure Improvements' requested channel de-authorization as well as proposed modifications to the CV pier and proposed use of the south face of the piers as a berth for the "outbound" installation barge present serious navigational problems to vessels using the Cross Sound Ferry terminal and the berths within Winthrop Cove. The Improvements have the potential to negatively impact vessels operated by Thames Towboat Company, Cross Sound Cruises, Block Island Ferry Services, and Cross Sound Ferry Services, the latter of which is a federally-licensed interstate water-carrier service designated by the U.S. Maritime Administration as part of America's Marine Highway. The de-authorization area to the south of CV pier is in the immediate maneuvering area for ferries arriving and departing the Cross Sound Ferry Terminal loading slips. The proposed mooring of the 175 foot-wide "outbound" installation barge in this area will make for a close-quarters maneuvering situation for our ferries, particularly the ferries using the northern slips at the ferry terminal. During high wind situations, the presence of the "outbound" installation barge could prevent the ferries from safely docking at the northern slips. The Cross Sound Ferry Terminal slips see as many as 76 arrivals and departures daily transporting over 1.3 million passengers and over 500,000 vehicles annually.

The de-authorization area to the west of CV pier (east side of Winthrop Cove) is in the immediate maneuvering area of the vessels using Cross Sound Ferry's and Thames Shipyard's lay berths within Winthrop Cove. Cross Sound Ferry maneuvers vessels as large as 324 feet in length in Winthrop Cove, and vessels as long as 200 feet perform 180 degree turns to depart Winthrop Cove. Thames Towboat's fleet of seven tugs utilize the berths in Winthrop Cove as their home port. Furthermore, Thames Towboat tows vessels as long as 200 feet in and out of Winthrop Cove with limited maneuverability.

We also have concerns regarding the loss of revenue for Thames Towboat Company because of the potential that vessels supporting wind generator construction at the State Pier may not need

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as much or any tug assistance as compared to the present freighters that use the State Pier. The present freighters that call on the State Pier typically require two tugs to dock and one to two tugs to undock.

Lastly, the proposed filling-in of the channel on the west side of the State Pier (between State Pier and CV Pier) presents a significant loss of pier space that has traditionally been used as emergency heavy weather (hurricane) berth space for our ferries and ferries from the Fishers Island Ferry District and Interstate Navigation. This pier space played an important role in the safe mooring of our fleets during storms Sandy and Irene.

We were pleased during our meeting to learn from you that the CPA would be willing to modify its channel deauthorization request to eliminate the request to modify the channel within the Winthrop Cove branch. Please confirm that the CPA intends follow through on this change in the legislation to deauthorize this portion of the channel. We were also reassured to learn that the proposal to demolish the smooth stonewall face of the west side of the CV pier had been eliminated. We now understand that the west side of the CV pier will remain as-is, with no modifications.

However, our concerns about the interference in maneuvering of our ferries created by the mooring of the "outbound" installation barge on the south end of the State and CV piers remain. No sizable vessel has ever moored in this location, within the federal channel. Furthermore, the maneuvering of the "outbound" installation barge in and out of the south berth could present additional constraints, even for our ferries utilizing our southernmost ferry terminal slips. We're also concerned that the proposed "outbound" installation barge, which measures 475 ft long and 175 ft wide, could be superseded in the future with a larger vessel. Obviously, a larger installation barge would propose even greater impacts to the safe maneuvering of our ferries. This proposal has the potential to forever limit the usefulness and utility of the of the Cross Sound Ferry Terminal, particularly the northern ferry slips. Therefore we request that an alternative berth location be developed for the installation barge, such as the quay wall.

Thank you for your consideration of these concerns, and we look forward to working with you on solutions to them.

Sincerely,



John P. Wronowski  
President  
Cross Sound Ferry Services, Inc.

Cc: Hon. Joe Courtney  
Micheal Grzywinski, DEEP Land & Water Resources Division