

Duluth-Superior Metropolitan Interstate Council
Harbor Technical Advisory Committee

Meeting Summary

June 7, 2006

Superior Public Library, Superior, WI

HTAC Voting Members Present

Organization	Representative
City of Superior	Jason Serck (Vice-chair)
Duluth Seaway Port Auth	Jim Sharrow (Chair)
Industry-General Cargo	Denise McDougall (alt)
Industry-Harbor Services	Ed Montgomery
Industry-Pilots/Vessel Ops	Bob Libby
Industry-Recreation	Joel Johnson
Isaak Walton League	Gary Glass
MIC	Ed Anderson
MN DNR	Patty Fowler
MnDOT	Dick Lambert
MPCA	Cindi Kahrmann
NWRPC	Jason Laumann
Save Lake Superior Assoc	John Pegors
St. Louis River CAC	Ted R. Smith
USCG Marine Safety Office	Larry DiDomenico (alt)
US Fish & Wildlife Service	Dave Warburton
WI DNR	Duane Lahti
WisDOT	Martin Forbes
WLSSD	Jack Ezell

HTAC Voting Members Absent

Organization	Representative
City of Duluth	Chuck Froseth
Industry-Coal sector	Fred Shusterich
Industry-General Bulk	Mike McCoshen
Industry-Grain sector	Mick Sertich
Industry-Ore Sector	Tom Steele
St Louis County	Barbara Hayden
U.S. ACOE	Steve Brossart
USDA-NRCS	Paul Sandstrom
US EPA	David Cowgill

Others Present

Organization	Organization
JGP Group	Lisa Neitzel
MIC	Ron Chicka
MIC	Andy McDonald
MIC	Rondi Watson
MnDNR Coastal Program	Pat Collins
MN Sea Grant	Jeff Gunderson
MN Sea Grant	Dale Bergeron
SAS & Associates	Luke Sydow
Service Engineering	John McCarthy
US Customs Service	Barbara Lambus
USCG MSO	Scott Stoermer
UMD/GLMRI	Carol Wolosz
UMD/NRRI	Dan Breneman
UWS/GLMRI	Richard Stewart

1. Agenda Review / Introductions

HTAC Chair Jim Sharrow called the meeting to order at 9:35 am. All participants introduced themselves. No changes to the agenda were put forward.

2. Committee Business

March 1, 2006 HTAC Meeting Summary

Chair Jim Sharrow noted that a clarification to the section about the S.S. Meteor project should read as follows:

Jason Serck, Planning and Port Director for the City of Superior, reported that the S.S. Meteor, the last remaining whaleback freighter, is undergoing survey and inspection as part of a Historic Structures Report (HSR). It is hoped that this work will lead to the vessel being recognized on the National Register as a historic landmark, which should help in obtaining funds for its preservation. The total budget for preparation of the report is \$180,000. The City has received seven proposals for parts one and two (of five), which will provide historic data on the vessel, evaluate its condition and provide recommendations to restore and preserve the vessel for the long term. The National Trust for Historic Preservation is a co-sponsor of the project.

Chair Sharrow called for any other changes to the Meeting Summary as presented. Hearing none, he asked for a motion to approve.

Motion by Jason Serck/Duane Lahti to approve the March 1, 2006 Meeting Summary with revision as noted. Motion carried unanimously.

3. HTAC Member and Bylaws Update

Ron Chicka presented recommendations from the Membership and Bylaws subcommittee about changes to the voting and non-voting HTAC membership in the Industry sectors. The first proposed change would combine the Pilots and Vessel Operations into one category, represented by Capt. Bob Libby of the International Shipmasters Association. Don Willecke (Western Great Lakes Pilots) and Bill Peterson/Jerry Walls (Great Lakes Fleet) would move to the non-voting Technical Advisor list. Capt. Libby has been a regular HTAC participant and has assisted the MIC in recent planning efforts.

The other proposed change would be to create a new Harbor Engineering category, represented by Ted Smith from Marine Tech, Inc. Ted has expressed an interest in moving from a Technical Advisor role to a Voting Member role and has been a consistent participant at HTAC meetings for several years. He has desire to make this change and could contribute to the HTAC's objectives in port planning for the area.

Motion by Ted R. Smith/Joel Johnson to amend the Bylaws to revise the voting membership as described. There was no discussion and the motion carried unanimously.

4. Western Lake Superior Coast Guard Area Contingency Plan

Larry DiDomenico, from the USCG Marine Safety Office in Duluth, gave a presentation about the newly-developed Area Contingency Plan (ACP) for the waterways throughout northern Minnesota and western Lake Superior.

The ACP is a highly detailed plan that provides a framework for coordinated federal, state and local response for a discharge (or substantial threat of discharge) of oil or

hazardous substances. Its purpose is also to evaluate shortfalls in response structure before an incident occurs. It covers all aspects of emergency responses, including information on state and local response systems; response priorities; command post locations; list of spill contractors; equipment inventory; marine firefighting resources; places of refuge for floundering ships and detailed habitat data.

He noted that by October 2006 each ACP must also include data about national historic preservation, endangered species, essential fish habitat, marine salvage and lightering, marine fire fighting, hazardous materials, contingency planning for group v oil (non-floating), sensitive security information, radiological incident annex, and terrorism incident annex.

He closed by thanking those members of the HTAC who recently participated on the Places of Refuge task force and by noting that the Western Lake Superior Area Contingency Plan is posted on the Coast Guard Website: <http://homeport.uscg.mil>.

5. Connor's Point Development

Ed Montgomery presented an overview of the Connor's Point Marine Center, a new commercial/retail development currently underway on four acres at the tip of Connor's Point in Superior, WI. Ground was broken on the project May 1, 2006 and is expected to be open for business the summer 2007.

The Marine Center will provide a base of operations for his two other businesses, Northern Seas Associates, which provides marine surveyor services to ship owners, financiers and insurance companies, and Sea Service, LLC, providing maritime tug, pilot boat and barge services in Duluth/Superior and Chicago. The new site will provide a dock for their fleet as well as a marine service center, retail plaza, food court and conference room. Amenities will include a recreational sand beach and public rest rooms and changing areas.

He stressed that the entire operation is being developed as a "green marina," limiting the amount of impermeable surface areas; creating vegetative barriers and preserving native vegetation; working the site plan around existing trees and designing the landscape to mitigate bridge noise and pollution concerns while keeping scenic views; maintaining the sandy cove and keeping it will be off-limits to motorized boats; designating an upland boat cleaning and painting area; utilizing a state-of-the-art sewage pump-out system; and implementing a zero tolerance policy in regard to gray water and boat refuse. He added that the remaining pilings from a former coal dock structure will be re-utilized as the foundation for a break wall and new docks.

Andy McDonald commented that there had been other business ventures competing for this site, but this one was selected by the City of Superior in good measure because it was the most compatible land use, in keeping with the recent Superior Port Land Use plan guidelines.

6. Great Lakes Ports and Harbors Initiative

Jeff Gunderson, Acting Director of the Minnesota Sea Grant Program, presented information about a recent local initiative to create a new Great Lakes Specialist position based in Duluth, MN. An unsolicited pre-proposal had been submitted to the Coastal Service Center in Charleston, SC, exploring the possibility of establishing this position to provide a link between industry and academia and increase public awareness of Great Lakes maritime transportation issues. He explained that this concept was based on recommendations from the recent Sea Grant National Ports and Harbors Extension Program Review as well as the Great Lakes Ports and Navigation Needs Assessment. The idea had local support from the Duluth Seaway Port Authority and the Great Lakes Maritime Research Institute as well as the MN and WI Sea Grant Programs. He noted, however, that he had recently learned that the Coastal Service Center is narrowing its focus and will not be funding initiatives like these.

Dale Bergeron, Maritime Extension Educator with the Sea Grant Program, gave more information about the Great Lakes Ports and Navigation Needs Assessment, a partnership between the Coastal Services Center and the Great Lakes Commission. The goal of the needs assessment was to identify the needs, barriers and possible solutions within three issue areas, including Ports and Navigation. Ultimately the needs assessment would help to identify in advance how to allocate new funds should they become available. He added that although the initial attempt to create a Great Lakes Specialist position may not pay off, there exists a great opportunity to build an effective team approach with local, regional and even world-wide impacts.

7. Great Lakes Maritime Research Institute

Dr. Richard Stewart, Director of the Transportation & Logistics Research Center at the University of Wisconsin-Superior, gave an update of recent projects and activities at the Great Lakes Marine Research Institute (GLMRI).

He explained that the GLMRI was established in March 2004 as a joint project between UMD and UWS and its main goal is to maintain and promote maritime transportation on the Great Lakes by conducting research focused on marine transportation, logistics, economics, engineering, environmental planning and port management.

He noted that in its initial year of funded support, GLMRI established a number of formal research affiliations, set up an external advisory board to guide and prioritize its research focus, and provided preliminary reports detailing the progress of initial research projects. In May 2005 GLMRI was awarded \$750,000 federal funding; in June 2005 it received the designation as a National Maritime Enhancement Institute (NMEI) from the US DOT, Maritime Administration (MARAD); and in 2006 it was awarded \$2 million in additional federal funding.

He stressed the many partnerships underway for GLMRI research between

government, industry and academia. Research affiliations now include the Great Lakes Maritime Academy in Traverse City, Michigan, the University of Wisconsin-Madison's Midwest Regional University Transportation Center, the University of Michigan in Ann Arbor, the University of Toledo, and Michigan Technological University in Houghton.

He gave an overview of current research topics, which include: Addressing Tax Barriers to Vessel Operation (UMD); Freight and Passenger Market Studies (UMD & UWS); Bio-Diesel Use for Vessel Auxiliaries (UMD & Great Lakes Maritime Academy); Maritime education for K-12 Teachers (Michigan Technological University, UWS and Sea Grant Programs) and the Midwest Freight Corridor Study (UMD, UWS and UW-Madison). He also described the following projects in greater detail:

The Great Lakes Maritime Information Delivery System: A collaborative effort between U-Toledo & UW-Superior, bringing together a diversity of organizations and individuals involved in freight transportation and providing a means to link freight movements with economic development.

Ballast-Free Ship Design: a project from the University of Michigan to develop a ship design eliminating ballast exchange, thereby providing better protection against introducing non-indigenous aquatic species at a lower cost than other ballast-free design concepts. He noted that a model would be built the summer of 2006 for tank testing in the fall.

He closed by reporting that an RFP for new studies was currently out with a deadline of June 30. He made a request of HTAC members and stakeholders to complete a survey to determine the research topics they consider to be the most important in regard to marine transportation and ports on the Great Lakes. This survey information will be incorporated into the selection process for determining research projects for the upcoming year. Chair Sharrow directed MIC staff to distribute these surveys by mail to all HTAC members, alternates and stakeholders.

8. Subcommittee Reports

Great Lakes Ports Advocacy Subcommittee

Subcommittee Chair Ted Smith noted that the subcommittee was being referred to as the Advocacy Coalition in materials being developed to recruit harbor-wide participation. He noted that ultimately the members of this group will be affiliated with the Great Lakes Maritime Task Force.

Dredging Subcommittee

Subcommittee member Cindi Kahrman reported that the EPA is "rethinking" the policy decision as to whether the financial contribution by one of the Responsible Parties (for a geotextile mat at the SLRIDT Superfund Site) can be considered as a local match for Legacy Act-funded harbor-wide projects. She noted that this would delay

the planned 21st Avenue West Habitat Restoration project, among others. Ted Smith commented that he hoped that the expenditure “over and above” the cost of the mandated remedy would be considered separately by the EPA. The suggestion was made that perhaps we could bring in our HTAC representative from the EPA to speak to this topic at a future HTAC meeting.

Ted also noted that a future meeting of the subcommittee would address the Corps’ increasing interest in treating dredge materials as a reusable resource rather than waste material and using Erie Pier as more of a processing facility rather than strictly as a confined storage area.

Modeling Subcommittee

Gary Glass reported that the WARMF (Watershed Analysis Risk Management Framework) model is up and running for this area, and noted that it is now in need of a “home” after its development by Minnesota Power. He added that Jack Ezell from WLSSD might be able to present information about the model to the HTAC.

9. Project Updates / Roundtable Discussion

Ray Skelton of the Duluth Seaway Port Authority reported that by now, in the third year of an established harbor security regimen, people and organizations have accepted, adapted, and acclimated well to the new national security requirements with good compliance on most mandates. Locally the FBI, Coast Guard, Duluth Seaway Port Authority and local law enforcement agencies are cooperating as a unit, and processes, procedures and drills are focusing on the effectiveness and efficiency of inter-agency operations. Implementation of a proposed national credentialing system for U.S. transportation workers has been slowed by technological issues.

He added that the Port of Duluth-Superior has been identified by the Department of Homeland Security as one of the nation’s 100 most critical seaports, which in the case of Duluth-Superior was determined by economic factors such as waterborne commerce more than by our level of security risk.

Jason Serck reported that the Wisconsin Coastal Management Council will meet on Thursday, June 15 at 10:00 a.m. in the Richard I. Bong WWII Heritage Center in Superior.

10. Adjourn

No other items were brought forward for discussion and the meeting was adjourned at 11:55 a.m.

Respectfully Submitted,

Rondi Watson
MIC Secretary