



Chair. He reminded committee members that HTAC officers are now serving two-year terms.

*Motion by Ed Anderson/Joel Johnson to approve the slate of candidates as put forward by the nominating committee for 2007-2008. Both candidates stated that they were willing to serve as HTAC officers for the next two years. Motion carried unanimously.*

### **December 6, 2006 HTAC Meeting Summary**

Jason Serck took over as Chair and called for changes to the Meeting Summary as presented. Hearing none, he asked for a motion to approve.

*Motion by Jim Sharrow/Duane Lahti to approve the December 6, 2006 Meeting Summary as presented. Motion carried unanimously.*

## **3. Current Port Operations and Issues**

Captain of the Duluth-Superior Port, CDR Gary Croot, gave a presentation about current port operations and issues. He began with the comment that the level of cooperation at this port exceeds what he's seen at others around the country.

He began with an update about the implementation of the **Transportation Worker Identification Credential (TWIC) program**. A new initiative of the Transportation Security Administration and the U.S. Coast Guard, the TWIC program requires that a tamper-resistant biometric credential be issued to all maritime workers requiring unescorted access to secure areas of port facilities, vessels regulated under the Maritime Transportation Security Act, and all U.S. Coast Guard-credentialed merchant mariners. An estimated 750,000 individuals will require TWICs. To obtain a TWIC, an individual must provide biographic and biometric information such as fingerprints, sit for a digital photograph and successfully pass a security threat assessment conducted by TSA. Certain events in an individual's background check, such as serious capital crimes, will permanently disqualify them from being issued a TWIC. The cost will be about \$140, and will be valid for 5 years.

He added that a second round of rulemaking is anticipated later this year and will propose revised access control requirements and the use of electronic readers. The public will have opportunities to comment on the proposed standards. Concerns have already been expressed about the card readers and which entities will be required to have one--small operations may be exempted. Exceptions are also being considered for small passenger vessels and for the use of video surveillance to meet security requirements. Currently all personnel (contractors, repair personnel, temporary workers) will need a TWIC or must be escorted by a TWIC-bearing worker. The Coast Guard will be working with the Lake Carriers Association to modify regulations to make them less burdensome.

He added that Coast Guard staff is available to review or revise security plans for local facilities.

He also reported on the status of plans to conduct **live fire training operations** on the Great Lakes. He noted that all vessels have been mounted with automatic weapons, for which training will be required. However, proposed regulations were withdrawn late last year after a large number of comments and criticism was received, mostly pertaining to the safety of recreational boaters and environmental concerns.

CDR Croot stated that the Coast Guard is planning to work with all affected parties to come up with a solution; stressing that while training is required for readiness, they are committed to addressing the concerns that training be safe, that the diverse uses of the Lakes be preserved, and to protect the environment by finding environmentally friendly alternatives to lead ammunition.

He noted that even in a perceived low threat area such as Duluth-Superior, security regulations are necessary. He used the northern port city of Portland, Maine, as an example, noting that two of the 9/11 terrorists boarded the commercial airline system there.

Icebreaking plans with above normal temps predicted, the bulk of icebreaking operations are to begin breaking out Duluth-Superior, then Two Harbors and up the shore, sometime after the 12th -14th of March.

#### 4. Great Ships Initiative

Jason Serck introduced Matt TenEyck, an Associate Researcher at the UWS Lake Superior Research Institute and PhD student at UMD. Matt explained that the ultimate goal of the Great Ships Initiative, an industry-led research project, is to develop technologies to prevent the introduction of aquatic nuisance species into the Great Lakes by ocean-going ships on the Great Lakes-St. Lawrence Seaway system.

He noted that the Great Lakes-St. Lawrence Seaway System has been a corridor for commercial transportation since the times of the Native American and French traders and that its economic importance continues today, contributing an estimated 6 billion each year to the U.S. and Canadian economies and connecting this port to others around the globe.

He noted that in addition, there are distinct environmental advantages to maritime modes of transport relative to the other modes, but they come at a significant indirect cost, that of ship-mediated non-native aquatic organisms. Ballast water is considered the primary mode by which ships transfer these organisms, accounting for roughly 30 of the 43 established non-natives appearing in the Great Lakes since 1959 when the Seaway was opened. Most of these non-native species derive from the regions of our transoceanic trading partners, Europe and Eurasia, particularly the PontoCaspian region. Non-native aquatic species disrupt the aquatic environment after they become established, by altering the food web and destroying habitat.

He then gave more detail about the Great Ships Initiative, which he described as a coordinated effort among industry, the scientific community and regulatory agencies to serve as a technology incubator for promising ballast water treatment systems and to provide input into policy development.

He went on to give an overview of the \$3.5 million specialized facility which was recently constructed on the Superior waterfront, near Elevator O, to provide a research and development component for promising ballast water treatment technologies. The facility, overseen by UWS, consists of four 200 cubic meter tanks that are designed to simulate oceangoing ship ballast water conditions to test the viability of proposed systems. He explained that this type of controlled research environment was needed because on-board testing conditions and results are difficult to control and replicate.

He added that a complete report on the Great Ships Initiative, along with details about proposed ballast water treatment solutions, can be found online at <http://www.nemw.org/scopingreport.pdf>.

Ed Anderson, Superior City Councilor and MIC member representative to the HTAC, commented that there is current pressure to develop a marina in this waterfront area, but that he would prefer to see a use that capitalizes on this initiative, with a possible expansion of the research facility if needed.

During the discussion, several HTAC members expressed an interest in a field trip to this facility to learn more about it and the prospects for the technologies being developed there.

## 5. Erie Pier Management Plan

Andy McDonald presented information about the status of the plan. He noted that the advisory committee had encountered several hurdles in its development, so that production would be delayed until the June 6th HTAC meeting. An outline of the plan was shown that covered contents of the plan including purpose and background, preparation of material for reuse, certification of material for resale, material marketing and plan implementation.

Some of the problems that need to be solved include water management and invasive species. Developing a water filtering system that will reduce mercury levels will allow water to be released into St. Louis Bay and provide improved water management. Research into water filtering techniques are will be conducted the Corps and NRRI. Techniques for controlling purple loosestrife and ensuring that material leaving the site will be free of seeds will also be developed.

They are also looking at the design of the site to optimize the transfer of materials; to this end, the mine reclamation initiative is to be continued. Facilities to accommodate rail cars and trucks will have to be developed.

Another big issue is the certification of materials for re-use: they are examining 'clean standards' to include in the plan, to make it "comprehensive enough but not too broad." He added that multiple agencies (Wisconsin and Minnesota DNRs, and the Minnesota Pollution Control Agency) have been very cooperative in comparing each state's standards, and displaying them in a table format for the final plan.

He closed by noting that after the plan is approved for release by the HTAC and the MIC Policy Board, an important step towards its implementation will be to convene a meeting of multiple agencies to formally support this plan with an updated Partnering Agreement.

Ted R smith commented that this is not a new initiative—materials have been re-used for some time now; we should think of this as an evolutionary process that is close to being formalized.

## 6. Subcommittee Reports

### **GL Ports Advocacy**

Andy McDonald reported that on February 22nd the HTAC's Great Lakes Ports Advocacy Coalition sponsored a luncheon at the DECC with Congressman Jim Oberstar as the featured speaker. Approximately 50 representatives of local maritime industry and government agencies were in attendance, and had the opportunity to directly communicate our 'wish list' to him: the need for an accelerated dredging program; equitable funding for the Great Lakes maritime needs., and the construction of a second set of locks at Sault Ste. Marie, and the need for an unrestricted and open bidding process; previously the Army Corps has been limited by SBE set-asides. He added that Rep. Oberstar responded very favorably, stating that Great Lakes infrastructure projects such as these are not just of local but national importance and that he was working to get them funded by the federal government through increases in the Army Corps of Engineers budget.

Ted Smith outlined why this advocacy effort is so necessary, because the Great Lakes system is longer and handles more tonnage; but is very under-funded compared to Ohio River system. They move about 10% more but get substantially more funding

He added that the Great Lakes Advocacy Coalition has joined forces with the established Great Lakes Maritime Task Force, an important umbrella group for Great Lakes concerns which recently testified before congress. There are only three businesses participating in this group from this port, and he strongly encouraged HTAC participants to join.

### **Dredging Subcommittee**

Gene Clark reported that two full meetings of the dredging subcommittee have been held, another set to focus on invasive species. He also acknowledged the efforts of all committee members in the development of the Erie Pier Management Plan

### **Modeling Subcommittee**

Gary Glass reported that he is hoping for some more model runs, concerned about VHS fish virus in particular. The Sea Grant will be invited to present more info to the HTAC.

## 7. Roundtable Discussion

Jim Sharrow reported that progress is being made, due in large part to Rep. Oberstar's influence, for a second set of large Sault Locks. This project has been held up for many years by the requirement for a contribution by all the Great Lakes states, and Oberstar is proposing that it be fully federally funded since the need for a new lock has become more clear, as a

backup to the 1000-ft Poe Lock, since it was introduced over 20 years ago. Ted Smith suggested that we as individuals contact our congressmen about these concerns.

Jason Serck reported that the proposed budget for the Wisconsin Harbor Assistance Program (HAP) program has been significantly increased, more than doubled, in the Governor's proposed budget. Governor Doyle had been lobbied by City of Superior and Sen. Jauch.

## 8. Adjourn

No other items were brought forward for discussion and the meeting was adjourned at 11:09 a.m.

Respectfully Submitted,

*Rondi Watson*  
MIC Secretary