

Notes from
Virginia Ocean Planning
Ports & Shipping Meeting

September 27, 2012

Location: Virginia Pilot Association Offices
3329 Shore Drive, Virginia Beach

Attendees:

Capt. Bill Cofer, Ben Schill (VA Pilot Association),
Bruce Aitkenhead (Arcadis US)
David White (VA Maritime Assoc)
Emile Benard (USCG)
Betty Waring (USACE)
Ron Vann (USACE, ret.)
Andrew Larkin (NOAA)
Laura McKay, Nick Meade, Todd Janeski (VCU), Angela Neilan (VA CZM)
Tony MacDonald, Monmouth University, Jay Odell, The Nature Conservancy

1:00 Welcome, introductions, update on Virginia ocean planning efforts: Laura McKay

1:15 Presentation of new version of MARCO Ocean Data Portal: Tony MacDonald, Jay Odell

1. Does data currently in portal look right to you?
2. What additional data do you have?
3. What additional data is needed?

Dialogue:

- AIS data is useful, but needs to identify the size, shape and draft of ships. Differentiate the different types of vessels: deep draft, tug, etc/
 - **Next Step:** Contact David White and Emile Benard for assistance in identifying the vessel types
- Need to add dredged material ocean placement site locations to MARCO portal and need to identify the different levels of navigation
 - **Next Step:** Contact Betty Waring for dredged material ocean placement site shape file
- Need to look at the entire Atlantic coast as a whole, since much moves through the area as a system
- There are about 70 USACE navigation projects – just in Virginia
- Need to maintain the Fed navigation channels; there is an evaluation underway to re-align and deepen the dredged areas. These data would include the dredged material ocean placement sites, movement of dredges . The dredged material ocean placement sites cannot be relocated, “they are like gold,” “takes 18-20 years to get EPA designation”

- MARCO portal needs to include locations of the wind transmission lines and military cables. MARCO and the RPB also need to review and consider the USACE long term plan for the area.
 - **Next Step:** Contact Betty for copy of long term plan
- One channel may include permits or input from 7-8 Fed agencies, 4-6 state and 3-4 local entities. Dredging is a complex permitting process
- One participant questioned if the scale of the portal could be adjusted. Jay Odell confirmed that yes, it can be.

1:45 Discussion of ocean planning needs, priorities, potential conflicts and spatial needs:

1. VA Pilot Association: Bill Cofer
2. VA Port Authority: Bruce Aitkenhead for Heather Wood
3. VA Maritime Association: David White
4. US Coast Guard: Emile Benard,
5. US Army Corps of Engineers: Betty Waring

What are your ocean planning concerns and goals?
 What are your concerns about potential conflicts?

Dialogue:

- VPA indicated the need to relocate the .50 caliber gun range as it requires ships to deviate east. VPA negotiated with Navy and were able to alter the area—maps should reflect this change.
 - **Next Step:** Jay will ensure that we have corrected map
- The Southern Approach Deep Water Route (also called the Atlantic Ocean Channel) is authorized to be dredged to 60' (it is now 52' deep) and it is authorized at 1300' wide.
- VA has had a history of large freight ships due to import/export of coal.
- 2000 Maersk Shipping was first to develop cargo ships larger than aircraft carriers
- 5th Generation ships will be 8000 Twenty-foot Equivalent Unit (TEU) capacity
- NY, Baltimore and Hampton Roads are the only ports capable of handling the larger container ships with a draft of 50'
- In addition to the draft, squat and sinkage are factors to consider in port access
- Under keel clearance is critical. Ships must reduce speed to reduce the squat and center of gravity
- Windage also plays a factor, draft increases as ship rolls
- Heel, roll, pitch and list; all factors. A 2 degree list increases draft by 2.5'.
- 6, 8, 12' seas are major factors
- Bulk carriers squat at bow, container ships in the stern
- Panamax Paradigm—changing global shipping routes; not a gradual increase but significant jumps in increase in container ship size.

- New ships will be 15m deep, 49m wide
- Hampton Roads is the only port that can currently meet the need
- Walmart and Target need these huge container ship sizes
- VA has deepest entrance channel approach depth at 55'
- Need to designate a channel NE through the 55'-60' deep area – that channel is currently undesignated – unprotected
- VPA and others renegotiated the wind lease area to maintain shipping channel
- This NE channel is extremely important to the deep draft ships

2:45 Recording of current and future shipping spatial needs

- Demonstration of E-beam Participatory GIS Technique: Nick Meade
- Bill Cofer draws NE channel that is a major gateway to the US
 - **Next Step:** Jay will contact Betty Waring to get shape file of that NE channel with desired buffering

3:30 Review of priorities, future engagement, next steps

Dialogue in addition to next steps noted above:

- May need additional outreach to tug-barge operators
- Contact American Waterways Operators (Robert Rowe, Steve Furlough and Jeff Parker)
- AIS data need re-working: need to sort by draft and keep the year data was collected up front on the "I" (information) button for that data layer; Bill Cofer can help with sorting ships into size categories

4:00 Adjourn