

**March, 2018**

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## Defending Connecticut's Waters

Experts from the Environmental Protection Agency (EPA), U.S. Army Corps of Engineers, and other departments have found that dredging in the Long Island Sound is critical to ensuring the waterway remains open for commercial shippers, recreational boaters, and others. Connecticut has long taken a leading role in maintaining the Sound, but now it is under attack. New York State filed a lawsuit against the EPA in an attempt to stop dredge materials from being deposited at the newest disposal site in the eastern part of the Sound.

Routine, predictable dredging of ports and harbors helps maintain the health of our maritime economy and our ecosystem. Dredging materials have been used to nourish beaches (see: Plovers Protected by CPA and Audubon Society for more information) and undo the damage caused by strong storms, weather patterns, and other forces. The Connecticut Port Authority (CPA) along with the Connecticut Department of Energy and Environmental Protection

(DEEP) are working together to use dredge sediments to build and revitalize marshlands.

"Dredging is crucial to keeping our waterways open for commercial shippers, recreational boaters, and fishermen," said Scott Bates, Chairman of the CPA. "We have always taken care to make sure the movement of dredged materials doesn't disrupt ecosystems in the Sound."

Dredged materials are comprised mostly of silty, fine-grained sand—not contaminants. These sediments are tested for quality as part of State and Federal permitting processes, and no sediments that fail to meet these standards are deposited at disposal sites.

Despite thorough vetting from environmental experts—including scientists at the Obama-era EPA—New York has persisted in its lawsuit in an effort to stop open-water disposal of sediments. Attempting to deposit these materials inland, however, would double or even triple the cost of dredge projects.

"The CPA is committed to the health of our environment and our economy," said Bates. "Depositing sediments in the eastern part of the Sound is critical to making sure Connecticut can complete its dredging projects and maintain the integrity of our ports and harbors."

**UPCOMING EVENTS:**  
**April 4th: CPA Board Meeting**  
**at Goodwin College**



Piping Plovers. Photo: Melissa Groo

## Plovers Protected by CPA and Audubon Society

With March well underway, piping plovers are once again making their way to Connecticut for nesting season. Thanks to the Connecticut Port Authority's partnership with the Connecticut Audubon Society, these spotted shore birds have a safe habitat to call their home.

When Connecticut began planning to dredge the Housatonic River, it determined the sediment pulled from the River could be used to nourish the beach at Hammonassett State Park. Officials at the U.S. Fish and Wildlife Department approved the project, and dredge materials were used to revitalize the beach.

Now, CPA and the Audubon Society are teaming up to monitor the restored habitat for signs of nesting plovers for the next five years. As plovers begin appearing, appropriate fencing and signage will be installed to discourage beachgoers from disturbing the nests.

"The Port Authority's mission is to enhance the maritime industry in Connecticut and dredging projects like the Housatonic project are part of that plan, but it is also important to do so in ways that protect the environment," said Scott Bates, chairman of the board of Port Authority. "In this case, we've been able to use dredged material to help re-build the beach at an iconic state park and at the same time provide potential new habitat for a fragile native bird species. We are delighted we've been able to access the expertise of the Connecticut Audubon Society for this project."

Listed as threatened under the federal and state Endangered Species Acts, Piping Plovers nest only on beaches, where they are vulnerable to high tides, predators, pets, and human disturbances. Sixty-six pairs nested in Connecticut in 2017, the most since records started being kept in the mid-1990s. Those 66 nests produced 100 fledglings.

CPA looks forward to a continued partnership with the Connecticut Audubon Society to protect our critical maritime habitats.

## Tapping into the Power of Wind

Could New London be the next potential hub for Offshore Wind? Speakers from the Connecticut Roundtable on Climate and Jobs, Acadia Center and the Connecticut Port Authority agree that offshore wind could play a large part in New England's energy grid.

New London has the only port between Boston and Norfolk, VA, without restrictions in height or width in its main channel. This allows New London to be an ideal location for receiving shipments of wind turbine parts as well as manufacturing components. Along with the logistical nature of offshore wind in New London, there is also a strong local workforce that is ready to take advantage of the economic opportunities that offshore wind would provide.

Installing the Block Island Wind Farm's five turbines generated more than 180,000 hours of labor in the region, according to Chris Bachant of the New England Regional Council of Carpenters. A similar project in New London could help to revitalize the economy by creating jobs and boosting local ports. A new lay down area adjacent to State Pier would accommodate staging and partial installation of turbines before they are put out to sea.



CPA officials recently toured the Block Island Wind Farm.



CPA and International Association of Maritime and Port Executives to host training program this fall.

## CPA Teams Up with International Port Executives

This fall, the Connecticut Port Authority will join forces with International Association of Maritime and Port Executives (IAMPE) to host a training program in Old Saybrook.

IAMPE offers educational programs for Marine Terminal Operators, Maritime Port Executives, Inland Marine Port Executives, Accredited Marine Port Executives, and IMDG and 49 CFR General Awareness Training.

The course will be held at the Fort Trumbull Conference Center, New London, September 10-14. Stay tuned for more information about this training opportunity, including registration, in issues to follow.

## Tramp Shipping Going Strong

According to the Naval Intelligence Office, Connecticut has been the hub of tramp shipping—irregular cargo transported mainly over nonstandard routes—since 1970. While most people think of massive container ships when they think about how cargo is moved overseas, there are numerous materials that cannot be moved via containers.

Tramp ships can be used to transport bulk and breakbulk cargos of low monetary value that do not require immediate delivery. These cargoes can be picked up and offloaded along other routes, maximizing efficiency.

Dry-cargo, liquid-cargo, and mixed-cargo ships can all be used in tramp shipping. Because of Connecticut's easy access to popular shipping routes as well as our expert handling of all manner of cargo, we are an ideal point of entry and termination for irregular, tramp cargo.

## CPA Welcomes Newest Board Member

This month, the Connecticut Port Authority welcomed its newest member to the Board of Directors: Grant Westerson.

Westerson brings more than 55 years of experience in the recreational marine industry, learning the business from the bottom up. His family opened and operated a Bertram Yacht dealership, where Westerson learned how to clean and prepare boats for delivery and troubleshoot and repair trade-ins. Westerson eventually took over the family business, where he grew the operation into a full service marina, new- and used-vessel dealership, and seasonal storage facility.

Westerson has also earned the Society of Accredited Marine Surveyor's Small Craft and Accredited Marine Surveyor designations. His consultation and expertise is highly sought after across New England and as far as South Florida.



### IN THE NEWS: Record year of cargo shipments expected for State Pier

*The Day, February 23, 2018*

### Keel laid for first hybrid cargo vessel in U.S.

*Marine Log, March 11, 2018*