

Summary Record
Hydrographic Services Review Panel
January 25-26, 2006
Houston, Texas

Introduction – Wednesday, January 25, 2005

On the call of the Designated Federal Officer (DFO), Captain Roger L. Parsons, NOAA, and after public notice in the Federal Register (Volume 71, No. 2, Page 331, dated January 4, 2006), the Hydrographic Services Review Panel (HSRP) meeting was convened on January 25, 2006, at The Marriott Houston Hobby Airport, 9100 Gulf Freeway, Houston, Texas. All voting members attended with the exception of Captain McGovern and Mr. Gray. The following report summarizes the deliberations of that meeting. Documents available to and or prepared by the HSRP are available for public inspection via the web at <http://nauticalcharts.noaa.gov/ocs/hsrp/archive/library.htm> and copies can be requested by writing to the Director, Office of Coast Survey (OCS), 1315 East West Highway, SSMC3, N/CS, Silver Spring, MD 20910. A list of the HSRP members and other attendees is provided in Appendix 1.

HSRP Chair, Mr. Scott Rainey, called the meeting to order at 0830 and requested Panel members and invited speakers to introduce themselves for roll call purposes.

Welcoming Remarks

Captain Roger Parsons, NOAA, welcomed everyone, briefly discussed the meeting flow and introduced Mr. Timothy Keeney, NOAA Deputy Assistant Secretary for Oceans and Atmosphere.

Keynote Speaker

Mr. Tim Keeney discussed NOAA's navigation services programs and other federal agencies' and private sectors' response efforts during and following the recent hurricane devastation experienced in the Gulf area. He discussed the Integrated Ocean Observing System (IOOS), the importance of coastal observing systems, safety of life benefits of Physical Oceanographic Real-Time Systems (PORTS®), funding and budget issues and the importance of education, at all levels, on NOAAs navigation services programs. He also applauded the recent study: "Estimating Economic Benefits from NOAA PORTS® Information: A Case Study of Tampa Bay." Panel members expressed concern about their ability to influence funding support for navigation services programs.

The Role of NOAA's Navigation Services in Responding to Natural and Manmade Events Impacting the Nation's Marine Transportation Infrastructure

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The following speakers, representing the Federal Government and maritime industry, discussed NOAA's response efforts; identified lessons learned; and described the impact of closures on their respective industries, during the Gulf coast hurricanes. To view their presentations, please visit: <http://nauticalcharts.noaa.gov/ocs/hsrp/archive/library.htm>.

NOAA Navigation Services (Captain Barnum, NOAA, Commerce and Transportation Goal Team Lead)

Captain Barnum discussed the NOAA Commerce and Transportation mission goal and roles played before, during and after the recent hurricanes. He stressed that pre-planning, communication, real-time data, the National Spatial Reference System and full cooperation were all key factors in successful response activities and rapid port re-openings. He emphasized that NOAA's navigation services' funding shortfalls are a continuing challenge to NOAA and, inevitably, affect the whole maritime community.

United States Coast Guard (USCG) (Commander Charles Rawson, Marine Safety Office, New Orleans, LA)

Commander Rawson discussed USCG's waterway-related issues: closures, pollution response, aids to navigation and salvage operations. He explained how the USCG used NOAA's hydrographic surveys, aerial photography and Office of Response and Restoration Scientific Support Coordinators to help identify and remove near-shore and offshore obstructions to re-open critical waterways. Commander Rawson offered that maintaining and establishing working relationships with various agency liaisons who understand the uniqueness of USCG capabilities is a critical requirement in a coordinated emergency response.

United States Army Corps of Engineers (USACE) (Mr. Terrence Jangula, Mobile District)

Mr. Jangula described the Mobile District area of responsibility, channel survey logistics, dredging operations, Mobile District websites to download Condition of Surveys information and "Local Notice to Mariners," and USACE Mobile District's private sector hydrographic survey contracting policy. Mr. Jangula provided the USACE's post hurricane response procedures and discussed the merits of the Post Emergency Advisory Team (PEAT), NOAA side scan sonar surveys and interagency cooperation. Data format, processing and standardization between agencies and fuel shortages were highlighted as possible "lessons learned."

Science Applications International Corporation (SAIC) (Mr. Donald Jagoe)

Mr. Jagoe extolled the partnership between SAIC and NOAA since 1994 and discussed the special circumstances—"everywhere contract" initiated after Hurricane Katrina. He discussed SAIC's national and international survey

operations, survey equipment and data processing software on R/V DAVIDSON, during the Katrina response and the close relationship between NOAA, USACE and USCG. He described some of Hurricane Katrina's aftermath and also mentioned that the undistinguishable and/or crumbling channel walls, missing or inoperable aids to navigation and sound velocity profile issues created unique challenges for SAIC. Some of the "lessons learned" from their experience were:

- Satellite telephones are invaluable for emergency response situations
- Training is imperative and should include contractors
- Response Plans should include funding for local pilots on board
- Designate one lead element--suggest NOAA's Navigation Response Teams (NRTs)
- Contract language should include a caveat for emergency/unexpected operations ("anywhere" contract language)
- NOAA should set the hydrographic surveying standards and maintain core capabilities

Houston Pilots Association (Captain Mike Morris)

Captain Morris commended NOAA's navigation products and services including: PORTS[®] information and shoreline photogrammetry for coastal navigation safety and critical decision making; Electronic Navigational Charts, Print-on-Demand paper charts and Coast Pilot for accurate, updated charts and local information; emergency surveying operations by NRTs and Navigation Managers who relay crucial National Weather Service Advisories, identify and provide points of contact on a variety of navigation safety issues and solicit stakeholder input on NOAA products and services.

Lake Charles Harbor and Terminal District (Mr. Adam McBride and Captain Jim Robinson)

HSRP Panel Member, Mr. Adam McBride, Lake Charles Harbor and Terminal District Port Director, offered opening comments on the damage tolls of Hurricanes Katrina and Rita, provided some information about the Port of Lake Charles and commended NOAA and Coast Guard response efforts during the hurricanes.

Captain Robinson thanked NOAA for their "extraordinary service" to reopen the Port of Lake Charles to deep draft navigation. He also shared facts about the Port; discussed President Bush's visit; commended the NRT, Navigation Managers, NOAA's Office of Coast Survey Hydrographic Services Division, Operations Branch and NOAA contract surveyor, Fugro Pelagus, Inc., for their efficient support; and, discussed NOAA, USACE and Navy survey operations that led to restored, safe navigation. Captain Robinson related that their Hurricane Plan report to the Board of Commissioner's Security and Risk Management Committee would be submitted by the required due date, June 1, 2006. Several lessons learned included harbor tug and pilot boat placement; firm

date of arrival of NOAA NRT and fuel resources identified in advance; more open communication from the U.S. Navy to Port Administrators on obstruction information; side scan sonar surveys extended outside channel boundaries; USACE streamlined channel survey data processing efforts; and, USCG allocations of survey resources and prioritization process for port re-openings. Discussions followed on federal survey resources and duplication of efforts and the benefits of communications in PEAT meetings.

American Petroleum Institute (API) (Mr. John Weust, Manager, Marathon Oil Company)

Mr. Weust provided a procedural synopsis of measures taken by the petroleum industry before, during and after Hurricanes Katrina and Rita. He highlighted:

- the storm's impact on petroleum, oil, refining and natural gas operations;
- offshore damage sustained;
- and cited the human toll taken.

Mr. Weust requested NOAA's aerial imagery to identify oil spills, infrastructure damage, shipping hazards, bridge and road conditions and facility access issues. He said that API needs to construct an asset database, using aerial photography, so that in the aftermath of a critical event, they will be able to identify missing or relocated platforms. He echoed several other speakers and said communication and inter- and intra-agency information sharing was key. He and the Panel discussed current National Geodetic Survey (NGS) positioning technology for offshore platforms; data analysis and asset location responsibility issues; possible Automated Identification System (AIS) installations; national criticality and priority of reopening navigable channels for industry use; possible HSRP coordination with API's Oil Spill Working Group to discuss industry emergency response measures; and the importance of NOAA products and services in the petroleum industry's emergency decision-making process.

Gulf Intracoastal Canal Association (GICA) (Captain Raymond Butler)

Captain Butler discussed organizations that are represented by GICA and the current working relationship with USACE and USCG. He shared his appreciation for chart updates, customized paper charts for specific areas of responsibility and NOAA severe weather update forecasts for which Alan Bunn and Tim Osborn, NOAA Navigation Services Managers, provided. He spoke of the GICA's dependence on the PORTS[®] current and tide data for safe navigation in transporting hazardous materials in the intracoastal waterway. He said they were willing to help maintain existing PORTS[®] and would like to install additional PORTS[®].

Captain Butler praised the USCG and, in particular, the Houston Galveston Navigation Safety Advisory Committee (HOGANSAC) for its efforts during Hurricane Katrina and also mentioned NOAA as a constant presence during

communications meetings. He discussed how critical it was to the area's economy to reopen the waterways quickly; that the Mobile USACE was a model for storm response efforts; and that NOAA and the USACE provided the expertise and resources to survey priority areas and deep draft channels. Captain Butler said NOAA's response could improve if they could get survey equipment on the water more quickly and if NOAA could place equipment as close as possible to the storm center. He also said additional current meters would be very valuable.

Panel members and speakers discussed the pros and cons of quick, centerline depth surveys (reconnaissance versus basic surveys) and subsequent "Local Notice to Mariner" input; the issue of obstructions outside the maintained channels; the importance of procedural documentation to hand-over to future port officials for similar occurrences; the benefits and usefulness of PORTS[®] data, tide and meteorological information but especially the currents information, for safe navigation within the Intracoastal Waterway.

Louisiana State University (LSU), Computer Aided Design, Geographic Information Systems (CADGIS) Research Laboratory (Dr. John Pine)

Dr. Pine described how the LSU Research Laboratory used NOAA and other source imagery for USCG and USACE rescue response efforts during Hurricane Katrina. LSU collected data and set up a large capacity server as a web portal for federal, state, local and private sector utilization. He explained several applications for the NOAA imagery and discussed the logistical process and safety measures in providing the data and imagery to users. He also discussed NOAA's remote sensing data use and availability; Geostationary Operational Environmental Satellite (GEOS) data and the Moderate Resolution Imaging Spectroradiometer (MODIS) for long-term environmental restoration; similar technology processes used by LSU, NOAA and others to determine flood water depths; and the advantages of Light Detection and Ranging (LIDAR) for determining coastal elevations and change assessments and analysis.

Dr. Pine concluded by stating that satellite imagery file sizes and formats were challenges but that NOAA contractors adequately merged the data and addressed the problems. The Panel discussed NOAA's remote sensing data offered by Google Earth for emergency responders in State Emergency Operation Centers for airlift rescue operations and LSU's super-computer hurricane model simulations. For further information, Dr. Pine provided the clearinghouse website <http://www.katrina.lsu.edu/>.

Public Comment

Bob Richards (Fugro Pelagos)

Mr. Richards commented on the level of coordination and cooperation he witnessed when Fugro Pelagos was contracted by NOAA to conduct emergency survey operations of Calcasieu Channel. He said that Fugro Pelagos, Inc.

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performed operational surveys and reported information comparable with NOAA NRTs. He also stated the port administrators were impartial to which party conducted and processed the survey data and resuming port operations was essential.

Public Meeting Adjourned

The public meeting was adjourned at 4:08 p.m.

Thursday, January 26, 2006

Administrative Overview

The meeting opened at 0830 and Mr. Scott Rainey thanked the Houston Pilots Association for the reception they sponsored the previous evening. The HSRP presented Captain Parsons, retiring DFO, a framed commendation signed by all members, thanking him for his support. Mr. Rainey discussed his successful meeting with Admiral Lautenbacher in November 2005 where the Admiral reviewed and discussed HSRP recommendations approved on September 28, 2005. Mr. Rainey conveyed the Admiral's appreciation for the HSRP's work and input to NOAA and Admiral Lautenbacher discussed possible collaboration efforts between the HSRP and the Science Advisory Board.

Update Status on Recent HSRP Recommendations (Captain Parsons/Panel Discussions)

Captain Parsons reported that most of the HSRP's recommendations were incorporated into a final draft "Contracting Policy for Hydrographic Services." The draft would be posted in the Federal Register to provide an opportunity for public comment; comments would be considered and those accepted would be incorporated. The final Policy would be posted in the Federal Register in early June.

He discussed the Hydrographic Survey Cost Analysis Task Order and stated that most of the HSRP recommendations were incorporated into a Statement of Work however, OCS funding issues would dictate whether the Task Order was contracted in late FY 06 or early FY 07.

The Panel discussed NOAA's hydrographic services' role in IOOS and Mr. Zilkoski stated that IOOS consists of global and coastal programs, that NOAA recognizes IOOS as a "major project," supports IOOS across several Line Offices and recognizes NOAA as the lead agency out of 10 agencies involved. He discussed compulsory implementation plans and schedules; funding sources and priorities (grants, Coastal Ocean Technical Service, discretionary); Ocean US and Regional Associations infrastructure issues; program integration; IOOS national "backbone" programs; NOAA data acquisition, processing and quality

control; and the value of studying user requirements and NOAA core capabilities. Mr. Zilkoski has agreed to provide the IOOS focus group, HSRP IOOS-related advice, recommendations and comments and to provide the HSRP an IOOS informational brief program update at the May 2006, Washington, DC, meeting.

NOAA's Role on the Committee on MTS (CMTS) (Mr. Mike Snyder)

Mr. Snyder, NOAA MTS Policy Advisor, stated that he was grateful to have participated in the morning's IOOS/NOAA programmatic funding discussions and that he would relay the Panel's comments and concerns to NOAA management.

He commented on the previous "Interagency" Committee on Marine Transportation System (ICMTS) and explained several differences between the CMTS and the ICMTS. He discussed the CMTS-planned outcomes of: improved interagency coordination; integrated transportation modes and ocean and coastal use; and, recommended strategic planning processes to inform the public, devise funding scenarios, match federal revenue with funding needs, and delineate short- and long-term priorities. He told the Panel that the CMTS is a public/private partnership and that the marine transportation infrastructure and NOAA's services are critical to the nation's economy. The Panel discussed port and marine transportation safety concerns, NOAA Navigation Services funding issues, the NOAA Commerce and Transportation Goal Team and US. Ocean Action Plan input and CMTS outcome-based goals.

Mr. Snyder stated that high-level agency involvement and the White House and Office of Management and Budget interest was optimistic and the creation of the CMTS Executive Secretariat and the Coordinating Board would be helpful in achieving established goals. Mr. Snyder emphasized his main priority is to increase inter- and intra-agency recognition of the importance of NOAA's navigation services. Panel discussions with Mr. Snyder included the Marine Transportation System National Advisory Council's (MTSNAC) involvement and reporting processes; navigation safety and environmentally sound transportation of goods in U.S. waterways; CMTS public outreach activities, navigation services' ranking in NOAA's strategic plan; the pros and cons of recent congressional restructuring activities; and, HSRP recommendations and advice to NOAA on near-term priorities to offer the CMTS. Mr. Snyder said he welcomed future discussions with Panel members.

HSRP Deliberations and Discussions on "The role of NOAA's Navigation Services in Responding to Natural and Manmade Events Impacting the Nation's Marine Transportation Infrastructure" (Mr. Scott Rainey and Ms. Helen Brohl)

Mr. Rainey drafted and presented to the Panel for discussion, advice and recommendations on "Contracting Processes," "NOAA Navigation Services Response to Natural and Man-Made Disasters," and "Continuity of Operations for

NOAA Navigation Services Identified as Components in IOOS Backbone.” He and the Panel discussed PORTS[®] funding issues; official ENC’s and maintenance costs; near-term goals for surveying in federally-maintained channels for MTS consideration; and emergency mission funding requirements, agency prioritization, policy guidelines, logistics, strategic operating plan and core competency for NOAA’s navigation services products and services.

Mr. Rainey provided three workgroup topics: “Continuity of Operations for NOAA Navigation Service,” “Near Term Outcome Based Goals,” and “Navigation Services Emergency Response Plan.” Panel members formed workgroups to work on each of the tasks and broke into discussion groups. The Panel requested a copy of a NOAA report on lessons learned and recommendations from Hurricane Katrina and Rita and mentioned that the FY07 budget figures, when available, would be helpful. Each group reported on the brief discussions they held and suggested timelines for workgroup drafts to present at the May 2006 meeting.

Comments on the Reauthorization Language in the Hydrographic Services Improvement Act (HSIA) and it’s Amendments (Ms. Helen Brohl)

Ms. Brohl provided a generic, draft statement of Panel support for the FY 2007 reauthorization of the HSIA and its Amendments of 2002. Captain Parsons mentioned that NOAA’s intended modifications to the Act would be provided to the Panel before the planned May 2006 meeting if they wished to consider NOAA’s input before proceeding with the Panel’s formal advice and recommendations to Admiral Lautenbacher. The Panel expressed timing issue concerns but agreed to wait for NOAA’s list of language modifications.

Old Business

Mr. Rainey and the Panel discussed and approved the HSRP Meeting Summaries from meetings held on August 18-19, 2005, and September 28, 2005.

Mr. Whiting provided some history and his viewpoints on the merits of Brooks Act contracting and Captain Parsons stated, for the record, that the Federal Acquisition Regulations require NOAA to contract A&E acquisitions using prescribed Brooks Act contracting procedures.

Administrative Business

Mr. Rainey requested the Panel members provide their availability for a one-day meeting in Washington, DC, in mid May 2006, and a two-day meeting in Anchorage, AK, in mid-August 2006. Captain Parsons stated that both meetings would be good opportunities for the Panel to meet and interact with the newly

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appointed NOS Assistant Administrator, Mr. John Dunnigan. The public meeting was adjourned at 3:08 p.m.

To view or download the verbatim meeting transcript, please visit:

http://www.nauticalcharts.noaa.gov/ocs/hsrp/archive/minutes/jan25_06tran.txt

http://www.nauticalcharts.noaa.gov/ocs/hsrp/archive/minutes/jan26_06tran.txt

**Appendix I
Attendees**

Voting HSRP Members

Helen Brohl, HSRP Vice Chair	Executive Director, Great Lakes Shipping Association and Vice Chair, HSRP
Jon Dasler	Director of Hydrographic Services, David Evans and Associates, Inc.
Elaine L. Dickinson	Boat Owners Association of the United States (BoatU.S.)
William Gray (via telecomm)	President, Gray Maritime Company, Maritime Advisor to INTERTANKO
Captain Sherri Hickman	Houston Pilots Association
Dr. Lewis Lapine	Chief, South Carolina Geodetic Survey
Rear Admiral Richard Larrabee, USCG (Ret.)	Director, Port Commerce Department, The Port Authority of New York and New Jersey
Adam McBride	Port Director, Lake Charles and Terminal District
Captain Minas Myrtidis	Norwegian Cruise Line
John Oswald	President, John Oswald and Associates, LLC
Scott Rainey, HSRP Chair	Deputy Director, American Pilots' Association
Tom Skinner	Senior Project Manager, Durand & Anastas Environmental Strategies, Inc.
Rear Admiral Richard West, USN (Ret.)	President and CEO, Consortium for Oceanographic Research and Education (CORE)
Larry Whiting	Hydrographer, Terra Surveys LLC

Non-voting Member

Captain Andrew Armstrong, NOAA (Ret.)	Co-Director, NOAA/UNH Joint Hydrographic Center
Dave Zilkoski	Director, National Geodetic Survey
Michael Szabados	Director, Center for Operational Oceanographic Products and Services

Designated Federal Officer

Captain Roger L. Parsons, NOAA	Director, Office of Coast Survey
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Presenter/Speaker

Timothy Keeney	Deputy Assistant Secretary for Oceans and Atmosphere, NOAA
Captain Steve Barnum	NOAA Commerce and Transportation Goal Team Lead
Commander Charles Rawson,	USCG Marine Safety Office, New Orleans
Terrance Jangula	USACE Site Manager, Panama City
Donald Jagoe	Vice President, Science Applications International Corporation
Captain Mike Morris	Houston Pilots Association
Jim Robinson	Lake Charles Harbor and Terminal District
John Weust	American Petroleum Institute
Captain Raymond Butler	Gulf Intracoastal Canal Association
John Pine	Louisiana State University, CADGIS Research Laboratory
Mike Snyder	NOAA MTS Policy Advisor

Staff

Steve Vogel	National Geodetic Survey
Monica Cisternelli	Center for Operational Oceanographic Products and Services
Barbara Hess	Office of Coast Survey

Others/Public

Bob Richards	Fugro Pelagos, Inc.
Tom Newman	TerraSond Ltd
Darren Stephenson	Tenix LADS, Inc.
Alan Bunn	NOAA, Office of Coast Survey
Dan Warren	C&C Technologies
Cliff Middleton	NOAA, National Geodetic Survey