

U.S. DEPARTMENT OF COMMERCE
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NATIONAL OCEANIC AND ATMOSPHERIC
ADMINISTRATION (NOAA)

+ + + + +
HYDROGRAPHIC SERVICES REVIEW PANEL (HSRP)

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MEETING
+ + + + +
WEDNESDAY
MAY 4, 2011
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The Hydrographic Services Review
Panel met in the Kona Moku Ballroom at the
Waikiki Beach Marriott Resort and Spa, 2552

Kalakaua Avenue, Honolulu, Hawaii, at 8:30
a.m., Edmund Welch, Chair, presiding.

HSRP MEMBERS PRESENT:

EDMUND B. WELCH, Chair

MATTHEW WELLSLAGER, Vice Chair

LAWSON W. BRIGHAM, Ph.D.

JEFFERY J. CAROTHERS

MICHELE DIONNE, Ph.D.

CAPT. SHERRI HICKMAN

CAPT. THOMAS A. JACOBSEN

DAVID A. JAY, Ph.D.

GARY JEFFRESS, Ph.D.

JOYCE E. MILLER

SCOTT R. PERKINS

SUSAN SHINGLEDECKER

PACIFIC NAVIGATION SERVICES STAKEHOLDER PANEL:
CAPT. STEVE BAKER, Hawaii Pilots Association
ROBIN BOND, Hawaiian Ocean Safety Team
CAPT. BOB LAMB, Matson Navigation Company
LT. DOUGLAS MILLER, U.S. Coast Guard, 14th
Coast Guard District Waterways Management
Branch
BRAD RIMELL, Sause Brothers Ocean Towing
Company
ALSO PRESENT:

RICHARD BALSER, U.S. Navy COMPACFLT
JULIANA BLACKWELL, NOAA/National Geodetic
Survey Director
PAUL BRADLEY, NOAA/NOS
ARTHUR BUTO, DLNR
EDWARD CARLSON, NOAA/NGS
VIRGINIA DENTLER, NOAA/HSRP
BOB DUPUIS, Boat Surveys Hawaii
RICHARD EDWING, NOAA/CO-OPS Director
CAPT. GERD GLANG, NOAA/NOS
LCDR MARCELLA GRANQUIST, Waterways Management
Division, Sector Honolulu, U.S. Coast Guard
LAURA HAMILTON, NOAA
TIFFANY HOUSE, NOAA/HSRP Staff

D. JOHNSON
KRISTINA KEKUEWA, NOAA PSC
DAVID M. KENNEDY, Asst. Administrator, NOS
TORE LERAAND, Leraand Engineering Inc.
CAPT. JOHN E. LOWELL, JR., NOAA/OCS Director
JAY MAGERS, U.S. Navy
JOHN MARRA, Ph.D., NOAA NCDC

MICHAEL MacDONALD, Hawaiian Tug & Barge/Young
Brothers
DANIEL G. MORRIS, U.S. Navy COMPACFLT
JESSICA PODOSKI, U.S. Army Corps of Engineers
DAN POLHEMUS, U.S. Fish and Wildlife Service
KEVIN RICHARD
LT. KYLE RYAN, NOAA/OCS

ALSO PRESENT (Cont'd):

BRIAN SCHATZ, Lt. Governor, State of Hawai'i

TOM SMITH, U.S. Army Corps of Engineers

ADAM STEIN, NOAA PSC/Pacific Risk Management

'Ohana (PrIMO)

DAVID SWATLAND, NOAA

BILL THOMAS, NOAA

KATHY WATSON, NOAA/HSRP Staff

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1 P-R-O-C-E-E-D-I-N-G-S

2 8:47 a.m.

3 CHAIR WELCH: Ladies and
4 gentlemen. Good morning. Let's convene the
5 Hydrographic Services Review Panel of the
6 National Oceanic & Atmospheric Administration.

7 I'm Ed Welch the Panel Chairman.
8 This is an advisory committee created by
9 statute of folks in the private sector from
10 all over the country. And our job is to
11 advise NOAA and NOAA's leadership on a number
12 of navigation and contract services programs.

13 This is the first official meeting
14 that we had since the appointment of a new
15 cadre of members. Some of us have been on the
16 panel for several terms, several years. A
17 number of the rest of us are attending our
18 first official meeting.

19 I'm going to turn it over to our
20 Designated Federal Official, Captain Lowell
21 for a few remarks and then we're going to go
22 right to the Lieutenant Governor.

1 John?

2 CAPT. LOWELL: Thank you, Ed. I
3 know most everybody here. Some guests I
4 haven't met. I tried to meet everybody.

5 Again, I'm Captain John Lowell.
6 I'm Director of the Office of Coast Survey.

7 We have a couple of administrative
8 things to go over and then we'll move right
9 into the meeting.

10 First off, these are the emergency
11 exits behind us. Everybody's recommended to
12 use the stairs to get out of here, just move
13 down those stairs.

14 The restrooms are located right
15 across from the stairs.

16 The mics are a little bit
17 different for this meeting. They're always
18 on. Our sound engineer will be adjusting the
19 controls as we speak. So if there's a slight
20 delay, it's just that he hasn't done it yet.
21 You're not supposed to push the top on this
22 one.

1 But to facilitate him, you know do
2 try to lean toward the mic so that he picks
3 up. We do have a court reporter at the table,
4 so we're recording everything and taking
5 notes. As always, speak slowly and clearly.

6 And I haven't seen this problem.
7 At this meeting we're going to try not to talk
8 over each, as been known to happen.

9 As Ed said, this is the first
10 Pacific Regional meeting for the Hydrographic
11 Services Review Panel. As Ed said, it's an
12 independent panel. We have individuals with
13 diverse background and interests in those
14 hydrographic services.

15 We welcome you all here. There are
16 ten new members on the Panel, of which this is
17 their first meeting. So we'll try to walk
18 everybody through the process here.

19 We also have a couple of special
20 sessions dealing with where is this committee
21 want to go over the next three to four years.
22 We'll talk a little bit about that today and

1 then after we've gone through the meeting and
2 all new members will understand how we run the
3 meetings, then at the very end of the last day
4 we'll give everybody an opportunity to kind of
5 set the stage for the next several meetings.
6 Where do you want to go and how it is we can
7 help you gather the information to meet that
8 objective that you've set for yourselves.

9 We also will be swearing two new
10 members in that we didn't get to a few months
11 ago in Silver Spring. We'll do that right
12 after these remarks.

13 And a quick reminder to the guests
14 in the back if you have not signed in, we have
15 a sign in sheet that's required by FACA law.
16 So, please sign in.

17 So, with that said, I think we can
18 move to the swearing in. David Kennedy, you
19 want to just --

20 MR. KENNEDY: That would be great.
21 But let's see, who are we swearing in?

22 CAPT. LOWELL: Susan and David.

1 MR. KENNEDY: So just read it and
2 they just follow along with me?

3 MS. WATSON: And raise your right
4 hand.

5 CAPT. LOWELL: Raise your right
6 hand.

7 MR. KENNEDY: This is unique for
8 me. I've had a bunch of new experiences
9 lately. And I've been sworn out a lot. So,
10 all these new experiences.

11 All right. So you two, if you'd
12 raise your right hand and then we'll go
13 through this oath.

14 And it's I, you two -- do you have
15 it in front of you to read it. Okay. Let's
16 read it together.

17 Do solemnly swear or affirm that I
18 will support and defend the Constitution of
19 the United States against all enemies, foreign
20 and domestic, that I will bear true faith and
21 allegiance to the same; that I take this
22 obligation freely, without any mental

1 reservation or purpose of evasion; and that I
2 will well and faithfully discharge the duties
3 of the office on which I am about to enter. so
4 help me God.

5 Okay. That means you're
6 officially sworn in. Congratulations.

7 So, I turn it back to you.

8 CHAIR WELCH: Thank you, David.

9 And congratulations to our new
10 members. Welcome to all of our members, again.

11 We are delighted to have as our
12 first speaker\, the Honorable Brian Schatz is
13 Lieutenant Governor of Hawaii.

14 Mr. Lieutenant Governor, we very
15 much appreciate you coming. I've been on this
16 Panel about four years and we've been meeting
17 in various states around the country. And
18 while we've had a number of state cabinet
19 secretaries and other dignitaries from the
20 state governments, I believe you're the
21 highest ranking state official that we have
22 had make a presentation to the Panel, at least

1 during my tenure. So we very much appreciate
2 it.

3 As we indicated to you, those of
4 us here come from a diverse group of
5 occupations and backgrounds. Some of us are
6 scientists, a couple of us are politicians. We
7 have some maritime pilots. Some folks with
8 various types of maritime and geodetic types
9 of backgrounds. And we've been attracted to
10 come to Hawaii because of its unique
11 situation. It's an island state. It's
12 positioned in a strategic part of the Pacific
13 Ocean. And a number of the NOAA programs that
14 we have some responsibility to comment on are
15 of importance to Hawaii.

16 And I understand that there are
17 several hundred NOAA employees that actually
18 live and work in the State of Hawaii.

19 So with that, we would welcome any
20 kind of remarks that you might care to give
21 us. And if time permits, perhaps some of us
22 can react to your remarks or pose a question

1 to you.

2 So the floor is yours. Thank you.

3 LT. GOVERNOR SCHATZ: Well, thank
4 you, Chair Ed Welch.

5 Thank you Assistant Administrator
6 Kennedy and Captain John Lowell and to all the
7 members of this Panel. Thank you. Aloha e
8 komo mai, welcome to Hawaii.

9 I see your schedule, your agenda,
10 which is robust and that's appropriate. But I
11 hope you can complete your work in time for
12 some enjoyment of the natural environment
13 here, and maybe even some enjoyment of the
14 retail environment here, which is equally
15 important to us.

16 The work you will undertake in the
17 next couple of days is vitally important for
18 Hawaii. And on behalf of Governor Abercrombie
19 I'd like to thank you for your critical work
20 in ensuring marine transportation.

21 I'd also like to thank NOAA for
22 selecting Hawaii for this location and giving

1 stakeholders an opportunity to participate.
2 We're grateful to NOAA for the far-reaching
3 services provided, including information,
4 tsunami early warning and monitoring coral
5 reef and fisheries management, seafood
6 inspections, the management of the Hawaiian
7 Islands' humpback whale sanctuary and the
8 Papahānaumokuākea Marine Monument.

9 NOAA is a valued partner in
10 Hawaii. It's critically important in our
11 island state. And as you had mentioned, it's
12 a major employer in the State of Hawaii.
13 Several hundred employees and growing as a
14 result of our needs, as a result of our unique
15 natural environment and partly as a result of
16 Senator Inouye's leadership.

17 You may not know that I was at the
18 University of Hawaii's Sea Grant Extension
19 Service, and that's how I got my start in
20 public service. I was a program assistant.
21 And I started a not for profit called Youth
22 For Environmental Service designed to get kids

1 involved in community service for the
2 environment. In this way it's a small example
3 of the significant and important role that
4 NOAA plays in ensuring economic vitality and
5 environmental protection through science.

6 When I was asked to address you,
7 of course like most folks, I didn't fully
8 understand how nautical charts, shoreline
9 surveys and water level measurements and
10 geodetic and geospatial measurements were
11 developed. Of course, I understood the
12 importance of accurate charts, information on
13 tides, water levels and good data for
14 positioning services and so on. But now I
15 more fully understand and appreciate how the
16 network of NOAA professionals, state and local
17 government agencies, scientists, businesses
18 and private citizens work together to ensure
19 that the data that we collect is relevant to
20 support to support the United States marine
21 transportation system and the prosperity of
22 our country.

1 And we were chatting a little bit
2 earlier this morning, this is exactly the kind
3 of work that in my opinion is under siege with
4 respect to budgets. Because as even at the
5 state legislature right now, and I've been a
6 legislator, and you've been a staff director
7 for a congressman and I think the challenge
8 for this Panel and the services that are
9 provided is that you may end up in a
10 conference committee and they're trying to
11 find some dollar amount of savings. And they
12 look across the table at each other and they
13 say "What's that? I don't know," and it gets
14 crossed out.

15 And so the challenge today and for
16 the next several days is to do your work, but
17 also to understand that in an economic and
18 political environment in which we're working
19 that it's really critical to do more reaching
20 out then ever about why what you're doing is
21 so important. How it creates a stronger
22 economy. How it creates efficiency. How it

1 creates safety. How it saves people time. How
2 it saves companies time and how it save
3 companies fuel. How it basically is one of the
4 most basic parts of America's economic
5 infrastructure. And we've got to make that
6 case loud and clear, because this is exactly
7 the kind of thing that is going to sound
8 abstract and arcane to a policymaker and will
9 be threatened.

10 And I don't mean that as an
11 ideological statement. I think it's just a
12 factual statement that this is the kind of
13 thing people don't understand. And I'll give
14 you another example at the state level.

15 I remember being in a committee
16 when they were trying to find \$750,000 of
17 savings at the state legislature. And two
18 legislators looked at each other and said:
19 "What's vector control?" And, "I don't know,
20 I don't know." Cross.

21 So then I kind of came in and
22 said: "You know what vector control is,

1 right? Dengue fever eradication, rats in
2 restaurants. Vector control is pretty basic
3 to what government does." And so we were able
4 to reinsert it in the budget. But a lot of
5 policy making, especially on the budget level,
6 especially in a rush which is almost always
7 how it's done, gets done with very little
8 information. And you're not going to be able
9 to get in the room at the last minute, maybe
10 you will but the rest of us are not going to
11 be able to get in the room at the last minute.
12 And so those of you in the private sector,
13 those of you who are pilots, those of you who
14 understand the economics of maritime
15 transportation and other aspects of how this
16 Panel services not just the maritime industry,
17 but the broader public that's the case we have
18 to make to our friends in Washington and to
19 our local partners.

20 So, I want to thank you for the
21 work you do, because I really do think it's
22 totally critical. And that's actually the

1 reason you say well, I'm one of the higher
2 ranking public officials to come to this
3 meeting, I think it's critical that we do have
4 public leaders who understand applied science
5 matters, that infrastructure matters and that
6 just because something doesn't sound good in
7 a campaign commercial doesn't mean it's not
8 important. And that's why I'm here, is to
9 support the work you're doing and to say thank
10 you for the work you're doing, and to ask you
11 to speed an extra couple of hundred bucks each
12 in the stores.

13 Thank you very much. I'd be happy
14 to answer any questions, although I lack the
15 expertise to answer many of them.

16 CHAIR WELCH: Well, thank you very
17 much, Mr. Lieutenant Governor.

18 And let me open the panel oven and
19 see if any comments or questions from members
20 of the Panel. If you do, would you please not
21 only state who you are, but what your
22 affiliation is or where you're from.

1 Do we have any comments or
2 questions? Well, let me break the ice, Mr.
3 Lieutenant Governor.

4 I was here in Hawaii about two
5 months ago, the Big Island, for a family
6 wedding. My sister-in-law, who is a Hawaiian
7 resident was getting married. And we had a
8 nice wedding at a facility a little bit south
9 of Kalua Kona right on the waterfront. And two
10 weeks later the facility was absolutely
11 devastated by the tsunami. And if we had
12 waited two more weeks, we wouldn't have had
13 that wedding there.

14 But I wonder if you might have any
15 comments as to, you know obviously most people
16 didn't even know that Hawaii got hit by the
17 tsunami. Do you have some comments or
18 observations about the economic impacts of
19 that event here and to what extent you had
20 warnings and plans?

21 LT. GOVERNOR SCHATZ: Well, the
22 Pacific Tsunami Warning Center got it exactly

1 right. From the time of the tsunami's arrival
2 to the impact, although they were vague enough
3 to keep the public alert and aware. From the
4 Emergency Operating Center we were in constant
5 contact with them. We were working with FEMA
6 and the Warning Center and everything really
7 worked well. The only thing that didn't work
8 perfectly was our teleconferencing, our
9 virtual teleconferencing system. And I think
10 that was human error. We just didn't know
11 where to place microphones, sort of like your
12 push to talk system. But for the most part we
13 felt very good about being able to--
14 especially with a new Governor and three new
15 Mayors. We felt very good about being able to
16 stand up a system where we were in constant
17 contact and we were monitoring the impact. So
18 on that level I thought things went well.

19 On the level of impact to the
20 State of Hawaii, we had \$20 to \$30 million
21 worth of infrastructure damage, \$8 million of
22 which was to public facilities. And we'll be

1 getting FEMA assistance for that.

2 There were some significant damage
3 at harbors and a bunch of private property
4 damage. FEMA's not going to be helping with
5 that because most of the private properties
6 were either insured or second homes, which
7 FEMA's disinclined to assist with for
8 understandable reasons.

9 The main economic impact has been
10 the understandable downturn in Japanese
11 arrivals. We depend on that as part of our
12 tourism mix, but it is only 18 percent of our
13 total arrivals. So we had a, call it a 25
14 percent drop off of 18 percent. So if you do
15 the math, it's a 2 or 3 percent net drop for
16 a three month period and it's starting to pick
17 right back up.

18 So, you know you're probably
19 looking at a total loss in gross state product
20 of less than a percentage point, but not
21 inconsiderable. I mean, that's real money and
22 economic activity.

1 We feel very confident that the
2 Japanese market will recover. We feel
3 confident that our relationship with Japan is
4 stronger then ever. And so Hawaii's economy,
5 actually, was on a nice trajectory until a
6 couple of months ago. We have one of the
7 lower unemployment rates in the country as a
8 state. And we're relatively, knock on wood,
9 stable. So we're feeling positive, although
10 that doesn't solve our short term, budget
11 shortfall, which is about \$1.3 billion. So we
12 just are finalizing work on the legislative
13 budget tomorrow. And my view is the private
14 sector will recover by the end of this year,
15 and the public sector will recover about a
16 year after that.

17 CHAIR WELCH: Are you anticipating
18 a drop in arrivals of people that won't go
19 over to the birth certificate?

20 Joyce?

21 MEMBER MILLER: Yes, I have a
22 follow-up question. I'm a resident of --

1 CHAIR WELCH: On the birth
2 certificate?

3 MEMBER MILLER: No.

4 CHAIR WELCH: Joyce, if you can
5 identify yourself?

6 MEMBER MILLER: Yes. I'm Joyce
7 Miller. I work for the Joint Institute for
8 Marine and Atmospheric Research, RCUH and I'm
9 a Panel member, recently joined.

10 And what are the state plans, I
11 mean the Keehi Harbor in particular was
12 severely impacted? And I have to say having
13 been a boater here for many years, it never
14 was in the best condition anyway.

15 LT. GOVERNOR SCHATZ: Right.

16 MEMBER MILLER: So what are the
17 state plans for renovation of that harbor?
18 Are we getting FEMA money? What's the --

19 LT. GOVERNOR SCHATZ: We are. We
20 are. So the FEMA money reimburses for public
21 infrastructure damage. And the estimate was
22 \$1.4 million in Keehi. And so what that'll do

1 is get us back to where we were, which as you
2 know was unacceptable.

3 MEMBER MILLER: Right.

4 LT. GOVERNOR SCHATZ: So I think,
5 our new Department of Land and Natural
6 Resources Director is a former harbor master.
7 And so I think he understands better than,
8 perhaps, any other DLNR chief the need for
9 investment in harbors.

10 And the other thing we're doing is
11 trying to have our Department of
12 Transportation and Department of Land work a
13 little bit better together on harbor
14 infrastructure. Because our Transportation
15 Department is fat and our DLNR is starving.
16 And so I think, you know trying to make sure
17 that there's partnership there will free up
18 some resources for that infrastructure.

19 CHAIR WELCH: Yes, David?

20 MEMBER JAY: Yes. David Jay,
21 Portland State University.

22 As an academic scientist, this is

1 more sort of a plug than a question. You have
2 here at the University of Hawaii a very
3 important called the University of Hawaii Sea
4 Level Center. I was curious, is there direct
5 state support for that activity? It's very
6 important for people who study sea level and
7 tides around the world.

8 LT. GOVERNOR SCHATZ: The way that
9 our university is funded is basically by block
10 appropriations. Because the University has
11 constitutional autonomy, the Legislature
12 basically provides them a fixed amount of
13 money and then the President and the
14 Chancellors determine which programs get
15 funded. But as a general proposition, you know
16 David and I were talking this morning about
17 the importance of those kinds of data and that
18 Hawaii continues to be a leader in some areas
19 and a potential leader in others. And so one
20 of the things we're going to be working on is
21 separating out the question of global climate
22 change and getting off of oil no matter what

1 happens. Even if we get off oil tomorrow
2 morning, we're going to have deal with some
3 sea level rise as a coastal state. And so
4 what we're going to be doing is working with
5 our University partners to develop an
6 infrastructure plan for both private and
7 public property so that we can actually deal
8 with this.

9 And I think because we're a
10 coastal state we can't afford to wait.

11 CHAIR WELCH: Okay. Gary
12 Jeffress?

13 MEMBER JEFFRESS: Gary Jeffress,
14 Texas A&M University, Corpus Christi.

15 I think you just answered my
16 question I was going to ask. I was going to
17 ask about long-term sea level rise and also
18 storm surges from hurricanes, how that impacts
19 low-lying coastal areas and Hawaii's policy in
20 the future.

21 LT. GOVERNOR SCHATZ: Yes. You
22 know, I think I did answer that, but I'll say

1 more broadly we may be ahead of other states
2 and counties and municipalities, but that
3 doesn't matter, does it? The question is
4 whether we're going to have a plan in time to
5 finance and implement so if it's hardening, if
6 it's managing -- I mean, I don't know
7 technically what the plan ought to be, but I
8 do know that I don't want to be developing a
9 plan as the problem is fully upon us.

10 CHAIR WELCH: Other comments or
11 questions? Michele?

12 MEMBER DIONNE: Michele Dionne,
13 Wells National Estuarine Research Reserve in
14 Wells, Maine.

15 Just a follow-up, and that is
16 maybe you could comment on how the citizens of
17 Hawaii embrace this problem of sea level rise
18 and whether they're thinking about it, not
19 thinking about, aware of it kind of.

20 LT. GOVERNOR SCHATZ: I think the
21 answer is that Hawaii as a general proposition
22 has a high level of environmental awareness.

1 But I think if you ask the person on the
2 street about sea level rise, you'd get a blank
3 stare, even from those who call themselves
4 environmentalists. There's a concern about
5 land development and the sort of right in
6 front of you challenges with respect to
7 balancing the natural resources need versus
8 the need for housing and hotel and resort
9 development; all those questions are sort of
10 more right in front of us.

11 I don't think our community at
12 large is educated about or concerned about
13 this problem. And, frankly, one of the other
14 challenges is that with an economy that is so
15 dependent on tourism, we want to be preparing
16 for this but we don't want to be sending out
17 the wrong signals internationally. And here's
18 been so much reticence about even -- I mean I
19 actually agree with that. I don't think we
20 should be making international news with
21 respect to this question. But that doesn't
22 prevent us from doing the work we need to do.

1 It just means we shouldn't be -- you know, if
2 someone asks us about it, we can be truthful
3 but there's no need for a news release.

4 So, I think what we've done in the
5 interest of continuing Hawaii's great brand
6 from a hospitality standpoint is sort of
7 shutdown all activity on this question. And
8 I think there's a happy medium that we've got
9 to get to.

10 Well, thank you very much. I
11 appreciate your work. I'm sorry I have to go
12 back to the capital. But I really appreciate
13 you being here. Thanks very much.

14 CHAIR WELCH: Thank you, Mr.
15 Lieutenant Governor.

16 (Applause.)

17 CHAIR WELCH: Captain Lowell would
18 like to give you a short presentation here.

19 CAPT. LOWELL: I just have a
20 little gift coming down. Thank you very much.

21 I guess the Chair just left.

22 MS. WATSON: Captain, excuse me.

1 I think we forgot one thing on the agenda' to
2 have all the Panel members give a brief who
3 they are.

4 CAPT. LOWELL: I actually have
5 that right after the--

6 MS. WATSON: Okay. That's fine.
7 Okay.

8 CAPT. LOWELL: Actually, as a
9 final note to both Susan and Dave, there is a
10 little paperwork that we have to do, but at
11 the next break, I'll pull you guys aside and
12 we'll finish that.

13 So that said, Dave Kennedy.

14 MR. KENNEDY: Okay. Sorry for
15 wandering off. I thought we were going to do
16 some other business.

17 So I had the opportunity to talk
18 with the Lieutenant Governor this morning, and
19 very impressed by his understanding of what's
20 going on here and his willingness to support.

21 When I first sat down with him, he
22 kind of asked some questions. I said huh, I

1 don't think he's going to get this. He had
2 read the material. But, boy, as soon as we
3 started to talk and talk about particular
4 issues, it just clicked and he started giving
5 me examples of how important some of the nav
6 services issues are to Hawaii and how
7 important they are to the economy. So, really
8 impressed to have the opportunity to sit down
9 with him, and really I think an advocate for
10 us as we move forward.

11 So I have a slide deck here
12 somewhere; do I not? No? Okay. Interesting.
13 A lot of people looking at each other here. I
14 don't know.

15 So, what I'm going to talk about
16 this morning a little bit is kind of the
17 atmosphere that we have as an environment to
18 work in in NOAA nationally, the challenges.
19 How we think you guys fit into all of that,
20 and we do think you fit. And we're hoping
21 that we can entice you to maybe be engaged
22 between meetings in a little more active way

1 then you have in the past. The Governor got
2 a good pitch in there for that. He and I
3 chatting this morning he was kind of asking
4 okay, so what is this Committee and what does
5 it do. And when I just mentioned, and that's
6 kind of what I liked about him so much. He's
7 such a quick study. When I just mentioned
8 that, boy, this is a group that we think that
9 there's other opportunity, he immediately got
10 that and said, gosh, given the environment
11 we're in, yes, yes, yes. And I'd like to talk
12 about that, too.

13 At any rate, so my slides, should
14 we get them up, would kind of start with the
15 environment that we're working in. And as you
16 all are extremely aware, budget, budget,
17 budget. And so we have been struggling for
18 months and months and months under this
19 continuing resolution. We finally now have a
20 stable budget for '11. And there were a
21 number of draconian scenarios about what our
22 budget might end up being for '11. And I'm

1 very happy to say that most of those did not
2 play out.

3 So the budget that we have to work
4 with, which is not final so I really can't
5 talk about it in detail, but at least the
6 overall number and where we think we're going
7 to go if we get approval is not nearly as bad
8 as we thought it might be. So it is somewhat
9 stable. There aren't going to be any major
10 increases, but I think the best good news of
11 all of that is that we're not going to have to
12 cut big chunks out of programs. We're going
13 to be able to continue to do pretty much what
14 our primary basic missions are and will allow
15 us, at least this year, to be somewhat stable,
16 and certainly not take dramatic cuts.

17 Another part of that issue,
18 though, is okay what happens next year?
19 Conventional wisdom is that we had
20 presidential budget for '12, but that budget
21 we don't think probably will stand. It was a
22 pretty favorable budget for NOS, but we don't

1 think that's where we'll start. We think that
2 ultimately the kind of budget that we'll have
3 probably will begin as a baseline with what we
4 ended up getting here this year, which is less
5 than certainly we had intended for '11 and
6 certainly less than what was projected in the
7 President's budget for '12.

8 I think, let's face it: economic
9 budget woes will continue for the next few
10 years. So two things:

11 (1) What we're striving to do is
12 make sure that what the National Ocean Service
13 does, in particular the Navigation Services,
14 we really try very hard to project as how
15 important they are to the economy, how
16 important they are to moving the nation
17 forward in jobs and what have you. We're
18 doing a fair amount of kind of rethinking some
19 of the messages that we are passing on to
20 Congress, in particular about Nav Services
21 with the hope that we can at least remain
22 neutral, stable. It'd be great to have a

1 little increase, whether that will happen or
2 not, I don't know. But times are going to be
3 tough. And so right now, the signals are that
4 we're okay. We're hoping to keep it going that
5 way.

6 Now that having been said, I think
7 there's some major drivers and some of those
8 that directly affect you that are very
9 favorable in particular to National Ocean
10 Service but to the Nav Services, that I think
11 will help us maintain our position and maybe
12 not have to continue to think about taking
13 significant cuts.

14 And so they would fall into the
15 categories of the new National Ocean Policy,
16 which I'm sure most of you are aware of. That
17 Ocean Policy has nine primary objectives.
18 Several of those objectives which are
19 currently having strategic plans developed are
20 very specific to the Nav Services side of the
21 house. So, three that I can think that were on
22 my slides, I think, are --

1 MS. DENTLER: If you want to read
2 through them, then we can do that.

3 MR. KENNEDY: What's that?

4 MS. DENTLER: If you want to read
5 through like this. I've got to troubleshoot,
6 but you can do the presentation.

7 MR. KENNEDY: Okay. Well, I mean,
8 we can kind of see that.

9 So, can you go to the next one?
10 Let's see where we are in my talk. I think
11 I've kind of covered that, the challenge of
12 appropriations issue and the fact that '11, we
13 have something now to work with, not
14 finalized, but to work with. And then '12, we
15 don't where we're going to go. But I think
16 the big battle to win is not having the
17 discussion continue along the lines of let's
18 cut a whole much more, but let's stabilize
19 where we are.

20 So, next. Let's see where I am
21 here. Yes. Gosh, I was kind of following the
22 format, too.

1 So in terms of opportunities, I
2 had started with the Ocean Policy, but just to
3 back up for a second, NOAA has over the last
4 couple of years developed a new strategic
5 plan. And in developing that plan it kind of
6 changed from what we used to do, and what its
7 done is created a particular goal. It's
8 called a coastal goal within NOAA which is the
9 basis for budget formulation as we move
10 forward into the out years.

11 The National Ocean Service has not
12 had its own goal for some period of time.
13 We've been kind of blended into a theme called
14 ecosystem. Maybe not fair to say we have our
15 own goal, because we did have our nav goal.
16 But we've not had kind of a major goal within
17 NOS that was really our own to manage and that
18 ultimately, when you got done with formulating
19 the budget, the Assistant Administrator, me,
20 had kind of the final say in what went forward
21 to NOAA. We now have that in this coastal
22 goal.

1 You see the objectives on the left
2 that really, then, are the basis for how we
3 formulate to propose dollars to NOAA.

4 And two things here: (1) There's
5 some key objectives there listed on the left
6 which we think match up pretty nicely with
7 what Ocean Service and Nav Services are
8 involved with. But the other nice thing as we
9 develop this is that, as I mentioned before,
10 that we have this Ocean Policy which has these
11 nine objectives, priority objectives. And
12 when you look at our objectives within this
13 coastal goal and then look at the Ocean Policy
14 priorities, they really match up very, very
15 nicely. And I'm proud to say, that's on
16 purpose. It wasn't just a fluke.

17 And so what we're really hoping to
18 do is take advantage of the fact that things
19 that are pretty relevant within the Ocean
20 Service that we consider objectives, we can
21 match up very nicely with what the Ocean
22 Policy is talking about.

1 So Marine Spatial Planning, as I
2 mentioned, you've got the ocean coastal and
3 Great Lakes observations mapping and
4 infrastructure. Extremely relevant to us, and
5 in particular this group today.

6 And then changing conditions in
7 the Arctic. And I'm going to talk about each
8 of these just a little bit.

9 So next, please.

10 So, you've probably all heard
11 about Coastal Marine Spatial Planning as an
12 objective. That's a good news/bad news story.

13 Good news in that an awful lot of
14 what the Ocean Service does really kind of
15 fits within this major objective on a variety
16 of fronts. And, in fact, NOAA, in being
17 involved in the Ocean Policy and Dr. Lubchenco
18 being at the table as part of the Ocean
19 Council, took on the responsibility of Coastal
20 Marine Spatial Planning to be kind of driven,
21 at least in part, within NOAA. And where
22 Coastal Marine Spatial Planning resides in

1 NOAA is in the National Ocean Service, which
2 is the parent organization for the groups that
3 are here today.

4 So, we're a primary player there.
5 And in essence, what spatial planning is all
6 about is, you've got an ocean that is being
7 more and more and more looked at for
8 alternative uses, for new uses, for more
9 recreation. It's a place that is extremely
10 vulnerable and a tremendous interest in
11 continued development of the ocean.

12 The thought was, as we continue to
13 develop the ocean, we need to get everybody
14 around a table that has an interest, a mandate
15 or a particular aspect of the ocean that they
16 have an expertise in to sit down and then,
17 with the appropriate data, to try and make
18 intelligent decisions about where we go in the
19 oceans with development.

20 One of the major examples that
21 we're seeing around the country that's kind of
22 a driver for all of this is alternative

1 energy. And you probably heard about in
2 particular in the Northeast but not restricted
3 there, the windmill farms for power
4 generation. But you've also got wave,
5 current, a variety of other types of issues.

6 So when you think about a whole
7 new industry and when you think about
8 alternative energy as a major thrust in this
9 country, and then putting huge wind farms
10 throughout the ocean and those have to be
11 mapped up against where ships go, where
12 fishing takes place, where petroleum
13 exploration occurs; how is it that you're
14 going to have all the appropriate data and the
15 right people at the table to make decisions
16 about how to do that kind of siting? Just as
17 one example.

18 So I think it's an admirable
19 undertaking. Unfortunately, there's a fair
20 amount of controversy around it. We can talk
21 about that later, if you'd like. But in
22 essence there's just a fairly large body of

1 organizations, individuals, entities, Congress
2 that think this is just one more federal
3 bureaucratic red tape zoning restriction type
4 of activity and why would we want to do this.
5 And so there's a fair amount of resistance and
6 a steep learning curve in terms of what we're
7 trying to do and why it makes sense to do it,
8 but also a very organized group against.

9 So, next slide.

10 Under Arctic, again kind of an
11 objective at the Ocean Council.

12 NOAA recently has released its own
13 Arctic Strategy. That was done in May. You
14 see our goals on the left there: with a
15 purpose. It may be a little bit hard to see.

16 But everything from better
17 predictions of sea ice. And, of course, one
18 of the major issues in the Arctic, as I'm sure
19 you're pretty much aware, is that we have a
20 changing set of environmental conditions that,
21 in and of themselves, are a challenge and an
22 issue to and understand and deal with, but are

1 also an opportunity in that, as sea ice leaves
2 the Arctic, that's the opportunity -- in that
3 it leaves -- for shipping, for mineral
4 petroleum exploration, for a variety of other
5 reasons. Without the sea ice, there's all
6 sorts of new thoughts as to how and what
7 should be done in the Arctic. And tremendous
8 challenges not only in understanding an area
9 that is not well understood environmentally
10 and scientifically, but also as it relates to
11 if in fact we're going to commercially
12 develop, if we're going to ship, if we're
13 going to do the other types of commercial
14 thinking, you've got to have the
15 infrastructure which is where the Nav Services
16 side of the house comes in. And it really
17 doesn't exist there, or it doesn't exist much.

18 So a key backbone to a lot of the
19 thinking is how do we get the appropriate
20 services in place? The charts, the tide and
21 water levels, the geodetic positioning such
22 that we're in a position then to safely and

1 appropriately begin to move our way that way
2 to look at what the Arctic has to provide
3 without ice. So a major issue.

4 Next.

5 We, the Nav Services part of the
6 Ocean Service, have been looking at the
7 Arctic, have understood for a long time how
8 important some of the things that we bring to
9 the table are. And so you see in the center
10 there an actual kind of plan that we have in
11 place for the Arctic. And just some of
12 examples of some of the thinking that's gone
13 into upgrading the shoreline data, where our
14 tide and water level gaps are and what we need
15 to really begin to flesh out.

16 We are looking at doing more
17 surveying. The lower left is the survey plan
18 with some surveys planned for, I think, it's
19 Kotzebue Sound and, Lowell, you can help me
20 here. John, where else?

21 CAPT. LOWELL: This year it's
22 Kotzebue and, I believe, the approaches to the

1 Kotzebue.

2 MR. KENNEDY: Yes. Okay.

3 CAPT. LOWELL: I think I
4 mispronounced that.

5 MR. KENNEDY: And then there is a
6 major effort underway in Alaska on GRAV-D.
7 And a fair amount of work already been done.

8 And, Juliana, I don't know if
9 you're going to talk about that later, but
10 more work certainly planned for the near
11 future.

12 So we're trying to step up and
13 begin to provide some of that very, very
14 important data. And I will say it: we don't
15 have enough money to do all that. So this is
16 one of those areas where we feel strategically
17 we're so important, yet we don't have enough
18 to do what we need to do. And so we've very
19 aggressively trying to look forward at least
20 having some budget numbers in place, should
21 anybody ask, that we could show in terms of
22 what kind of investment we think we need to

1 bring the Arctic up to speed.

2 Next.

3 And just this is another one of
4 those major priority objectives from the Ocean
5 Policy, but you look at what it's talking
6 about doing. Again, centerline to the kinds
7 of things that we do and that we're only
8 trying to do. So when you think about
9 integrated ocean mapping as we are trying to
10 pursue it, where it's map once and use
11 multiple times, that fits very nicely with
12 what they're doing. This whole strengthening
13 and integrating of the obs and the data
14 collection fits beautifully what we're trying
15 to think about for Marine Spatial Planning.

16 The backbone of spatial planning
17 really needs to be having the appropriate data
18 to bring to the table with the right people.
19 And if you don't have the data, you can get
20 everybody at the table. But we've certainly
21 had plenty of experience ourselves with that
22 quite often doesn't lead in the right

1 direction if you can't pull out the
2 appropriate data to share with everyone as a
3 basis for how you're going to talk and then
4 make decisions.

5 Next.

6 I talked about opportunities. I
7 think there's others here. Some of these have
8 been around for a long time and I don't know
9 where they're going to go. But certainly this
10 new National Export Initiative, it's run out
11 of I think ITA in Department of Commerce.
12 It's a major push to try and get us more
13 globally engaged in trade and export.

14 One of the things, though, that
15 really at least was not part of the original
16 initiative is, gosh, for the nation to be more
17 competitive, doesn't it need to have the
18 appropriate Nav Services for those ships that
19 are going to be coming in and out in that
20 export/import to have the appropriate products
21 and services to get in and out efficiently and
22 effectively. So we've tried to add that to

1 the discussion and the debate. And NOAA has
2 someone that's head of the MTS Committee who
3 is really trying to promote this as a
4 component to that trade initiative.

5 Panama Canal Expansion is another
6 interesting area. I was just down in Norfolk
7 a couple of week ago talking with folks there.
8 And Norfolk is sure gearing up to try and be
9 one of those ports that is competitive in the
10 middle of the new larger vessels that the
11 Panama Canal Expansion is going to affect.
12 And so, again, this gets to critical products
13 and services as a result of that expansion and
14 port development and how that's going to take
15 place and who are those ports that are going
16 to get the business.

17 Harbor Maintenance Trust Fund, a
18 lot of money. We've been trying to get at it
19 for a long time. I don't know if there's any
20 latest for what can or can't be done. But
21 that would be an excellent way to expand the
22 investments that maritime trade and commerce

1 needs to really have its ports and harbors do
2 what it needs to do.

3 And then the last thing, and I've
4 kind of referred to it as the economy and the
5 role in terms of economy and trade and dollars
6 generated that the whole Navigation Services
7 side of the house really generates. We've
8 been spending a lot of time trying to generate
9 better numbers. There's some really great
10 stories out there about what we do and how it
11 affects dollar-wise what happens around the
12 country.

13 Next.

14 And then finally, our strategy.
15 As I said, the Governor's kind of already
16 given the bottom-line pitch. But we need you
17 guys to really make sure that we are aligned
18 and supporting the priorities. That whole
19 economic silo benefit thing is huge for us
20 right now. So down in Norfolk meeting with
21 the private sector and some of the maritime
22 organizations, they talked about the benefit

1 of our services and how important they were as
2 they expanded and developed. And I said, man,
3 I want you as Exhibit A on the Hill with me
4 very soon; are you willing to do that, and
5 then he said, absolutely.

6 But that's really important for
7 us. And the more we can tell that story, as
8 the Governor was suggesting, the less, then,
9 hopefully we will be looked as one of those
10 that can be drawn through a budget.

11 Again, we're working very hard to
12 make sure that we're meeting the needs of the
13 constituency, but I think that's what we need
14 you guys for; are we really getting there?

15 And then finally, this whole thing
16 about -- Rich -- stakeholder support and the
17 role that you can play. Extremely important
18 for us.

19 And I think that's it. Was there
20 another slide or no?

21 MS. DENTLER: No, that's it.

22 MR. KENNEDY: Yes. That's it?

1 So I was supposed to start by
2 adding my welcome and thanks for all of you
3 for being part of this group. I think it's
4 fantastic that we have the new members. We
5 apologize for the length of time it's taken to
6 get there. A tremendous amount of work behind
7 the scenes to generate what was required to
8 bring the new people onboard. But welcome,
9 and thank you for your support. Look forward
10 to the next two days.

11 So, with that, I don't know. Do I
12 answer any questions now or do we keep going?
13 Ed, what do we do?

14 CHAIR WELCH: I think we ought to
15 pepper you with questions.

16 MR. KENNEDY: Okay.

17 CHAIR WELCH: Well, first, thank
18 you, David, for the overview.

19 MR. KENNEDY: Yes.

20 CHAIR WELCH: Let me start with a
21 question, and for those of you who are not
22 necessarily thinking about the federal

1 government every day of your lives, the
2 federal budget year runs from October the 1st
3 through the next September the 30th. So when
4 David says fiscal 2012, he means the budget
5 and the funding that will start this coming
6 October 1st and go until the end of the next
7 September. And that's the budget where the
8 President has proposed a budget but Congress
9 hasn't acted on it yet and there certainly
10 will be major debates about the fiscal '12
11 budget.

12 The fiscal '11 budget, which is
13 the fiscal year we're currently in, is the one
14 that it took six months until just about six
15 weeks ago for Congress and the President to
16 come up with a compromise.

17 So when David says we did okay, we
18 were more or less stable in the fiscal '11
19 budget, that's what he was referring to. And
20 the next budget will be debated over the next
21 six months, or eight months or ten months. It
22 should be done by October the 1st but if

1 recent history is any prediction, it will last
2 longer than that.

3 But I have a budget question,
4 David.

5 MR. KENNEDY: Yes.

6 CHAIR WELCH: You indicated that
7 you still are waiting for the particulars of
8 the fiscal '11, the current fiscal '11 budget
9 --

10 MR. KENNEDY: Yes.

11 CHAIR WELCH: -- and what it means
12 to National Ocean Services and Nav Services.
13 But isn't that kind of an internal decision or
14 debate within NOAA as opposed to something
15 that's being acted on up at the Hill. The
16 Hill and the President have done their thing.

17 MR. KENNEDY: Well, here's the
18 problem. It is an internal discussion, and
19 has been. We've had a number to work with and
20 NOAA has parsed out to the Hawaiian offices,
21 so Ocean Services got a number with some
22 suggestions of what to do. There's been back

1 and forth with NOAA budget. And we believe
2 we're kind of pretty close to what we think is
3 okay, our budget. But that's not the end of
4 the line.

5 Now we have to take it back, once
6 we've gotten to this point to Commerce, OMB
7 and the Hill.

8 So, I would love to say that it
9 was an internal thing because we would be
10 done. And I think we've pretty much done a
11 back and forth. But, we're going to have to
12 send it back around for final approval.

13 And as you may know, you would
14 know, there's certainly still some
15 complications with the fact that there are no
16 earmarks, but there are, but there aren't.
17 And so we're still around the edges trying to
18 wrangle with, okay, you gave us a number, does
19 that truly mean we don't have earmarks. Well,
20 no. Yes. No. Yes. It means you have no
21 earmarks, but here's the things that Senator
22 So-and-So wants to make sure that you really,

1 really consider. Okay, but those aren't part
2 of my budget. I know, but.

3 So part of the uncertainty still
4 is how much of what isn't an earmark and won't
5 be, will be.

6 CHAIR WELCH: Okay. Thanks.
7 Joyce.

8 MEMBER MILLER: Yes. How does that
9 affect --

10 CHAIR WELCH: And, Joyce, at least
11 for a while let's introduce ourselves every
12 time we speak. Because we don't all know each
13 other yet.

14 MEMBER MILLER: Yes. Okay. Joyce
15 Miller again.

16 How does that affect Nav Services
17 in particular this whole budget uncertainty?
18 You know, what does it do to their planning
19 ability; their use of ships? You know, how
20 does that roll down?

21 MR. KENNEDY: It affects them like
22 it affects everyone. But that's a leading

1 question.

2 MEMBER MILLER: Yes.

3 MR. KENNEDY: Because it
4 dramatically affects their ability to look
5 out. And so for months Coast Survey, the Nav
6 Services in general, have had to ride the
7 roller coaster with us about okay, here's the
8 latest scenario You're not now cut \$50
9 million, you're cut \$200 million and how do
10 you get by. And so there has been no stability
11 in being able to kind of look out and know
12 that you can fund the following things and
13 move out.

14 Complicating that even further,
15 and I don't know. Captain Lowell, what do we
16 say about the ships? Is this anything you're
17 going to talk about, the ship time and vessels
18 and that whole deal?

19 CAPT. LOWELL: I'm not going into
20 detail on that. But obviously the budgetary
21 uncertainty has affected not only the ships
22 and the sea days and the staffing of those

1 assets, but also our contract pot. Basically
2 is we haven't been able to spend any kind of
3 money, and it's been an impact directly for
4 like work in Alaska. If we don't get it out
5 the door right now, it will seriously reduce
6 our ability to collect data.

7 So we're struggling with that
8 right now. We're spending on the numbers that
9 we think we're going to get minus some safety
10 factors. But we're starting to move on it
11 right now. It's been very much a challenge.

12 MR. KENNEDY: Yes. It's just
13 extremely difficult. I just don't think the
14 general public has any idea of how crippling
15 this kind of a debate is to due process in the
16 government. It's been pretty tough.

17 Yes, sir.

18 MEMBER JAY: David Jay.

19 I was curious. I don't understand
20 the budget process all that well. You had
21 this big budget compromise.

22 MR. KENNEDY: Yes.

1 MEMBER JAY: So you got a budget
2 number, but what kind of approval do you have
3 -- you said "all the way back to the Hill."
4 Is this because of the oversight role of
5 congressional committees or what is that?

6 MR. KENNEDY: They're interested
7 to make sure that with the lump number that we
8 got, that then it's broken down and we're
9 coming back with investments in specific
10 areas. All different parts of Congress have
11 interests in all different parts of what we
12 invest in. And so they didn't tell us exactly
13 what to invest in, so now they want to look at
14 that. And they want to say "Okay, we gave you
15 a big number and you figured it all out down
16 to the individual lines as to what you're
17 going to invest, and then we want to look at
18 that and see if we think you did right."

19 MEMBER JAY: So that's not the
20 House Budget Committee, that's an oversight
21 committee?

22 MR. KENNEDY: Yes, right. So

1 that's -- and again, we've got go through
2 Department of Commerce and OMB both before we
3 get there.

4 So, and given the Congress we
5 have, particularly in the House, some of the
6 things that we are investing in, they may not
7 be happy with. So it's not out of the
8 question that even some of those things that
9 we have currently said we're going to spend
10 money, we may now still hear "No, we don't
11 want you to."

12 Yes? I'm sorry. I'm taking your
13 role away, and I won't do it anymore.

14 CHAIR WELCH: That's all right.
15 That's all right.

16 MEMBER JACOBSEN: Tom Jacobsen,
17 Long Beach Pilots.

18 You touched on the Harbor
19 Maintenance Trust.

20 MR. KENNEDY: Yes.

21 MEMBER JACOBSEN: And you looked
22 into using that. Is that just you're not

1 going to try that again or is there a chance
2 we could use that for some things like the
3 port system?

4 MR. KENNEDY: I think I've
5 probably been involved in trying to get at the
6 Harbor Maintenance Trust Fund for 25 years of
7 my career. So the answer is we are continuing
8 to discuss and it does occasionally get on the
9 table let's try this again, or have we thought
10 about this. So we're trying to get access to
11 it. But it's an offset for the budget, and
12 that's a tough road to hoe to get anybody to
13 want to actually let us use it.

14 MEMBER JACOBSEN: Yes.

15 MR. KENNEDY: And then there's a
16 lot of concern about who all would want to use
17 it if they did open door.

18 MEMBER JACOBSEN: I know the Port
19 of Long Beach looked into it to use some of
20 that money for the port system locally.

21 MR. KENNEDY: Right.

22 MEMBER JACOBSEN: And if other

1 ports would jump in, maybe that would help
2 with having port authorities, you know the
3 West Coast, Gulf Coast, help out. Would that
4 work?

5 MR. KENNEDY: Well, I think any
6 advocacy for getting access to the funds,
7 especially as it relates to stuff that there's
8 been a big debate about. You know, who should
9 fund it and in many cases the argument is well
10 the government ought to fund it and the
11 government is trying to get the private sector
12 involved, or at least the local folks.

13 And so anything that we can do to
14 offset and get some things moving along that
15 line with that fund, we'd love to work with or
16 have an advocacy, I think.

17 Is there any kind of official
18 where we are with the Trust Fund right now,
19 Paul, or anyone?

20 MR. BRADLEY: Yes. I'd actually
21 like to weigh in that.

22 I'm Paul Bradley, I work in the

1 Management and Budget Office at the National
2 Ocean Service.

3 And there's an interesting
4 development on Harbor Maintenance Trust Fund
5 right now because OMB is apparently interested
6 in opening that pot up to fund some of NOAA's
7 base programs. And not to expand basically
8 with the moving of the boxes, rather than
9 expanding the box. So some of NOAA's programs
10 that this supports directly, not supports the
11 program but individual port's, it's supporting
12 directly, you know they're considering whether
13 it would be advantageous to fund some of those
14 programs. The base, you know based on not new
15 money from the Harbor Maintenance Trust Fund.

16 I think there's going to be a lot
17 of discussion about that from the industry
18 folks, you know the people paying the tax.
19 Because, obviously, dredging is the number one
20 concern there and they want more flex to be
21 able to maintain dredge depths. And so it's
22 something that the folks are looking at, and

1 I think certainly we're into following it
2 closely.

3 I think your point about trying to
4 show that NOAA's PORTS Program, for example,
5 how that supports ports and maybe looking at
6 that as a use for Harbor Maintenance Trust
7 Fund, but getting support from industry would
8 be helpful.

9 MEMBER JACOBSEN: Well, exactly.
10 And I think, you know if the ports and the
11 pilots can show that, you know using the right
12 equipment, the port's equipment and the air
13 gap sensors, you know we can bring bigger
14 ships in without dredging. I mean we still
15 need the dredging, but we can do it more
16 efficiently. So I mean, there's ways of
17 showing this, and I'd just like to get people
18 together and keep pushing for it, tapping into
19 that source.

20 CHAIR WELCH: Let me make a
21 comment. This is Ed Welch.

22 The Harbor Maintenance Trust Fund,

1 perhaps not everybody is fully familiar with
2 it. It is a statutory program created by law
3 by Congress. There is what amounts to a tax,
4 ad valorem tax on the value of cargo imports
5 and also passengers on vessels that come into
6 the United States. And it's been in existence
7 for about 25 years now, maybe 30 years.

8 And money that is collected goes
9 into this "trust fund." And it is
10 appropriated, supposedly, each year by
11 Congress for certain types of dredging
12 activities and maintenance activities of ports
13 around the country.

14 The problem is Congress and
15 several Administrations have not -- they've
16 been collecting more money than they've been
17 appropriating. So at the same time as
18 dredging needs are not being taken care of in
19 the view of lots users around the country, and
20 the harbors and the channels are silting up,
21 this money which has been collected for the
22 ostensible purpose of dredging the harbors is

1 piling up in the Trust Fund.

2 So you can imagine that hacks off
3 all the people that are paying the taxes and
4 all the people that run port authorities, and
5 all the people that do dredging contracts. And
6 so they are continually saying "We've got a
7 dredging crises. We have a port crises. We're
8 collecting money for this purpose and we
9 aren't spending it. Let's spend the money and
10 get our physical facilities and ports back in
11 shape."

12 So that's the basic political
13 fight.

14 MR. KENNEDY: Yes.

15 CHAIR WELCH: But adding to that
16 is that anytime in Washington when a pile of
17 money starts accumulating, it starts looking
18 attractive. Because they say, "Hey, we need
19 money for." The know-all nautical services or
20 various types of trade promotion policy.

21 So there's a community of people
22 that are saying (a), we want to defend what we

1 got and we want to spend it for the original
2 purposes. And (b), then there's a bigger
3 community of other folks who are somewhat
4 related to the original purpose, but not
5 exactly, who are saying "We could use some of
6 that money." And this secondary group is
7 resisted by the first group. They're saying
8 "Hands off our money. We got enough problems
9 just trying to get it spent for the original
10 purpose."

11 And so you got the money
12 accumulating. You got people fighting as to
13 should it be spent for the original purposes
14 or should the purposes be expanded. And any
15 kind of a change is going to require
16 legislation of Congress. This is not
17 something the Administration can get together
18 and decide as a part of their budget proposal
19 they're going to start spending the money for
20 some other purpose.

21 So that's what this Harbor
22 Maintenance Trust Fund debate is all about.

1 And similar trust funds exist in
2 other things. For example, there's an Oil
3 Spill Pollution Trust Fund which collects
4 money that is supposed to pay for our
5 prevention and response to oil spills. And,
6 obviously, has been used quite a bit in the
7 last year.

8 You know, one of the things some
9 folks, including me, say is "You know, to the
10 extent that proper nautical systems or
11 navigation systems or the ports system that's
12 run by NOAA prevent ships from spilling oil in
13 the first place, that's a very efficient use
14 of money from the Oil Spill Trust Fund.
15 You're preventing spill in the first place
16 rather than wasting a lot of money trying to
17 skim up the spill afterwards."

18 So this type of debate on the
19 Harbor Maintenance Trust Fund is replicated in
20 other parts of the Federal Government.

21 Gary?

22 MEMBER JEFFRESS: Gary Jeffress,

1 Texas A&M University, Corpus Christi.

2 With this aspect of funding
3 through the Harbor Maintenance Trust Fund, I'm
4 assuming that the Corps of Engineers gets the
5 majority of that for dredging purposes, is
6 that correct?

7 CHAIR WELCH: I think that's
8 correct, although it's ultimately the people
9 that do most of the work are private
10 contractors.

11 MEMBER JEFFRESS: Okay. So this
12 is how ports fits into this. In Texas right
13 now we're rebuilding two tide gauges which are
14 part of the port systems. One for the Sabine
15 Pass and one for the Houston-Galveston port
16 system. These are the large sentinel
17 structures. And the Corps of Engineers is
18 funding that and the money is coming from Ike
19 damage reconstruction. But they will be
20 integrated back into the -- they're replacing
21 TCOON, Texas Coastal Ocean Observation Network
22 tide gauges which were destroyed by Ike.

1 And part of the instrumentation
2 that they're putting back onto these super
3 tide gauges is precise GPS positioning. We're
4 putting CORS stations on these tide gauges.

5 Now the Corps has requested these
6 because they want to start using machine
7 controls for dredging them. You know what
8 machine control is, you use precise GPS
9 positioning now to control machines like road
10 construction, graders or farming equipment.
11 They want to start using it for dredging which
12 will integrate real-time water level
13 oscillations with precise positioning to get
14 a three dimensional dredging operation fairly
15 accurate, which is actually going to make
16 dredging a lot more efficient.

17 CHAIR WELCH: So it becomes part
18 of the infrastructure for a dredging project?

19 MEMBER JEFFRESS: Exactly. And so
20 the Corps is looking at this as a way to, you
21 know make their dredging numbers lower and
22 theoretically it can save millions and

1 millions of dollars. But at the same time
2 this is going to be integrated into the port
3 system so then you can also use it at
4 Galveston. So it would be worth a lot to make
5 that efficiency argument to incorporate for
6 the funding of ports for that sort of
7 technology for future funding of the Harbor
8 Maintenance Trust Fund.

9 CHAIR WELCH: I think so that we
10 can stay on schedule, we need to sort of wrap
11 up this session with David. So I think what
12 I'll do is, again, thank David for his
13 presentation and his presence.

14 How long are you going to be able
15 to be here?

16 MR. KENNEDY: Oh, I'm here off and
17 on for the next two days.

18 CHAIR WELCH: Okay. Oh, good.

19 MR. KENNEDY: So I got a couple of
20 things I got to do on the side, but I'm in and
21 out.

22 CHAIR WELCH: Particularly you new

1 members who don't really know David, I hope
2 you'll have a chance to individually spend
3 some time with him, and talk to him a little
4 bit about your situation and your interests.

5 And one more thing before we move
6 on, we skipped this before. We need to take
7 a moment and go around and have each Panel
8 member introduce himself or herself, what your
9 affiliation, where you location is and a
10 little bit -- just a very little bit of
11 background as to what brought you to this
12 profession and this Panel. Also whether
13 you're a new member or a returning member.

14 So if we could, let's start
15 Captain Jacobsen.

16 MEMBER JACOBSEN: Tom Jacobsen,
17 Long Beach Pilots.

18 We use in Long Beach, we use a lot
19 of technology to bring the ships in and out of
20 the port, high precision GPS equipment and
21 also the PORTS system. But we move about
22 7,000 ships per year, so that's what kind of

1 got me into this group.

2 CHAIR WELCH: And you've been on
3 the Panel three years

4 MEMBER JACOBSEN: Same as you?

5 CHAIR WELCH: Yes.

6 MEMBER JACOBSEN: Yes.

7 MEMBER HICKMAN: Sherri Hickman,
8 pilot in Houston. Been a pilot 17 years and
9 like, Tom, that's what got me on this Panel.

10 We use a lot of the PORTS
11 programs. I have my navigation computer right
12 here if anyone wants to see how I can pull all
13 that stuff up. I don't have my antenna, so I
14 can't show you us moving on it, but I can show
15 you the PORTS programs that I do have on
16 there.

17 And I was advised today that I'm
18 like the oldest member, not age-wise but
19 tenure-wise on this Panel.

20 MEMBER CAROTHERS: My name is Jeff
21 Carothers. I'm the -- I used to say marine
22 surveyors, but in this group I can't say

1 marine surveyors; those are the people that
2 look at ships and decide whether they're
3 seaworthy or not. So I'm going to say I'm a
4 hydrographic and geophysical survey manager
5 for Fugro Consultants in the United States.

6 Started out in this business about
7 1979 and done nothing else since.

8 Located close to Long Beach in
9 Ventura, California.

10 And this is my first year on the
11 Panel.

12 MEMBER JAY: I'm David Jay. I'm a
13 Professor at Portland State University. And
14 I have a whole lot of interest in tides, long
15 term changes in tides and sea level. I work
16 closely with the Port of Portland related to
17 navigational safety issues, long term changes
18 in how much water we have under ships coming
19 into the harbor, which is a big issue, a big
20 concern for them. Salmon restoration, salmon
21 habitat; a whole lot of things.

22 And by the way, the Port of

1 Portland is keenly interested in salmon
2 restoration, too, because it's connected to
3 their dredging. So these issues aren't as
4 separate as they used to be and everybody's
5 trying to pull together, at least in the
6 Columbia River.

7 CHAIR WELCH: And our Panel had a
8 recent meeting right across the river from
9 Portland in Vancouver, Washington.

10 Lawson?

11 MEMBER BRIGHAM: Good morning,
12 everyone. I am Lawson Brigham from the
13 University of Alaska, Fairbanks. And I teach
14 geography and work on Arctic policy and am
15 fairly involved with the Arctic Council, Chair
16 of the Arctic Marine Shipping Assessment,
17 which I'll talk a little bit about tomorrow.

18 As a matter of disclosure, I was a
19 Coast Guard officer for three decades, and I
20 was on the maritime side, like the Captain in
21 command of a bunch of ships, including a polar
22 icebreaker at both ends of the world. So my

1 interests are polar, but all maritime
2 interests of the Committee.

3 Somewhat involved distantly in
4 pushing elements of the National Ocean Policy
5 work, behind the scenes I would say.

6 MEMBER PERKINS: Good morning.
7 Scott Perkins with Wilson & Company, engineers
8 and architects.

9 I'm a surveyor by practice
10 experienced with doing ports and harbors on
11 the Great Lakes, shallow water habitat on the
12 Missouri, Mississippi, Illinois waterway, a
13 variety of navigational chart services and
14 hydro chart services for the Corps of
15 Engineers. And then participate under
16 shoreline mapping contract, you know, for NGS.

17 So it's a pleasure to be here and
18 an honor to serve.

19 MEMBER MILLER: I'm Joyce Miller.
20 I'm with the Joint Institute for Marine and
21 Atmospheric Research here in Honolulu, that's
22 part of the Research Corporation of the

1 University of Hawaii.

2 I work very closely with the NOAA
3 Coral's program. I've been out here for about
4 a decade.

5 I've been doing multi-beam
6 surveying since the first NOAA vessel the
7 surveyor had the multi-beam on it. And I am
8 a commercial certified hydrographer and have
9 worked commercially as well.

10 We've been mapping out here in
11 Hawaii under a lot of different funding, but
12 one of the NOS programs, Coral funding jointly
13 with the University of Hawaii.

14 And I'm very interested in this
15 meeting being out here. It's great to have
16 the Panel finally come out after it's what?
17 Eight year existence. And I'm pleased to be
18 on the Panel.

19 Thank you.

20 MEMBER SHINGLEDECKER: I'm Susan
21 Shingledecker. I work for BoatUS, the Boat
22 Owners Association of the United States. So

1 relative to most of you, I look out for the
2 little guys.

3 We have over half a million
4 members who are the nation's recreational
5 boaters. We're also a boat insurance company,
6 so things like sea level rise and storm
7 predictions and those kind of things,
8 navigation, running ground those all impact us
9 as well directly as a private business.

10 I work for the nonprofit part of
11 BoatUS, the BoatUS Foundation for Boating
12 Safety and Clean Water. Obviously
13 navigational safety has a big impact on
14 recreational boats. I run all of our
15 environmental programs, so anyway that a
16 recreational boat can impact the environment
17 falls under my jurisdiction.

18 Happy to be here.

19 VICE CHAIR WELLSLAGER: Good
20 morning. My name is Matt Wellslager. I am an
21 employed or second term officer with the HSRP.
22 I am the Vice Chair.

1 I am a surveyor by training. I
2 got into hydrographic surveys in my first
3 professional career as a NOAA Corps officer,
4 and then moved to the South Carolina Geodetic
5 Survey where I have been working with geodesy,
6 spatial planning and mapping.

7 I administer a real-time network
8 of 52 GPS and GLONASS receivers and find the
9 interesting comments that Dr. Jeffress about
10 real-time tides and dredging using real-time
11 networks very thought provoking. Because
12 these are going to be things that we as a
13 group will look at needing to address in the
14 future. These networks are growing and it's
15 a service that can be done and used to
16 facilitate projects quite well, and the
17 savings are great robust as well.

18 But thank you.

19 CHAIR WELCH: I'm Ed Welch.
20 Originally from North Carolina. Been in
21 Washington, D.C. area for 30-something years.

22 I'm currently in the private

1 sector representing and providing advocacy for
2 various types of commercial maritime users
3 including the U.S. Passenger Vessel
4 Association. I represent some foreign
5 shipping cargo companies as well.

6 For 20 years I was on the staff of
7 the House of Representatives and was the chief
8 counsel of the House Committee that had
9 oversight for most of the NOAA marine programs
10 as well as shipping and Coast Guard.

11 I'm in my third year on the Panel.

12 CAPT. LOWELL: Yes. I'm Captain
13 John Lowell, I'm the Director of the Office of
14 Coast Survey and also what is referred to as
15 the DFO or Designated Federal Official of this
16 Panel.

17 Thank you.

18 MS. BLACKWELL: I'm Juliana
19 Blackwell, the Director of the National
20 Geodetic Survey. And I've been with NOAA for
21 21 years. The first third of my career was in
22 the NOAA Corps and gained a great deal of

1 operational experience with hydrographic and
2 geodetic surveying.

3 MR. EDWING: Good morning. I'm
4 Richard Edwing, the Director of the Center for
5 Operational Oceanographic Products and
6 Services. This is my 35th year of service to
7 NOAA.

8 The first 20 years I started with
9 CO-OPS and worked for CO-OPS for 20 years.
10 And then I accepted a detail up to the NOS
11 Headquarters to help out with budgeting and
12 strategic planning, and legislative affairs
13 and those sorts of things. And ended up
14 staying a bit too long because I was
15 eventually made a division chief up there
16 doing those same sorts of things.

17 Came back to CO-OPS in 2002 as a
18 Deputy Director. And about a year and a half
19 ago became Director when Mike Szabados
20 retired.

21 MS. WATSON: Kathy Watson, HSRP
22 Program Coordinator.

1 MEMBER JEFFRESS: Gary Jeffress,
2 Professor of Geographic Information Science
3 and Director of the Conrad Blucher Institute
4 for Surveying and Science at Texas A&M
5 University at Corpus Christi.

6 My background is as a land
7 surveyor. First trained in Australia, and
8 then to the University of Maine where I got
9 Ph.D. in survey engineering.

10 At the Blucher Institute we house
11 two programs that are associated with HSRP.
12 That's the Texas Coastal Ocean Observation
13 Network, it's a network of over 30 tide
14 gauges, including the National Ocean Service
15 gauges in Texas constructed to NOS standards.
16 Primarily to determine the littoral boundary
17 issues in Texas. That's the legal boundary
18 between submerged lands owned by the state and
19 privately owned uplands. That data goes into
20 courts so it has to be to national standards.

21 We also run the blueprints to the
22 Texas Spatial Reference Center which is sort

1 of like a branch office of the National
2 Geodetic Survey. We offer State of Texas
3 Geodetic --

4 MEMBER DIONNE: I'm Michele
5 Dionne, and I'm a coastal ecologist with the
6 Wells National Estuarine Research Reserve,
7 which is one of 27 reserves around the country
8 that are state/federal partnerships within
9 NOSOCRM. And I've been there for about 20
10 years and have developed a program that
11 represents many of the other uses that Nav
12 Services and HSRP products are relevant to.
13 We're very involved in trying to -- and not
14 only at the Wells Reserve, but nationally
15 trying to develop programs to understand
16 coastal habitat change that are driven by
17 changes in weather and climate, and so
18 therefore vertical control is very important
19 as well as mapping and other more
20 sophisticated GIS/GPS sorts of technologies.

21 We have been a leader within the
22 Gulf of Maine in restoring tidal flow to what

1 we call tidally restricted coastal habitats,
2 especially salt marshes. So we're thinking of
3 hydrology a lot that way.

4 And then you mentioned in Oregon,
5 I believe, how they're trying to create
6 habitat for salmon, intertidal habitat for
7 salmon. So there's a nice interesting kind of
8 marriage there between port expansion and
9 maintenance and positive environmental things.

10 I am a fish ecologist, so I am
11 always thinking about ways to improve or
12 restore coastal habitats to support more
13 robust populations of fishes. As most people
14 know, they are just a shadow of their former
15 selves.

16 I'm also involved with the
17 NERACOOS, the Northeast Regional Association
18 of Coastal Ocean Observing Systems. Again,
19 very much their vision of observing and
20 collecting data has a lot of overlap with this
21 Panel.

22 I'm also on the National Focus

1 Team for the Sea Grant Healthy Coastal
2 Ecosystem Team. And so there's some overlap
3 there as well.

4 And I guess that's enough for the
5 moment.

6 CAPT. GLANG: Good morning. I'm
7 Captain Gerd Glang, NOAA Corps. I'm not on
8 the Panel, but I am on Mr. Kennedy's staff as
9 a Strategic Planner. I've been involved in
10 developing the coastal goal for the NOS. And
11 that's the role I'll be playing today.

12 Thank you.

13 LT. RYAN: I'm Lieutenant Kyle
14 Ryan. I'm the Pacific Islands Navigation
15 Manager. So I'm the pointman for Office of
16 Coast Survey.

17 MR. BRADLEY: Paul Bradley. I
18 work in the National Ocean Service Management
19 and Budget Office coordinating policy and
20 legislative affairs as they relate to NOAA's
21 three Navigation Services offices as well as
22 the integrated Ocean Observing System.

1 MS. DENTLER: I'm Virginia
2 Dentler. I work with CO-OPS.

3 CAPT. LOWELL: Well, for the
4 benefit of the new members, I just want to
5 make a quick point. All of you, the 15 of you
6 as non-Feds are voting members of the Panel.
7 The three of us who you see sitting up here,
8 we are members of the Panel, but we're
9 nonvoting members. So should there be any
10 votes or anything we step aside when that
11 occurs.

12 There's also two other nonvoting
13 members of the Panel, Andy Armstrong, who
14 could not make this meeting he's at another
15 conference. I think he's getting the program
16 recertified, which of course we're interested
17 very much. And Dr. Larry Mayer who has only
18 been peripherally involved with the Panel. He
19 actively wants to get back involved. And he
20 had every intention of coming to this meeting
21 until, of course, he was pulled away on
22 another topic. So there are two other

1 nonvoting members of the Panel.

2 And we do have three members who
3 didn't make this meeting here: Mr. Stephen
4 Carothers from Maersk, Ramon Torres from San
5 Juan, Puerto Rico and --

6 MS. WATSON: Steve Carmel.

7 CAPT. LOWELL: -- Steve Carmel.

8 Oh Steve was Maersk.

9 MS. WATSON: Steve was Maersk.

10 CAPT. LOWELL: Bob Hanson. And I
11 should mention that if Bob mention was here he
12 would have waded in quickly and forcibly on
13 the Harbor Maintenance Trust Fund discussion.

14 CHAIR WELCH: Okay. Thanks very
15 much. So that's who we are and we'll get to
16 know each other, and little more about each
17 other as we proceed.

18 We are trying something a little
19 bit new on the agenda from the past Panel
20 members. We're going to have three of our
21 actual voting panel members make presentations
22 later in the program, areas of their

1 expertise. So we will look forward to those
2 presentations.

3 At this point, we're going to
4 recognize Captain Glang to lead some
5 discussion. One of the things that NOAA is
6 hoping for our Panel to do is to engage in
7 some strategic and long-term thinking. So you
8 will hear us discussing how we can do that
9 over the next several days. And we'll wrap it
10 up on the third day with some intense
11 discussion along those lines.

12 But, Gerd, why don't you make your
13 additional comments at this point.

14 And I will point out that a little
15 bit, maybe 20 or 25 minutes from now, we'll
16 take a break in his presentation and then
17 finish up after the break.

18 CAPT. GLANG: Okay. Thank you,
19 Ed.

20 I am Gerd Glang.

21 I wanted to point to a few things.
22 One was Mr. Kennedy opened really well with

1 his PowerPoint slide, and we may go back to
2 that. But there are a couple of slides in
3 there that are really good. They'll help
4 frame some of the background for you all of
5 how we're shaping our strategic planning in
6 the coastal goal to meet the priority
7 objective of the National Ocean Policy through
8 our NGSP, Next Generation Strategic Plan.

9 But I also wanted to remark or
10 remind and then share with the returning Panel
11 members when the new Panel members were sworn
12 in about two months ago and you had your
13 initial training session in Silver Spring,
14 Maryland, the NOAA Chief of Staff Margaret
15 Spring came. And she's currently serving also
16 in the role as Chair of the Committee on
17 Marine Transportation System. But she had
18 some remarks that she shared with the ten new
19 members, and there were about five points that
20 I was going to pull out of that that we had
21 shared with the new members. I'm not sure if
22 we covered it with the returning members.

1 So the first point she mentioned
2 was: "I would be interested in your thoughts
3 on what the CMTS could focus on as well, and
4 how NOAA can best engage." So that's the
5 Committee on the Marine Transportation System.

6 And the second --

7 CHAIR WELCH: And if I might,
8 Gerd, the Committee on the Marine
9 Transportation System is an intergovernmental
10 coordinating committee, I guess, of about 15
11 to 20 federal agencies from the Defense
12 Department to some environmental agencies and
13 everything in between that have some role in
14 marine transportation. And like now, NOAA in
15 the person of Margaret Spring is the
16 Chairperson of that Committee.

17 CAPT. GLANG: The second point
18 that she mentioned, which was also mentioned
19 this morning, the National Export Initiative.
20 And she's anxious to hear examples of that
21 where NOAA's Navigation Services can help to
22 support the National Export Initiative.

1 The third one was National Ocean
2 Policy. So NOAA's Navigation Services play an
3 important role in several of those ocean
4 priority objectives which were on that slide
5 this morning. And we can go back to that.

6 The fourth one she mentioned was
7 the State of the Union Address from earlier
8 this year when President Obama called for the
9 U.S. to "win the future through bold
10 improvements in infrastructure, innovation and
11 education." So her comment was she was eager
12 to hear our thoughts on how NOAA's Navigation
13 Services can contribute to this future.

14 And then the fifth and final point
15 or theme that she conveyed to the new Panel
16 members was specific to the coastal goal,
17 which we more formally call it the Resilient
18 Coastal Communities and Economies Goal, it's
19 one of the four mission goals within our NGSP.

20 So the intent here for me today is
21 to spend this first 20 or 25 minutes that we
22 have until the break to sort of throw out

1 those ideas. We can also talk about the
2 guidance document that should be in your
3 packet that Office of Coast Survey put
4 together to help steer you, but really we want
5 to have an unstructured conversation within
6 the limits of the recording here. We want to
7 make sure we're not talking on top of each
8 other. But really encourage the other Panel
9 members to ask questions. Maybe you heard
10 something in one of these conversations this
11 morning or you read something about our
12 strategic planning that you want to know more
13 about, or put your ideas on the table.

14 We have another session 45 minutes
15 after the break. And then on Friday afternoon
16 the Panel will meet again for a final session
17 and, hopefully, we can tease out at that point
18 something more concrete, something you as a
19 panel want to engage in.

20 Any thoughts up to that point?

21 CHAIR WELCH: Gerd, do you know,
22 did Margaret Spring have a written copy of her

1 remarks, and if she did can we have that
2 distributed? Not necessarily now, but to all
3 the Panel members?

4 CAPTAIN GLANG: Yes, we can do
5 that later.

6 CHAIR WELCH: I think those that
7 weren't at Silver Spring -- it only takes five
8 minutes to read through them and she's one of
9 the senior NOAA leaders. So it's nice to see
10 what the leadership at the top is thinking
11 about in terms of what this Panel can do.

12 CAPTAIN GLANG: So a couple of
13 thoughts. So we want to sort of prime the
14 conversation here, let you all talk about what
15 you're interested in and how you think the
16 Panel can best serve the Navigation Services,
17 how we can get the most out of this. But also
18 think about how you want to carry that out.

19 What we'd like to be able to do is
20 when the Panel reconvenes in about half a year
21 is actually share some of your work in some
22 form, whether you've met offline in some

1 smaller working group or we shared
2 information.

3 I don't know how many of you have
4 prior experience or other experience with
5 FACAs or with these kind of board activities.
6 I'm sure, Ed, you've thought about this a
7 little bit.

8 So there's sort of the strategic
9 framework of what we're asking you to look at
10 and consider, and then there's the kind of
11 process or the mechanism of how we might want
12 you guys to act on that information and more
13 fully develop ideas that the can Panel can
14 push forward.

15 CHAIR WELCH: Okay. Gerd, thank
16 you.

17 I know particularly of the newer
18 members, you might be thinking well how can I
19 think strategically if I don't know too much
20 about the day-to-day type of operations of
21 this particular part of NOAA. And I know
22 that's a challenge, so I think it's incumbent

1 on those of us that have been here a little
2 bit of time to sort of give you some thoughts.

3 I made a list of several of the
4 themes of prior Panel meetings that I think
5 possibly might be something that we could get
6 into strategically. This is not an exhaustive
7 list. And, you know obviously we can't do
8 everything on this list. But let me just read
9 you some of the things I jotted down.

10 There's been some discussion in
11 prior Panels about what role NOAA can play in
12 ensuring that there is a trained community of
13 hydrographers in the country, either to go to
14 work in the agencies or be in the private
15 sector. And is that a government role? Is
16 that a NOAA role? Should it be? Really, I
17 guess, my understanding is there are only a
18 couple of special universities around the
19 country that have concentrations in that. So
20 in other words, what role does the Federal
21 Government through NOAA have in investing in
22 the human part of this infrastructure? So

1 that could be something for discussion.

2 One of the early sets of debates
3 in the Panel before I came on, Sherri probably
4 can give us some insight about this, in the
5 past there was quite a bit of controversy,
6 political controversy about the relative roles
7 and importance of the private companies that
8 engage in hydrography versus the NOAA Corps
9 and the Federal Government. You know, should
10 the majority of stuff be contracted out, do
11 you keep it in-house? How do you balance
12 that?

13 To me if there are going to be
14 funding constraints on the Federal Government,
15 obviously there's a renewed question as to how
16 much should you rely or must you rely on
17 private sector resources to do some of the
18 work? So, that could be a strategic question.

19 Although it's not something in
20 recent years that really has gotten a huge
21 amount of attention because I think eventually
22 a more or less satisfactory balance was struck

1 between the private sector and the public
2 sector.

3 As the Agency moves into new
4 areas, particularly the Arctic, and if budgets
5 are static, does an expanded concentration on
6 Arctic programs necessarily mean a diminished
7 concentration on other areas? And if so, is
8 that appropriate or wise?

9 I personally have wondered is
10 there way of quantifying -- I mean this is a
11 crude way of saying it. But what unit of
12 effort is necessary to make a nautical chart
13 in the Arctic versus a nautical in Long Beach
14 Harbor? Is there some way of making that
15 comparison?

16 The question of a NOAA vessel and
17 other physical resources and whether and how
18 to renew them I think is a strategic question.

19 Also, are there possible new types
20 of technology, say unmanned devices that can
21 take over a larger role in hydrography?

22 A continuing issue is, is there

1 some magic solution to continued funding for
2 the NOAA PORTS system, that's a real time
3 observing system in many of our commercial
4 harbors that has been embraced by a lot of
5 users with which really there's never really
6 been a settled policy decision as to how to
7 ensure that these things are funded over the
8 long term.

9 Should there be a renewed effort
10 for users of the products to add more of a
11 financial contribution towards NOAA's cost of
12 producing the products? One example is that
13 the State of California a couple of years ago
14 engaged in a major sea floor mapping project
15 where they actually put a significant amount
16 of state funding in matched with federal
17 funding. That's not the normal way of doing
18 things, but it worked in that particular
19 project.

20 You know if we're going to have
21 oil exploration and development in the Arctic
22 and that triggers a need for nautical services

1 up in the Arctic, should the oil industry as
2 part of their lease payments fork over a
3 little bit of money into NOAA for supporting
4 their efforts up there?

5 If the Defense Department needs
6 baseline surveys of harbors for terrorism
7 purposes, is that something that NOAA should
8 absorb or should the Defense Department make
9 a contribution?

10 And then there's sort of a
11 fundamental question that has come before the
12 Panel in the past, which is virtually all of
13 the weather services around the country,
14 extensive weather services, seem to be
15 provided at no cost and full federal funding
16 to all the users. And, you know what's the
17 difference as far as ocean observations and
18 navigation type services? The only difference
19 I can see in terms of policy is the Weather
20 Service got started a long, long time ago and
21 navigation services just didn't quite have the
22 oomph to get the same policies put in place.

1 So those are some things that I
2 just listed that could be the subject of
3 strategic type thoughts by the Panel. But
4 again, that's not an exhaustive list and other
5 people are in this meeting and subsequently
6 may want to come up with your own suggestions.

7 But we need to start thinking
8 about that because NOAA does want-- you know,
9 my feeling is the Panel has been doing quite
10 a bit of long range thinking previously, but
11 we might not have called it strategic
12 thinking. But NOAA leadership is making a
13 very specific request to us that we think
14 strategically and label it accordingly, and we
15 need to respond.

16 Lawson?

17 MEMBER BRIGHAM: Lawson Brigham
18 from Alaska.

19 I'll give you one number, since
20 you were asking for quantitative information.
21 Six to seven percent charitably of the Arctic
22 Ocean is charted to international navigation

1 standards. It would be nice for NOAA to come
2 up with a number, of sorts, for the United
3 States Arctic for all our EEZ.

4 I can't believe its more than 10
5 percent, 15 percent to navigational -- you
6 know, where you can take a ship and sail it
7 across. It's a useful number because if
8 you're talking about marine safety and
9 environmental protection not even touching the
10 maritime trade facilitation question, just for
11 safety and environmental protection we don't
12 have any charts. And the whole of the Arctic
13 doesn't have any charts.

14 So I'll tell you tomorrow that
15 there's a lot of activity. There's a lot of
16 ships that are operating in the Arctic,
17 including some of the largest cruise ships and
18 some large bulk carriers. They're operating
19 with, let's just say few charts. So as all
20 the other gizmos and great capability today,
21 there's not enough hydrography and charting.
22 So I think we need some numbers.

1 Like, I agree with you, Ed, that
2 when we're talking to the Congress or talking
3 to other agencies of the United States
4 Government, we need to put at least Arctic in
5 context with -- at least quantitatively, a
6 little bit and what does it mean.

7 Can I make one more comment?

8 CHAIR WELCH: Sure, please.

9 MEMBER BRIGHAM: On the national
10 ocean policy stuff, from what Gerd said and
11 what you said, David, this morning I think the
12 promotion of it has been environmental
13 stewardship, or at least I'll give you my
14 citizen's perspective on it, and not enough
15 environmental security and economic security,
16 an economic component to it. I mean, I think
17 it's all mixed together. I think I understand
18 the concept. But the economic security part
19 of it it doesn't seem to get enough play,
20 maybe more at the meetings currently going on
21 in Washington. But it sounded to me
22 exclusionary, protection and not enough, hey,

1 this is all about economics and trade and use
2 of the oceans and facilitating that use.

3 So, I think you came around to
4 that in your talk in the end, but I thought
5 the promotion of it still is a little bit too
6 -- even though I support it from a safety and
7 environmental protection standpoint,
8 environmental stewardship maybe is not defined
9 holistically, maybe. I don't know. Just a
10 challenge.

11 CHAIR WELCH: Yes, please, David,
12 can --

13 MR. KENNEDY: Just in terms of
14 maybe a strategic thought. Something from
15 this Panel commenting on the Ocean Policy
16 and/or what may be the more specific comments
17 on the pieces that are relevant, might be very
18 useful. I think that's a great observation
19 and I guess from my close and personal
20 experience you're not that far off.

21 Conceptually I don't think that's
22 what they have in mind, but that does seem to

1 be the projection. And so something just to
2 keep I think in all of your minds you think
3 about what you might want to address that
4 might be pretty strategic and useful is some
5 comments back from this Panel to the
6 organizers of the Ocean Policy about what you
7 think is important and maybe what they need to
8 be stressing that you don't think they are.
9 So, I think that's a great comment.

10 CHAIR WELCH: If I could make an
11 observation and then we'll turn it to Joyce.

12 The coordinating agency for the
13 National Oceans Policy is in the White House,
14 but it's the White House Council on
15 Environmental Quality. So that says a lot just
16 in and of itself.

17 MR. KENNEDY: Yes.

18 CHAIR WELCH: And as you were
19 speaking, both of you were speaking, I was
20 thinking perhaps at a relatively soon
21 forthcoming meeting of this Panel maybe we
22 ought to consider having a couple of people

1 from the Council on Environmental Quality come
2 make a presentation. And rather than just us
3 submitting a couple of papers, have them
4 subjected to having to interact with us over
5 a few hours.

6 Joyce?

7 MEMBER MILLER: Yes. A follow-up
8 to that and then sort of a question of the
9 sort of level of the Panel.

10 But I was recently reading Dr.
11 Lubchenco's report to Congress, and I got to
12 the end of it and I searched for the word
13 "ships" or "survey" or "mapping" and I didn't
14 find much. And it concerned me, you know,
15 being on this Panel because it just seems like
16 a lot of infrastructure needed for
17 environmental safety and so forth sits with
18 Navigation Services, and yet it's not really
19 a focus, I would say.

20 And then my following question is,
21 as a new member, this is sort of a question to
22 the older members and Ed, and so forth. Okay.

1 We're advising Dr. Lubchenco, right, is that
2 correct?

3 CHAIR WELCH: Essentially that's
4 correct. Dr. Lubchenco and her senior staff.

5 MEMBER MILLER: And I'm reading
6 the previous, the 2007 report and the 2010
7 report, and the first thing that it says is
8 "more emphasis on mapping," more mapping which
9 translates really into more funding. You
10 know, to what extent can she or her senior
11 advisors really -- you know, I guess my
12 question is at what level can we provide
13 useful advice? Saying get more money is --
14 you know, so what is it that we as a Panel
15 really can do, I guess is my question, and at
16 what level do we advise, since this is a NOAA
17 Panel and not a national panel, et cetera?

18 And I'll leave it open to anybody
19 who has thoughts on it.

20 CHAIR WELCH: Well, let me make a
21 comment and then perhaps some of the previous
22 members may want to comment. And I'm speaking

1 for the earlier panels.

2 I think when they initially
3 started and when they initially did the first
4 version of the most wanted hydrographic
5 improvements, the Panel felt like it was
6 important to give the Agency an outside, a
7 non-Agency document that the Agency could
8 point to highlighting the needs for more:
9 More charting, more effort, more money. And
10 stating why, and stating how far short of the
11 ideal the status quo was.

12 And so there was a sense first
13 that the Agency, if they wished to, could use
14 this document to help buttress their case that
15 they made to the Department of Commerce, to
16 the Office of Management and Budget, to
17 Congress, to whoever. So I think that that
18 was sort of the fundamental thought of the
19 original membership of this Panel in producing
20 the original document.

21 Sherri, you were there. Is there
22 any observation you would make along those

1 lines?

2 MEMBER HICKMAN: Yes. I know,
3 like, when we came up with that, a big part of
4 it was it's always the budget. So where are
5 you going to take it from to put it where you
6 need it? At that time, the critical areas
7 that needed to be surveyed were 16 years in
8 arrears. And if we put all the money into the
9 critical areas: Alaska which doesn't have
10 much mapping at all for the timely mapping we
11 should say, we'd still be 16 years in arrears
12 by the time we got -- we'd have another 16
13 years of critical.

14 So, we also decided if you only
15 had this much money and you're going to either
16 outsource it to private or keep it in-house,
17 it's still the same amount of money. We also
18 decided that we needed to keep in-house
19 because you need in-house expertise to spec
20 out a contract to private industry. So a lot
21 of that is where that came from. Also with
22 the PORTS program. We were trying to get the

1 funding, but it's all down to money.

2 Everything's down to money.

3 So where are you going to take it
4 from if you're going to keep the budget the
5 same? Where are you going to remove it from
6 for our priorities of that initial report?

7 CHAIR WELCH: The revised report,
8 which was done while I was part of the Panel
9 and finalized last year, was frankly, as much
10 of anything, a political decision. And this
11 report was a group of folks who, for the most,
12 left the Panel given to the Bush
13 Administration. And there was a sense that
14 the new people, particularly folks needed to
15 say to the Obama Administration "You know,
16 this might have been a Bush era document, but
17 it's still the main themes are still pretty
18 much what we agreed on."

19 So you will see that the '11
20 document is not all that much different than
21 the '07. And so that was the purpose.

22 Now that I'm hearing the Agency

1 say to us, and of course they're going to push
2 for their best budget that they can get, but
3 there are constraints, and they're saying to
4 us if you accept, if everybody accept that
5 there are going to be constraints, we're not
6 going to get to the ideal anytime soon, what
7 advice can you, the Panel, give to us, the
8 Agency, about how to operate and what
9 priorities to set in constrained budget
10 conditions?

11 And so that's a slightly different
12 task then what the original Panel set out to
13 do. And I think it's a very valid task, and
14 I think it's realistic. And obviously this
15 document still stands.

16 This document, I think, was useful
17 to the Agency a couple of years ago when the
18 President Stimulus Proposal came in. Because
19 NOAA's National Ocean Service was able to make
20 a case to NOAA's leadership, which was able to
21 make a case to the Department of Commerce,
22 which was able to make a case to Congress

1 successfully that there are ought to be a
2 fairly significant infusion into the Stimulus
3 bill for some expanded navigation services and
4 charting. And it didn't solve all the
5 problems, by any means, but it could have been
6 very easily for them to have gotten skunked
7 when that Stimulus bill was put together. And
8 I think having this as a baseline document
9 helped them make the case.

10 David, did you have a comment?

11 MR. KENNEDY: I did. And at the
12 risk of dominating the conversation, I wanted
13 to maybe address some of what Joyce just
14 asked. And I think two points, one I forgot
15 to make this morning.

16 Dr. Lubchenco takes these advisory
17 committees extremely seriously. You know,
18 I've seen the past, yes, yes, we got these
19 committees and whatever. So (1) I think we
20 have an opportunity in that she really has
21 been at the table in talking about the
22 candidacy and the importance of getting the

1 right people here. I mean, Dr. Lubchenco
2 personally clears this kind of stuff.

3 So, one, very important. And I
4 think that leads to an opportunity because she
5 does pay attention, she thinks that committees
6 are important and I think she'll listen.

7 Two, the part that I missed this
8 morning is, Dr. Lubchenco has been under-
9 staffed since she's begun. Hasn't had a chief
10 scientist, kind of restructured and had two
11 major kind of assistants, deputy assistants.
12 One is kind of on the environmental ecosystem
13 side, and that's Dr. Larry Robinson, who has
14 been here. But on the observational side, the
15 side that gets closer to the kinds of things
16 we're talking about today, she's not had
17 anyone.

18 And she announced, I think today
19 to the world something we've known for a
20 while, that she has that second -- does
21 anybody remember the title? I actually wrote
22 it down somewhere, probably can't read it.

1 CAPTAIN GLANG: It's Assistant
2 Secretary for Observations and Predictions.

3 MR. KENNEDY: Yes. That's it.

4 And so she announced today that
5 that is Kathy Sullivan, Dr. Kathy Sullivan, an
6 ex-astronaut, well respected in the community.
7 Oh, there we go. And she starts May 9th.

8 And the importance there is that I
9 think what the message needs to be as much as
10 anything, and it's kind of message that I've
11 been talking about a lot is, you look at
12 previous Administrations, previous strategic
13 plans, previous national priorities and then
14 you try and find where the National Ocean
15 Service fit; you had a hard time doing that.
16 You don't anymore. You don't anymore. And
17 that's kind of the point I was trying to make
18 up here, and the point that I'm making to all
19 of my troops is we're players, but we've got
20 to go sell ourselves. And we're new to this
21 game because we haven't been able to say "Look
22 at that National Ocean Policy and look at

1 where all we fit."

2 Now we have strategic plan in NOAA
3 and we have an annual guidance memorandum.
4 And every place you go the Ocean Service
5 really has a very specific role that you don't
6 have to be embarrassed to try and wind your
7 way through a bunch of explanations to show
8 how you fit. And I think that is the one
9 thing that I'm hoping you guys can help, is
10 carry that message of "Hey, this Nav Services
11 bunch, they do count and here's how they count
12 and they're very important to the economy and
13 they're important to us" in whatever ways you
14 decide you might want to do that.

15 So that gets back to:

16 (1) We got an Administrator that
17 I think is listening, and;

18 (2) I think we have an advocacy
19 that really can help at a high level to help
20 carry that message and further establish the
21 importance of some of the things we're doing.

22 So, sorry for the speech.

1 CHAIR WELCH: No. Thanks very
2 much, David.

3 And I think probably we ought to
4 take our break now and come back and continue
5 the discussion.

6 But I would like to say, Joyce, in
7 the past couple of meetings we have had very
8 senior NOAA leadership here. We had Margaret
9 Spring, who is Dr. Lubchenco Chief of Staff,
10 and you met her in Silver Spring. And Dr.
11 Robinson came to our meeting up in Vancouver,
12 Washington. And we are still very hopeful and
13 want to be very aggressive in pursuing Dr.
14 Lubchenco to come to as early as possible
15 meeting as we can. We haven't had her yet,
16 and the previous panels have had previous
17 administrators. So, we hope that we can get
18 her. Find a date, find a location that she
19 can be part of our program. And that is --
20 you know if we're going to be thinking
21 strategically, we want the strategic head of
22 the Agency to be part of our efforts.

1 So with that, let's take a break
2 of -- how long? Fifteen minutes. So if
3 everybody can be back in place at 11:00.

4 (Whereupon, the above-entitled
5 matter went off the record at 10:45 a.m. and
6 resumed at 11:05 a.m.)

7 CHAIR WELCH: Okay. Let's resume
8 our discussion with Captain Glang. But I want
9 to first recognize Gary Jeffress for a
10 comment.

11 MEMBER JEFFRESS: Hi. Gary
12 Jeffress, Texas A&M, Corpus Christi.

13 I heard in Joyce's comments about
14 who is listening to us. One of the things
15 that I -- and, by the way, I forgot to mention
16 that I'm a three term as well. Came on with
17 Ed and Tom.

18 One of the things I've learned in
19 that three years is that the main
20 congressional sponsors of NOAA are coastal
21 states and coastal congressional
22 representatives. And, of course, there's a

1 bunch more landlocked electoral districts than
2 there are coastal districts. And so that's
3 one of the political hurdles that we've got to
4 get over.

5 And that goes back to what Dave
6 was asking us to do because obviously the work
7 that NOAA does associate with the economy and
8 creating jobs, which is the highest priority
9 that the nation is facing right now.

10 And one of the ways we can
11 highlight that is, which came out of our
12 Portland meeting, was that the port of
13 Portland is a big major conduit for exports,
14 but not just from Oregon, but from all the
15 landlocked states up the river and up to the
16 Dakotas. And so all of these landlocked states
17 are producing exports which have to get to
18 their market through the ports, but those
19 congressional representatives don't see that.
20 And we need to highlight the association
21 between ports and the exports that are
22 generated in non-coastal states, and I think

1 that's going to be fairly easy to do.

2 And another thing that's happening
3 right, which is actually going to accelerate
4 the National Export Initiatives is the fact
5 that the American dollar has gone down
6 compared to the major countries around the
7 world which makes exports a lot cheaper. And
8 so we're going to see over the next year or
9 two a large increase in exports in
10 agricultural products. Also in the major
11 press a lot of data on shortage of food
12 worldwide. So America's breadbasket is going
13 to step up to take advantage of that, which
14 means more exports versus dollars in our
15 favor. And we're going to see an increase in
16 exports.

17 So we just have to associate those
18 things that are going to happen with the
19 bottlenecks that may be created in our ports
20 systems.

21 CHAIR WELCH: Okay. Good.

22 Thanks, Gary.

1 Let's go back to Captain Glang and
2 we'll see if any Panel members have some
3 further reaction.

4 Go ahead, Gerd.

5 CAPTAIN GLANG: Thank you, Ed.
6 Gerd Glang.

7 So just before the break I thought
8 Kennedy made some really good points, also
9 responding to Joyce and her questions on the
10 budget. So I was going to offer to the Panel,
11 maybe, obviously, given the constraints of the
12 budget, we now understand that growing the
13 Navigation Services' budget is going to be
14 basically impossible in this climate. So
15 maybe that's not what we do. Maybe what the
16 Panel instead can offer, and each of you comes
17 with a very unique perspective on NOAA's
18 Navigation Services or NOAA's services,
19 broader, but maybe the Panel can support, can
20 help us create arguments for preserving the
21 budget that we have. Because I think that's
22 going to become just as important in

1 developing the '12 budget and the '13 budgets.

2 So the Panel is, I think, with
3 your different perspectives could maybe
4 consider how do we make a better argument for
5 preserving what we have. And the corollaries
6 to that, and you'll see that in this guidance,
7 where how do we identify more clearly the
8 societal values of the navigation services?
9 And then related to that also were this notion
10 of the navigation services and the value they
11 provide in the non-traditional sectors. And
12 we've got representatives from those non-
13 traditional sectors here on the Panel as well.
14 So maybe there's a little bit of serendipitous
15 design here in how the Panel is constructed,
16 but I think the Panel could make a really good
17 focus on that: How do we make a better
18 argument to the Administrator to preserve the
19 budget that we have? It's something that she
20 can carry back to the Hill to help argue to at
21 least maintain the Navigation Services'
22 budget. So I'm just going to throw that idea

1 out there. Think about it a little bit
2 differently.

3 CHAIR WELCH: Yes.

4 MEMBER JAY: David Jay.

5 In response to that, I wonder the
6 tragedy of the Japanese tsunami, at least in
7 Oregon got a lot of people's attention that
8 had never thought about tsunamis at all
9 before. I mean, it was sort of a vague,
10 distant threat, you know, no reality to it.
11 And in terms of tsunami preparedness, the
12 services that NOAA NOS provides are extremely
13 important.

14 Mapping. If we're going to have
15 decent run out predictions, we have to have
16 good coastal mapping.

17 Tide gauges. You know, observing
18 when tsunamis happen so we can model better.

19 All of these things. This is a
20 tragedy, obviously, but I wonder if we can
21 make use of it a little bit and point out the
22 importance of Navigational Services in that

1 kind of text as well?

2 MEMBER SHINGLEDECKER: I would be
3 interested in seeing, it seems to me that
4 marine spatial planning is obviously a key
5 priority and there are so many facets to that
6 exercise. And it seems to me that Navigation
7 Services could easily get lost in the many
8 layers of marine spatial planning. And it
9 almost seems like there could be almost like
10 a campaign for saying that Navigation Services
11 literally is the foundation of any marine
12 spatial planning and tying it to that broader
13 framework that definitely seems to have legs
14 and seems to going places. And, presumably,
15 there's money going towards that at some
16 point.

17 CHAIR WELCH: If I could, let me
18 make a comment. David Kennedy alluded to
19 this, and this may be a little bit -- some of
20 our NOAA colleagues may flinch when I say
21 this. But David understated how much
22 political controversy there is about marine

1 spatial planning. There are key members of
2 the House of Representatives who have said--
3 the Chair of the Committee that oversees
4 NOAA's ocean programs has said "I'm going to
5 put a stop to this marine spatial planning
6 nonsense."

7 Now, it is being perceived in a
8 very political way. I don't think it was
9 offered in a political way, but there are
10 people that are responding to it
11 ideologically.

12 So just because they're opposed to
13 it and are making statements like that doesn't
14 mean it's going to be stopped in its tracks.
15 But there is some risks into jumping on to the
16 marine spatial planning horse. The horse may
17 not go so fast. It might die. And so while
18 you want to make sure you're onboard that
19 horse if it's running around the track, you
20 want to have a contingency plan, too. Because
21 it may be hobbling around that track.

22 And to the extent if your service

1 is too identified with marine spatial
2 planning, you get identified with the baggage
3 that it carries as well as the momentum.

4 So, I'll just -- I'm not myself,
5 you know, saying marine spatial planning is a
6 bad idea. But there are some key people up on
7 Capitol Hill that don't like it one bit. And
8 it remains to be seen. And there's some
9 industries that don't like it one bit. And it
10 remains to be seen whether they're going to be
11 able to throw significant roadblocks or not in
12 its way.

13 Okay. Who had a comment? Let's go
14 to Michele.

15 MEMBER DIONNE: Michele Dionne
16 from the Wells NERR in Maine.

17 Following up on the heightened
18 sort of public awareness from the tsunami,
19 well we certainly people's attention to be
20 focused on the Gulf oil spill. And one of the
21 real sort of limitations to understanding the
22 sort of play out of a hazard like that is

1 circulation modeling. It's also very
2 important for understanding flood hazards and
3 things. And critical to any good circulation
4 model is bathymetry. And that's certainly
5 something that Navigation Services provides
6 and you don't want to limit it just, so I'm
7 not talking not just about doing what you need
8 to do within your ports for navigation
9 purposes. But we really do need I think in
10 order to prepare our coasts for short
11 term/long term hazards and response to hazards
12 and predictions is really good coastal
13 bathymetry, period.

14 And I think that we talked a
15 little bit about this at the orientation that
16 maybe just calling it Navigation Services
17 restricts peoples' sort of willingness to
18 listen to what Navigation Services has to say
19 and what they offer.

20 We talked a little about it, and I
21 think it's been discussed before. Navigation
22 could be navigation and mapping services, or

1 something like that might help. Just get the
2 ear of people that need to understand what all
3 NOAA is doing within this realm.

4 CHAIR WELCH: Okay. David?

5 MEMBER JAY: David Jay, Portland
6 State.

7 I'd like to second that. That was
8 a really great comment.

9 Dr. Brigham pointed out that only
10 six percent of the Arctic, I think it was, has
11 been properly mapped and yet if you go to
12 lower 48 estuaries you have excellent mapping
13 in the navigation channel, you know, but you
14 got mapping elsewhere that dates back
15 sometimes a century and is wildly inaccurate
16 and not adequate for circulation modeling or
17 inundation modeling, or many purposes. So we
18 have major shortfalls in mapping all over the
19 lower 48, I'm sure.

20 CHAIR WELCH: Joyce?

21 MEMBER MILLER: Back to the
22 tsunami comment earlier. I think that's a

1 great idea, but I believe I heard somewhere in
2 this budget cycle that at one point somebody
3 had zeroed out the Tsunami Warning Center here
4 in Hawaii. And this was shortly before the
5 Japan tsunami. And I don't recall at what
6 stage of the budget that was. I think this is
7 no longer true. But, I don't know, do any of
8 you know anything about that?

9 CHAIR WELCH: There was a
10 situation about a year and a half ago where
11 somebody up on Capitol Hill was raising hell
12 about volcano-observing funds about two weeks
13 before the big volcano off in Alaska. And,
14 you know, people have short memories. They
15 don't think anything bad is going to happen,
16 and then something bad happens and they get
17 the religion.

18 Let me take a minute and I want to
19 read to the new Panel members a letter that I
20 just got. I'm just going to read a couple of
21 selections from it. But this is a very small
22 little item that the Panel was involved with,

1 but it goes to the point you were making about
2 how can you get people's attention about what
3 these services really do in the real world.

4 We had a meeting from Providence,
5 Rhode Island about a year ago, a year and a
6 half ago. And we had a gentleman that came in
7 from far northeastern Maine with the pilots up
8 there and he said to the Panel, he said "We
9 had a situation up there where fishermen, we
10 have a lot of commercial fishermen who," he
11 said, "frankly like to take risks." They have
12 to take risks and they're out there trying to
13 compete and catch fish in a tough environment
14 and a limited season. And there has just been
15 a rash of commercial fishing accidents, mainly
16 where it appears that they have snagged
17 uncharted obstacles. And nobody has charted
18 this bay up there because there's not any
19 material commercial shipping there. There's
20 commercial fishing, but not what you and I
21 would consider to be commercial navigation.
22 And people are dying and we need some better

1 charts.

2 And he was emotional and emphatic
3 in his presentation, and very effective.

4 So one of the things the Panel did
5 was that we in our summary letter to Dr.
6 Lubchenco said NOAA needs to deviate a little
7 bit from its policy of concentrating on the
8 area of commercial navigation and see if
9 there's something you can do up in this bay
10 for the fishermen.

11 And the Panel was not the only
12 entity that was saying the same thing. But
13 the Office of Coast Survey was saying the same
14 thing internally to the NOAA leadership. And
15 one of the Maine Senators was saying.

16 But here's the letter that we just
17 received from our witness. He said to the
18 Panel members, he says "Shortly after the
19 meeting and within the recommendation that you
20 made to NOAA within one week, NOAA had people
21 from the Navigation Response Team #5 on the
22 water in Cobscook Bay working out of East Port

1 Maine." It turned out to be an amazing survey
2 effort which lasted into November 2010, six
3 months. And he he named several of the NOAA
4 people individually that were part of this
5 effort, including Captain Lowell.

6 He said "Conducted a complete
7 survey of the area, worked very hard with
8 public outreach, especially with the fishing
9 community, met with the press on an almost
10 weekly basis, responded to special requests
11 for wreck identification and charting
12 successfully located within centimeters
13 several missing and dangerous wrecks. The
14 information was sent to us in December and the
15 wrecks identified in February. The tidal
16 currents in Cobscook Bay with tidal ranges of
17 between minus 3.2 feet to plus 23.9 feet are
18 very difficult to work surveys in, but the
19 team's expertise and safe boat handling was
20 interesting to observe.

21 "NOAA responded quickly,
22 enthusiastically and thoroughly to your

1 Panel's request. The result was a survey,
2 press relations, community outreach and local
3 participation is, we are happy to report, the
4 loss of no fishermen or vessels during the
5 dragging season between October 2010 and April
6 of 2011." And they were losing one or two
7 vessels per year up to that.

8 "We have no doubt that the work of
9 the Office of Coast Survey and Navigation
10 Response Team #5 both on and off the water was
11 the primary reason for the dragging season's
12 safe outcome. This helped changed for the
13 better the safety philosophy of the fishing
14 community in our area. We could ask for no
15 more."

16 This is the type of thing that
17 gets people's attention. You can show this to
18 a Senator or a congressman or a governor or an
19 agency head, and this trumps all the
20 statistics in the world about how important
21 Navigation Services, bathymetry or that type
22 of thing is.

1 So, I just wanted to bring this to
2 the new Panel members' attention. We haven't
3 even had a chance to distribute it to the old
4 Panel members who just came in.

5 And I'd like to say to all the
6 NOAA folks, Captain Lowell and all your folks,
7 congratulations. This is an excellent
8 testimony to the worth of all the federal
9 employees.

10 MEMBER JACOBSEN: Great.

11 CHAIR WELCH: Yes. When a
12 government agency preserves people's lives and
13 livelihoods, that's the purpose of government.

14 CAPT. LOWELL: Thank you, Ed.

15 Like I mentioned, a lot of this
16 activity is the presentation package. Captain
17 Peacock was extremely emotional. He talked
18 about the 15 deaths that had occurred there
19 over the last few years both in the community
20 and in U.S. waters. And that was the focus.
21 And although it was on our schedule, it was
22 certainly -- you know myself sitting there

1 listening to Captain Peacock talk about the
2 issues just kind of raised the priority, so we
3 did respond.

4 CHAIR WELCH: And the new Panel
5 members, you will see that we've got sprinkled
6 throughout the program over the next three
7 days we have several what we call stakeholder
8 panels, which are people both in and outside
9 of government that use some of these products
10 of Navigation Services. And we on the Panel
11 have found these to be great things because
12 they give us feedback, we learn things that we
13 didn't expect to hear. We've learned how
14 highway road crews for the State of Minnesota
15 used NOAA Navigation Services to plow the snow
16 on highways in Minnesota. You know, I didn't
17 expect to hear something like that.

18 We learned how the Domino Sugar
19 Company, which is the biggest sugar importer
20 on the East Coast of the U.S. in Baltimore
21 Harbor can save millions of dollars a year or
22 lose billions of dollars a year by shutting

1 down or not shutting down based on NOAA's
2 water level predictions. And if they shutdown
3 too early, they lose a lot of money. And if
4 they shutdown too late, they suffer a lot of
5 damage.

6 So, you know, we didn't expect to
7 hear Domino Sugar say that they have been fans
8 of NOAA Navigation Services. And I'm not
9 going to say that everyone of the panelist
10 coming in over the next three days are going
11 to have dramatic statements like that, but you
12 just can't anticipate when one of these
13 panelists is really going to sort of make you
14 think and give you some information that you
15 didn't expect to hear that the Agency needed
16 to hear, and that the people that make
17 decisions about how the Agency should be
18 funded need to know about too.

19 So we will continued, even as we
20 have these strategic thinking sessions, to try
21 to incorporate opportunities for private
22 sector and public folks, users, traditional

1 users and non-traditional users to come in and
2 make their observations.

3 Sherri?

4 MEMBER HICKMAN: Yes, Sherri
5 Hickman, Houston Pilots.

6 And I agree. I mean, that's great
7 this letter you just read to us because
8 Captain Peacock was emotional. But we've also
9 done other things.

10 When we had our meeting in Florida
11 we found out that they depicted a spot that
12 they anchor ships, and the ships were
13 anchoring in coral reef. So they're required
14 to go there. And so I think we helped along
15 with that as well. And that's great.

16 But I don't know that -- I bet you
17 if we went to every state and had a meeting,
18 we could help with something. And I'm not so
19 sure that that's really what the Panel was
20 for. Because I'm pretty sure if we looked
21 back at our most wanted that most of that has
22 not been really looked at nothing majorly done

1 with that. And it's kind of disheartening.

2 So, like, here we have a budget to
3 build a new NOAA vessel. I don't even know if
4 it's running yet, is it?

5 CAPT. LOWELL: You talking
6 Hassler?

7 MEMBER HICKMAN: Yes.

8 CAPT. LOWELL: No.

9 MEMBER HICKMAN: And yet we
10 decommissioned one, and we don't even have the
11 budget to crew the new one if it was running,
12 because the crew on the other vessel was
13 smaller. And that just seems mind-boggling to
14 me that this wasn't a forethought or a
15 foresight. Of course, if the budget was going
16 to be there, it seems horrible that this boat
17 is not even running with a crew to do
18 surveying.

19 So I think our picture here is
20 probably bigger. Yes, the local things that
21 we can help with are great. But I bet you that
22 we could do that every time we have a meeting

1 somewhere.

2 CHAIR WELCH: And we could. And
3 the purpose of the Panel is not to be an
4 ombudsman, you know, problem-solving. But my
5 point is, if we hear from people like this, we
6 the Panelist get some --

7 MEMBER HICKMAN: Recognition.

8 CHAIR WELCH: -- picture of what
9 users think about how well or poorly NOAA may
10 be doing.

11 And I remember Ronald Reagan's
12 President Reagan's, his closest staff. They
13 said they could go in there and make
14 presentations on policy issues and big picture
15 stuff, charts, and after a short while his
16 eyes would glaze over. But if somebody went
17 in and said, you know, "This is effecting Mrs.
18 Smith in this particular way and it's this
19 program that is going to make a difference,"
20 he'd get engaged. And so many of our leaders
21 are like that.

22 So you need some concrete examples

1 to give, I think, some heart to what you're
2 talking about. You shouldn't have to, you
3 know. But in our effort to try to promote the
4 big things, Sherri, I think it's useful to
5 have, a few of these examples.

6 You know, our purpose is not here
7 really to solve these types of problems. But
8 we need to know about these little types of
9 incidents so that we can use them to promote
10 our big picture agenda.

11 Yes, Lawson?

12 MEMBER BRIGHAM: Yes. Lawson
13 Brigham from Alaska.

14 Yes, I agree with Michele that we
15 need -- it would be useful at sometime in the
16 next couple of years to actually have our
17 definition of national navigational services
18 our -- the Panel members with the assistance
19 of the NOAA people. But I think sometimes from
20 government, when I was in the Coast Guard, we
21 get a bureaucratic definition of something
22 when it really didn't fit what the public

1 thinks it is in the broadest of context. And
2 it would be nice to have a little facilitated
3 discussion amongst us to see how close or how
4 different our view of navigational services is
5 to what the bureaucratic view is. And I don't
6 mean that in the negative sense. So it might
7 be useful.

8 The thing you brought up in your
9 points about the role of technology, I'm
10 getting a sense on the Hill and particularly
11 when I deal with DHS people, that technology
12 will eliminate the need for ships in the
13 nation's inventory. And I don't buy it. I,
14 of course, work on icebreaker issues. And
15 people are starting to say "Ah, satellites can
16 do it all or autonomous vehicles can do it
17 all." You know, I absolutely don't buy it for
18 the next century.

19 So in the terms of hydrography and
20 ships for the NOAA fleet, I think we're up
21 against a new phenomena, which is all the high
22 tech stuff can eliminate the need for ships,

1 except for maybe gray ships, or we outsource
2 to foreign countries or we do all kinds of
3 novel things.

4 So I think it is an issue. And I
5 think people are going to argue that, "Ah,
6 satellites can do everything or autonomous
7 vehicles," and I think we need to either make
8 the case or not make the case that some small
9 body of a fleet of ships is necessary to carry
10 out science and research on the scene with
11 humans actually doing it to at least correlate
12 with all the satellites' information.

13 A comment about marine spatial
14 planning in Alaska and integrated use. It
15 isn't necessarily about the commercial world,
16 there's barge traffic, there are large ships
17 into the Red Dog Mine, but most of it is about
18 fishing vessels and offshore development and
19 what that means. So it isn't traditional, in
20 a sense.

21 And it's also about indigenous
22 use. And so there integrating in the U.S.

1 Arctic, it's about almost everything but
2 global transport. Although some people think
3 it is, I'll have to try to dispel that
4 tomorrow. So I think marine spatial planning,
5 multiple use management is important there,
6 and Navigation Service is hugely important to
7 all of these other sectors, which we don't
8 necessarily think about. But fisheries, of
9 course, is huge there, as you all know.

10 Anyway, a couple of comments.

11 CHAIR WELCH: Joyce?

12 MEMBER MILLER: Joyce Miller

13 again,

14 One thing, as I said, I work
15 pretty closely with NOAA and the entire
16 process of loss in statement or discussion of
17 ships being important -- well I'm a surveyor
18 in small launches and multi-beam ships,
19 obviously, I think they're important but I
20 think one of the things that possibly the
21 Panel could make a recommendation on is
22 efficient use of ships. Because this year

1 there's been discussion of are we laying up
2 one, two, three, four, five ships, are we
3 going to have 135 days per ship, are we going
4 to -- I mean, everything's been on the table.
5 And I just think that if you got ships and
6 you've got crews, having them sit around while
7 the greater NOAA makes some sort of decision
8 of what's going to happen, that's a shameful
9 waste of resources. I mean, it's just -- it's
10 wasteful to have these ships with a full crew
11 on them waiting to go out and having to wait
12 to know whether you've got 136 days or -- I
13 mean, ships used to have what? 210 days of
14 sea time. This year, some of them are down to
15 130.

16 And it just seems like that might
17 be a suggestion that the Panel might be able
18 make.

19 I was hoping that the guy from
20 Maersk would be here and have somebody from
21 NOAA explain how the ship allocation is --
22 somebody who runs big commercial ships would

1 just be appalled at what that takes out of the
2 ability to do surveying, really. Not just for
3 Navigation Services but for programs and so
4 forth.

5 So, I don't know if anybody else
6 has experience with that.

7 CHAIR WELCH: Okay. Gerd, you
8 were going to say something?

9 CAPTAIN GLANG: Gerd Glang.

10 Yes. I should probably talk to you
11 afterwards, Joyce. I have experience with the
12 ship allocation process because we're a
13 witness to it and we try to keep Kennedy
14 involved with it or aware of what's going on.
15 It could be a long conversation.

16 But the same issues that we deal
17 within the Ocean Service as far as the budget
18 and the appropriation cycle, that affects the
19 fleet just as much where it's tied closely to
20 planning for science missions and then there's
21 a delay in the appropriations and you have to
22 make certain assumptions. And that's how we

1 wind up with these resources that are under-
2 utilized.

3 So I think that I like your
4 suggestion, though, and maybe we can put that
5 on our list of things to consider for the
6 Panel to focus on is how we might improve
7 efficiency of the NOAA fleet, because that's
8 sort of the purview we have. But that also
9 echoes what in the National Ocean Policy we
10 have these strategic action plan writing teams
11 for each of those nine priority objectives.
12 And the ninth one, Observations, Mapping and
13 Infrastructure, each of these strategic action
14 plans will have six actions. And that ninth
15 priority objective, one of those six actions
16 has to deal with improving the efficiency or
17 the utilization of the federal fleet. It's
18 the National Oceanographic Fleet or Federal
19 Oceanographic Fleet, of which NOAA is part of.
20 So there's a nice echo there. So that could
21 be the narrow enough theme that the Panel
22 could maybe invest a little time and

1 understanding and come away with some crisp
2 recommendations to the Administrator.

3 CHAIR WELCH: Okay. Yes?

4 MEMBER SHINGLEDECKER: Just kind
5 of back to a little bit what I said before
6 with targeting what we're looking at and our
7 priorities and our needs and marine spatial
8 planning. I guess I could have said that more
9 broadly.

10 If it's the National Ocean
11 Policy's strategic action plans, it seems
12 maybe looking at -- I mean Sherri alluded
13 there's this great document that the Panel has
14 done in the past of the ten most needed
15 improvements. How do we take that and
16 structure that in a way that it mirrors a
17 vehicle that's moving forward such as those
18 strategic action plans? It's not really sexy
19 and exciting, but if it would maybe move some
20 of these things into actually being
21 implemented, including what you were saying,
22 Joyce, about the use of the federal fleet,

1 that would seem worthwhile to me

2 CHAIR WELCH: Okay. Yes, David?

3 MEMBER JAY: Well, being new on
4 this Panel, I guess I feel I have ignorance to
5 plead so that I can be rash and bring up new
6 ideas.

7 CHAIR WELCH: Yes.

8 MEMBER JAY: In a time of
9 contracting budgets, I want to mention a
10 couple of small but different directions that
11 are not much emphasized in previous documents.
12 And they're both based off the idea that NOS
13 or its predecessor organization have almost a
14 century of innovation to look back on and be
15 proud of. So the United States invented the
16 idea that because we have this very long
17 coastline in the 1840s and 1850s and almost no
18 people on it that it was a government
19 responsibility to chart it and do the tides
20 observations rather than just leaving it to
21 the local pilots and sort of thing. So we
22 have, perhaps, the best in the world, despite

1 our small population, historic tide record.

2 Now that gets me to point #1.

3 Even though we did a very good job of
4 collecting data, and if we were going to take
5 sea level rise seriously and changing tides
6 and things, we need to resurrect that 19th
7 century data. We actually have a rather poor
8 record compared to the Europeans of getting --
9 you know our historic data are sitting on the
10 archives. They are not available on the CO-
11 OPS website.

12 If you go back -- you know, a
13 colleague of mine I think came up with a list
14 of 264 station years of Alaskan tide data
15 alone between 1880 and 1940 that are not on
16 the CO-OPS website. And Steve Gill told him
17 "Well, we started on this project a few years
18 ago and we just didn't have the funding. We
19 lost funding for it so it sat. And so that's
20 one area.

21 Another is, you know, one of the
22 reasons the U.S. Archives hold the best

1 collection of world tide data, historic world
2 tide data, is that the tide gauge, there were
3 only two tide predicting machines in the world
4 of circa 1900, one of them in London and one
5 in Washington. And so we did tide predictions
6 for much of the world at that time. And so we
7 have all this data sitting in our archives.

8 But there's a need to innovate and
9 keep up with where science is on tides.

10 The traditional thinking about
11 tides is, very briefly, is that this a
12 stationary phenomena, statistically
13 stationary. And what oceanographers are
14 realizing is that a lot of the information
15 that we get out of it and can use is by
16 treating it as actually non-stationary.

17 And so, tide predictions in the
18 Columbia River, NOAA does them but nobody pays
19 attention to them, the load maxes. I'm sure
20 you heard about this in Portland. The load max
21 is partly done by NOAA, but not NOS. It's run
22 by the port and by the National Weather

1 Service. And that's partly -- it's an
2 innovation problem in tidal prediction, and
3 that's a particularly difficult one. But
4 there are lots of difficult harbors across the
5 United States that need attention.

6 New York Harbor, for example.
7 Predictions for New York Harbor are rather
8 poor because of ice, once you get above New
9 York City.

10 So there's a need for innovation
11 and just analysis and prediction where we
12 could actually be doing -- there is the
13 knowledge out there to do much better than is
14 currently being done.

15 It's not a huge expenditure, but
16 it certainly would have some utility.

17 CHAIR WELCH: Okay. Other
18 comments or suggestions?

19 MEMBER HICKMAN: Sherri Hickman.
20 Way back when we started this
21 Panel, I know one of the things we brought up
22 was user fees for -- and it kept going round,

1 and round and round. But I'm going to bring
2 it up again; we'll kick a dead horse, since
3 that other horse might die anyway.

4 Like when RUDE, for those of you
5 who don't know is a NOAA vessel, survey
6 vessel, when the RUDE is taken off task, two
7 major times it was taken off task; JFK's
8 Junior's plane went down. Somebody correct me
9 if I'm wrong on that. And also the Bow
10 Mariner when she blew up sunk en route from
11 New York to Texas. RUDE was taken off task to
12 do this, and nobody's charged because the
13 government's doing that for free with our tax
14 money. Yet, foreign lawyers for the Bow
15 Mariner collect that information and get it
16 for free, and they're charging big bucks to be
17 the lawyers for that company. We give it to
18 them for free.

19 RUDE's off task. I don't think
20 anybody was charged to have the Rude off task
21 and do that, collect that information for
22 either incident. I could be wrong. I don't

1 think they were. The money is just because it
2 was in the budget or we had to change money.
3 The RUDE is off task and not surveying to do
4 that.

5 And I'm sure there's other areas
6 where this has occurred, not just the two
7 incidents that I'm aware of. And we go round
8 and round about if it's always a financial
9 budget matter, why can't we figure out how to
10 be charging for this when the Coast Guard does
11 it when they rescue people. They charge.

12 So I don't know if that's a new
13 area or an old area that we need to reopen and
14 look at. I don't know if it's feasible.

15 MEMBER PERKINS: Mr. Chairman, can
16 I chime in on that?

17 CHAIR WELCH: Yes, Scott.

18 MEMBER PERKINS: Scott Perkins
19 with Wilson & Company.

20 The subject of geospatial user
21 fees has come up in other advocacy groups that
22 I'm involved with. And the fee for service,

1 fee for rescue model may not be the best, but
2 there are other successful user fee models
3 that have been very successful. If you look
4 at what as gone on with wildlife restoration
5 and the use of a federal duck stamp, for
6 example.

7 If you look at the use of the
8 federal gas tax and how that has created a
9 sustainable pool of funding for transportation
10 infrastructure-related activity.

11 And then looking at the
12 opportunity for a geospatial user tax or a
13 Navigation Services tax, you know this is a
14 location-based services is a looming segment
15 of our economy, right? Spatially enabled
16 devices are being sold by the millions every
17 month. So perhaps a recommendation from this
18 panel because Navigation Services is the life
19 blood of what the people in this room are here
20 for, right? Maybe the opportunity is they to
21 start advocating for some sort of location-
22 based geospatial-based user fee at point of

1 purchase on these devices that would generate
2 one-hundredth of a cent per unit on the
3 commercial side would solve everything that
4 we've whined about all morning on the funding.

5 CHAIR WELCH: That's a very
6 interesting observation, Scott. I'm familiar,
7 for example, with there are certain types of
8 very small taxes on ammunition, a hunting tax.
9 Ammunition, bows and arrows, and other even
10 fishing tackleboxes.

11 MEMBER DIONNE: Recreational
12 fishing taxes.

13 CHAIR WELCH: And those users, for
14 the most part --

15 MEMBER PERKINS: Are glad to pay.

16 CHAIR WELCH: -- have embraced the
17 idea. Now, you have to be pretty darn sure the
18 money you're collecting is actually going to
19 be spent on the alleged purpose. Because if
20 you don't, then you have a situation like the
21 Harbor Maintenance Tax. And, in fact, a
22 couple of those fishing programs got enacted

1 back in the long dark days before now where
2 the money flows automatically without an
3 appropriation by Congress. So in other words,
4 Congress doesn't have to appropriate the
5 money, the money goes into a true trust fund,
6 and it is expended. The days of creating
7 those automatic appropriations are long gone.
8 But it's an interesting concept.

9 Matt, did you have a comment?

10 VICE CHAIR WELLSLAGER: I did.

11 Matt Wellslager, South Carolina Geodetic
12 Survey.

13 Sherri, I agree with you a 100
14 percent. Taking it from the state's
15 perspective, we have had to reinvent the wheel
16 for the services that we provide. And nothing
17 is free anymore.

18 My office can no longer provide to
19 farmers, to the counties, to anybody that uses
20 geospatial data anything for free. We have to
21 prove our existence or fund for our existence,
22 and I think when the situation like the RUDE

1 being taken off line is moving its priorities
2 from one situation to another, that service
3 needs to be subsidized. And how it gets
4 subsidized is going to be a question that we
5 can't actually answer here but needs to be
6 addressed.

7 And NOAA, NOS, Coastal Geodetic
8 Services; somebody is going to have to, I
9 guess, step up to the plate and say these are
10 the things that we need. It's got the idea of
11 taxes, I'm behind 100 percent. Being a public
12 official, getting that to float is going to be
13 damn near next to impossible.

14 You know, this new no tax thing.
15 Well, how in the hell are we paying for things
16 if we can't tax something. And I have a hard
17 time with that, but I really think we need to
18 -- and wordsmithing it is 90 percent of the
19 battle. Making it work and having someone
20 that can come up with a way to phrase is
21 correctly would be the way to do that.

22 But we need to charge if we're

1 working on something and we're taken off task.
2 When we're taken off task, somebody has to
3 step up and pay that bill. And how we're
4 going to get that done, I don't know. But
5 it's losing money because we're not keeping
6 the focus of what we're trying to do there
7 It's broadening the scope, and we got to kind
8 of tie that scope back.

9 Good idea, though.

10 MEMBER MILLER: Joyce Miller.

11 I have a question. Has NOAA
12 gotten anything back from BP oil spill? I
13 mean, there were numerous ships, numerous
14 scientists. I mean, half of NOAA was down
15 there for a time. And has any of it flown
16 back into --

17 MR. KENNEDY: Yes. All of the
18 vessels that were down there working on the
19 oil spill and the ones that continue, are, in
20 fact, reimbursed. And that's the good news.
21 The bad news, though, and it does not get to
22 a sustainable solution, is all of those ships

1 had missions.

2 MEMBER MILLER: Yes.

3 MR. KENNEDY: They didn't do any
4 of those missions. Okay. They got money, but
5 they're the same ships that now have a year of
6 lost mission that have to go back and figure
7 out how to do it again; do their mission that
8 they didn't do last year this year, and
9 essentially it's a zero-sum game only it's
10 less than that because those funds that are
11 reimbursed -- well, it's a long, sad story.
12 But, nonetheless we did get reimbursed. But
13 part of the dilemma is that we didn't do the
14 mission we're supposed to be doing. We got
15 money, but we're in no better shape to do the
16 mission with that money. It just offsets some
17 of the other problems we had.

18 So the idea of some sustainable
19 way to pay for our services beyond just
20 reimbursable in an incidental fashion, I
21 think, is a much better approach in my mind.

22 CHAIR WELCH: David, does the

1 Agency have a history or a catalog over a
2 period of time of showing how much and how
3 frequently assets have been taken off their
4 normal mission to respond to some kind of
5 unexpected event?

6 In other words, is there a way of
7 saying 20 percent of the time we aren't doing
8 what we consider to be our normal mission, or
9 part of it. Do you see what I' saying?

10 MR. KENNEDY: No, I do see what
11 you're saying. That maybe, Captain Lowell?

12 CAPT. LOWELL:

13 John Lowell.

14 Let me just bring up two quick
15 points.

16 I think data is available for that
17 kind of an analysis. Nobody's certainly asked
18 me for that, but that's reasonable that
19 someone can look into.

20 CHAIR WELCH: Would that be a
21 useful thing to have?

22 CAPT. LOWELL: I would say it

1 would certainly allow everyone to understand
2 the magnitude of the issue, which is kind of
3 Sherri's point.

4 But #2 is, you know one of the
5 reasons for our existence is for hazard
6 response.

7 CHAIR WELCH: Right.

8 CAPT. LOWELL: And to have that
9 number might validate it. Say, it comes out
10 to 15 percent. I'm making this up. At 15
11 percent, as historically we expend sources of
12 15 percent for these activities, then it would
13 be reasonable to assume that should we not
14 exceed that 15 percent, we are on mission at
15 that point. We're not deviating from mission.
16 So hazard response currently is part of our
17 responsibility in the things we do. We would
18 deviate it to NRTs, and I think I'll mention
19 that this afternoon to deal with tsunami
20 issues in California this year. But we
21 consider that part of our normal routine
22 business. So the fact that we would defer a

1 ship to go, you know Bow Mariner, we'll call
2 that incident, I wouldn't say we were off task
3 at that point, but we were still within our
4 mission envelop.

5 CHAIR WELCH: Gary?

6 MEMBER JEFFRESS: Just a question
7 to Dave and John.

8 I guess that compensation from BP
9 also included the coastal mapping and your
10 time, Dave, when you went down there, et
11 cetera. But then how do you cost that out?
12 How did you come up with a number for that?

13 MR. KENNEDY: Well, it wouldn't be
14 a number that would stack up if you had to go
15 out and get that in the commercial sector,
16 that's for sure. The vessel has kind of a
17 calculated per day cost, and that's what was
18 used for all of the vessels that were down
19 there. And labor was just straight labor; you
20 know whatever we were being paid, and that
21 wasn't everybody. And I'm not one of them
22 that did get paid. I got to spend most of my

1 time just being a conductor of the orchestra.
2 But it's just straight labor costs and then
3 whatever our routine ship costs are per day
4 that were charged.

5 CHAIR WELCH: Yes, Jeff?

6 MEMBER CAROTHERS: Yes, this Jeff
7 Carothers.

8 I'm a little bit confused on what
9 George was talking about, you know on the
10 waste of resources with the ships down to 130
11 days a year or something like that. It seems
12 to me like they're off mission most of the
13 time if there's 200 days they're not out
14 surveying and if they are down, it seems to me
15 like a BP thing is a good thing if they're not
16 being used. Now maybe I'm confused on that.

17 The other issue I'd like to bring
18 out is another option is, you know if the
19 boats are really down that much time, why did
20 they sit in port? You know, other uses for
21 them. I'm looking for a survey boat that I'm
22 having a hard time locating one. I mean,

1 would that be an option at some point to make
2 NOAA vessels available to commercial markets?

3 MR. KENNEDY: That's interesting.
4 You guys ought to try and answer that one.
5 It's more down your --

6 MEMBER CAROTHERS: Maybe too much
7 red tape, but there may be a need there.

8 MR. KENNEDY: Yes.

9 CAPT. LOWELL: Yes, there might
10 actually be some laws that would frown on
11 that.

12 MR. KENNEDY: Yes.

13 CAPT. LOWELL: Putting federal
14 vessel in some competitive mode to use.

15 MR. KENNEDY: Well, yes.

16 CHAIR WELCH: Well, if I could
17 just make a couple of comments about down time
18 of NOAA vessels.

19 Part of it is this need for
20 advanced scheduling and advanced planning.
21 And then if Congress doesn't provide the money
22 that fits in with the advance scheduling,

1 those schedules have to be juggled. And
2 sometimes you lose the opportunity to do
3 actually what you were planning to do. You
4 know if you don't get the money soon enough,
5 you can't send a vessel out on a long distant
6 journey and mission as you were planning. You
7 just don't have that much time or the vessel
8 doesn't have time to get there and get back,
9 or the season is not right. So some of that
10 is not the Agency's fault. They're at the
11 mercy of other people providing the funds.

12 Also, they make projections in
13 their budgets about fuel. And, you know if
14 they have X amount of money for fuel and the
15 price of fuel has gone up so much, they're
16 going to have to cut back on their projected
17 days of service, unless somebody gives them
18 more money for that fuel.

19 So there are a number of reasons,
20 some a little bit beyond the Agency's control,
21 as to pushing down that days of service per
22 asset. That doesn't explain everything, but

1 it is a problem and I know they get frustrated
2 with it.

3 MEMBER HICKMAN: I had another
4 comment. Sherri Hickman again.

5 I did receive an email from a
6 previous Panel member that is also a pilot.
7 I don't think it matters if I mention his
8 name, but it's Capt. McGovern. And the issue
9 they're dealing with right now is the right
10 whales. They have areas on the East Coast
11 that have to be -- whose phone was that?

12 CHAIR WELCH: That's my phone. I
13 think there ought to be \$25 fine for a cell
14 phone off that goes right into the Navigation
15 Services --

16 MEMBER HICKMAN: Where does the
17 money go?

18 But Andrew is trying to get --
19 they don't even have that -- I guess it's
20 considered a seasonal managed area. So they're
21 not marked on the charts. They're trying to
22 get them on the ENCs, which with the ECDIS

1 requirement carriage you would think that
2 would be an optimal way of accomplishing this.
3 Yet, he got word that we don't put SMAs on the
4 chart.

5 And they're imposing fines now.
6 I'm not even sure who imposes fines. Is that
7 NOAA?

8 CHAIR WELCH: It's NOAA.

9 MEMBER HICKMAN: So where does
10 that money go? And is it being collected?
11 Because in a totally different email that I
12 probably don't even have a copy of anymore,
13 but I saw that one vessel has been fined three
14 times with the same captain onboard. They
15 haven't paid the fee.

16 I mean, normally if we had a fee
17 and they didn't the fine or the fee for our
18 services, we'd have them held. We would have
19 the vessel detained in port until they pay.
20 Now I'm sure our government is going to say
21 well we can't do that, it's a foreign ship,
22 whatever, there's going to be some red tape.

1 But if they're getting fined and they're not
2 paying it, what's the sense of having it?

3 In the long run, it's not the fine
4 that we want. We want compliance with the
5 rules so we're not killing the whales to
6 reduce speed. So that's something that we
7 probably want to look at, too, at a local
8 level just like we did with Florida and Maine.
9 But again, it seems like here's another
10 situation where it should be on a chart even
11 if it's on the electronic chart, so that they
12 can comply with the law. And if they're not
13 complying, why aren't they paying the money
14 and why isn't the ship arrested at the dock if
15 they haven't paid the fine?

16 CHAIR WELCH: And, Sherri, that
17 would fit in with something that Gary put in
18 his document about what we discussed I guess
19 at the Portland meeting, which is what they
20 call the Chart of the Future which would be
21 when you do the electronic charts, how can you
22 put in some ways temporary information, which

1 is what these seasonal zones are, into current
2 charts that the mariner can use at the time of
3 those special conditions. So that would fit
4 right in to some of the strategic planning
5 document that we're talking about.

6 MEMBER HICKMAN: Even if we didn't
7 have the ability to turn that seasonable part
8 on or off, it could be noted that this is the
9 season, just like it would be on a paper chart
10 for the mariner.

11 CHAIR WELCH: Sure.

12 MEMBER HICKMAN: But, again, I
13 think that's something that seems foolish that
14 it's not being implemented on an electronic
15 chart so that the fines can be collected if
16 they don't comply.

17 CHAIR WELCH: Michele?

18 MEMBER DIONNE: I'm not sure if
19 this hasn't already been done, but talking
20 about talking about loss opportunities with
21 down time because of budget issues and such,
22 I'm assuming NOAA has a group of economists

1 that sort of determine what the value of
2 something like charting a coastline or a port
3 would be. And perhaps, you know if it hasn't
4 already been done, the Navigation Services
5 group could make use of figures that indicated
6 for this much investment, one day of boat time
7 with a NOAA ship will bring X number of
8 dollars in value to our economy, something
9 like that. And if you don't use it and it's
10 sitting in the port, then you're losing that
11 value.

12 MEMBER PERKINS: Scott Perkins.

13 I mean, that makes a good point.
14 The return on investment argument is important
15 in all business decisions, but there's a
16 finite amount of money available to pay for
17 services right now.

18 MEMBER DIONNE: Right.

19 MEMBER PERKINS: And if there's a
20 limit to what our budget, our deficit and the
21 taxpayers can do. We could make all the
22 return on investment arguments and

1 justifications we want. It's not going to
2 create a dollar more for revenue that can be
3 appropriated for this mission.

4 MEMBER DIONNE: Although it might
5 encourage somebody to decide, yes, this is a
6 good place to invest a certain number of NOAA
7 dollars.

8 MEMBER PERKINS: Yes. Commenting
9 on the chart of the future and the innovation
10 and the winning strategy that was in the State
11 of the Union Address and the seasonal aspect
12 of an electronic nautical chart, you can go to
13 the commercial market space, spend \$199 and
14 buy a Garmin GPS that will interface with
15 real-time traffic systems and tell you that
16 there's slow traffic two miles ahead up on the
17 road. But we can't put seasonal information
18 onto electronic nautical charts? Maybe we
19 need to outreach more to the private sector
20 for some innovation.

21 Your comment, Chairman Welch,
22 earlier about the balance between the private

1 sector and in-house capability, and maybe the
2 balance has been struck or maybe the battle
3 hasn't been fought yet. The commercial
4 marketplace has solved that for safety of
5 navigation for vehicles. We need to move that
6 to the wet side.

7 CHAIR WELCH: All right. Gerd, do
8 you have any kind of closing comments on this
9 part of the program?

10 CAPTAIN GLANG: We had a lot of
11 good ideas here in the last few minutes. So
12 I don't have any per se.

13 What I'm hoping is that we
14 continue some conversations offline in the
15 next few days. Heard a couple of good ideas
16 that could become sort of focused areas. And
17 if nothing else, they're areas where the Panel
18 could seek more information. We could provide
19 that. Perhaps better understand our fleet
20 allocation process with an aim towards better
21 understanding the efficiency issues. So, it
22 could be just an education role and maybe

1 something comes out of that.

2 But, you know there are some other
3 ideas here that in the Myers-Briggs world, an
4 ISTJ way up there in that corner, so it takes
5 me a while to think things through and
6 regurgitate them. But I was going back to
7 what Gary Jeffress mentioned on jobs and the
8 economy. And I think there's an important
9 theme there that we really ought to spend some
10 more time on. I think that's something that
11 resonates all the way up through NOAA and up
12 through Commerce. So we should probably spend
13 a little bit more time on that.

14 And there may be some areas. So
15 I'll just kind of leave it at that and hope we
16 have a continuing conversation.

17 CHAIR WELCH: Okay. And Paul
18 Bradley wanted to make a comment.

19 MR. BRADLEY: Yes, thanks, Ed.

20 I just wanted to maybe help. I
21 think I'm at the same place in the Myers-
22 Briggs chart as Gary, but I tried to pull some

1 of this together. And it seems like -- just
2 hearing the discussion, it's been fantastic.
3 A lot of excellent comments. And you guys
4 obviously get the challenges that NOAA and the
5 Navigation Services are dealing with. And it
6 seems like keeping those in mind both at these
7 meetings and also in your day-to-day
8 professional lives it will be tremendously
9 helpful to the Panel and to NOAA.

10 For example, at the meetings we're
11 going to hear from some great stakeholder
12 panels, and some of them on very specific
13 topics and some of them on bigger picture
14 topics. But taking that information and
15 trying to synthesize it all together in
16 relation to one of these challenges and one of
17 the issues that's address in the Strategic
18 Guidance document is critical. It's important
19 that you need to translate that information
20 for NOAA into this is what you need to do, but
21 also in your day-to-day professional lives
22 keep an eye out for how is NOAA doing on

1 stakeholder outreach? Are the folks in my
2 professional community understanding the
3 services they provide? Are they hitting the
4 mark in term of those services? What other
5 needs are there? And we can work with the
6 meeting agendas to make sure all those are
7 being addressed.

8 And then also within the comments
9 it seems like there's some other issues, just
10 as Sherri has mentioned and others. For
11 example, the seasonally managed area, the NOAA
12 ship time, user fees; issues like that where
13 it seems like there might be some benefit to
14 some more extensive conversations and dialogue
15 outside of the time allotment that we have for
16 these semi-annual meetings. It might be worth
17 it to hold some kind of a teleconference or
18 focus group to talk about those issues in more
19 depth if you see some value to that.

20 So, just a couple of thoughts to
21 keep in mind, but I think it's been a great
22 conversation so far.

1 CHAIR WELCH: Okay. Very good.

2 Yes, I'm going to have Captain
3 Lowell wrap up this morning.

4 CAPT. LOWELL: I just want to take
5 a moment to acknowledge a co-workers involved
6 in this strategic discussion we've been have
7 here.

8 Most of you know Roger Parsons,
9 who's a very good friend and a co-worker over
10 the last, it's maybe 38 years I believe he was
11 in government service. And many of you have
12 worked with him in the past, and we're very
13 sorry to see him leave. But he was
14 instrumental in putting this document
15 together. I would recommend that if you
16 haven't read it, it has some of these similar
17 issues that we just talked about on here. It's
18 not meant to be all inclusive. It's not meant
19 to say that these are the things you need to
20 focus on, but I think we've discussed a lot of
21 the directions we want to head. And I just
22 wanted to acknowledge Roger's involvement in

1 this. So thank you.

2 CHAIR WELCH: Okay. Thank you.

3 And we will, those of us who
4 worked with Roger and knew him as a colleague
5 and a friend are very sadden by his passing.
6 And we send our sympathies to all of his NOAA
7 colleagues that worked with him for so long.

8 Are administrative things that we
9 need to talk about right now, Kathy?

10 MS. WATSON: No. Lunch is ready.

11 We do have the dinner schedule for
12 the Hau Tree Lanai, but I wanted to try to get
13 an head count of how many people are planning
14 to go down there. We can do that later this
15 afternoon at the break.

16 CHAIR WELCH: And my
17 understanding, of course, is that we would all
18 be paying for our share of that dinner, is
19 that correct?

20 MS. WATSON: Yes.

21 CHAIR WELCH: Okay. Just so
22 everybody knows.

1 Virginia?

2 MS. DENTLER: Could anybody from
3 Pacific Navigation Services Stakeholder Panel
4 is here, if they want to give me their
5 presentation, I'll see them at lunch.

6 CHAIR WELCH: Okay. And just a
7 reminder to all of our guests, first, thanks
8 for coming. And if you didn't sign in to our
9 guest sheet, if you would do so, we would very
10 much appreciate that.

11 So lunch is here in this room,
12 Kathy? It's a buffet lunch.

13 And I guess, as always, the Panel
14 members and the NOAA Agency folks for whom the
15 lunch is intended, but I guess if we have
16 guests and you might want to make sure that
17 the official folks get their food, then you're
18 welcome to the scraps.

19 Okay. We will reconvene at 1:00.

20 (Whereupon, the above-entitled
21 matter went off the record at 12:10 p.m. and
22 resumed at 1:04 p.m.)

A-F-T-E-R-N-O-O-N S-E-S-S-I-O-N

1:04 p.m.

CHAIR WELCH: Okay. Good
afternoon, everyone. Let's reconvene our
Hydrographic Services Review Panel.

And what our plans for this
afternoon is, is we will receive some reports
from the three line agencies within NOAA and
within the National Ocean Service that do
navigation services. And then after a short
break we will hear from our first users panel.

So welcome to our members of the
public that are here for our users panel, and
we will be with you in the not too far distant
future. But our first presentation will be
made by our government folks. So, Captain
Lowell, are you going first or what order are
we going to do?

CAPT. LOWELL: I think so.

CHAIR WELCH: Okay.

CAPT. LOWELL: Thank you, Ed.

As Ed said, this will be an update

1 of all three offices that I put together, try
2 to catch everyone up on where we're at and
3 what big ticket issues we've been working on
4 and a quick snapshot of the budget environment
5 as of a couple of days ago.

6 Okay. First off, we're going to
7 cover a couple of recent accomplishments --

8 CHAIR WELCH: Captain, do all the
9 new Panelists know what each of the three line
10 agencies are?

11 CAPT. LOWELL: I think so.

12 CHAIR WELCH: Okay. I'm just
13 wondering if it might be worth a 60 second
14 summary.

15 CAPT. LOWELL: A 60 second
16 summary?

17 Office of Coast Survey. Office of
18 Coast Survey is primarily responsible for the
19 hydrographic and bathymetric data collection
20 within the U.S. territorial waters, the
21 exception to that being in authorized channels
22 which the U.S. Army of Corps of Engineers

1 provide us data to update the nautical charts.

2 The second component of what we do
3 is our premium -- these are our charts that we
4 create and are 1,000 meter charts, 800 plus
5 ENC at this point.

6 A part of our services, of course,
7 is maritime customers. We also have a lab, of
8 course on technology issues that will be
9 surface vessels and modeling physical
10 oceanographics and policy.

11 So that's a what we do.

12 CHAIR WELCH: Well, good. So
13 thank you.

14 CAPT. LOWELL: Okay. Because we
15 intend these presentations as kind of a
16 background, so that's probably a good idea.

17 So, getting back to the
18 presentations, the recent accomplishments. As
19 everyone knows there was a big earthquake out
20 in Japan that generated a tsunami, major
21 damage on the Japanese islands. And there was
22 a considerable activity at NOAA for the next

1 12 to 24 hours to track the projected tsunami
2 where it's going to hit landfall, including
3 Hawaii. We've discussed a little of that
4 here, but it also reached the West Coast and
5 certain harbors in the West Coast seemed to be
6 more prone to the tsunami damage. And the two
7 that took a lot of damage on the West Coast
8 was Crescent City, which has been hit by
9 tsunamis before and Santa Cruz. And generally
10 in a response- type environment is that NOAA
11 and the other federal agencies coordinated
12 very closely together generally with a
13 Navigation Manager in the region. They look
14 at assets available to open up these harbors
15 again. In this case this is the kind of thing
16 we would do. And we deployed appropriate
17 assets, whether it be ships or contractors, or
18 in this case we have NRTs or navigational
19 response teams and one of their primary
20 functions is response to hazards.

21 And we happened to have one team
22 down in San Fran, San Francisco doing routine

1 hydrographic work, they deployed up to
2 Crescent City.

3 We had another one working out of
4 Takoma, Washington, another team, hydrographic
5 surveys. And they went down to Santa Cruz.
6 This is a picture of some of the damage there.

7 And in these environments the key
8 is to detect submerged objects and get the
9 port open as quick as possible, pretty much to
10 not only start the mitigation phase of the
11 repair, but also to allow any remaining
12 vessels that are capable of continuing
13 whatever work they were doing, such as the
14 fishing industry, as you'd open this up to
15 continue to allow the fishing industry to open
16 up. In this case, they needed to bring in
17 barges to start lifting a lot of these wrecks
18 where they turned into very damaged boats out
19 of the water.

20 So we were on-site within, I
21 think, around two days of the tsunami reaching
22 these two ports.

1 Next slide.

2 CHAIR WELCH: John, there
3 traditionally are two navigation response
4 teams on the Pacific Coast?

5 CAPT. LOWELL: Well, they do move
6 around but there's typically two of them out
7 there. We typically have one in the Great
8 Lakes, although I believe we're bring that
9 down to Houston next year when the weather
10 gets really bad up on the Lakes. And we have
11 several more in the Gulf on the East Coast. We
12 have six altogether.

13 CHAIR WELCH: And do I remember
14 correctly that there were some large envelop
15 of locating one in Alaska eventually?

16 CAPT. LOWELL: That's currently
17 not on the schedule. Alaska would be a whole
18 lot more difficult. Not that we couldn't do
19 a small team up there, but moving them around.
20 We typically rely on both infrastructure and
21 the roads, of course. A lot of that is
22 natural up in Alaska with the RVs around. It

1 isn't saying we couldn't do something like
2 that, but it would be a difficult --

3 CHAIR WELCH: Okay. I'm just
4 remembering. Okay.

5 CAPT. LOWELL: Recently we've had
6 several Arctic-type issues up there. This was
7 just another one that everyone probably
8 remembers the Selendang Ayu, which was a
9 vessel that lost power north of the Aleutian
10 Chain up in the Bering Sea. It was blown down
11 on the rocks, broke in half, spilled quite a
12 bit of oil.

13 So there was another similar event
14 here recently, December 3rd, where the M/V
15 Golden Sea lost propulsion, very similar to
16 what happened to the Selendang Ayu. But it's
17 a very similar incident and we watched it.
18 Eventually they did get the vessel going and
19 it moved out of harm's way.

20 But usually in these type of
21 response activities is we're there to provide
22 support and let everybody know how it is NOAA

1 can help the response effort. In this case,
2 you know, we'd be contacting the Weather
3 Service and other areas to watch where the
4 vessel may go and how to respond to it.

5 Next slide.

6 This particular thing, obviously
7 we responded last year to the Deepwater event.
8 Oil spill response or disaster preparedness in
9 general, I'll make this a little more general
10 than an oil spill, is something we're heavily
11 involved in both with our nav managers and
12 with our NRTs and other assets. And that they
13 do considerable coordination and training in
14 conjunction with other federal agencies,
15 specifically the Coast Guard, with state and
16 local agencies that would be involved in
17 disaster management.

18 And in this particular case this
19 is an example of a planned Marathon Oil spill
20 exercise in New Orleans and Tampa. And
21 actually, I think Kyle was involved with the
22 diver training off Hawaii's coast.

1 And that's kind of lighter, but
2 it's an offloading to get oil to the island.

3 Next slide, please.

4 You know we in the discussion this
5 morning talked about other uses and users of
6 our data. We do collect a lot of hydrographic
7 data specifically for the purpose of safety in
8 navigation; that's our mandate. But when we
9 can we also take the expertise that we build
10 doing that and help other organizations both
11 within NOS and within NOAA and even broader
12 then that with data collection that they may
13 have. And a good example of that will be the
14 NCCOS, which is a sister agency of NOS or
15 sister office with NOS, had some benthic
16 habitat mapping or coral reef mapping they
17 were involved in off of St. Thomas/St. John.
18 And we provided several hydrographers out
19 there to operate the equipment and ensure that
20 we were collecting not only good and
21 backscattered type data for their habitat
22 work, but also get involved in navigational

1 bathymetry that then we could then apply to
2 the proper chart. So it's a good example of
3 it wasn't our project, but we helped out in a
4 way so that we leveraged that particular data
5 collection asset so we got good quality
6 bathymetric data.

7 Next please.

8 I might not going to go through
9 all these. These are pretty much the areas
10 we've been operating recently.

11 If you hit the button, I think
12 there's going to be a few that slide out.

13 We've talked about the Arctic
14 here. Recently the Arctic as the ice recedes
15 there's more and more erosion on the shore and
16 some of the villages are at risk. So the nav
17 manager up there is helping relocate -- one of
18 the parts involved in the relocation of one of
19 the villages.

20 Dave Kennedy referenced earlier,
21 we had to draft an Arctic charting plan up
22 there which correlates pretty much all the

1 information from the Navigation Services. And
2 anybody who wants to get a copy of that,
3 there's links on our website. And anybody who
4 has comments can start sending them in.

5 It's hard to say when the charting
6 plans will be final. What it means is we'll
7 just complete our comment selection, we'll set
8 a charting and a hydrographic data collection
9 plan based on our expected resources. And
10 then from there we'll just simply modify the
11 time that the data's resources go up or down.
12 But at least we've set the stage for where we
13 want to go with our products and services up
14 in the Arctic.

15 The wreck found in Cobscook, the
16 letter from Captain Peacock that has been
17 referenced before. We found several of the
18 sunken fishing vessels and generally there's
19 a bit of a time lag, but they'll the local
20 police and local divers on it and, of course,
21 the dead bodies off the vessels. And that's
22 been ongoing. I think the last one was found

1 about two months ago. So that project's now
2 complete. We've done the entire Cobscook.
3 And it's just a matter of them diving to all
4 the objectives and confirming whether they are
5 the lost vessels and/or any bodies that may
6 still be down there.

7 There's some local work on the
8 coal ships. I think that's at Norfolk.

9 Bathy data to aid Mississippi
10 restoration and bathy data to aid the recovery
11 of the Gulf of Mexico for recreational
12 fishing. Obviously, there's a lot of effort
13 in the Gulf right now. And we're just playing
14 our part there, we're certainly not the lead
15 agency on that. But we're using the
16 knowledge, skills, ability of Coast Survey
17 where appropriate to help out to enable that
18 effort.

19 Next slide, please.

20 Future outlook for FY '12. Even
21 in this tight budget environment we felt it
22 was important to have a continued presence in

1 the Arctic. We've scheduled in fair weather
2 to do a survey in '10 Bering Straits area, to
3 continue to operate up there. Consequently,
4 we have high a critical area and we directed
5 them to continue the operations up there.

6 We also leveraged some other
7 activities with VDatum, so we're balancing
8 some tide gauge work up there to support that
9 effort.

10 Either Tom or Sherri mentioned the
11 Hassler. Without going into a whole lot of
12 details, there was some contractual issues
13 with the Hassler. They didn't meet the
14 statement of work and they terminated the
15 contract abruptly with the ship builder and
16 they towed it out of there under the
17 protection of Marshals, and which meant that
18 NOAA had a 95 percent completed vessel. NOAA
19 shipyard had a ship in the Arctic and nobody
20 to work on it.

21 And so they then actively try and
22 put it back together with the remaining funds

1 that they didn't make. And right now as of
2 last week they've gotten underway several
3 times and working on their Coast Guard
4 certificates and their NDIS certification. So
5 they have scheduled 30 days this year. We
6 have negotiated with OMAO to try to get an
7 additional 30 days over a two month period,
8 which means, again fully realizing we're going
9 to have a whole lot of new ship startup
10 issues, we don't want to get too far from
11 home. We do expect to get some data out of
12 that vessel this year.

13 I didn't bring any of the actual
14 charts, but the actual data holdings are going
15 down and the amount of time it takes us from
16 the completion of the survey to the delivery
17 on the nautical chart to the end user is
18 decreasing as we speak. We have a nominal
19 goal of 50 surveys in inventory with most
20 surveys coming in in less than 120 days, and
21 more appropriate in and out below 90 days for
22 delivery of the products.

1 Particularly to support IOCM
2 initiatives. Just mention several of the
3 examples of that because we are actively
4 looking for IOCM participation. And where
5 other people are surveying, we want to know
6 about it and we want to get involved with them
7 to either increase our involvement with the
8 survey or if we're in that area, expand that
9 area if we can for nominal cost to add value
10 to the data collection we're already updating.

11 Implementation of the R2R. R2R is
12 Rolling Deck to Repository efforts, and that
13 goes across NOAA vessels. We, as with the
14 UNOLS actually has a similar program to this
15 where a lot of scientists go out, they collect
16 their data. They park the vessel with their
17 data and then nobody sees it again for years
18 and years and years, maybe. The inference is
19 the infamous data disappeared in someone's
20 drawer. Both UNOLS which is the university
21 vessels and NOAA have identified this as a
22 serious problem. You know, government is

1 typically attached there to pay for the
2 cruises and they do acknowledge that the
3 window of opportunity for the control and
4 release of that data to allow the science to
5 occur but have some known time frame of this
6 data to be released to the archive or the NGDC
7 for public availability. And when we're doing
8 that, is of course we're allowing the
9 scientists take it off but there's a direct
10 link from NGDC to the vessels who collect the
11 data because NGDC has specific control or
12 release of that data for a period of time.

13 You're going to ask me what that
14 time is, but I can't tell you.

15 MEMBER DIONNE: So the data
16 actually -- they're not required to copy data
17 over to NGDC before they leave? It has to be
18 reviewed later or --

19 CAPT. LOWELL: No. We will do
20 that for them. The R2R effort means that we
21 don't have to walk on ship. We only copy the
22 data.

1 Typically there's a clause in the
2 grant or whatever their funding mechanism is
3 that you shall share the data upon completion
4 of it. It doesn't always work.

5 Finalize the strategic action plan
6 for the mapping component of the National
7 Ocean Policy. Captain Glang talked a little
8 bit about these strategic action plans and
9 that's pretty much how we're going to
10 implement the various nine priority check list
11 that talked about national policy. And this
12 particular one, I believe, is the ninth one,
13 which is the infrastructure to the national
14 policy. And once that's ready for -- we can
15 distribute that, the action plan, once it's
16 ready, right?

17 CAPT. GLANG: Yes. There's
18 actually a public comment period to the
19 strategic action plans that's coming up soon.

20 CAPT. LOWELL: So once we get
21 that, you can get them. Actually, any of the
22 nine should be listed.

1 Next slide, please.

2 Some of the parts of my job are
3 not overly fun. Had several visits up to the
4 Hill for different reasons, not all of them
5 were pretty.

6 One, a committee that we have
7 never really dealt with before, the House
8 Committee on Oversight and Government Reform.
9 It's a committee that looks for efficiency in
10 the government, you know for production of
11 duplication, that type of thing.

12 It was noted that there are two
13 agencies in government that create nautical
14 charts. One is DoD NGA, National Geospatial
15 Agency who created DNCs, which is a military
16 version of a -- that's not quite right. It's
17 a digital nautical chart but it's a different
18 format than the commercial ENC that the Coast
19 Guard -- most of the non-DoD people are
20 familiar with ENCs.

21 There's also a different suite of
22 paper charts. NOAA creates paper charts for

1 all the U.S. waters, NGA creates paper charts
2 for the rest of the world. And NGA's
3 customer, of course, is the U.S. Navy. NOAA's
4 customer is everybody else. Well, the U.S.
5 Navy does use NOAA products in U.S.
6 territorial waters.

7 They noted that that seemed to be
8 a duplication of effort and both NGA and NOAA
9 have gone now to talk to this Committee to
10 explain to them what these products are, who
11 the customers are and whether any duplication
12 exists. And there's no duplication there.
13 They're are different -- there's a multitude
14 of different customers. And NGA's intent is
15 in the next generation of ENC, which is coming
16 out approximately in the middle year and
17 probably converted over to the next generation
18 ENC. I would say between three and five years
19 now we'll start that process. And when that
20 occurs, NGA will be working with Navy. I do
21 know the Office of Navy users in fact, Navy
22 will shift their DNC product to an ENC

1 product. But that's a DoD decision.

2 MEMBER MILLER: Was there any
3 discussion of the sort of duplication of
4 survey capabilities between NAVOCEANO that
5 doesn't oversee NOAA, Army Corps, et cetera?

6 CAPT. LOWELL: They were almost a
7 100 percent focused on the charting product.
8 We did mention that we have managed for U.S.
9 territorial waters the survey and we create
10 products for that. And NGA they don't collect
11 it --

12 MEMBER MILLER: There has been
13 some in Saipan, out in the Western Pacific.
14 There has been some overlap between NAVO and
15 NOAA.

16 CAPT. LOWELL: Not so much overlap
17 as we're aware of all the activities they're
18 doing.

19 MEMBER MILLER: Yes.

20 CAPT. LOWELL: And we, obviously,
21 share our survey plans with Navy. And we do
22 control that fairly well. And I think the

1 only time that we would overlap would be is
2 that we're trying to confirm the use of LIDR.

3 MEMBER MILLER: Yes.

4 CAPT. LOWELL: Anyway, that's just
5 a little exciting --

6 CHAIR WELCH: Well, do you have
7 any perception of the staff's view of things
8 after they received the briefing?

9 CAPT. LOWELL: I think they were
10 focused. In their view there seems to be
11 considerable duplication even though both NGA
12 and NOAA feel there is no duplication; there's
13 no duplication of customers, there's no
14 duplication products but they're pretty much
15 on -- I don't know how to explain that.

16 MEMBER BRIGHAM: Yes, but my
17 question is do you know the order of magnitude
18 between the different budget amounts spent by
19 NGA and NAVOCEANO and you all?

20 CAPT. LOWELL: No. I really don't
21 know all that. I know what we spent, but I
22 have no idea what Navy spends.

1 MEMBER BRIGHAM: It would seem
2 that, you know DoD is going to be asked to
3 cut. And they're not going to cut probably
4 aircraft carriers and submarines, but
5 attendant programs like NGA and NAVOCEANO are
6 good targets. So I wonder if any of those
7 responsibilities might in the next 30 years
8 transfer over to NOAA?

9 CAPT. LOWELL: Well, that was not
10 discussed in a real way. And as I mentioned,
11 they were not approached at all on the data
12 acquisition side.

13 MEMBER BRIGHAM: Yes.

14 CAPT. LOWELL: When we talk about
15 it, we defer to them whether we were together,
16 they were focused on the products. I mean it
17 is just an example of the kinds of things that
18 we work on, unfortunately too often.

19 Next slide, please.

20 Linking back to the -- oh no, this
21 continues on. Okay. I don't even know how to
22 apply a lot of these slides in here.

1 Within NOAA, it wasn't really
2 discussed earlier today, but as part of this
3 effort of reducing duplication, there is
4 within DoC an attempt to cut back on some
5 perceived duplication of Commerce activities.
6 And we do believe NOAA is getting a bit caught
7 up in that. There have been some comments
8 that would seem to indicate overlap in things
9 like management of fish stocks. I'm not sure
10 any of that is true. I don't work for
11 Fisheries. But I don't believe that National
12 Marine Fisheries and Fish and Wildlife Service
13 have much overlap at all. But there is an
14 attempt to kind of try to better align
15 Commerce entities more with the Commerce side
16 of the house and less on the environmental
17 side of the house.

18 So I don't really have a lot to
19 say about that other than it's on both.

20 Next slide.

21 CHAIR WELCH: John, go back to
22 that quote. This quote is from the document

1 produced by whom?

2 MR. BRADLEY: The Center for
3 American Progress. It's a report that they
4 put together.

5 CHAIR WELCH: What is the Center
6 for American Progress?

7 MR. BRADLEY: I can tell you it's
8 a nonprofit organization. I don't know much
9 more about the reason for generating the
10 report, although the reason that we took a
11 look at it is, I guess, is just referring to
12 it as they look at government structure and
13 whether there appears some good reasons for
14 reorganizing it.

15 CHAIR WELCH: Well didn't the
16 State of the Union say something about salmon
17 were regulated by seven different agencies?

18 MR. BRADLEY: Yes. That's a
19 comment describing some interests from folks
20 that depending on whether they're swimming in
21 fresh water, salt water or sitting on your
22 plate there's some controversy.

1 CHAIR WELCH: All right.

2 CAPT. LOWELL: All right. Next
3 slide, please.

4 This is the budget slide. I think
5 this is almost the last one. It gives
6 everybody an idea of what we actually had in
7 FY '10. And if you just focus on the bottom
8 line, as you can see it went from 94,800 to
9 93,200.

10 The FY '12 estimate in the
11 President's budget that is floating around,
12 don't think that 96,400 is really going to be
13 real at all. I think the starting number will
14 be the FY `11 when it comes on. That's not the
15 actual number that was annualized, the CR
16 number.

17 Next slide.

18 The metrics that we've done is as
19 of October we did 43,000 square nautical miles
20 of hydro data. That includes a lot of ARRA-
21 funded activities. Added 72 ENCs in 2010 and
22 2011.

1 In '11 we started the year. We've
2 gotten about 700 miles of hydro done. The
3 actual projected number is really based on sea
4 data. I don't know if we can get all our
5 contracts out the door at this point due to
6 the delay in the budget. And then, of course,
7 we got an additional 27 ENC's. We're up to
8 about, just shy of 900 ENC's in production at
9 this point.

10 CHAIR WELCH: So your bottom, the
11 second line is basically an effort to take the
12 data that you've already gotten on paper
13 charts and put it in electronic format.
14 Correct it?

15 CAPT. LOWELL: Exactly.

16 CHAIR WELCH: And then make that -
17 - okay.

18 CAPT. LOWELL: Yes.

19 CHAIR WELCH: So your goal is
20 within the foreseeable future held electronic
21 equivalence of a 1,000 of your paper charts?

22 CAPT. LOWELL: I would say yes,

1 but a caveat to that is we do have paper
2 charts that no solo vessel would ever sail on.
3 You've heard of these new charts, literally
4 they're in such shallow areas that no vessel
5 would ever be in there. Our intent is not
6 really to create ENCs from certain charting
7 processes that don't make sense.

8 Next slide.

9 And that's it.

10 CHAIR WELCH: Gary?

11 MEMBER JEFFRESS: I had a
12 question.

13 MEMBER JEFFRESS: The Deepwater
14 Horizon spill, discussing that with
15 geochemical oceanographers, if there's such a
16 thing, with regards to chemical analysis of
17 the ocean and marine biologists. The question
18 is: Where did the oil go? Because not all of
19 that washed up on the beaches.

20 And I know the Thomas Jefferson
21 was deployed to do a lot high depth sign,
22 right? I was wondering if anyone's looked at

1 the raw data from the bathymetry and see if
2 there's not a signature in there that would
3 tell you but is there a water hole?

4 CAPT. LOWELL: Well, when the TJ
5 and actually some other NOAA ships deployed,
6 we put hydroacoustic experts on them to
7 operate the systems. And the one thing they
8 could determine was is they could easily see
9 these using their systems. I don't have any of
10 those graphics here. Dr. Mayer, who is really
11 not a member of this Panel who is not here did
12 a considerable amount of work on that.

13 I will say that they didn't see
14 oil in the water column itself, but they could
15 see indications that there was some sort of an
16 hydrocarbon there, and they confirmed that
17 using the CTD-type casts and barometers to
18 detect the oil. And they would have these
19 bottom volume reflectors of some form. And
20 they also could look at things like the
21 scattering layer, which not so much because
22 the scattering was there, because there was an

1 absence of scattering material which for some
2 reason all these critters moved out of the
3 way. So the expectation is that there was oil
4 there. So a lot of that was going on back for
5 Deepwater.

6 MEMBER JEFFRESS: And I assume
7 that's going to be published at some stage?

8 CAPT. LOWELL: I would guess so.
9 You know, there's nothing but lawsuits going
10 on right now. There's going to be science
11 reports coming out. As to how often or how
12 frequent that's going to happen, the entire
13 iterative process is underway.

14 MEMBER JEFFRESS: Thank you.

15 CAPT. LOWELL: I guess that'll be
16 a couple of years before that all straightens
17 itself outside. It could be decades before
18 that straightens itself out.

19 CHAIR WELCH: We're not having an
20 unlimited time on questions. But, David, why
21 don't you go ahead.

22 MEMBER JAY: One quick one. AIS

1 did an identification system that would give
2 you some objective way of mapping where your
3 customers are basically --

4 CAPT. LOWELL: Actually, we do
5 have a project undergoing right now or
6 underway right now that looks at the AIS data.
7 A lot of vessels are in the vessel track
8 separation schemes or the fairways as
9 expected. But what's turning up is, of
10 course, is where else can they go. And
11 there's definitely certainly areas and certain
12 shore cuts that vessels are taking, and then
13 we have a group trying to analyze that in
14 termination against and how old is the data,
15 and what kind of risk is in the areas and to
16 help us prioritize us area.

17 I won't say it's complete yet, but
18 we'll get it into.

19 CHAIR WELCH: Okay. Thank you,
20 John.

21 Let's move on to the National
22 Geodetic Survey and our Director Juliana

1 Blackwell.

2 Juliana?

3 MS. BLACKWELL: Thank you, Ed.

4 Okay. So the National Geodetic
5 Survey is the second office in this nav
6 services triumvirate. And for those of you who
7 have been on the Panel you've heard the
8 geodesy 101 and the GRAV-D, and I don't have
9 time to go into a lot of details, but I'll
10 just briefly say a few things about geodesy
11 and the history of the National Geodetic
12 Survey to put this into perspective.

13 Geodesy is the study of the shape
14 and size of the earth. The National Geodetic
15 Survey is primarily working on the dry side of
16 the charting and the framework for the nation
17 for a National Spatial Reference System.

18 In 1807 Thomas Jefferson realized
19 right off the bat we needed to be able to map
20 and chart our new nation. And so he created
21 the survey of the coast which over the years
22 has changed names. It was known as the U.S.

1 Coast and Geodetic Survey for a long time, and
2 so therefore you have the three offices here
3 today, Coast Survey, Geodetic Survey and CO-
4 OPS who are the basic components of the
5 coastal and surveying effort. So while we
6 have separate program offices, we definitely
7 need to work hand-in-hand in creation of our
8 charts.

9 The National Geodetic Survey has
10 another mandate as part of this and in
11 addition to this, to define, maintain, and
12 provide access to the National Spatial
13 Reference System, the NSRS. And what that is
14 is the framework of which all mapping efforts
15 should be based on within our country.

16 The NSRS in the past has been
17 comprised of a lot of survey benchmarks that
18 you all have probably seen out in the ground
19 somewhere. The fact that these have been
20 surveyed and positioned to accuracies better
21 than anybody else can do it has been our
22 mission for the last 200 plus years. As the

1 nation grew, obviously the need for connecting
2 the coast -- from one coast to the other and
3 border-to-border was the responsibility of
4 what is now the National Geodetic Survey.

5 So things like latitude and
6 longitude, elevation, gravity information, the
7 shoreline; those are all things that are under
8 our purview to define and provide to the
9 country. So just to set the stage a little
10 bit for some of the other things we'll be
11 talking about over the next several years as
12 part of this Panel. But the purpose of this
13 is a brief update on things that we recently
14 accomplished and things that we are planning
15 to accomplish in the near future to give the
16 panel members an update on some of the
17 activities related to the most wanted
18 improvements as defined by the reports, and
19 the latest one being the 2010 report.

20 So let's get into the next slide.

21 So just to set the stage here,
22 some of the performance measures that the

1 National Geodetic Survey has been operating
2 under could be categorized under some of the
3 most wanted improvements, that being
4 disseminating our data and products to achieve
5 the greatest public benefit. And one of our
6 GPRA or Government Performance and Results Act
7 measures is to provide a goal for the
8 percentage of U.S. counties that are enabled
9 with accurate positioning capacity. So
10 basically areas that have been surveyed or
11 have survey information in our database where
12 the people re accessing that information count
13 towards this goal.

14 The second one being under
15 modernizing heights, which is almost a most
16 wanted improvement, is a new GPRA measure
17 that's going to be in effect in 2013. It will
18 be stated something such as the percent of
19 U.S. that's enabled to benefit from a new
20 national vertical reference system. And I
21 don't have time to go into a lot of that, but
22 you'll see as things are discussed with GRAV-D

1 and the importance of elevation information,
2 you'll see how that fits together and how that
3 is going to be the next 10 to 12 year goal for
4 the National Geodetic Survey.

5 And lastly, the one that probably
6 most Panel members are aware of is
7 aggressively map the nation's shorelines. And
8 the National Geodetic Survey under that
9 improvement is responsible for updating the
10 U.S. shoreline and updating the shoreline in
11 priority ports and also analyzing priority
12 ports for changes. This is something we do on
13 a yearly basis.

14 Next.

15 So the joint milestones that we
16 have between the three offices here as nav
17 services, I just want to highlight a few of
18 those. One is the expansion of the national
19 VDatum program. Again, we don't have a lot of
20 time to go into details here, but the
21 information is available on the website about
22 VDatum being able to translate from geodetic

1 to tidal datums based on the models that have
2 been provided. NGS is currently the lead
3 program manager for this effort, but the Coast
4 Survey, CO-OPS and NGS effort to provide
5 models for different regions of the country.

6 The latest model that's been
7 released has been the model around Texas. The
8 last model for the contiguous U.S. will be the
9 New England model, and that is to be released
10 by the end of June. So we are making progress
11 in the VDatum product that we've been working
12 over the past several years. And we'll talk
13 about future updates later.

14 The other joint milestones I want
15 to mention quickly are working together to
16 provide new guidelines for geospatial
17 infrastructure for monitoring coastal and
18 environmental change at sentinel sites and
19 other coastal reserves. So focusing our
20 efforts more on not just the nautical chart
21 products and navigation, but what's happening
22 at the coast and the importance for

1 bathymetric and topographic and geodetic and
2 tidal information along the coast for other
3 reasons.

4 And lastly, working with the other
5 offices, in particular CO-OPS to co-locate our
6 three continuously operating reference
7 stations at tide and water level stations so
8 that you can have that very accurate tie
9 between what's happening with the water levels
10 in relationship to what's happening on land.

11 So in other words, to be able to determine
12 whether or not a change is taking place in sea
13 level over time or if a change is taking place
14 on land; that there's signs of uplift and
15 being able to tease out the differences
16 between those changes. You need to have a
17 land reference system as well as your water
18 level references to establish it.

19 Next.

20 Recent accomplishments that I'll
21 cover in the next four slides are highlighted
22 here, one being, as I talked about our first

1 GPRA measure, being able to provide data to
2 people about survey marks that have been
3 surveyed at a highly accurate, highly precise
4 way. Be able to take that data and provide it
5 to the public as well as enable users to send
6 in their data and get their results without
7 having the National Geodetic Survey actually
8 perform the survey work or manually have to do
9 the processing or adjustment.

10 We have a online positioning user
11 service which has been in place for several
12 years now. But what we have improved upon is
13 allowing users to submit their data, not only
14 get an answer back about the latitude and
15 longitude and elevation of their point
16 relative to our CORS network, but also to be
17 able to say I'd like to share my information
18 with the rest of the public. I will provide
19 all the other detailed information you need so
20 now other surveyors or GIS individuals, or
21 anybody who is interested in that data can now
22 go on our website and see some of these other

1 positions that have been surveyed by non-NGS
2 folks and shared and updated over time.

3 The second bullet here is
4 collected -- we've collected emergency
5 response imagery in the Red River area.
6 That's Minnesota and North Dakota flooding
7 that's been in the news.

8 While this is a emergency response
9 that we've done for things such as hurricanes
10 and other natural disasters, certainly with
11 this flooding episode having the aerial
12 imagery collected and accessible for response
13 efforts, but primarily for validating
14 hydrological models and forecasts. This data
15 has been really helpful to be able to say we
16 predicted this, we've taken pictures of it,
17 this is exactly what or not what we expected
18 to happen in these areas based on the amount
19 of water that's been calculated.

20 Another emergency response that I
21 don't have up here because I didn't update my
22 slides over the past couple of days and,

1 Virginia, I don't know if you can transition
2 to that easily, is the collection of imagery
3 in the Tuscaloosa area. So the National
4 Geodetic Survey finished their airborne
5 imagery collection in Minnesota and North
6 Dakota area in transit back to their --
7 getting back to their work that they had
8 planned to do, did some aerial imagery
9 collection in the Alabama/Mississippi area to
10 capture the damage from all the recent tornado
11 activity. This was done in conjunction and
12 request from the National Weather Service, one
13 of our other parts of NOAA that we want to be
14 able to work collaboratively with, to be able
15 to identify where the tornados have been and
16 measure and map that.

17 Also, in areas where their radars
18 were down, this has provided a lot of useful
19 information so that they can measure the
20 length that the tornados and the path.

21 Let's go back to the slides.

22 This data is available in the

1 public domain. It's not up on the NGS website
2 right now, but is probably something that we
3 need accessible soon via our website.

4 Next slide.

5 Recent accomplishments continued.
6 Mobile Bay project. Again a tri-office
7 effort, a multi-year effort in Mobile Bay area
8 to establish foundational data and help to
9 calibrate or validate coastal circulation
10 models. So something again that I think
11 Michele had mentioned earlier was being able
12 to use our data, use our information and to
13 not necessarily just for navigation purposes
14 but for other uses as well. So this, again,
15 is a multi-year three office effort to focus
16 on the Mobile Bay area to provide more
17 information with our partners at the NERRS and
18 other entities within Mobile Bay.

19 The second bullet is talking about
20 our cooperative effort with the U.S.
21 Geological Survey and the Harris-Galveston
22 Subsidence District. In an area that is prone

1 to subsidence and has ground water withdrawal
2 management concerns, it's important to be able
3 to monitor what's happening at the surface of
4 the land, but also what's happening underneath
5 there. So we've worked collaboratively to
6 establish a new CORS station at a specific
7 site in the Houston area to provide better
8 monitoring capabilities in that location.

9 Next.

10 NGS has also initiated a
11 socioeconomic benefit study of our remote
12 sensing products and services. This falls
13 under what we were also talking about this
14 morning of being able to put some economic
15 value on the products and services and data
16 that we provide.

17 The National Geodetic Survey did a
18 scoping study on the National Spatial
19 Reference System, our CORS program, 2009/2010
20 time frame. And there are some handouts in
21 the back of the room here that go into a lot
22 more detail about this. But basically

1 recognizing the need to be able to sell the
2 value of what we provide to the Hill, to our
3 public sector, to our other federal agencies.
4 The scoping study has been very helpful for
5 NGS in being able to value our products and
6 services.

7 The National Spatial Reference
8 System alone has been valued at more than \$2.4
9 billion in potential annual benefits to the
10 U.S. economy. And that's a big number, and it
11 encompasses a lot of things. But if you break
12 that down into a little bit more manageable
13 piece, the actual CORS network, of which there
14 are over 1600 continuously operating reference
15 stations, that we collected by access to that
16 data is valued at an estimated \$758 million
17 per year in benefits to the country.

18 Another program, the GRAV-D
19 project, which I'll mention here again, is
20 also something that has been scoped out as
21 being able to provide an estimated \$522
22 million per year estimated generated once we

1 implement a new vertical reference system
2 based on our GRAV-D project.

3 The second bullet is our remote
4 sensing capability, our recent accomplishment
5 being that we were able to recently finish a
6 procurement of an airborne LIDAR system. This
7 is to be used for the research and development
8 of new procedures. Again, trying to find
9 better techniques and efficiencies in the way
10 data is collected and utilized for things like
11 shoreline mapping and airport surveys, which
12 is also something the National Geodetic Survey
13 is involved with in conjunction with the FAA.

14 So, again, not for a necessarily
15 production mode, but for a developmental mode
16 this LIDAR is going to be able to give us a
17 new technology to work with at our disposal.

18 Next.

19 GRAV-D is the Gravity for the
20 Redefinition of the American Vertical Datum.
21 It is primarily an airborne gravity collection
22 project which will then at the completion be

1 able to be used as the basis for a gravimetric
2 geoid and a new vertical system for
3 determining elevations. And it's way too
4 complicated to get into right now, but you'll
5 hearing more from me about GRAV-D.

6 The focus has been on collecting
7 data in Alaska, and the areas in black are
8 where the data has already been collected.
9 The areas that you see in green are currently
10 being collected on one of the NOAA P-3 planes
11 that we have. The northern part of Alaska is
12 being flown as we speak, and the other green
13 area will be collected hopefully by the end of
14 this fiscal year.

15 There are plans to complete all
16 but the Aleutian part of the Alaska territory
17 by the end of FY '12.

18 Also in conjunction with this it's
19 important to be able to measure land-based
20 gravity measurements to validate these models.
21 And so we have procured a new absolute
22 gravimeter that will enable us to do this more

1 efficiently.

2 And the last bullet here, I have
3 new horizontal time dependent positioning
4 model. Again, just a new release of improved
5 information available to our users.

6 Next.

7 Upcoming activities. Some of our
8 milestones for this year. When I say "install
9 one NOAA foundational core site," this is of
10 the 1600 stations I mentioned earlier, NOAA
11 owns about 60 of them. And these are
12 typically in places that support other NOAA
13 functions, not necessarily those of the
14 National Geodetic Survey. We are going to
15 actually establish a site that's geodetically
16 needed to complete our NSRS.

17 The second bullet here, complete
18 GPS positions for the International Great
19 Lakes Datum of 2015 update. And I can talk
20 about that more offline since I'm sure I'm out
21 of time or about out of time.

22 Next.

1 Other upcoming activities. Some I
2 mentioned earlier this morning. I believe
3 working with Homeland Security or other
4 efforts in emergency response. But in a sense
5 an emergency response effort, we've been asked
6 by DHS to partner with them in being able to
7 provide notices about GPS interference
8 detection based on our CORS network. We are
9 currently working with them through an
10 agreement and reimbursement for some of this
11 work so that we would provide them
12 notification if we saw something strange
13 happening with our GPS data that we're
14 collecting. And that would feed into what
15 they're doing with GPS interference detection.

16 Complete our socioeconomic study
17 on the remote sensing products and services,
18 realizing that this project takes a while to
19 get started and to get the final report done,
20 which will be done by a contractor. Our goal
21 is to have it done by the end of FY '12.

22 And I mentioned this already,

1 completing Alaska with the exception of the
2 Aleutians by the end of next fiscal year. And
3 also completing our VDatum models for Puerto
4 Rico and the Virgin Islands. That's another
5 goal that we have in the next year and a half.

6 And the last one is provide NOAA
7 composite shoreline as a framework data set
8 for Coastal Marine and Spatial Planning Data
9 portal.

10 Next.

11 So here are the performance
12 metrics that I started out with, and just a
13 snapshot of what we completed in FY '10, what
14 our goals are for FY '11 and those that are
15 targets for FY '12. Again, FY '12 is going to
16 be a little bit budget-dependent on the bottom
17 three because they are all based on the
18 mapping and charting budget line that we get
19 through our offices.

20 So the second one here is the
21 GRAV-D, new GPRA, and currently we are on
22 schedule to complete 13 percent of the area

1 for GRAV-D by the end of this fiscal year.

2 And next year's goal is at 20 percent. Again,
3 that's budget dependent.

4 Next.

5 And there's a snapshot of our NGS
6 budget for last year and this year's tentative
7 budget. Again, this year and next year are
8 subject to change. But as you can see,
9 similar to what Captain Lowell mentioned for
10 Coast Survey, there's been a small decline, a
11 decrease in this year's budget, FY '11,
12 overall, and FY '12 is looking like it will
13 probably not remain at that level that I have
14 here on the slide. But keep our fingers
15 crossed.

16 Geodesy base, that's the big chunk
17 of our budget. The National Height
18 Modernization program, we do get appropriated
19 funds for that. This year we did not receive
20 any of the earmarks, Congressionally mandated
21 funds, for some of the other areas that have
22 been the focus of the National Height

1 Modernization program.

2 And, again, the mapping and
3 charting base is down a little bit this year
4 and probably, and we'll see what happens next
5 year.

6 And that's it. Right on time.

7 CHAIR WELCH: Okay. Juliana.

8 Well, thank you. Are there questions or
9 comments for Juliana?

10 VICE CHAIR WELLSLAGER: Juliana,
11 the Department of Homeland Security, is that--
12 a issue for GPS detection?

13 MS. BLACKWELL: No.

14 MEMBER BRIGHAM: How much is
15 Defense Department a user of this information?

16 MS. BLACKWELL: Of the information
17 that I had on the slide for DHS or all of it?

18 MEMBER BRIGHAM: Just about the--

19 MS. BLACKWELL: They won't tell
20 us.

21 MEMBER BRIGHAM: So then they are
22 using it?

1 MS. BLACKWELL: Yes, they are
2 using it.

3 MEMBER BRIGHAM: But you're the
4 only ones that do it for terrestrial United
5 States?

6 MS. BLACKWELL: That's correct.

7 MEMBER BRIGHAM: Okay.

8 MS. BLACKWELL: I mean, I couldn't
9 even speak to what all they do, but we do work
10 with NGA and other entities when we have
11 common needs and data that we collect. But I
12 don't have an answer for it; how much of our
13 data they use for their efforts.

14 MEMBER BRIGHAM: Yes, I know.
15 They don't have a reciprocal identical
16 organization that's doing what you're doing?

17 MS. BLACKWELL: No. I hope they
18 will not be testifying on the Hill --

19 MEMBER BRIGHAM: Well, I mean at
20 least for this overlap question, how many
21 government agencies do we need to do this?
22 And I understand the security implications of

1 using satellite technology and all that added
2 to this. But you're the baseline.

3 MS. BLACKWELL: We are the
4 baseline for the nation. And so DoD really is
5 looking more internationally and focusing on
6 that.

7 I will say that the USGS is really
8 the group that we are confused with most
9 often. And just to make a statement that the
10 National Geodetic Survey does not make maps.
11 That's the other guys. That's USGS. We
12 provide the framework, you know, make sure
13 that it fits together right, we provide that
14 basic foundational information for the
15 surveys, whether it's Army Corps of Engineers
16 or USGS or state and local entities. Any time
17 that folks are doing something certainly that
18 crosses state boundaries, you want to make
19 sure they're on a basic framework. So we
20 don't produce maps. The only thing we come
21 close to is the shoreline delineation for a
22 nautical chart. But, again, it's hard for

1 people to fathom what it is that we do if
2 we're not providing the topo maps that you're
3 used to seeing. But the fact is that they
4 couldn't produce those or produce those
5 accurately if they didn't know what their
6 starting points were.

7 So, hopefully, we'll be able to
8 explain our unique role in the federal
9 government to anyone who asks. But the
10 questions of the mapping and how many
11 different federal agencies do mapping --
12 everyone does something a little bit
13 differently. But we are working with those
14 federal agencies to make sure that they
15 understand our role and that they're using our
16 data and datums to reference their geospatial
17 information so that it is a common -- so
18 things fit together. And GIS users and
19 everybody else that want things to match up
20 will do so because they're using the national
21 datums that we provide.

22 MEMBER PERKINS: A couple of

1 questions. Scott Perkins.

2 The response to the Tuscaloosa,
3 Alabama tornado damage, did the Weather
4 Service reimburse NGS, NOAA -- for the
5 aircraft time and operation?

6 MS. BLACKWELL: Since this is
7 still fresh, I don't even know if they've
8 finished collecting the data. I believe they
9 have, but I've been sort of out of touch with
10 flying to Hawaii yesterday and not getting
11 caught up on everything.

12 I would imagine that it's not
13 going to be a reimbursable type of effort.
14 But, you know, as part of our NOAA, one NOAA,
15 we need to respond and support other line
16 offices. And this has been a pretty small
17 effort on our part to collect data for,
18 perhaps, five days at the most. I don't have
19 exact figures. It's a lot of goodwill and
20 good collaboration with another line office
21 that we don't really have a whole lot in
22 common.

1 MEMBER PERKINS: Was the response
2 to the flooding up in North Dakota on the Red
3 River, was that at the request of FEMA or was
4 that for the Weather Service?

5 MS. BLACKWELL: Again, I think
6 it's probably more than one entity. I mean,
7 from a Weather Service perspective being able
8 to validate their predictions and their models
9 I think was key. But the National Geodetic
10 Survey in this emergency response effort works
11 with several different federal agencies. And
12 if Mike Aslaksen were here, he would be able
13 to rattle off all the acronyms that he's lead
14 on as far as remote sensing capabilities go.
15 But it's usually a group decision that's made.
16 And Weather Service certainly had a need, FEMA
17 had a need. I don't have all the details on
18 that, but I can get that for you.

19 MEMBER PERKINS: Thank you.

20 CHAIR WELCH: Any other questions?
21 Yes, Gary?

22 MEMBER JEFFRESS: One of the

1 benefits that Juliana has not touched on which
2 is fairly new, it's ongoing research, is the
3 use of use of CORS data, the precise geodetic
4 -- data that CORS comes up with.

5 One of the problems with --
6 satellite navigation systems is what happens
7 to the signal as it goes through the
8 ionosphere and the troposphere. And that's
9 why precise GPS has at least two signals
10 because there's slightly different time delay
11 caused by the error introduced by the
12 ionosphere and the troposphere.

13 One of the things that, ever since
14 satellite navigation systems have been around
15 is to model the amount of water vapor in the
16 troposphere to get that out of the error --
17 and of course the algorithms do that pretty
18 good now because they've been doing it since
19 the 1960s. If you reverse-engineer that, you
20 know exactly where you are like the CORS
21 stations do, you can reverse-engineer that
22 tropospheric model and actually use the GPS

1 signal to measure water vapor.

2 And now the National Weather
3 Service and the National Center for
4 Atmospheric Research is doing a lot of
5 research on using the CORS data to measure
6 water vapor across the United States in real
7 time. And most of these CORS stations
8 actually measure about every five seconds and
9 they measure multiple satellites at the same
10 time.

11 So every minute of every day or
12 every five seconds it's getting shots of
13 measuring the water vapor in the atmosphere
14 which is improving weather forecasting. And
15 it's another spin-off of the CORS network.

16 MS. BLACKWELL: Thank you, Gary.
17 And that's true.

18 Basically just to summarize, using
19 that information to tell what the water vapor
20 is, and I think it's like a five minute --
21 there's a little bit of delay, it's not exact
22 real time. But use that for -- I don't know.

1 Probably in the tornado predictions that were
2 obviously not too accurate. I can't think of
3 the word I'm looking for. But we're right on,
4 unfortunately, certainly in this most recent
5 event.

6 MEMBER JEFFRESS: One of the
7 things we've been working with these guys at
8 NCAR and University Consortium for Atmospheric
9 Research is getting some of these CORS station
10 in the middle of the Gulf of Mexico to track
11 hurricanes and then to measure the water vapor
12 as it's being radically changed in the
13 hurricanes.

14 CHAIR WELCH: Okay. Thank you,
15 Gary, and thank you, Juliana.

16 So let's move now to Richard
17 Edwing and the Center for Operational
18 Oceanographic Products and Services known as
19 CO-OPS.

20 MR. EDWING: Okay. Thank you, Ed.

21 So my 60 second summary is, you
22 know our elevator phrase for what we do is

1 turning operational physical oceanographic
2 data into meaningful information for the
3 nation. And, as Juliana said, you know our
4 roots go back to Thomas Jefferson's days back
5 when, you know, to get a ship into or out of
6 a harbor safely, you needed to be able to
7 position it, you needed a nautical chart and
8 you needed tide and tidal current predictions.
9 And those fundamental needs really haven't --
10 they're still here today, although technology
11 has really changed the way in which we do
12 those things.

13 We work together very closely. A
14 lot of things I do help support their
15 missions. We would provide that tidal data
16 reference framework, vertical reference
17 framework on the water level side, for charts
18 and referencing shoreline, as well as other
19 things these guys need.

20 We also provide some of our
21 services directly to the mariners, you know,
22 the tide and tidal current predictions as well

1 as other products that technology now allows
2 us to do. And over time, the other uses, you
3 know, non-navigation uses have really expanded
4 and segues nicely into my update here.

5 So next slide.

6 So I'm going to present our recent
7 accomplishments and kind of what we're going
8 to be doing in the near future here through a
9 slightly different lens.

10 We recently reorganized ourselves
11 in terms of how we bring in customer
12 requirements and see that through to products
13 and services. The new members got an overview
14 of this during the orientation briefing. I'm
15 not sure if I've really gone through this with
16 the other members. But we have three
17 programs, each one has a program manager in
18 charge of it, and it really just follows what
19 I just said. And these programs are organized
20 by customer groups.

21 We used to always think of
22 ourselves in terms of our observing systems,

1 but we realized that observing systems are
2 just a means to an end and it's all about
3 getting the customers the products and
4 services that they need. And they bin nicely
5 into kind of these three broad categories. So
6 I'm going to talk about what we're doing
7 through these filters, and I'll say a few
8 words about each program as I get to it.

9 So next slide, Virginia.

10 So the Mapping and Charting
11 Support Services. CO-OPS doesn't do mapping,
12 we don't do charting, but we support the
13 mapping and charting missions of Coast Survey
14 and NGS. And this customer group is really
15 the internal customer group; not just within
16 NOAA but within the federal government because
17 there's other agencies like the Corps who have
18 the dredging mission, they need things from
19 us, the same tidal datum, some of the same
20 types of information.

21 And so under the recent
22 accomplishments category here, last year in

1 2010 we supported 46 different hydrographic or
2 shoreline surveys. We provide a lot of kind
3 of planning information for those projects
4 that are being planned in terms of tidal
5 zoning and product constructions and other
6 things, and there's other types of information
7 or activities that happens after those
8 projects are completed in terms of providing
9 tidal correctors and validating -- data and
10 things of that nature.

11 Juliana talked a little bit about
12 the VDatum program. We did three gauging
13 surveys last year; one up in Maine, another up
14 in Massachusetts, one up in Alaska to support
15 the development of new VDatum models or to
16 help reduce uncertainties in existing VDatum
17 models.

18 And the last bullet talks about
19 we're involved in a tri-agency group that's
20 looking to, among other things, achieve data
21 interoperability between gauging systems, you
22 know. NOAA has tide gauges out there, the

1 Corps has tide gauges out there that they use
2 for their coastal projects. USGS has thousand
3 of gauges, mostly upriver and for streams and
4 inland -- but they do have a subset that's
5 along the coast.

6 We've been working closely with
7 the Corps now for several years to get their
8 gauges converted to NOAA tidal datums. They
9 saw the light after the New Orleans and
10 Katrina incident. So we've been working
11 mainly with USGS.

12 Okay. So what's it going to take
13 to get USGS and its coastal gauges, to get
14 them upgraded to NOS standards? And they've
15 been working very well with us. And so so far
16 there's been a kind of an inventory completed
17 and some GIS tools created to look at these
18 gauges and also an assessment of what it's
19 going to take to actually upgrade these USGS
20 gauges.

21 So future outlook. Click the
22 button there again.

1 So this year in 2011 there's
2 approximately 35 hydrographic and
3 photogrammetric projects planned. The number
4 varies from year-to-year. And, again, we're
5 going to be doing some more gauging surveys up
6 in Alaska and in Puerto Rico for VDatum model
7 support.

8 One bullet that's not on there is
9 kind for the trilateral agency effort. We've
10 picked Texas as a place to actually start
11 doing some things with the USGS gauges in
12 terms of approving the geodetic control of
13 those gauges because they don't have good
14 geodetic control right now. And they're going
15 to convert to gauges from, I think, 15 minute
16 data collection to our 6 minute data
17 collection. And we're going to use that as a
18 pilot project for a start to get the USGS
19 gauges to provide data that could be used more
20 broadly. And I think Gary's group is involved
21 in some of it. You can't do anything in Texas
22 without involving Gary's group one way or

1 another.

2 Next slide.

3 And I've got some water level
4 observation network stuff in here. Really,
5 our networks double booked underneath any
6 particular program because they support all
7 the programs, but I wanted to talk about a few
8 things, so I kind of slide it in here.

9 One thing we've been doing since
10 Hurricanes Katrina and Rita destroying a lot
11 of gauges in the Gulf. We've been hardening
12 our stations down there, rebuilding and
13 hardening. And hardening just means we're
14 strengthening them a variety of ways so that,
15 hopefully, next time they'll survive because
16 it's one of the most important times to be
17 getting data when there's an extreme event
18 happening. There's a couple of levels to
19 that.

20 You know, if we're already on a
21 reasonably substantial pier, we'll just
22 usually put a steel frame underneath and get

1 that tide station lifted up a bit so it's
2 above the projected storm surge levels. If
3 the pier's not very strong and it's kind of in
4 a protected area, sometimes we'll put in our
5 four pile platform. That that's an
6 illustration to the left there to get it up
7 and protected. But for the open coast sites,
8 we design something called a NOAA Sentinel and
9 then Gary talked a little bit about that
10 earlier. And these are designed to withstand
11 Category 4 hurricanes. That's the
12 illustrations that are right there. It's a
13 single pile platform, a single steel platform.
14 Those steel piles are four foot in diameter.
15 The steel thickness, the wall thickness is one
16 to two inches depending on the design. They're
17 driven 60 to 80 feet in the bottom. They
18 stick up about 25 to 30 feet in the air.

19 And we got four of these in place
20 just in time for Hurricanes Ike and Gustav,
21 and they did really well. They obviously
22 survived, they put out data. And they really

1 proved their worth.

2 And Gary talked about two more
3 going in off the coast of Texas. And that's
4 just a great partnership. So NOAA designed,
5 it's the Corps of Engineers money, we're
6 providing the equipment, TCOON is doing a lot
7 of work, but we're all going to end up winners
8 from that project.

9 So go ahead and hit the future.

10 So another thing we completed in
11 2010 was we completed adding meteorological
12 sensors to about 181 stations. We didn't need
13 to do it to all of them, because not all of
14 them were suitable for adding meteorological
15 centers to. But we completed that effort. And
16 again, that's to provide real-time data to the
17 local mariner who may need it to make
18 navigational decisions and also the Weather
19 Service uses this information to improve any
20 weather forecasts and storm surge models and
21 other things.

22 And then the last bullet is we're

1 always looking for better ways to do things
2 and we just recently completed an evaluation
3 of a microwave water level sensor that we're
4 looking at for our next generation primary
5 water level sensor. Right now we use an
6 acoustic gauge. And the problem with all of
7 the prior technologies is all this stuff has
8 to be down in the water to some degree and
9 that creates issues with biofouling and
10 silting and maintenance cost of divers and the
11 microwave sensor sits up on the side of the
12 pier and uses microwaves to measure the water
13 level and gets us out of the water altogether.

14 But certainly with our primary
15 water level sensor, before we integrated any
16 new technology, we got to make sure we fully
17 understand it, make sure there's no issues in
18 there because a lot of our data, long term
19 water level series water level trends and
20 things we have to have confidence that we're
21 not letting any systemic issues.

22 So now getting to the future

1 outlook, I just talked about the two new
2 Sentinel stations and we're going to hardening
3 an additional five stations using the four
4 pile platform or these elevated frames this
5 year.

6 Next slide.

7 Okay. So Maritime Services. This
8 is where we provide products and services
9 directly to the mariner. These kind of fall
10 into three main bins: There's a tide and
11 tidal current predictions and those are
12 usually perfectly good. On an average date we
13 don't have a lot of weather going on because
14 these are astronomically-based.

15 And the next two slides relate to
16 real-time products and then the last slide is
17 the modeling products for forecast.

18 But to update the tide and tidal
19 current predictions, we do we lot of tidal
20 current surveys each year. This past year
21 we've done some in Hawaii, Alaska, Connecticut
22 and New York to update tidal current

1 predictions and their locations.

2 So, Virginia, can you click on
3 Hawaii. Use your mouse to click on Hawaii
4 there. There we go. Okay.

5 So literally just last month we
6 completed a tidal current survey in Hawaii.
7 A few years ago the pilots told us, "Gee, it's
8 been a long time since a survey's been here.
9 A lot of predictions out of whack." And so we
10 put this on. It was a total of 30 locations
11 that we put meters in. We always do these in
12 waves of deployment because we deploy some,
13 measure, pick them up and put them someplace
14 else after downloading the data, obviously.

15 What's that?

16 MS. DENTLER: Do you want me click
17 through?

18 MR. EDWING: Now don't get me
19 getting too far ahead. Don't steal thunder.

20 So is this first click or is this
21 the second? Okay. So do one more click.

22 The red dots were the first wave,

1 there were 17 meters deployed. With the
2 second wave we picked up 13 and moved them to
3 different locations. Four of them got left in
4 for the whole survey because we collect longer
5 time series at some locations, they're called
6 reference stations and we can improve the
7 accuracies of shorter deployments by comparing
8 them to the longer deployments.

9 So these are the locations in
10 Hawaii that they got deployed at.

11 Now go for the last click.

12 But the kind of neat thing was the
13 last wave was in place when the tsunami
14 occurred. And, you know whenever a tsunami
15 occurs there's lots of water level information
16 that's acquired to help improve the models and
17 things that the tsunami folks need. Well
18 there's not a whole lot of current meters in
19 place that pick up the tsunami, and sometimes
20 the currents associated with a tsunami can be
21 just as destructive as that initial wave, if
22 you will. And the modelers, the currents part

1 of their model is not nearly as good as the
2 tsunami wave part. They just don't have this
3 kind of post-tsunami data to use.

4 So they were very excited about
5 getting the data from the latter half of the
6 survey. And this is just one of the data
7 series. And this was the current meter that
8 was deployed off of Kahului at the harbor in
9 Maui. And this is where we recorded the
10 largest tsunami wave in Hawaii. But that
11 color graph there from left to right is
12 chronology and left being earliest. It
13 started the date, you see it reads to the
14 right.

15 From top to bottom is the water
16 depth, if you will, the current meter we
17 deployed. You sit on the bottom, you look up
18 through the water columns and you take the
19 measurements at different levels.

20 And the blue is kind of slower
21 velocities. Cold colors are the slower
22 velocities and the warm colors are the higher

1 velocities. So if you look below you'll see
2 that shows that tsunami wave hit Kahului and
3 of course right above it you can see the
4 bright green and yellow where we recorded some
5 really high velocity information there.

6 And then you can see for days
7 after, you know the initial wave came through
8 but the Pacific basin was ringing with that
9 tsunami. And this, of course, showed up in
10 the water levels as well.

11 Okay. So click that arrow to the
12 right. No. The arrow to the right above the
13 Google. No. Above the Google. There you go.
14 It takes you back. Okay.

15 So since the Hawaii survey just
16 happened, I wanted to point that out.

17 One thing we did last year in
18 terms of products, we upgraded the website,
19 the tide predictions part of the website just
20 to provide a lot more bells and whistles to be
21 able to able to pull out tide predictions in
22 terms of being able to do a lot more

1 predictions on the fly, you know before you
2 had to go in and maybe pull some information
3 out and do it manually.

4 We also had different kinds of
5 graph presentations and just a lot more
6 features and it makes it a more useful
7 website.

8 And after ever tidal current
9 survey we usually put out a special edition of
10 that survey because it takes you a year or two
11 to get it into the tide tables just because of
12 processing delay. So we kind of get a special
13 publication out to get the information out
14 there earlier, as well as it also gives the
15 users a chance to kind of start using that
16 information and they can come back and tell us
17 "Yes, this all seems really spot on" or "No,
18 something seems a little off here" and we can
19 look into that and try to fix it if it needs
20 fixing before it makes it into the formal
21 tables.

22 And so what's coming around the

1 corner is we've additional current surveys
2 planned in Boston, San Francisco Bay, Florida
3 Keys, Fernandina Beach in Florida, as well as
4 St. Johns Pass and also up in Kachemak Bay.
5 And that's a little bit different one. That's
6 not so much for the navigation community, but
7 for a renewable energy project going on up
8 there. We're looking for more information to
9 assess whether that's a good place to do a
10 hydrokinetic-driven renewable energy project.
11 And it's actually a collaborative project with
12 a number of state entities up there.

13 Next slide.

14 So predictions are good if it's an
15 average weather day. Not so good when the
16 weather is doing something. So we provide
17 real-time data. Technology to provide real-
18 time data, mainly through the PORTS program,
19 but also our inland stations provide real-time
20 data as well.

21 We recently were able to add
22 visibility and waves to the sweep of

1 environmental parameters provided by PORTS.
2 That was our last two outstanding high
3 priority parameters requested by the
4 community.

5 We published an economic study of
6 the Columbia River PORTS. That's a fourth in
7 the series of studies we've done. We talked
8 about that at the last Portland meeting.

9 CHAIR WELCH: Rich, I'm sorry.

10 MR. EDWING: Yes.

11 CHAIR WELCH: Is visibility the
12 same thing as a fog sensing?

13 MR. EDWING: Yes. Yes.

14 CHAIR WELCH: And we talked about
15 that at our Panel meeting in San Francisco a
16 few years ago.

17 MR. EDWING: Right.

18 CHAIR WELCH: Okay. Thanks.

19 MR. EDWING: Yes. It took us
20 quite a while to find the right sensor to
21 operate in the marine environment for this
22 application. So we finally got one.

1 And then the last one, we
2 installed that air gap sensor in Jacksonville,
3 Florida. This really just happen in the last
4 month. And it's really the acceleration of an
5 air gap sensor that's being put in as part of
6 a new PORTS system that's going in down there.
7 But they came to us and said "Gee, you know
8 there's construction going on on the Dames
9 Point Bridge. They've bulk this scaffolding."
10 It's not quite the right word, but it's
11 scaffolding under the bridge. "It's reduced
12 the air gap and now Carnival Cruise Lines is
13 balking at bringing their cruise ships into
14 port anymore." And last year Carnival
15 contributed over \$3 million in gross revenues
16 to the Port at Jacksonville at 50K a cruise
17 ship coming up.

18 And so we've accelerated the
19 installation of this one air gap sensor which
20 now gives them the comfort level they need to
21 be able to get those vessels safely back and
22 forth under that bridge, so that helped them

1 out.

2 So future outlook. Right now
3 we've got a PORTS under construction in New
4 London, Connecticut. The Navy, the U.S. Navy's
5 our partner there, our funding partner. And
6 that's because it's a small port, current
7 meter, but it's to help get their subs in and
8 out of the base safely because they have to
9 kind of back them out into the river, and the
10 river flow is pretty good and creates some
11 issues.

12 And Jacksonville is just awaiting
13 final approval of a grant from FEMA to get
14 that PORTS going, but if that's the case it'll
15 be the largest PORTS established to date just
16 in terms of the numbers of sensors and things.

17 And Humboldt Bay is pretty close
18 to it. They've got grant money to establish
19 the PORTS service, trying to line up their own
20 end funding. So that was potentially right
21 around the corner too if they didn't close
22 that last year.

1 Next slide.

2 Okay. So knowing what's going on
3 right now is great, but knowing what's going
4 to happen pretty accurately tomorrow or the
5 next day after that is maybe even better in
6 terms of planning your transit schedule,
7 optimizing perhaps the cargo load on that
8 vessel; maybe taking cargo off, maybe putting
9 more on. So we operate these forecast models
10 at a number of estuaries in the U.S.

11 A big effort over the last year or
12 two is we set up operating these models on our
13 servers at cost. We've been transitioning
14 them over to the high performance computers,
15 the super computers. They're operated by the
16 Weather Service at the National Centers for
17 Environmental Prediction. And we're not
18 transitioning into the Weather Service, we're
19 just sharing that capacity, if you will.

20 And, by the way, this was a
21 recommendation by NOAA Science Advisory Board
22 to do this. So recommendations can make things

1 happen.

2 But the advantages are they have
3 more robust operational infrastructure, the
4 models can run a lot faster, it allows them to
5 do a lot more things. We can add more bells
6 and whistles. We've done a lot of
7 standardization along with that.

8 It can also be coupled with other
9 models that the Weather Service is running
10 which creates potential for even more power to
11 products. So there's a steep learning curve
12 with that. Just lots of things to be worked
13 out, which we're pretty much through and so
14 we've started transitioning things through.
15 Great Lakes got the first ones transitioned
16 through.

17 More recently we put out new
18 models for Tampa Bay and Delaware Bay.

19 We took Chesapeake Bay, which was
20 the very first model we put out a number of
21 years ago, and we retrofitted it, upgraded it
22 into the new class of models. And we put that

1 one out there as well.

2 Click for the future outlook
3 there.

4 And the ones around the corner are
5 Columbia River and Northern Gulf of Mexico.

6 The Northern Gulf of Mexico is a
7 little bit of a larger offshore model that's
8 going to allow us to do smaller nested models
9 for Mobile and Pascagoula and Gulf Port and
10 Lake Charles, and some of the other smaller
11 estuaries in there. And so these are the next
12 models that will be worked on and rolled out
13 in FY '11 or '12.

14 Okay. Next slide.

15 So our last programmatic area is
16 Coastal. And really the first two programs
17 are focused on kind of, you know I'll say our
18 foundational core supporting Commerce mission.
19 But Coastal is all the non-navigation stuff,
20 and it's a pretty diverse portfolio. So
21 there's three subthemes underneath there.

22 One of these is the Coastal

1 hazards. Again, our gauges provide real-time
2 data to the Tsunami Warning Center. It
3 actually, it provides high resolution data,
4 one minute data to the Tsunami Warning Center.
5 Because they need to be able to see that
6 tsunami signal really well.

7 I went to the Pacific Tsunami
8 Center yesterday with Dave Kennedy and also
9 met with the Navy yesterday. And they both
10 remarked upon usefulness of this because, you
11 know once that earthquake happens and once
12 they get the initial seismic readings they
13 start generating models and running models to
14 issue forecasts. And it's when it starts
15 hitting the tide gauges that they start to see
16 how well they've done. And when you start
17 seeing these readings from our gauges out in
18 Wake Island and Midway Island and some of the
19 other places, they knew they had got it right
20 on, you know. That gave them a large comfort
21 level in terms of did they have to do things
22 with the fleet to move it out of harm's way.

1 The Pacific Tsunami Warning Center to tell the
2 State of Hawaii, yes, we're on. You can make
3 your evacuation plans accordingly. So a lot
4 of value to that information.

5 And the corollary is the other
6 type of hazard is, you know, big storms,
7 whether it's a hurricane or a typhoon or a big
8 tropical storm we provide that real-time data
9 to the Weather Service and emergency
10 responders because it tells them what's going
11 on at that location in terms of storm surge.

12 We also issue, it's a specialized
13 product called a Storm Quicklook product which
14 is a synoptic at all the water levels that are
15 being affected by a particular storm. You
16 know, last season was a pretty quite season in
17 the U.S., although it was predicted to be
18 above average. Like, they're saying this next
19 season is going to be above average and we'll
20 just to see.

21 So, we didn't have a lot to do
22 this last year. But we did work with the

1 Weather Service to integrate a lot of our
2 information directly into their SLOSH model.
3 That's their storm surge forecast model. Up
4 until last year they had to run their model
5 and kind of look at all of our information
6 separately in terms of using it as input to
7 the model or to validate what the model was
8 saying. Now within that model they can
9 actually pull up screens and do specialized
10 displays of our information. So it's all there
11 in one place.

12 Okay. Future outlook.

13 Last year we got an earmark to do
14 a storm surge project, to do storm surge
15 gauges down in Mobile Bay. Mobile had gotten
16 a PORTS system a number of years ago and they
17 were really quite happy with that in terms of
18 supporting safe navigation, but they also saw
19 that it helped support evacuation decisions in
20 terms of when a storm was coming through. But
21 the PORTS system only went up so far in the
22 bay because that's as far as the marine

1 commerce went, but they had a lot of flooding
2 issues up in the northern of the bay so they
3 wanted more gauges up in the northern part.
4 So we're putting in those gauges for them.
5 They're being integrated into the PORTS system
6 as a delivery system even though
7 programmatically they're be, I'll say, kept
8 separate. So that's going to be completed this
9 year.

10 Next slide.

11 So another subtheme under Coastal
12 is ecosystem management. You know, we've done
13 a lot of work with folks at Habitat
14 Restoration and those sorts of things, but
15 probably the biggest thing we did this last
16 year is up until 2010 we operated a harmful
17 algal bloom forecast model off the West Coast
18 of Florida. But there was some funding
19 received in 2010 to start expanding that
20 system to other places and we were able to
21 transition into our operational environment
22 the HAB forecast system that was developed for

1 off the coast of Texas. So that was
2 operationalized.

3 Okay. Next button there.

4 And so the next place we're going
5 to up in the Great Lakes they have some HAB
6 issues up there. There's already been a model
7 that's been developed by the Glor Lab that is
8 kind of right for transition, so we're working
9 with bringing that one into the fold next.

10 Oh, too quick there.

11 And then just in general we've
12 been doing a lot of water level support for
13 the National Estuarine Research Reserve System
14 for a variety of things. For storm surge, for
15 habitat restoration. But kind of the big
16 thing now is a reserve to try to become
17 sentinel sites. There's that word "sentinel"
18 again but different meaning in terms of
19 climate change. And so we're looking how to
20 maybe refocus some of our efforts to help
21 provide some that spatial foundation they'll
22 need to help support some of that work.

1 Next. Okay. Last programmatic
2 slide.

3 So the last subtheme under Coastal
4 is climate change. You know, CO-OPS is the
5 legal authority for defining local mean sea
6 level in the U.S. and we provide long term sea
7 level trends domestically from our network
8 gauges, some of which go back over 150 years
9 in the data record. We also bring in data
10 records from global stations and put that
11 information in as well, we continue to do
12 that.

13 About every five years or so we
14 put out a hard copy publication that puts out
15 some of this information in a bit more detail
16 in a hard copy publication which we put out
17 recently.

18 And we've worked with the U.S.
19 Corps of Engineers. Not just on, you know
20 getting them to convert this tide stations or
21 enabling them to put their tide stations on
22 NOAA time datums, but also any coastal project

1 they're going to do now is going to somehow
2 take into account sea level trends. And we
3 worked with them to publish their initial
4 document. And the way the Corps works, is
5 they put out an initial document with a new
6 policy and then they kind of road test it for
7 a couple of years, and then they take feedback
8 on how well it worked or didn't worked, and
9 they put out a final document.

10 So we worked with them very
11 closely on that initial document, which was
12 put out. And now we're working with them and
13 helping them finalize their final document.

14 Next click. There we go.

15 And even though we're primarily
16 focused on domestic activities, we got a State
17 Department grant a year or so ago to put a
18 tide station out in Barbuda, a Caribbean
19 island. And the Caribbeans try to get
20 together and establish a water level network
21 to, I'll say NOAA standards, in terms of being
22 able to use it not just for sea level rise or

1 tsunami detection, but also for navigation
2 uses and all those sorts of things. So we're
3 helping them establish a station in Barbuda
4 which they can then use to kind of gain
5 expertise with and then transfer that
6 expertise to other Caribbean stations. So
7 that station should be up and running in the
8 next couple of months.

9 Next slide. Okay.

10 So that was all the programmatic
11 stuff. Here's the budget slide. In 2010 we
12 got almost \$34 million, about \$3.8 million of
13 that was congressional add-on to provide O&M
14 costs or funding for the 20 PORTS systems,
15 capital PORTS system that were in operation
16 around the coast. This was actually the third
17 year that Congress had provided PORTS O&M
18 funding. It kept kind of going up a little
19 each year, but this is the high watermark, I
20 think. And it was also this coastal tidal
21 gauges earmark that was in 2010.

22 But then you can kind of ignore

1 that 2011 number, because we haven't gotten
2 that number yet. But, again, I think -- one
3 thing I can say it's not going to include that
4 PORTS O&M funding and it's not going to
5 include that earmark. Because that was the
6 first guidance that was provided was all those
7 things kind of, you know get dropped out.

8 And then in 2012 that's the number
9 that's out there as part of the President's
10 budget. You know, as both John and Dave had
11 said, you know kind of the starting point of
12 '12 is not so much the President's budget,
13 it's what we got in '11. But I will say the
14 '12 number is everybody took a reduction
15 already in terms of -- Paul, what's the term?
16 Governmental accountability and what was that
17 term that as applied to that administrative
18 cut that everybody -- efficiency and
19 accountability?

20 MR. BRADLEY: Yes. Yes.

21 MR. EDWING: Anyway, everybody
22 took a cut to their program to find

1 administrative efficiencies. But on top of
2 that cost proposed another reduction because
3 of completing the sensor upgrades as well as
4 it also took the hardening money out of the
5 budget. Those two things were taken out of
6 the budget for CO-OPS in 2012. So we're about
7 a million dollars under what would have been
8 the '11 budget.

9 Last slide, which is the
10 performance metrics. This is the high level
11 performance metric that we feed up into -- and
12 this is really across tri-office performance
13 metric. It's a percent of the top 175 U.S.
14 seaports with access to the full suite of our
15 products and services. And there's about six
16 or seven things that feed into this.

17 It's whether a port has an up to
18 date ENC, whether it's got up to date
19 shoreline, it's got the VDatum model, has the
20 ENC been validated recently by NOT, does it
21 have update tidal current predictions, does it
22 have real-time data as supplied by PORTS.

1 There's a number of things that feed up into
2 there. And CO-OPS, you know feeds the PORTS
3 and the tidal current prediction information
4 up into that.

5 Hit the button again.

6 And then just some of the
7 milestones that we set for 2011. And you've
8 seen some of these already in my presentation.
9 I think maybe the only one that wasn't in
10 there was that very last one on the bottom
11 right hand side is we've been trying to get
12 prepared for doing more water level
13 measurements up in Alaska, which is a very
14 challenging environment, particularly north of
15 Aleutians. We can establish water levels,
16 long term water level stations pretty well and
17 keep them going from the Aleutians south. We
18 have about 29 stations right now in Alaska, 24
19 of those are in the Aleutians or in southeast
20 Alaska. Only five are up north. And there's
21 just huge gaps in the geospatial information
22 up there. We've been looking for ways to put

1 gauges out under the ice and being able to
2 collect data. And we were actually able to
3 collect, without getting into a lot details,
4 two years of data under the ice up at Barrow
5 and bring it back and use it.

6 So, I mean that's maybe a method
7 that we do some long term measurements up in
8 some of these more hostile areas. So we'll be
9 doing a technical report on that and getting
10 it out by the end of the fiscal year.

11 So, last slide.

12 A little cartoon that came out
13 recently.

14 CHAIR WELCH: Okay. Thanks, Rich.
15 And do we have comments or questions?

16 MEMBER MILLER: I have a question.

17 CHAIR WELCH: Joyce?

18 MEMBER MILLER: Joyce Miller.

19 A Pacific-centered question. The
20 infrastructure out here, I've done a fair
21 amount of mapping out in the sea in Guam and
22 the tide gauges are few and far between.

1 MR. EDWING: Right. Right.

2 MEMBER MILLER: Is there any --
3 you know, what's the outlook for Hawaii and
4 Pacific for infrastructure? Is there any
5 intent to try to upgrade or put more tide
6 gauges in, or sort of what's planned for the
7 Pacific over the next X number of years?

8 MR. EDWING: Yes. There's no real
9 plan to put more in. We've done a number of
10 things over the last few years to -- again, it
11 wasn't so much hardening, but in a lot of
12 these places which are very remote and hard to
13 get to, we put in almost a second tide station
14 to get that redundancy. It was mainly for the
15 long term sea level rise and some of the
16 tsunami sort of aspects.

17 You know, if a tide gauge has a
18 catastrophic failure, it took us months
19 sometimes to get out there to fix it and by
20 then you've suffered a big blow to that data
21 record. Well, we've put in a second, almost
22 a whole second redundant system to try to get

1 around that. So, but really there's no plans.

2 In terms of supporting the
3 navigation mission, at least in terms of the
4 islands, we're pretty well covered, at least
5 in terms of the main populated islands, let me
6 put it that way.

7 We used to have a gauge on
8 Johnston Island. In fact, when the military
9 was there. But we had to abandon that gauge
10 back when the military abandoned the site and
11 I think it's just a big park now.

12 So we've done a lot of things to
13 strengthen the existing tide gauges, but
14 there's really nothing planned in terms of
15 putting more and more gauges in.

16 CHAIR WELCH: David?

17 MEMBER JAY: The sort of the
18 problem with the sea level, and there are a
19 lot of them. There's the tide side, there's
20 the surge side and then there's the wave side.
21 You're not really into the wave prediction.

22 MR. EDWING: No.

1 MEMBER JAY. I don't know if
2 there's anybody doing a systematic effort.
3 But it seemed to be a pretty important that
4 isn't very well vetted.

5 MR. EDWING: Well, we've got NDBC
6 which has the buoy network, which is well
7 offshore and that's one of their parameters
8 that they're bringing in. But there's a big
9 gap between what NDBC is doing offshore and
10 closer in.

11 Now the Corps has a small wave
12 network, CDIP. I forget what the acronym
13 stands for. But that was how we actually met
14 our PORTS requirement for waves, was we're
15 integrating the data from those wave buoys
16 where they're co-located with a PORTS system.
17 But the Corps is the best source right now in
18 terms of that near shore wave information.

19 CHAIR WELCH: Gary?

20 MEMBER JEFFRESS: I believe I can
21 announce that TCOON has just been shortlisted
22 by the State of Texas to receive a grant on

1 the Coastal Impact and Assessment Program,
2 which is from the Bureau of Ocean Energy
3 Management, Regulation and Enforcement to put
4 three more Sentinels in Texas to cover the
5 middle and south coast.

6 CHAIR WELCH: Sherri?

7 MEMBER HICKMAN: The new storm
8 surge relief in Mobile is Sentinel?

9 MR. EDWING: The tide gauges, yes.

10 MEMBER HICKMAN: Okay. Who is
11 paying the --

12 MR. EDWING: This is Mobile County
13 Commission that's our partner on this.

14 MEMBER HICKMAN: And is that the
15 case for the PORTS program itself?

16 MR. EDWING: No, no, no. It's two
17 different partners for two different purposes.
18 We're just using the PORTS dissemination page
19 to get the data out to everybody and
20 everybody's agreed to that. But the PORTS
21 partner is not picking up the O&M for the
22 storm surge gauges.

1 MEMBER HICKMAN: Okay.

2 CHAIR WELCH: Okay. All right.
3 Well, thanks to all three of the line
4 agencies.

5 Short break, and then we'll come
6 back to our users Panel. We're a little bit
7 behind schedule. Let's take ten minutes.

8 (Whereupon, the above-entitled
9 matter went off the record at 2:43 p.m. and
10 resumed at 3:04 p.m.)

11 CHAIR WELCH: Okay. We have a
12 couple of real quick administrative items.

13 First, we do have this dinner
14 tonight, which is of course voluntary but is
15 usually a lot of fun, the food's pretty good.
16 But Kathy needs a show of hands of everybody
17 that's planning to be part of the group
18 tonight so that she can make our plans. So,
19 raise your hand now. Guests can come, too.

20 So how many?

21 MS. WATSON: Oh, about 21.

22 CHAIR WELCH: Okay. Now, Kathy,

1 what are the logistics? Where do we meet and
2 when do we meet and what do we do?

3 MS. WATSON: The Agenda says we're
4 going to meet in the lobby, actually. The
5 main lobby.

6 CHAIR WELCH: Okay. Near the
7 check-in place?

8 MS. WATSON: Yes. At 6:30. And
9 it's only about maybe 15 minute walk. Very
10 nice pleasant walk.

11 MEMBER MILLER: And I have a car
12 since I'm local. And some people, like
13 Michele has a bum knee. So if anybody needs a
14 ride or would like to ride down, I'm going to
15 take my car anyway because I go home.

16 MS. WATSON: And also, too, any of
17 the speakers are more than welcome to join, or
18 any of the guests in the audience you're
19 welcome to join also.

20 CHAIR WELCH: Okay. Very good.

21 And then a second item is that we
22 have some paperwork we have to fill out.

1 Where's Tiffany? Tiffany House is one of our
2 NOAA folks.

3 We have two different pieces of
4 paper we have to fill out?

5 MS. HOUSE: Yes.

6 CHAIR WELCH: So take a look at
7 those forms. And if you are a little but
8 unclear as to what you need to fill out,
9 Tiffany will -- just see her.

10 Now you just need that before we
11 get out of town?

12 MS. HOUSE: Yes.

13 CHAIR WELCH: Right. Okay.

14 Oh, one other thing. Is there
15 anybody here who is willing to admit this is
16 their first time in Hawaii? Very good.

17 Okay. Let's move on then to our
18 first Stakeholders Panel or Users Panel. And
19 this is where we have people that interact
20 with NOAA or use NOAA products to tell the
21 Panel how they use products, what value or
22 lack of value they might have, what they might

1 need that isn't being offered or suggestions
2 for improvements or enhancements.

3 This is a portion of the program
4 that we get a lot of value from, and we
5 appreciate you all committing some time and
6 some effort to be with us.

7 This first Panel tends to be equal
8 or more traditional maritime users or people
9 involved in commercial or other types of
10 navigation.

11 So what we'll do, I think, is
12 recognize each of you in turn and we will hold
13 our questions until our panelists all get
14 through and then we can talk to them
15 collectively.

16 And we do have one change from our
17 program. So we'll start with Captain Steven
18 Baker from the Hawaiian Pilots Association.
19 So, welcome, and the floor is yours.

20 CAPT. BAKER: All right. Thanks.

21 I'm the President with the Hawaii
22 Pilots Association. And we've been providing

1 safe efficient piloted service here to
2 Hawaii's seven deep draft commercial ports on
3 four different islands for just over 30 years
4 now. And in 1979, like many of the coastal
5 states, the state government decided it was
6 best to leave state pilotage to a private
7 entity. And prior to that we had worked for
8 the state as state employees. And that had
9 been going back for quite a ways. And they
10 retrained oversight and control over the rate
11 structure like any other regulated industry.
12 So, we've been private for a little over 30
13 years.

14 If you go way back, we used to use
15 the harbor master/pilot. In some of the
16 neighbor island ports I used to do both jobs,
17 so we don't do that anymore.

18 The pilots, we don't perform any
19 piloted services for the Navy base at Pearl,
20 but we frequently routinely pilot U.S. and
21 foreign naval vessels that call at the
22 commercial ports. And around the mid-1990s we

1 also provided piloted services at Johnston
2 Atoll. Did that for several years.

3 I don't know if you're familiar
4 with that. Some folks may be. But that was
5 being used as a disposal site for chemical
6 weapons and they required a regular tanker to
7 go in and fill up the storage tanks they had
8 there.

9 It was a very interesting location
10 and we contracted with them to provide a
11 pilot. About every six weeks or so they had
12 to take a tanker in. So, it was outside out
13 of the state tariff and there wasn't a lot of
14 datum down there. We did have the tidal
15 datum. As you mentioned, we did have a site
16 down there at the time so we could work with
17 that. But they had tremendous currents going
18 through that atoll. And they were very
19 concerned because it does border a wildlife
20 preserve area that they didn't want to have
21 any accidents down there. So we did agree to
22 send a pilot down.

1 And we'd set up a daily charge.
2 We thought it would be a great idea from the
3 time that they're at the airport until they
4 returned. So we would get our pilot back as
5 soon as possible. But I didn't realize that
6 didn't move the government very much, the
7 Army. They would leave our guy down there for
8 about a week at a time.

9 But anyway, that's all shutdown
10 now and we concentrate just here in the ports
11 we have in Hawaii.

12 We're currently comprised of ten
13 pilots. We work a two week on, two week off
14 schedule. We take our turn traveling to the
15 inner island ports extensively. And we cover
16 as many jobs as we can when it's our turn and
17 then we fall back to two, sometimes three
18 pilots to handle that work in the neighbor
19 islands.

20 We do heavy lift, cable layers,
21 research vessels, passenger ships, container
22 ships, tankers, foreign fishing vessels. We do

1 a variety of stuff, even cattle ships were
2 quite frequent for a while. They were
3 shipping a lot of stuff back to Mexico and
4 Canada, a lot of cattle out of the Big Island.

5 Most of our work is stable year
6 round. We do experience surge periods when the
7 cruise ships are in transit to and from Alaska
8 for their summertime cruise season.

9 Our pilots do strive to keep
10 trained and current with the evolving
11 technology. And in recent years we've seen
12 significant changes, not only in how ships are
13 navigated from the bridge but how they're
14 maneuvered from the engine room as well.

15 Some of the most significant
16 changes in the last decade include the
17 evolution of the podded propulsion, the Azipod
18 propulsion systems which we've seen on the
19 larger passenger vessels and some cable
20 layers. And then the ECDIS, or electric
21 digitized chart systems which are becoming
22 more and more prevalent on all the vessels as

1 they move from paper to electronic. And the
2 implementation of the shipboard automatic
3 identity systems, the AIS transponders which
4 are now required on all the vessels.

5 We've been active with the Coast
6 Guard. We've partnered with them and with the
7 Maritime Marine Exchange out of San Francisco,
8 and we do have a tracking system that goes out
9 about 100 miles all around the islands. So it
10 allows us to track the traffic coming through.
11 It's been a very useful tool, especially for
12 our management of just the pilot's time. And
13 I'm sure it saved us a lot of fuel not having
14 to send out pilot boats looking for inbounders
15 that haven't called in.

16 We maintain a close relationship
17 with the American Pilots Association that we
18 belong to. Also, the International Maritime
19 Pilots Association. Perhaps the most
20 important aspect of our relationship with the
21 APA is we utilize their guidance and direction
22 to determine specific areas where we need to

1 train, educate and certify ourselves with the
2 evolving technology. And the most current
3 example of that would be the ECDIS regulations
4 that are mandated by IMO and will go into
5 effect here in 2012.

6 Some of the services that we've
7 either utilized or that we're actually looking
8 at that we've discussed some of it with NOAA
9 in the past would be the PORTS buoy system.
10 We've been interested in that for several our
11 ports.

12 None of our pilotage areas are
13 long runs. Everything's fairly short. We
14 board two or three miles offshore and the
15 channels leading into the ports are fairly
16 short, and the ports aren't that large. But
17 because we're an island state in the middle of
18 the Pacific, the currents that come through
19 the island are not as predictable and we can
20 see a complete 180 degree change at any time,
21 and it's not always something that we expect.
22 We have to actually go out and look when we

1 get on. We lined up for an entry to see
2 what's going on.

3 The new ECDIS systems and things
4 on board are helpful to detect what the ship's
5 doing prior to us getting on. Not all the
6 ships have that yet, though. So a PORTS system
7 we felt would certainly help because we would
8 know what we're going to expect when we go
9 onboard the ships.

10 Some of the ships are regular
11 callers. We don't always catch them as far out
12 as we would like to, although the AIS tracking
13 system has helped us tremendously in that. We
14 can see if somebody's coming up early and we
15 get out there. But if you get on fairly close
16 to the sea buoy, then you don't really have a
17 lot of time to determine what the current set.
18 And sometimes if you haven't been out that
19 day, it could be going in either direction
20 until you get onboard and determine what it's
21 doing.

22 We've discussed with the Coast

1 Guard a little bit, and here recently with you
2 folks, with the aids to navigation utilizing
3 an AIC transponder as a means of-- I guess a
4 less expensive way to go into a PORTS system
5 where we can get current tracking via an AIS
6 transponder on a Coast Guard buoy on a channel
7 or a sea buoy. And that's just something that
8 we're looking at. We've seen it done in some
9 other locations, so it looks interesting.

10 Some of the pilots have discussed
11 ocean cams, which are closed circuit TV
12 systems which you could utilize for some of
13 the areas that would be helpful if we could
14 observe them visually. And now with the new
15 technology that's very high definition it
16 could be useful to us. And we discussed that
17 a little bit with the state because they are
18 in the process of doing a statewide system.

19 And then approved survey
20 capability. And some of that has already
21 happened since we just recently had you folks
22 out here to do the update. In the aftermath

1 of the recent tsunami, local mariners had no
2 way of accurately surveying the commercial
3 harbor channels and basins, and this would be
4 post-tsunami, to ensure we had safe water
5 depth alongside the piers.

6 We ran our pilot boats around and
7 did some tacit looks. We don't have side-
8 scan, it's not a sophisticated system. But
9 we were able to look at the main ship
10 channels. We were able to determine if the
11 aids were on station after the event. And all
12 this is critical information that we need and
13 the Coast Guard and the state requires in
14 order to comfortably make the decision to
15 reopen the port.

16 And all ports were closed for the
17 last two tsunamis. We had to take a lot of
18 vessels out. And the sooner we can get them
19 back in, of course as soon as they decide it's
20 safe, the better because there's no commerce
21 going on while everybody's sitting off port
22 and watching us. So we felt that maybe if

1 there was a dedicated NOAA survey launch for
2 this purpose on station or available more,
3 since we're kind of isolated out here in the
4 islands that might be of a great help.

5 I'm hoping we don't have regular
6 annual tsunamis, but we never know. And we
7 have to do the same thing after a heavy wind
8 event. Of course if there's a cyclone, a
9 hurricane. Or we occasionally do get surf
10 that's of a magnitude that it does move the
11 aids around and does create unusual currents
12 and other havoc. And again, when you have
13 that much water moving around it's good to be
14 able to do a survey as soon as possible to
15 check and ensure that you've got your minimum
16 depths that you want.

17 This outside of our area but one
18 that we've been concerned about because we've
19 been observing it for some time, and that's
20 the Marine Sanctuary for the humpback whale
21 which has established a minimum speed limit
22 when it's in season of 13 knots. And we

1 understand the need for that, but it is in an
2 area that is heavily used by our tug and barge
3 operators, and ships, the transit here
4 particularly in between the islands.

5 And the way we're set up in
6 Hawaii, as some of you are probably already
7 aware of, is the vast majority of the cargo
8 comes into Honolulu and then is transhipped
9 out to the neighbor island ports. We don't
10 warehouse a lot of things here, so everybody
11 functions with their inventory on just time of
12 arrival. And any big interruption to that
13 becomes very evident fairly quick in store
14 shelves and so forth.

15 We'd like to suggest, also being
16 mariners, our experience, that there is
17 dialogue with the marine folks, people who are
18 operating in that area, anytime they meet and
19 possibly discuss revamping these rules.
20 Because it impacts a lot of folks who transit
21 that area. And in the wintertime, which is
22 also during the season that the whales are

1 here, that is a preferred routing for most
2 people because of the open ocean conditions we
3 have here during the heavy north swells and
4 other weather that we get during that time of
5 year.

6 So we felt that that's something
7 we wanted to mention. I know it's been a big
8 problem for operators up on the East Coast for
9 the right whale, and including the pilot boats
10 that are over 65 feet in length. And I know
11 there's a lot of dialogue going on in there,
12 so we wanted to bring that -- just mention
13 that.

14 Otherwise, we certainly have been
15 regular users of your products. We are moving
16 into the electronic age with ECDIS and
17 certainly have found most of what we utilize
18 here in the islands has been very helpful and
19 very accurate. With only a two foot tidal
20 range, and I know it's hard to predict
21 currents in open ocean, we don't utilize some
22 of the stuff to the extent they may in other

1 ports on the mainland. But we appreciate it.
2 And also appreciate our opportunity to come
3 and speak to you folks.

4 Thank you very much.

5 CHAIR WELCH: Thank you, Captain.
6 We will hold some questions for you and come
7 back to you.

8 So next representing Matson
9 Navigation Company is Captain Bob Lamb.

10 CAPT. LAMB: Aloha.

11 Do you have my slide up? Okay.

12 Well, my name is Bob Lamb. I
13 graduated from Kings Point, the U.S. Merchant
14 Marine Academy in 1976. And I started
15 shipping in the Merchant Marine immediately
16 and thought I would never retire from the sea.
17 I worked with U.S. Lines, Sea Land, Maersk
18 Line and then ended up at Matson. And my last
19 22 years or so were as captain of merchant
20 ships. And about a year and a half ago my
21 boss asked me if I wanted to be the port
22 captain here in Honolulu. And it seemed like

1 a no-brainer, so I said yes. The wife was a
2 little surprised at that choice, but she's
3 happy over here now.

4 This is one of our newer ships.
5 It's not one of the ones we're going to go on
6 tomorrow. Unfortunately, these are in on
7 Monday and the Thursday ship is one of our
8 older ones, built in the early '80s, or so.
9 But it still has the ECDIS onboard, so we'll
10 see the integrated chart systems.

11 You can see up on the top there
12 the route that our ships take. We have two
13 services that go from the West Coast to here,
14 and one that goes from the West Coast through
15 here and Guam out to China and back to the
16 West Coast.

17 And Captain Steve here said, it's
18 all hub and spoke service in the islands. Our
19 ships bring the cargo into Honolulu and Guam.
20 And then in Guam we actually have a small ship
21 that we charter, The Islander, that serves all
22 of those little neighbor islands out there.

1 In Honolulu here we transfer everything over
2 to barges and Sause Bros, Brad Rimmel here
3 tows our barges around.

4 Next slide, please.

5 But that was my history. Here's a
6 little history of Matson.

7 It's been around for a long time.
8 Late 1800s they started.

9 I'll just make that a quick one
10 there. You know sails, now we're into steam
11 and motor ships.

12 Next slide, please.

13 CHAIR WELCH: While we're waiting,
14 Captain Tom Jacobsen, have you ever piloted
15 Matson into L.A.?

16 MEMBER JACOBSEN: Yes. Long
17 Beach. I was going to say you need to correct
18 that last slide. It should say Long Beach up
19 there.

20 CAPT. LAMB: Did it say Los
21 Angeles?

22 MEMBER JACOBSEN: Yes.

1 CAPT. LAMB: Yes, this one it
2 does.

3 Okay. This is from a program we
4 use called Applied Weather Technologies.
5 They're all over the world really, but it's
6 for the weather guarding on ships, but I
7 thought it was pretty germane to what I wanted
8 to talk about today.

9 You saw the first slide that
10 showed the routes that our ships might go.
11 This will show -- one of our China ships is in
12 -- one of our China ships is in Long Beach,
13 the other one just left Honolulu. We have
14 that just sailed from Guam. There's one in
15 Shanghai just sailed from there today. And
16 the one coming back from China is up here.

17 So, we're on a five week service.
18 The other ships on the coast by us run are the
19 Mokihana and the Maui. They almost collided
20 here, the Maui heading out here and the
21 Mokihana heading to Oakland. And the Mahi
22 Mahi is the one we'll be on tomorrow, and

1 she's coming in from Long Beach. And the
2 Manoa, she's the one heading up to Seattle.

3 You might notice I didn't point to
4 all of these ships. We also have five ships
5 that we recently chartered. They're foreign-
6 flagged and foreign-crewed that Matson
7 chartered. And they're going from China back
8 to the U.S.: The Kainalu, Kaimoku, Kailua,
9 there's one over there I can't quite see
10 coming out of Hong Kong.

11 So Steve was talking about the
12 currents in and around the ports. The thing
13 that we're concerned about with the ships is
14 open ocean. And I know that's hard for you to
15 do, Captain John, but that's something we
16 would really be interested in seeing in the
17 product would be open ocean currents.

18 If you'd go to the next slide,
19 please.

20 It doesn't look like much. Okay.
21 This is Wake Island. And one of our captains
22 gets what he said was a counter-current down

1 near Wake Island. The rest of us all kind of
2 scoffed at him. And he swore that "No, no, my
3 ship loses at least a half a knot, maybe a
4 knot every trip between 175 West and 175
5 East."

6 And this is again from Applied
7 Weather Technologies. And this is taken off
8 of a weather document and just looking at the
9 current feature that they have.

10 So in this area of the ocean you
11 would really expect a pretty steady westward
12 flow of current. But somewhere -- I don't know
13 where they get this data from, they've got
14 arrows all over the place. Here's one coming
15 up toward 0.40 degrees. So that's definitely
16 not a favorable current for us. Here's here,
17 maybe 0.70. One 1.00.

18 If there was some way that we
19 could get information like this that would
20 quantify this and we could then, you know
21 maybe go down and cut around this. Because
22 when we go great circle from here to Guam, we

1 go actually right next to Wake Island. It's
2 like a mile off of Wake Island when we go here
3 in a great circle. So, you know if we could
4 avoid that by coming a little further south,
5 or something. And I don't know if this tidal
6 dependent even out in the middle of the ocean.
7 But information like that would be great.

8 Virginia, next slide, please.

9 A lot of our captains complain,
10 you know they're making great speed all the
11 way out here. You all know that fuel oil is
12 very expensive. It's just gone over \$100 a
13 barrel. And we run, even our most modern
14 ships burn about a barrel per mile. So a \$100
15 per every mile that we go. And it's 2200
16 miles from Long Beach to here. So, you do the
17 math, that's a lot of money in fuel that we
18 spend, and that's just one way. You know,
19 then the ships that I retired off of we go on
20 to Guam, that's 3300 miles. And then up to
21 China is another 1700. And from Shanghai back
22 to Long Beach is 5700 miles. So we use a lot

1 of fuel. The fuel bill for a round trip is
2 about a million and a half dollars. So if we
3 can avoid currents, it is definitely to our
4 advantage to do that.

5 Where I'm going with this chart is
6 many of our captains on the domestic service -
7 - and to be honest with you, I never saw the
8 wall they always talk about. The hidden wall
9 that day out. And now that I'm running
10 ashore, I think you know maybe they're just
11 using that as an excuse to why they missed
12 their ETA or something. But, you know if
13 there were any information that gave currents
14 around the islands, and you know like Steve
15 said, he's interested in when they get close
16 to port and obviously because he's piloting in
17 the ship in. But our main concern on the ship
18 would be up to 300 miles to the north and east
19 of the islands when we're coming inland. That
20 would be our main concern.

21 Yes, I'm a little early on the
22 Q&A. Sorry about that. Thank you.

1 CHAIR WELCH: Okay. Thanks,
2 Captain. We'll get back to you.

3 Mr. Robin Bond with Hawaiian Ocean
4 Safety Team.

5 MR. BOND: Thank you very much.

6 I hope it doesn't take as long to
7 get up.

8 But Hawaii Ocean Safety Team
9 actually was founded in 1998 through a mandate
10 from the Coast Guard. And it is actually
11 Hawaii's Harbor Safety Committee.

12 The first thing that I wanted to
13 do before I get started was to thank you for
14 allowing us to come here.

15 The second thing was to welcome
16 the new Panelists, and congratulations to
17 them.

18 And third, is to apologize for my
19 voice which probably will go out about a third
20 of the way through my presentation because I
21 have a bad cold.

22 Next one, please.

1 I won't read all those things to
2 you. You read them. This is a little bit
3 about HOST. I think one of the important
4 things that I wanted to state is that we're
5 kind of like a forum. Our Board is made up of
6 representatives from the maritime industry and
7 maritime users. In fact, Brad is the Vice
8 Chair of HOST, and we have people from the
9 Harbor Pilots that are on the Board. And we
10 don't have Matson right now, but they come to
11 our meetings and provide information to HOST.

12 And our objective is to try to
13 make Hawaii, to make our marine environment
14 safer in terms of accidents and also
15 environmentally safe. And so you can look at
16 some of the things that we do. There's quite
17 a bit more, but these are some of the
18 important things.

19 One of the things that we just
20 concluded was last Thursday. As a result of
21 the tsunami we had a meeting of about 50
22 something, 55 people from all areas of the

1 maritime industry to discuss the things that
2 went well, the things that didn't go well.
3 And, hopefully, we've come up with some ways
4 of improving how we handle tsunamis here in
5 Hawaii in the maritime community.

6 Next slide, please.

7 Our relationship with NOAA has
8 been very interesting. Up until 2008 we had
9 no clue -- we had a clue, but we didn't have
10 any relationship at all with your group here.
11 And the reason for that is that our
12 representative, or the person that represented
13 you folks to Hawaii lived on the mainland.
14 And so, obviously, would love to have come
15 over -- Jerry would have loved to come over
16 and gone to our meetings once a month, but I
17 don't think you could afford to send him.

18 In 2008 Lieutenant Jeffrey Taylor
19 moved here, or he was assigned here and
20 everything changed, and it changed in a very,
21 very positive way. And it's changing in a
22 positive way with Lieutenant Kyle Ryan, who

1 now attends our meetings.

2 And the things that they have done
3 is come to our meetings and said "Here's what
4 we do, here's what our programs are. How can
5 we help you?" And I think that this has been
6 very, very important to Hawaii.

7 We do work with other NOAA
8 agencies. We work very closely with the
9 Weather Service. The Weather Service in
10 Hawaii has had a bad rap up until a number of
11 years ago where you know, the outlook for
12 tomorrow little change; and that doesn't work
13 when you're on a ship, a small boat, a vessel
14 offshore. We had an incident, it was a
15 hurricane hit Hilo and it only hit the Big
16 Island and it didn't hit us. And it's hitting
17 again right as we speak. No.

18 What happened was I was actually
19 on a fishing boat off of Molokai about 20
20 miles out. And all of a sudden the weather
21 there just was came -- we were right in the
22 midst of a huge wind, but the weather forecast

1 was still talking about Hilo. And so when we
2 got back our captain, who was very politically
3 connected, if you will, he was livid. And so
4 what HOST did was take this to the Weather
5 Service and say "Look, you know you caused a
6 lot of problems because here on Molokai you're
7 talking about something going on in Hilo which
8 really doesn't have that much of an effect."
9 And they said "Okay. Tell us what you want."
10 And by God they did it. And now each island
11 has their own service that they can the
12 information out and so we don't have to put up
13 with Hilo when we're off Molokai or Oahu.

14 So, we do work very closely with
15 them, and of course, the Fish and Wildlife and
16 we do a lot with the Whale Sanctuary as well.

17 The programs that we've worked
18 with you folks on, obviously the current study
19 which was brought up prior to our discussion
20 here. They've been completed. And thank you
21 very much for doing that.

22 We also have been trying to look

1 at the PORTS system. At this point the
2 costing and funding appears to be a problem
3 and which areas to include. But PORTS is
4 something that I think Hawaii could use, and
5 hopefully we can find a way to make this
6 happen. Coast Pilot, of course, is being used
7 and that's something that is being very
8 helpful to our group as well.

9 Next one, please.

10 This is something that this brings
11 us to today. And when I say "today," it brings
12 us to today today. We need some help from
13 NOAA because what happened in Japan is going
14 to affect Hawaii someday. Now we don't know
15 when, but all of the stuff that washed into
16 the ocean in Japan is going to find its way to
17 Hawaii. And I know that because I have a very
18 close relation that did a study of currents
19 here around Oahu and a number of things that
20 he put in the ocean, notes in a bottle,
21 actually ended up in the Philippines and in
22 Japan. And so I know for a fact, and the

1 things that I've found in my lifetime, because
2 I've lived here my whole life and I've walked
3 on the beach many, many years. And the things
4 that we find here have come from Japan. So we
5 know it's coming.

6 And what's going to happen here is
7 if we get inundated by a bunch of stuff from
8 Japan, it's going to have a major impact on
9 Hawaii. Because the things that come ashore
10 can be very devastating to our tourists and
11 even to the maritime industry with big timbers
12 and parts of houses, or whatever is floating
13 out there, it's going to be contacting us in
14 many ways.

15 And what I would like to suggest,
16 is there a way that NOAA can help us, assist
17 us in trying to prepare for this activity
18 that's going to hit here? Now, I know it's
19 going to be difficult, and I know there's ways
20 of doing it; satellite imagery or even
21 figuring out ways that -- I don't have a clue,
22 to be honest with you. But we need some help.

1 And when I say that this is
2 something that's happening today, there was a
3 meeting of some NOAA people, and I don't know
4 where the meeting was, but a comment was made
5 at that meeting by a NOAA person, and I don't
6 know who it was, that they're not going to get
7 involved until it hits the beach. And that's
8 too late. We can't let it hit the beach. If
9 we can figure out a way to either find out
10 ahead of time so we can prepare or maybe even
11 go out and collect some of this stuff at sea.
12 But I don't think that waiting until it hits
13 the beach is what you folks want to have as
14 part of your goals and objectives with
15 something that's as important as that.

16 So, basically that's a cry that we
17 have is that this is coming and we need help.
18 And that we hope that we can get it from you.

19 That's pretty much my talk. And
20 I'll be happy to answer any questions after.

21 Thank you very much.

22 CHAIR WELCH: Okay. Good. Thank

1 you, Mr. Robin.

2 Okay. Mr. Brad Rimmel. Brad, go
3 right ahead.

4 MR. RIMMEL: Thank you.

5 Just a little background on
6 myself. I started sailing as a tug boater here
7 in the Island on January 1, 1975. I've been
8 around the state quite a bit.

9 I asked for your slide. I was
10 going to work off this a little bit. Thank
11 you very much. I'm glad you had this.

12 And all these readings that you
13 folks made have been very helpful.

14 With the towing business, and as
15 Captain Bob said, you know I've been involved
16 with towing Matson barges, you know when I was
17 with Hawaii Tug and Barge and Sause Bros. But
18 I'm just going to ride on the coattails of two
19 comments already made about currents. And the
20 currents do affect us in our transit inter-
21 island tremendously, and especially on the
22 Hamakua Coast right here.

1 And I'd like to keep in mind at
2 Haleakala at 10,000 feet and Mauna Kea at
3 12,000 feet creates a tremendous funnel effect
4 with the trade winds that normally blow. And
5 that those surface winds are below 10,000
6 feet. And what happens right in here is just
7 enhanced when you hear the weatherman on the
8 TV say we have balmy trade winds at 16 or 18
9 miles hour. Then our tugs poke their nose
10 outside of Molokini and all of a sudden we're
11 looking at nice blue skies, but we're looking
12 at a wall of water coming at us, but you'd
13 thank to God was on the other end of it with
14 a white sheet going like this, you know. I
15 mean, it just enhances the seas and that type
16 of thing.

17 It decreases the period between
18 swells. It's steeper and the wind increases
19 dramatically. But if we had information with
20 respect to currents, because we've seen our
21 tugs slow down dramatically, especially in
22 that area off the Halakua coastline on the Big

1 Island. We lose anywhere from half a knot to
2 up to a knot. It may not seem like a lot, but
3 our timed arrivals and our schedules are such
4 that it really affects the cost of the voyage,
5 not only for us but for our customers.

6 If there was some way you folks
7 could look at that; somehow, someway. I know
8 that I heard some comments about there's no
9 future plans about that type of exploration
10 and desire to do that type of thing at this
11 time. And I heard earlier before lunch, and
12 I sympathize with you folks a great deal in
13 respect to your budget and seeing the numbers
14 that you've put up there on the screen. And
15 I understand this may take an awful long time
16 for it to happen. But these currents around
17 the islands are very unpredictable. We don't
18 know which way they're going to come, when
19 they're going to come.

20 I know that Captain Baker deals
21 with currents off of Barbers Point Harbor that
22 are cross currents right into the channel that

1 they don't know what they're going to do until
2 they go out there with the pilot boat. And
3 that can change even by the time they get on
4 the bridge of the ship and start coming in.

5 So, it was nice to see this work
6 being done. And, again, I appreciate it a
7 whole bunch. But those currents, close-wise
8 currents and channel currents are really,
9 really important to us. I could go on and on
10 about it, but I don't want to beat up a dead
11 horse where you folks already heard it once
12 already with me, I mean other than myself.

13 Some things that have occurred
14 since Jeff Taylor came onboard over here has
15 been really helpful. Captain John, he just
16 did a great job with us. And Kyle's picked up
17 the baton and has run with it. And we
18 appreciate the effort and everything you're
19 doing a whole bunch.

20 I can't say enough about NOAA.
21 And thank you guys all very much for the work
22 that you do.

1 A comment about the things that
2 you do do and the products that you provide,
3 and the services you provide. I don't know if
4 you're aware, but I think the average mariner
5 out there really is not aware of all the
6 things you provide in respect to products and
7 services. If there was some means and ways --
8 and I've tried my best to educate myself of
9 all the things that you folks have, and
10 especially since I have a similar story as
11 Captain Bob here. I have a lot of sea time
12 and I got asked to come ashore as a port
13 captain with Hawaii Tug and Barge for a short
14 time and I'm with Sause Bros. And my wife
15 really liked it a lot more than I did, I
16 assure you. But it's been a great opportunity
17 and I've learned a lot about NOAA since I've
18 been on shore, more so then I was even when I
19 was out to sea.

20 But if there was some education
21 program or process you folks might want to
22 consider to promote your services and your

1 product, I think it could be helpful. But
2 that could be a double edged sword because all
3 of a sudden you'll find that maybe a lot of
4 people get educated about what you can do and
5 provide and it's free, and all of a sudden
6 you're going to get a lot of requests and your
7 budget's already been cut. So I don't know
8 how that would work out, really.

9 It's a tremendous job you folks
10 do, but I think that there's a lot of things
11 that aren't being utilized of all the things
12 that you do do in respect to the people you're
13 trying to provide it for. I think you'd be
14 surprised at how little some folks that really
15 need your product know about it.

16 Anyway, in respect to some of the
17 things that you've achieved over here in
18 weather reports. We go into Kaumalapau on the
19 Island of Lanai, right there. I notice you
20 have a buoy out there, or did. We rely on
21 that tremendously.

22 We get the weather report the day

1 before we load, or the day of that we load.
2 And we make our full decision whether we're
3 going to have any success with this voyage or
4 not that morning. Okay. It's a go. We load,
5 leave that night on Kaumalapau the next
6 following morning. And whether the surge
7 and/or the tide and the current and the wind
8 is going to be what it is predicted is going
9 to be the success story or not of that voyage.
10 And that island does not have a lot of
11 storage. As Captain Steve said, our
12 warehousing is in our transit. We don't have
13 a lot of warehousing. And they're not going
14 to increase the storage area out there in
15 tanks because of just the new regulations and
16 the cost in and of itself.

17 And if they run out of fuel and
18 we're on a two week schedule. And if we miss
19 one weekend, the next one's two weeks later.
20 So the last load was four weeks ago, we're
21 looking at the lights going out, possibly. So
22 that's how important that information is for

1 us for just going to Lanai. So, again, thank
2 you. Appreciate it.

3 I'm going to go ahead and pass it
4 on to the Coast Guard. I know that I've
5 ridden on the coattails of a lot of stuff
6 that's already been said here.

7 And again, thank you very much for
8 allowing us to be here and talk to you, and
9 for the job that you do. Appreciate it very
10 much.

11 CHAIR WELCH: Okay. Great.
12 Thanks for the comments.

13 And then let's go ahead and turn
14 to the Coast Guard and Lieutenant Doug Miller.

15 Lieutenant, go right ahead.

16 LIEUTENANT MILLER: Aloha,
17 everyone.

18 Just as a quick thing, prior to
19 this meeting we had some people do some clear-
20 cutting around one of our aids navigation.
21 Unfortunately, they didn't pay attention to
22 the endangered species plant that happened to

1 be right in the area. So I've got to go deal
2 with that after this.

3 First of all, I'd like to say that
4 the United States Coast Guard and NOAA have
5 had a long partnership. And we really
6 appreciate the partnership and good working
7 relationship we've had with all of you.

8 I've been doing waterways now in
9 the Coast Guard for about eight years, which
10 compared to my compatriots isn't very long but
11 for the Coast Guard that's actually an awfully
12 long time to be doing any particular one job.
13 Through Sector Long Island Sound and then out
14 here in Hawaii.

15 First, I'd like to focus on what
16 are we providing NOAA and what services does
17 the Coast Guard provide NOAA. The big thing
18 that I would say that we do is in the aids to
19 navigation realm. And what I mean by that is
20 all the buoys, all the ranges, all the private
21 aids to navigation, all the bridge data; all
22 that information is collected by the Coast

1 Guard. And with the exception of the bridge
2 data, that's put into our electronic systems
3 ATONIS. And then physically NOAA pulls from
4 the ATONIS system and that's where you guys
5 get your chart updates as far ATONIS and
6 everything else goes. And that system works
7 very, very well. And I can't say enough about
8 how well that works.

9 The same thing goes with the White
10 List. So I think that's a great success.

11 Another think that I would mention
12 we do partner with NOAA physically on marine
13 debris issues. Whenever our buoy tenders are
14 out, we actually try to see if we can
15 coordinate and go there in the
16 Papahanaumokuakea Marine National Monument and
17 pick up -- I know it's a long word -- debris
18 when we can. So, again, that's a great
19 partnership with NOAA.

20 Another thing that the Coast Guard
21 provides the local area -- and I can slow down
22 my talking. I'm a New Englander, I talk fast.

1 I got to remember this is Hawaii. I have
2 time.

3 CHAIR WELCH: I think I'm
4 following you, but I guess our court reporter
5 is the key person.

6 LIEUTENANT MILLER: So I'll slow
7 down.

8 Another service that we provide is
9 the local Notice to Mariners, which is a
10 publication that's put out to mariners that
11 lets people know what changes have been made
12 in the area and what hazards or anything they
13 have to watch out for.

14 We also do Broadcast Notice to
15 Mariners which is basically just a broadcast
16 over the airways of anything that should
17 become hazardous.

18 And then we also do, things that
19 directly affect NOAA are the HYDROPACs and
20 NAVPACs which are basically broadcasts that
21 are more than 200 nautical miles offshore.

22 And with that, we also have our

1 WLB fleet, which is basically our black hulled
2 buoy tenders. We have three buoy tenders here
3 in D-14 and they are the Kukui and the Walnut
4 which is stationed here in Honolulu and then
5 we have the Sequoia which is stationed down in
6 Guam.

7 Now how that's important for
8 everyone here is we really, really try to
9 partner with NOAA for the NOAA sea buoys, for
10 the dart buoys, for the tidal gauges; for all
11 these other things that are happening out in
12 the Pacific. They are vessels of opportunity
13 that physically when we're in the area we will
14 try to assist you with working the gauges,
15 working the buoys. And actually, we are
16 allocated X many hours per year physically to
17 help NOAA with the NOAA buoy system.

18 You know, sometimes because of the
19 size of the buoys, sometimes we can hook them
20 up, sometimes we miss them. It's a hit or
21 miss depending on the weather. So that is a
22 service that we provide.

1 Services that you guys provide us.
2 It would be a very, very long list if I tried
3 to list everything. So I think instead of
4 listing everything, I'm going to capitalize on
5 what I think we can improve.

6 The first thing I'd like to touch
7 on is the electronic charts versus the paper
8 charts. Right now there are some subtle
9 discrepancies that we see between the ENC's and
10 the RNC's, and again the Raster charts when you
11 toss those in, too. And I think that from the
12 mariner's standpoint and from the Coast
13 Guard's standpoint it's very critical that we
14 have a seamless marriage between those data
15 streams so as not to create confusion to the
16 mariners as to what is actually there.

17 A good example of that is the
18 recent confusion we've had with the range
19 lines between the RNC and the ENC. So I think
20 that that's a way that the Coast Guard can
21 provide you possibly better data and that we
22 can try to bring those things into parallel

1 with one another.

2 Another issue that I'd like to
3 bring up is specifically chart inserts. Here
4 in the Hawaiian Island, like I'm going to use
5 Lahaina as an example, I've got eight buoys
6 inside of approximately one square centimeter
7 on the highest chart that I can get. There's
8 probably a very easy mechanism in place for us
9 to request inserts to do, I'm not sure of what
10 that is, and I'm not sure the mariners know
11 what that is. So maybe that's something that
12 we can address.

13 Again, if the chart's not used for
14 navigation and the information is not reliable
15 and it's of a scale that you can't really see
16 what's there, then the chart's no good. So I
17 think that's something. And again, if no
18 one's providing you that information that hey
19 we need a better scale chart, then how do you
20 know that it's not working.

21 Another issue that's recently come
22 up specifically here in D-14 that we're trying

1 to address is private aids to navigation, or
2 what I'll refer to as PATON.

3 What do we do from a charting
4 standpoint when we have disestablished a PATON
5 because the person is no longer maintaining
6 that, but the PATON is still present. The
7 person has not removed it. So technically
8 it's still there, so is it do we chart it?
9 But then who is now responsible for making
10 sure that it's still there, it's maintained
11 and all that other stuff?

12 So we have this discrepancies
13 because typically with a federal aid to
14 navigation as soon as we take it out of the
15 water, we let you know, it would be in ATONIS
16 that it's no longer there. With private aids
17 to navigation when we disestablish something,
18 it may be disestablished in ATONIS, which is
19 our data system, the physical aid may still be
20 there. So I think that's a discrepancy that
21 NOAA and the United States Coast Guard have to
22 officially work out with one another.

1 And another thing to echo what was
2 said here earlier specifically in regard to
3 post-storm surveys and recovery, the use of a
4 side-scan sonar team where that can greatly
5 facilitate the reopening of a port. I know we
6 do have some service locally on island, but I
7 know that that's going to be really key should
8 anything significantly happen is to run that
9 sonar, run that data through there to get
10 commerce moving as quickly as possible.

11 So I think that's the big areas
12 that I wanted to touch upon.

13 And again, I'd like to thank
14 everyone here for your partnership, and coming
15 out to Hawaii.

16 And I guess we're open for
17 questions now.

18 CHAIR WELCH: Okay. Good.

19 Since Lieutenant Miller is going
20 to have to leave in about ten minutes, let me
21 encourage if anybody has a question directed
22 to him, to ask that. So, Sherri?

1 MEMBER HICKMAN: Yes. Actually
2 mine is directed to Captain Steve. It's more
3 of a comment, and maybe something for
4 everybody to look into in Houston.

5 It appears we have the same thing.
6 The pilot boat runs in the Mississippi River
7 for after Katrina; it was Lake Charles after
8 Rita, it was Houston after Ike. We run our
9 pilot boats with our little bathyometers and
10 we look for any big obstruction.

11 And in Houston, and I've mentioned
12 it to this Panel before, at least those that
13 are still here and not the new ones, but we
14 have actually tried to come up with plans from
15 NOAA for us to have a side-scan sonar on one
16 of our boats. And if you guys sit it here,
17 all they have to do is bring the team in to
18 read the information. They don't have to bring
19 a boat in. They don't have to bring the side-
20 scan sonar. Just come onboard our boat and
21 run the equipment.

22 We haven't gotten too much headway

1 with that. But we're willing to even to pay
2 for that in Houston so that we can open much
3 quicker after a storm. So I think that might
4 -- if we get off with it, I think that's
5 something that you guys might want to look
6 into as well.

7 CHAIR WELCH: Thanks, Sherri.

8 Anybody else that has a comment or
9 a question particularly for Lieutenant Miller?
10 Yes, go ahead, Lawson.

11 MEMBER BRIGHAM: Yes. I wondered
12 if the Coast Guard had put out any
13 information, safety bulletin or something,
14 about this potential deluge of debris across
15 the Pacific Ocean because maybe Matson or
16 somebody will find it as they transit the
17 ocean.

18 I've heard about it because we
19 think in Alaska it will come up enough across
20 the Pacific and reach the Aleutian Chain, and
21 it might be nuclear debris; who knows? And so
22 it's an issue.

1 Coast Guard sending anything into
2 Washington or to the world on this issue?

3 LIEUTENANT MILLER: We actually
4 had direction from Washington to run something
5 in the local Notice to Mariners, specifically
6 in regard to potential debris floating from
7 Japan. It should be in the local Notice to
8 Mariners, but I can check that when I get back
9 and make sure that it is actually being
10 included in it.

11 CHAIR WELCH: Yes. Jeff?

12 MEMBER CAROTHERS: Yes. Jeff
13 Carothers here.

14 Yes, I kind of want to address
15 your question, I think two of you had a
16 question on the quick turnaround on survey
17 after the event, side-scan, or whatever. Is
18 that required in NOAA's bailiwick or is it
19 more -- I know I'm from California. I mean,
20 the Corps of Engineers does a lot of that type
21 of clearance, even private industry does a lot
22 of that type of cleaning up. So I'm just

1 wondering if the Corps of Engineers has any
2 equipment and people here to help clear.

3 LIEUTENANT MILLER: Corps of
4 Engineers has some equipment here, but they
5 don't have anything that's capable, that I'm
6 aware of, for side-scan sonar or anything like
7 that.

8 MEMBER CAROTHERS: How about the
9 Navy.

10 LIEUTENANT MILLER: Now the Navy
11 may, or private company may. But then the
12 problem is you're going to run into with that
13 is you're talking about legal liability.

14 MEMBER CAROTHERS: Yes.

15 LIEUTENANT MILLER: It's, you know
16 I can take data from the Army Corps of
17 Engineers from NOAA and that's good for
18 liability. If I take information directly from
19 the pilot boats, now who has liability if
20 there's actually something there? So that's
21 something I would run by our legal department
22 prior to moving forward with that.

1 I think it's good information to
2 consider prior to opening the port, and Ms.
3 Rehnquist would probably have an interest in
4 that as far as from the Captain of the Port
5 reopening the port goes. But I do think that
6 there's probably a legal issue there that
7 would need to be worked out first.

8 MEMBER CAROTHERS: If it's
9 coordinated --

10 LIEUTENANT MILLER: Yes, if it's
11 coordinated it's fine.

12 CHAIR WELCH: Lieutenant Ryan?

13 COURT REPORTER: Could you use the
14 microphone?

15 LT. RYAN: Oh, yes. Sorry.

16 I sit on a group with Sector
17 Honolulu with the Navy and some industry
18 folks. If Honolulu Harbor were to be shutdown
19 due to a catastrophic event such as a
20 hurricane or a tsunami or major earthquake, or
21 something, the Maritime Transportation Salvage
22 Recovery Unit, which is kind of headed by

1 Lieutenant -- and Brad's online coming up with
2 contingency on how we're going to get stuff to
3 Hawaii although the harbor is down. And one
4 of those has to do with using Pearl Harbor and
5 some of their facilities. And a part of that
6 conversation has been if we wanted to get the
7 port open without any salvaging, it has side-
8 scan equipment that we could put on any boat.
9 And they've agreed to let us use that provided
10 there's not a national defense mission. You
11 know, they wouldn't use it to update any
12 charts, but that would be a tool that a
13 Captain of the Port would use it, you know at
14 her discretion, it's available. But there's -
15 - you know, it's a liability thing. They're
16 going to provide even the operator. But he's
17 not going to say "Oh, yes, the channel's
18 clear." You know, that's up to the Captain of
19 the Port. But we do have some assets here,
20 but not like at NRT.

21 CHAIR WELCH: Okay. And let's
22 have a comment from the Corps of Engineers.

1 Why don't you come on up? And speak into a
2 mic, if you would please.

3 MS. PODOSKI: My name is Jessica
4 Podoski, I'm from the Corps of Engineers, so
5 I just wanted to address that.

6 We don't have side-scanners on our
7 capability locally. Typically Portland
8 District is our survey office. And they come
9 over. We just don't do enough out here to
10 maintain that equipment.

11 CHAIR WELCH: Thanks.

12 Okay. Joyce Miller had her hand
13 up.

14 MEMBER MILLER: There is a multi-
15 beam capable launch out here. It's used for
16 Benthic Habitat mapping. It sits in the Port
17 of Honolulu at Pier 45. It's a NOAA vessel.
18 Again, it's a question of habitat mapping
19 versus nautical charting. This launch was
20 used to make the Honolulu Harbor recent
21 survey. In collaboration with Coast Survey
22 they sent people out here to run it or to run

1 the survey, the launch was used. And the
2 person that's in charge of the launch right
3 now will be here on Friday, Dr. John Rooney.
4 But it's something that's in discussion with
5 Coast Survey.

6 We've also used in Rota, Tinian
7 and Saipan harbors for official charting
8 surveys.

9 So it is capable of that, but it's
10 an asset that's funded by primarily habitat
11 mapping for the coral program.

12 So we've had various discussions
13 with Lieutenant Ryan and so forth about how
14 better to possibly use that asset here
15 locally. And also with Army Corps and also
16 with Coast Survey. You know, a variety of
17 groups.

18 CHAIR WELCH: Okay. Yes, if you
19 could identify yourself and make a comment,
20 that's be great.

21 MR. BALSER: Yes. just a quick
22 remark. My name is Richard Balser. I'm with

1 PACFLT but representing the Naval Metrology
2 and Oceanography Command.

3 And one of their assets is the
4 Fleet Survey Team, which is specifically on a
5 fly away team recall during the hurricane
6 season. With 48 hours notice they can be out
7 to wherever displaced with their fly away
8 capability, which includes either a boat
9 opportunity or one of their boats that
10 includes side-scan sonar and multi-beam
11 capability. And we have that coordinated
12 through Pearl Harbor through Emergency
13 Operations.

14 If there is an event requiring
15 rapid port clearance, that's a viable option
16 for executing a rapid turnaround survey.

17 CHAIR WELCH: Okay. Good. Thank
18 you.

19 Robin, I wonder if do you ever as
20 part of HOST ever have sort of themes to your
21 meeting and would a theme be trying to bring
22 all the various people that have interest in

1 this or possible assets and discussing some
2 kind of cooperative arrangement -

3 MR. BOND: Yes. Basically, that
4 is one of the things that HOST tries to do is
5 act as a forum to bring groups together. So
6 if something comes up where we need to get the
7 Navy and the Coast Guard and maritime group
8 together, we can do that. In fact, we did it
9 just recently, we've done that type of thing.
10 So, yes, we can do it to answer your question.

11 CHAIR WELCH: All right.

12 MEMBER MILLER: One comment about
13 Robin's question about marine debris. There
14 is a NOAA Office of Marine Debris. I mean,
15 you can simply Google it. It's quite easy.
16 But there's also a group here that actively
17 takes marine debris out of the northwestern
18 Hawaiian Islands, and also locally. It's a
19 NOAA group.

20 And so I can't say I haven't been
21 in touch with them. But, you know if anybody
22 were bracing for this onslaught of marine

1 debris, it would be that office.

2 MR. BOND: And I fully agree with
3 that. And I've been involved with the
4 northwest island cleanup since it began. I've
5 been on that committee.

6 And what I said today, there was a
7 meeting and I have no idea where the meeting
8 was, but it was reported to me just at
9 lunchtime that somebody, a very informed
10 person, let somebody know, they called me that
11 NOAA had said they weren't planning on doing
12 anything. And I don't really think that's
13 going to happen, but I just want to let you
14 folks know the importance to Hawaii for some
15 kind of a heads-up or some kind of, I guess
16 trying to figure out what goes on before it
17 gets here and how important that's going to be
18 for us and allow us to prepare for it somehow.
19 I don't know how that's going to be.

20 But thank you very much, and I--

21 MEMBER MILLER: And I would
22 contact the Marine Debris folks.

1 MR. BOND: Absolutely.

2 MEMBER MILLER: And they could let
3 you know what's what.

4 MR. BOND: Yes, we do work with
5 that group. Yes, we do.

6 CHAIR WELCH: Okay. I'd also like
7 to acknowledge the presence here representing
8 the U.S. Navy, of Lieutenant Major. And thank
9 you for coming. He doesn't have any official
10 remarks, I don't think. But I invited him.
11 If we say something that inspires him or
12 annoys him, to feel free to come up and
13 participate in the discussion.

14 We appreciate you being here.

15 Okay. Did we have some other
16 comments?

17 Captain John.

18 CAPT. LOWELL: To address Robin's
19 comment. Number one, is the person who made
20 that statement was me. And I spoke somewhat
21 hastily and probably out of turn there. That
22 was at a meeting we held over at the Pilot

1 Station yesterday morning.

2 I guess I was aware of the marine
3 debris coming. My notes coming out of that
4 meeting were pretty clear to myself that I was
5 willing to approach the Marine Debris -- and
6 get them involved and make sure they're aware.

7 I don't know what their thinking
8 is on this or how they're handling this, but
9 if they are actively working on this, then
10 they need to communicate out what it is
11 they're doing, where it is they're going. If
12 they're not, well then that's maybe something
13 they should think about.

14 So that's kind of my take away
15 here on the marine debris issue.

16 MR. BOND: Thank you.

17 CAPT. LOWELL: And I Take full
18 credit for the remarks.

19 CHAIR WELCH: He's a stand-up guy.
20 Gary Jeffress?

21 MEMBER JEFFRESS: Gary Jeffress.

22 Mr. Bond, what is the actual pre-

1 concern about the marine debris? Is it
2 navigation problem or is like a hazard for
3 surfers, or is it just the fact that it's
4 unsightly?

5 MR. BOND: Yes, and more.

6 Actually, the way I would look at
7 it if I were personally trying to give some
8 idea, it's going to break up between Japan and
9 here. The house that you saw floating off of
10 Japan, it's going to deteriorate to some
11 degree. But there are large timbers, there
12 are trees and we don't know if any of this
13 stuff is radioactive, but we'll have to find
14 out. But we don't know what it's going to be
15 when it gets here.

16 Some of the information that I
17 have is that it can take up to years to get
18 from one place to another. It gets caught in
19 a gyre and, as you all know, it spins around
20 for a while and then when the conditions are
21 right, parts of it deflect off and come
22 ashore.

1 Now it's going to affect our
2 tourism if it starts coming ashore in Waikiki.
3 If big things start coming ashore, it's going
4 to be a hazard to a small boats, maybe even
5 large vessels, I'm not sure. But if it's a
6 tree or a timber, it can be a hazard to large
7 vessels as well.

8 But we're concerned about just
9 knowing what it is so we can be ready. We can
10 work with the state and get them to understand
11 what's coming. And then we can have a plan in
12 place before it hits our beaches as to what we
13 want to do. A lot of times it's closing a
14 beach. And if something's coming ashore --
15 I've actually closed a number of beaches
16 myself because of timbers and oil, and other
17 thing such as even box jellyfish, we closed
18 because of that.

19 So, it's just giving us a chance
20 in Hawaii to be prepared; that's all it is.

21 MEMBER MILLER: Well, there's the
22 other aspect of it also that, you know how

1 much plastic is washed out to sea? And for
2 our sea life, I don't know if you've seen some
3 of the pictures from Midway and so forth,
4 these birds that just stuffed full of little
5 plastic pieces or monk seals and turtles that
6 are entangled in nets and so forth. But you
7 know, that's more up in the northwestern
8 Hawaiian Islands. But I can't imagine how
9 much, you know besides trees and houses, how
10 much plastic was washed into the ocean and is
11 going to end up on somebody's shores.

12 CHAIR WELCH: Okay. Other
13 comments or questions from Panelists?

14 Let me ask a couple of questions,
15 if I could.

16 Captain Steve, on some of the
17 pilotage comments you made. When you have
18 large cruise ships like the NCL interisland
19 cruise ship, is it using a pilot each time it
20 enters the harbor or each pilot each day?

21 CAPT. BAKER: We work with them in
22 the beginning when they started. But they are

1 a U.S. flag vessel. It's one of the only
2 large ships that are registered that way, so
3 they have a U.S. crew. Officers are U.S.
4 citizens with licenses. And after they've
5 made their trips and obtained the number of
6 round trips they needed, they began getting
7 their own pilotage and now they do all their
8 own work.

9 CHAIR WELCH: Well, what happens
10 with the foreign-flagged ship that comes in
11 from Mexico and then does an interisland --

12 CAPT. BAKER: Yes. Any other
13 foreign-flagged vessel is required to take a
14 state pilot.

15 CHAIR WELCH: Since they're
16 entering a port, the way I understand it
17 virtually everyday, does your pilot just stay
18 on the ship?

19 CAPT. BAKER: Yes. If the ports
20 are in succession, we don't have layday in
21 between. We don't do the anchorage ports.
22 And they do go and anchor off of Liana and off

1 Kona. And those are not state pilotage
2 waters. So if they've got that in between,
3 we'll be getting off because we don't stay on
4 board for that week. But otherwise, I just did
5 two weeks in the neighbor islands. I was on
6 the Carnival Spirit for several days. And
7 that usually lends to my wife accusing me of
8 not working.

9 CHAIR WELCH: How many actual
10 ports are there in the state, or about?

11 CAPT. BAKER: Well, there's two on
12 Oahu. Two on Kauai, one of which we don't
13 have any deep draft traffic going into the
14 port, which is Port Allen. We used to until
15 1992 when they had the hurricane at that time,
16 there was damage to the main pier there and
17 it's never been repaired. So, that's all small
18 boat traffic into that harbor now.

19 Maui only has one port deep draft.
20 That's Kahalui. And then we have two on the
21 Big Island, which is Hilo on one side and then
22 on the northwest at the top is Kawaihae. And

1 we provide services to all those ports.

2 CHAIR WELCH: Okay. Thank you.

3 And the Matson cattle ships, are
4 you still running Matson cattle ships?

5 CAPT. LAMB: Well, we bring the
6 livestock from the neighbor islands to
7 Honolulu by barge or vice versa if they're
8 coming from the mainland and going to the
9 islands. And for some reason, it goes both
10 ways.

11 CHAIR WELCH: We're not visiting a
12 cattle ship tomorrow?

13 CAPT. BAKER: No. They do bring
14 pigs on a regular basis, though, to the
15 island. Live pig.

16 CAPT. LAMB: Yes. We'll bring
17 horses, cattle, goats, sheep, dogs out here.
18 Mostly the other way I've only heard of cattle
19 going out. But, yes, we still do that.

20 And the Mahi Mahi, I don't know if
21 they're bringing any in tomorrow, but as we
22 drive through the terminal if there's any,

1 I'll point them to you. They're easy to spot,
2 those containers.

3 CHAIR WELCH: Okay. Is there
4 still a Lurline in the Matson fleet?

5 CAPT. LAMB: The Lurline is laid
6 up right now in Oakland.

7 CHAIR WELCH: Okay.

8 CAPT. LAMB: And we have a couple
9 of ships in lay-up status, two right now. And
10 they're there for shipyard reliefs of vessels
11 when they go to the yards.

12 CHAIR WELCH: Okay.

13 MR. RIMMEL: I got a funny sea
14 story to tell you about cattle barges if you
15 want to hear it on a break.

16 CHAIR WELCH: You don't think we
17 ought to put it officially on the record?

18 MR. RIMMEL: There's some colorful
19 language.

20 CHAIR WELCH: Okay. Brad, can you
21 give us a little bit more. I'm not sure we're
22 going to officially see a tow and barge

1 combination tomorrow. Maybe we will
2 incidentally. But can you sort of draw a
3 picture with words for some of us as to types
4 of vessels and barges, tows that you run?

5 MR. RIMMEL: The tug and barge
6 industry here handles all -- a good into the
7 90 percentile easily of cargo arriving in --
8 we like to call them outside islands from here
9 on Oahu. But if we were sitting on Kauai
10 right now, they would call us an outside
11 island.

12 All the fuel, for example, goes
13 from Honolulu to all the islands. All the
14 fuel that they receive is by barge.

15 The great majority of the cargo
16 going to Maui, the Big Island, Molokai, Lanai
17 and Kauai is all by barge.

18 Now, Young Brothers is a primary
19 mover of general cargo, and they're controlled
20 by the PUC, the Public Utilities Commission,
21 and they have their tugs that tow them. They
22 have a regular tariff scheduled and rate that

1 they provide.

2 We at Sause Bros are contracting
3 out boats out to Matson. We haul the petroleum
4 barge for Gasco. We haul a fuel barge for
5 Chevron, a 65,000 barrel barge, mostly clean
6 product, nav gas, diesel and your unleaded and
7 premium gas for the cars and gas stations.

8 Tesoro has a group that is taken
9 care of by KC Towing. You may have heard of
10 them. They were just bought out here recently
11 by Kirby. But that's all by barge also, which
12 is bunker fuels for the electric plants for
13 Miko and Hiko and the Big Island, Niihau and
14 Maui. Kauai gets it from them also.

15 The scheduling is critical. If we
16 have weather systems, and they don't have to
17 be extreme weather, but as Captain Steve
18 mentioned, if you have a weather time, the
19 north swell which the surfers love to death an
20 you've all heard about it in Waimea and Makaha
21 and Sunset Beach. But when those waves come
22 in, it closes out Kahalui, for example. And

1 if you don't get into Kahalui, that's your
2 only commercial port on Maui. And if they
3 don't get fuel in there, if they miss two
4 weeks, they start running out and it gets
5 critical. Really critical.

6 One of the big problems we're
7 experiencing also is berth availability. And
8 a lot of our vessels from when I first
9 started, we used to double tow all the time
10 with barges averaging between 240 to 260 --
11 280 feet. Now we have barges in the 300s.
12 They're talking about bringing in barges now
13 of 400 feet. Now you're competing with the
14 passenger ships. You're competing with the
15 fuel barges that are bigger. The first fuel
16 barge that I towed over here was only -- it
17 was a big barge, a 55,000 barrel barge, now we
18 got 65,000 barrel and upwards to 70. And it's
19 just the berthing becomes a real nightmare.

20 If something happens because of
21 weather, everything just starts snapping up in
22 respect to, you know to your swells and surges

1 and whatnot.

2 The surge alone sometimes can keep
3 fuel barges from discharging. We've found
4 that to be a problem even with the container
5 barges. You know, if you get more than a
6 three foot surge in a self-loading discharging
7 container barge dropping those boxes down onto
8 the chassis it get a little precarious when
9 you're doing all that type of thing.

10 So when you folks give us a lot of
11 this information, as I mentioned in Lanai, the
12 surges will either make or break your ability
13 to get in or out of port. And some ports like
14 Kaumalapau or Kaunakakai on Molokai, that type
15 of thing.

16 So in scheduling it's just
17 critical. It's really critical. It's your
18 warehouse system essentially for the stay.

19 When you talk about heavy weather
20 issues, we'll get underway with the tugs and
21 barges a lot of times, but you know we'll just
22 end up doing circles off port waiting for the

1 best window we can get to get in or out.

2 The wind issues in Kawaihae become
3 really, really important. It's not a real
4 difficult port to get in and out with respect
5 to maneuverability, but when you've got those
6 strong trade winds, as I mentioned, with the
7 islands and if it comes up on Kawaihae on the
8 one side it's real dry. So during the day as
9 the land heats up, sometimes you get, as the
10 Aussies might say, these real willie-willie
11 that just wants to come screaming down the
12 mountain. You'll see this dust cloud starting
13 to come. You know you got about 8 or 12
14 minutes and then once it hits and wind will
15 peak up to 30-35 knots like that.

16 So the wind meters that we've
17 gotten inside Kawaihae Harbor have been really
18 helpfully because our guys coming off port are
19 shortening up tow a mile and a half out, and
20 they're doing their best to look inside to see
21 what we got. But then we have people with
22 cell phones now, which is great. My time we

1 didn't have that. But you know you're finding
2 out how's the wind inside. It's not uncommon
3 sometimes when you go in there and here comes
4 the wind, and you got to do a round circle and
5 get back out. Because, again, these barges
6 have increased in size. And as any mariner
7 knows, you got all that wind surface on
8 container barges or some of these roll on/roll
9 off barges that are quite high, it's just --
10 you know, it just blows you right off the
11 pier. You don't have a chance.

12 One of the issues we have in some
13 of the commercial harbors, such as Kawaihae,
14 a little bit in Barbers Point, you're sharing
15 it with private users of the private boat
16 community. So you have some issues with that.
17 But that's nothing you folks really can do
18 anything about. But it's just another issue
19 we have to deal with.

20 If we've been Kawaihae before, we
21 come in at night and some private boat came up
22 from Tahiti or southern California and decided

1 they're going to anchor up at Kawaihae Harbor
2 at 0300 and we show up at 0545 it's still
3 dark, and what's that white little blurb over
4 there. And it's a sailboat. And the DLNR
5 doesn't know a thing about it. You know,
6 that's always fun to deal with, you know that
7 type of things.

8 One of the things that Coast Guard
9 mentioned was the private needs aids in
10 navigation. Keehi Lagoon there's a range
11 light that we had a wind storm a number of
12 years back. I want to say at least four or
13 five years, but the aft range board fell down.
14 We have a channel that's only a 100 feet wide.
15 We go in there with a 6,000 ton sand barge for
16 Ameron, it's a commercial pier but it's in a
17 private boat harbor. So the state is passing
18 this hot potato back and forth with who is
19 responsible to fix it. And in the meantime we
20 still went to get in there with that barge.
21 And the board hasn't been fixed. And I don't
22 know what's going to happen with that. And

1 that's a navigational aid issue.

2 And we got very little in respect
3 to navigational aids even in that channel.
4 It's a skinny little channel, it's only 100
5 feet wide, you know.

6 Scheduling. You asked me about
7 that real quick. Young Brothers goes into
8 Hilo twice a week. Kahului three times a
9 week. We got into the Big Island with the
10 Matson barges twice a week to Hilo, twice a
11 week into Kawaihae. We go into Nawiliwili
12 once a week, Kahului three times a week. And
13 Kaunapali with the fuel barge once every two
14 weeks. Into Kahului, Hilo with the fuel barge
15 once every week. We're throw in Kawaihae every
16 fourth week. Kaunakakai and Molokai once every
17 fourth week with that same fuel barge. And
18 also in Port Allen on Kauai with the fuel
19 barge. So that's just us for example.

20 CHAIR WELCH: Okay. Good.

21 Yes, Captain?

22 CAPT. LAMB: If I could, you asked

1 about seeing a barge operation. When we're on
2 the dock tomorrow you will see two of our
3 barges, the Haleakala and the Mauna Loa. Those
4 are both fully -- what's the word I'm looking
5 for? They have a container crane on them. I
6 can't think of the word --

7 MEMBER DIONNE: Self-contained.

8 CAPT. LAMB: Self-contained, yes.
9 Sure.

10 And one of them if we get it out
11 on time, will leave at 10:30 tomorrow from the
12 Matson terminal. So we might actually see that
13 pull away. I think we're scheduled to leave
14 here at 9:00. If the tour takes an hour on
15 the ship, we could be there when she's
16 scheduled to leave.

17 There is an Aloha cargo transit
18 barge that's coming into Pier 1, and we can
19 probably see that operation if she's coming in
20 at 1100 tomorrow. So there is a chance we'll
21 see barges leaving the port.

22 CHAIR WELCH: Well, I know back on

1 the mainland there are extensive barge
2 networks, both within the rivers and up and
3 down the coast. And a lot of people just
4 don't realize it. They think ships are ships
5 and they don't understand seagoing barges and
6 that type of thing. And, of course, that's
7 even more prominent in the transportation
8 network here. And so it's another aspect of
9 the commercial maritime transportation that -
10 -

11 MR. RIMMEL: How many folks are
12 going on this tour? Twenty, I think.

13 CHAIR WELCH: Tomorrow?

14 MR. RIMMEL: Yes.

15 CHAIR WELCH: Yes, just pretty
16 much the folks you see sitting here at the
17 table, I think.

18 Several of the panelists made some
19 comments about the possible desirability of a
20 PORTS system in Hawaii, particularly in some
21 of the features that you'd like to see. You
22 know, this is something that this Panel has

1 been talking with people in other locations,
2 either nav port systems and would like them.
3 And, you know, people that have been wanting
4 them up until now who have sort of gotten
5 their act together and pushed hard have been -
6 - NOAA's been pretty good in working with
7 people to establish systems. But the key
8 unanswered question for just about everybody
9 is: How do you fund the maintenance? And
10 NOAA has little, if any, money for that. And
11 the trend of helping to contribute to
12 maintenance for a few years, and that may have
13 been a budget roadblock. And there's no set
14 template nationwide for what the local share
15 of how the local folks raise their share;
16 whether they get it through state
17 appropriations or some kind of an assessment
18 on the users. And it's sort of a glaring
19 unanswered question of how the ports --
20 through the ports community.

21 And so if I had one thing to say
22 to you all, if you could get your act together

1 on the maintenance money, you'd be able to
2 make a much stronger case to the Federal
3 Government about help in establishing them,
4 even in these constrained Federal budget
5 times.

6 Rich, do you have any comment?

7 MR. EDWING: Yes.

8 CHAIR WELCH: It's within his
9 portfolio.

10 MR. EDWING: Right. So we had
11 some discussions yesterday and the interest
12 was expressed. But it sounds like there's
13 some still some discussions going on locally
14 about how many sensors and where, and knowing
15 how much it's going to cost. So I certainly
16 offered to provide assistance with somebody to
17 help maybe refine those requirements where you
18 really need stuff, give you some rough cost
19 estimate, those sorts of things that can maybe
20 help you put together your business case, and
21 also to share experiences from some of the
22 other PORTS system, how they've gone about

1 pursuing funding and try and get that part of
2 it together as well.

3 So we're certainly more than glad
4 to share those experiences with folks.

5 CHAIR WELCH: There have been two
6 or three economic studies, the most recent one
7 being up in the Columbia River about the
8 economic case for having for a PORTS system.
9 And you might want to, if you haven't seen it,
10 get those studies and see what they say about
11 these other locations and see how that might
12 relate to your local situation. Because that
13 is the basis on which to make a credible case,
14 and they really have magnified economic
15 benefits for this type of expenditure.

16 MR. RIMMEL: And we hear you load
17 and clear when it comes to the finance aspect
18 of it. But one of the issues that we deal with
19 here is we don't have a port authority. I
20 wish we did most of the time.

21 The Department of Transportation
22 has three divisions within it: Airports,

1 highways and then harbors. So it's strictly
2 run by the state. So it's an issue. It's an
3 issue of security, especially we've just been
4 pretty successful with this security group or
5 committee getting some grant money for that.
6 I've had the opportunity to be involved with
7 that committee. I'm also involved with the
8 area Maritime Contingency Planning Committee
9 and we talk about a lot of some of the other
10 issues that you've brought up in respect to
11 the respect to the availability of some of the
12 equipment to have to bear when we have to
13 reopen the port because of an emergency and
14 that type of thing that Kyle was talking
15 about.

16 But it's been a chore with
17 Department of Transportation and Harbors
18 Division when it comes to that kind of stuff.
19 I'll just say that.

20 CHAIR WELCH: Okay. Other
21 Panelists? No? Okay.

22 Captain Lowell?

1 CAPT. LOWELL: A couple of
2 questions.

3 The HOST meetings that you put
4 together and organized. Can I assume that
5 there's also the environmental side that's
6 there and so they're bring in their concerns
7 based on issues that are at hand?

8 CAPT. LAMB: Yes. Our meetings,
9 we have a meeting once a month for the Board,
10 and it's open to the public. And we do get
11 people that just drop in. And our Board is
12 made up of 14 individuals with backups. And
13 it covers everything from recreational boating
14 to I'm a citizen. That's my position on it.
15 And I don't know why I'm the Chairman, but
16 partly because of him. But they're open.

17 We try to get as much of the
18 maritime people as possible. And it does
19 impact a lot on the environment as well as
20 regular safety.

21 And we're not just the port safety
22 team. We handle all the water as well between

1 the islands and around the islands. Anything
2 having to do with the ocean we get to do all
3 of that, which is kind of exciting and kind of
4 fun.

5 CAPT. LOWELL: Okay. Thank you
6 for that.

7 My next question would be
8 contrasting between what Brad was talking and
9 what Bob was talking about being on the ocean
10 current side. But what is cost involved in
11 one of the deeper ocean buoys? Is that
12 something that you've completed or is that --

13 MR. EDWING: Well, that's really
14 NGDC the offshore ability that they've been
15 adding currents capabilities to.

16 CAPT. LOWELL: So between the
17 islands and any of these areas?

18 MR. EDWING: Well, and I'm
19 thinking there may be two possible solutions
20 between the islands. I don't know what HFR
21 assets are in place here. But you're looking
22 for kind of real-time data or a good forecast

1 model, I think to help with that issue. So
2 that was the notes I've made to myself to look
3 at those two possible solutions for that.

4 Obviously, the recent survey we do
5 will help with the predictions. But if those
6 winds are blowing all the time, there'll be a
7 cap for the predictions. But if they're more
8 out the side, then they won't. But a model
9 that takes into account when those winds kick
10 up.

11 MR. RIMMEL: We don't have as much
12 a problem with the winds as we do the current.

13 MR. EDWING: Right. As I was
14 saying, the winds are probably help drive that
15 current.

16 MR. RIMMEL: You'd think so. But
17 we get an opposite current on the coastline of
18 opposite what you think you'd get with the
19 normal trade winds, which is pretty unusual.

20 MR. EDWING: And again, this is
21 recent current survey. But if we have
22 information to be able to understand what's

1 going on, we may able to do some --

2 MR. RIMMEL: Yes.

3 MR. EDWING: -- forecasting which
4 I think will help you.

5 MR. RIMMEL: Very much appreciate
6 it.

7 MR. EDWING: And if there's HFR
8 assets on the island, which I'm not sure for
9 real-time information.

10 LIEUTENANT MILLER: There's also
11 considerable capability at the university. I
12 don't know if any of the folks that were
13 talking about currents, you know there's the
14 sea level -- Dr. Marra, do you --

15 DR. MARRA: Well, I don't know the
16 exact details. I used basically the ocean
17 observing system.

18 LIEUTENANT MILLER: Yes, so I
19 think there is considerable work that's done
20 at the university on these current models and
21 so forth. It might be worth connecting with
22 those groups to see, you know, who is doing

1 what in terms of local current modeling right
2 around the island.

3 CAPT. BAKER: Yes, UH does have a
4 website and they've got a lot of their data up
5 and it's almost real-time. I think they have
6 data like every 20 minutes or something.
7 They've got buoys off of Honolulu Harbor and
8 we have been utilizing those. We have to
9 convert them because they're not in knots,
10 it's in -- I don't know, meters per second or
11 something. We've been trying to see if that
12 correlates with what we're observing. And
13 sometimes it does, sometimes it doesn't. But
14 I think it has a lot to do with their
15 observation locations and water depths. You
16 know, they're not out there for us. They're
17 obviously trying to fulfill whatever project
18 they're on. But at least it is up there and
19 we do utilize it.

20 Another thing that I meant to
21 mention earlier was that NWS does have
22 observation sites in the harbors which also

1 are tied to real-time on the internet that we
2 can look at. I look at. I just can use my
3 phone to look at them before I go into a port.
4 Nawiliwili being one that we look at all the
5 time because if I'm riding a ship and I'm on
6 my way inboard, I could be a few miles off,
7 tie in, take a look at what the current
8 observation is and what its been as far back
9 as I want to look. And that's been very
10 helpful to us to be able to look at wind
11 direction and wind speeds and the trend. So
12 we do appreciate that. That helps. That
13 helps tremendously.

14 CAPT. LAMB: I think what the
15 University does, I've been to a couple of
16 their meetings. And it was more close in to
17 the islands, and Brad definitely would be
18 interested in that. But Matson, we'd still
19 voice the opinion we'd like something further
20 out.

21 CHAIR WELCH: Yes, Michele?

22 MEMBER DIONNE: I guess I'm not

1 informed about what sort of IOOS observing
2 association there is here in Hawaii. But I
3 know the association in the northeast is very
4 interested in placing buoys in the locations
5 where they would be helpful to various
6 interest groups. So if there is some way we
7 brought that group in and cooperate a little
8 bit with this group to determine useful
9 locations for buoys to address some of these
10 issues.

11 I think one of the things that we
12 talked about at orientation in Silver Spring
13 is that there might be some sort of dialogue
14 or conversation started up between HSRP and
15 the back up work for IOOS.

16 CHAIR WELCH: IOOS, for people
17 that aren't familiar with the term is -- it's
18 a national term for Integrated Ocean Observing
19 Systems. And there's a special official in
20 NOAA Headquarters that the mission is IOOS.
21 And this Panel in the past has pressed IOOS a
22 little bit about trying to be a little bit

1 more open to the -- and IOOS has different
2 regional components. So there's a New England
3 IOOS and I guess there's maybe a Western
4 Pacific IOOS.

5 MEMBER DIONNE: There are quite a
6 few.

7 CHAIR WELCH: Well, anyway, I'm
8 probably going to get in trouble for saying
9 this, but my impression is that IOOS has been
10 sort of founded by scientists primarily for
11 the benefit of scientists and that ocean users
12 have to sort of push their way in. And if you
13 push enough, they start saying "Oh, yes, we
14 could sort of modify our systems or adjust
15 what we do to do what we want we want to do
16 and do what you want to do too.

17 But I think some of the IOOS folks
18 are not oriented to think that way initially
19 until somebody knocks on the door. So, I
20 don't know if that's true down here or not.

21 Yes, Jessica?

22 MS. PODOSKI: Hi, I'm Jessica

1 Podoski, Corps of Engineers.

2 I'm not a super active member in
3 our PacIOOS here, and John is probably a
4 little bit more active. But just to bring a
5 little bit of that to light, we do have the
6 PacIOOS here and then our subgroup is the
7 IOOS.

8 And it is a group of major
9 scientists, university. But they've done a
10 lot of work with trying to assess coastal
11 hazards and make that information available to
12 the public.

13 They're also, I believe, working
14 on getting two new buoys out that are going to
15 coming this fall.

16 So I would suggest that they have
17 a really good website that they're working.
18 It's just PacIOOS.org or IOOS.org, I believe.
19 So that's definitely work taking a look at
20 that. They tried to make all of that data
21 readily available and do have meetings where
22 they take public comment and things like that

1 into account. But I would suggest checking it
2 out. We have a pretty strong IOOS in the
3 Pacific.

4 CHAIR WELCH: Thank you.

5 Other comments? Yes, David?

6 MEMBER JAY: I'm sort of an
7 outsider looking in --

8 CHAIR WELCH: You might want to
9 pull that a little closer.

10 MEMBER JAY: Oh, sorry. A couple
11 of issues, I mean there's a funding problem,
12 which is very uncertain for them, and then
13 there's just the random regional variability,
14 all sort of different ways that a lot of them
15 are going through a transition. It was
16 founded by a core group and now they've got to
17 make a decision as to how scientific and how
18 operational.

19 And then the transition would be,
20 this is our program, it's our money in it, and
21 hope that this is a competitive program that
22 is open. So they've got a lot of questions to

1 answer, a lot of disarray, at least from what
2 I understand.

3 CHAIR WELCH: Okay.

4 MEMBER BRIGHAM: Well, I'll just
5 put in a plug for AOOS. We have one in
6 Alaska, it's very robust. It's all driven by
7 stakeholder interests because we don't have a
8 lot of observations and it's kind of we're
9 starting up, ground zero.

10 We've gone out robustly over a
11 couple of years to get the stakeholders to
12 tell us what they need. And one, of course,
13 one issue is sea ice, which is a little
14 different than the Great Lakes. But I think
15 ours is actually stakeholder driven.

16 We've had scientists run a few
17 projects, currents off Valdez and Prince
18 William Sound. So there have been some
19 scientific components to work the modeling
20 issues. But the rest of it is open and above
21 and we've kind of went around the state and
22 talk to all the stakeholders and other actors.

1 CHAIR WELCH: Okay. Thank you.

2 All right. Well, if we don't have
3 any other comments, let me thank all of our
4 panelists for a good discussion. We
5 appreciate your observations and we would like
6 to stay in touch. If you have any further
7 thoughts after this meeting, please feel free
8 to share them with us.

9 And this has been some definite
10 contribution to our work. So, thanks to
11 everyone.

12 (Applause).

13 CHAIR WELCH: Okay. We have
14 periodically through the day had various, the
15 NOAA people were at the table or beyond the
16 table speak or be identified. But I don't
17 think we have comprehensively introducing
18 everybody from NOAA. So if we can, why don't
19 we get all the NOAA folks in the room to stand
20 up and then just go around and identify
21 yourself and your responsibility, please.

22 So, everybody stand up together.

1 Okay.

2 MS. HAMILTON: I'm Laura Hamilton
3 and I'm stationed here on Honolulu. And I am
4 NOAA's Regional Coordinator for all of NOAA in
5 the Pacific Islands.

6 CHAIR WELCH: Thanks, Laura.

7 MR. CARLSON: I'm Edward Carlson.
8 I'm with National Geodetic Survey. I'm the
9 Pacific Region Geodetic Advisor.

10 CHAIR WELCH: Great. Thank you.
11 Everybody else.

12 MEMBER MILLER: John just walked
13 out.

14 CHAIR WELCH: He values his
15 anonymity.

16 Okay. We are at the point of the
17 program where this is the open mic part of the
18 program. We don't want any people to sing or
19 tell jokes, but this is the opportunity for
20 anybody, a member of the public or other
21 federal agencies that wasn't on the agenda to
22 have a chance to be recognized. So, do we

1 have anybody that would like to take advantage
2 of that?

3 MS. WATSON: Ed, we have someone.

4 CHAIR WELCH: Yes. Stand up,
5 introduce yourself. Welcome.

6 MR. SWATLAND: I'm actually
7 another NOAA person.

8 Good afternoon. My name is David
9 Swatland. I'm the Deputy Superintendent for
10 Programs and Policy at Papahanaumokuakea
11 Marine National Monument.

12 Thanks for the opportunity to
13 speak today.

14 I'm here to represent the monument
15 and say that the atolls, coral reefs and deep
16 water habitat of the northwestern Hawaii
17 Islands are home to an incredible wealth of
18 natural and cultural resources. One of the
19 last places on the planet to exist much as it
20 did before human contact.

21 There's also only one of 11 PSSAs,
22 or particularly sensitive sea areas, designed

1 by the IMO and was recently selected by UNESCO
2 as this nation's only mixed world heritage
3 site. As such, the northwestern Hawaiian
4 Islands deserved the highest possible level of
5 protection that we can provide them. We can
6 only do this if we know what is out there.
7 Without accurate, comprehensive and up to date
8 mapping data over, on and under the water we
9 cannot effectively monitor the impacts of
10 global climate change such as sea level rise
11 and coral bleaching, nor can we adequately
12 determine the impacts of habitat change or
13 natural events such as the recent tsunami
14 which caused significant alteration of the
15 northwest Hawaiian Islands ecosystem.

16 We also potentially put that
17 ecosystem and our own personnel in harm's way
18 by not providing them precise navigational
19 data for operating vessels in the monument.

20 We all know that the tools to
21 accomplish this effort exist. It's a question
22 of prioritization. On behalf of all seven of

1 Papahanaumokuakea Marine National Monument's
2 co-managing agencies I respectfully request
3 your highest level of support and advocacy in
4 helping us protect this sentinel site and one
5 of the planet's most incredible treasures.

6 Thank you.

7 CHAIR WELCH: Okay. Thank you.

8 And don't sit down. Let's see if
9 we have any questions.

10 Tell us a little bit more about
11 the physical attributes of the monument.
12 Because some of us are more familiar than
13 others.

14 MR. SWATLAND: Okay. The monument
15 was designated in 2006 by President Clinton.
16 It stretches to the west northwest from Nihue,
17 the last of the main Hawaiian Islands. It's
18 1200 miles long by 100 miles wide. It
19 stretches all the way out to Kure Island,
20 which is a good bit west and north of here.
21 The water is a lot colder, the water is a lot
22 rougher, too, a lot of the time.

1 It's a 140,000 square miles, only
2 five of which is emergent land. The rest is
3 atolls, reefs, coral reefs and deep ocean
4 habitat.

5 There is an incredible array of
6 wildlife out there. It is a nesting area for
7 14 million seabirds. It is the last stronghold
8 of the Hawaiian monk seal. All kinds of turtle
9 nesting areas. And an underwater habitat that
10 we are just beginning to truly explore in
11 terms of coral reefs and fish and other
12 underway life.

13 It's a truly incredible place. If
14 anyone goes out there, it's a life changing
15 experience for anybody who goes out there.

16 And there are a number of gaps in
17 our mapping data, and it would be nice to have
18 the baselines before we embark on any
19 vulnerability assessments or to be able to
20 measure the impacts of things like the
21 tsunami, which occurred a couple of weeks ago
22 which did make some significant changes to

1 island structures, vegetation, habitat and who
2 knows what underwater because we haven't been
3 able to get out there and look at it yet.

4 CHAIR WELCH: When you indicate
5 that there is a need for various types of
6 nautical charting and that, are you talking
7 about habitat types of charts and maps? Are
8 you talking about nautical or shoreline
9 mapping, or some combination. And --

10 MR. SWATLAND: Yes, all of the
11 above.

12 CHAIR WELCH: But has the staff or
13 can the staff develop some kind of a summary
14 of priority needs?

15 MR. SWATLAND: We can do that. We
16 have been going at this kind of piecemeal the
17 last couple of years. As a matter of fact,
18 I'm in the middle of writing up a statement of
19 work to contract out for some bathymetric
20 LIDAR work in fiscal year '12. But we would
21 be happy to provide the Panel with a
22 prioritized list of what we're looking for.

1 CHAIR WELCH: Well, I think given
2 the vastness of the area and the different
3 types of work that ideally would be done if
4 the resources were there, some degree of
5 prioritization would be helpful to the Agency
6 and people that have to do budgets and things.
7 Just a request.

8 And we need work. People are
9 going to say "Oh, my gosh that's a pretty
10 major task" and you're in competition with
11 other folks. The more specific you can be
12 about what you consider to be really critical
13 I think helps you make your case.

14 MR. SWATLAND: We would be happy
15 to formalize that in a memo and forward it on
16 up.

17 CHAIR WELCH: Okay.

18 MEMBER MILLER: I've worked with
19 the monument in mapping up in the northwest
20 for the past decade.

21 MR. SWATLAND: Okay. Great.

22 MEMBER MILLER: And so I'll make

1 you aware, a report for the coral program has
2 just been completed that pretty much details
3 how much has been mapped and so forth.

4 But what is Sanctuary's budget, or
5 the monument's budget for doing mapping?
6 Because, you know there have been estimates;
7 oh, it's going to \$8 million to do LIDAR up
8 there. I mean it's a huge area. And it
9 doesn't make sense to do piecemeal, that's for
10 sure.

11 So what is the budget that --

12 MR. SWATLAND: For fiscal year?
13 Actually, for this year and for next year it's
14 \$100,000 each year and that's for both
15 collection and processing. So we've been
16 trying to aim at our highest priority areas
17 and go piecemeal. Because either we go
18 piecemeal or we go nothing at all.

19 MEMBER MILLER: I mean, that's
20 always been one of the problems is for a LIDAR
21 contract, \$100,000 doesn't get the plane
22 there. I mean, it just -- it doesn't.

1 MR. SWATLAND: We've been working
2 with USGS and also Fish and Wildlife in the
3 past to assist with this stuff, too.

4 CHAIR WELCH: Juliana?

5 MS. BLACKWELL: I was going to
6 comment about something similar, which is
7 looking at the other NOAA assets and what's
8 been done, not only from the data collection
9 currently but if there were specific
10 requirements that you had for your mapping and
11 you were looking at contracting that out, just
12 to look at the existing NOAA contractors that
13 we already have onboard in a lot of either
14 NGS' contracts or Coast Survey, et cetera, and
15 make use of the existing contractors that we
16 already have ready to go.

17 MR. SWATLAND: And, actually, this
18 year as opposed to last, I have hooked up with
19 Jamie Carter at Pacific Science Center and
20 he's got me hooked up with the folks on the
21 East Coast in South Carolina. So we are going
22 to be able to access that EDIQ contract that

1 they have out there.

2 So we're going to get more for our
3 money this year then we got last, but it's
4 still a significant amount.

5 MS. BLACKWELL: Yes. In addition
6 I think to the contracting you're talking
7 about, we have shoreline and geodetic
8 surveying contractors through the A&E
9 contracting requirements. So depending upon
10 what type of survey that you need and what
11 accuracies you're looking for, just realize
12 that there are other contracting mechanisms
13 that are available through either National
14 Geodetic Survey or other parts of NOS or NOAA.

15 CHAIR WELCH: Yes, sir?

16 MR. CARLSON: Ed Carlson.

17 Explain to them how the monument
18 operates. It's not just sanctuaries. What the
19 whole relationship of the monument is. That
20 might give a little background of what's going
21 on, too.

22 MR. SWATLAND: Well, there's seven

1 different co-managing agencies. There's two
2 from NOAA, two from Fish and Wildlife Service
3 and three from the State of Hawaii. And each
4 of us have our own budget and our stovepipes
5 and our own approval processes for money. So
6 reaching consensus on where we're going to go
7 and what we're going to do is, obviously, a
8 little more challenging for us than most of
9 the other national marine sanctuaries.

10 We do end up getting there on most
11 cases, but it is a challenge. So, you know
12 each agency has their own priorities. So
13 that's another reason we've been going at this
14 piecemeal because we have certain priorities,
15 Fish and Wildlife has certain priorities, NMFS
16 has certain priorities. And all of us are in
17 an extremely resource constrained environment.

18 CHAIR WELCH: Yes?

19 CAPT. LOWELL: Yes. Just a quick
20 comment.

21 As you know, you know we have been
22 trying to actively support the charting of the

1 area. We have engaged with several different
2 groups that have collected data, kind of at ad
3 hoc. We've done a lot of stuff with the
4 University of Hawaii, deeper water survey,
5 some of the coral mapping that Joyce had been
6 doing if we don't already have access to it.

7 We don't have any active
8 hydrographic initiatives going on out here in
9 Hawaii right now. As you've heard from some
10 of these discussions here today, there's
11 certainly other areas that we are focused on
12 this point. Obviously 100K really is a
13 challenging position to be in when you're
14 talking about acquisition of hydrographic
15 data. I'm not sure what I can do you on that.
16 But I would encourage you that when you do
17 acquire data, that you look not only at your
18 specific needs but look at trying to meet that
19 for our user update whenever possible. I know
20 that brings the cost up. I know with a 100K
21 you're not going to have that. But, you know
22 when we do deal with data that's come back

1 that's loosey-goosey or fast and furious it
2 becomes a challenge for us to update a
3 nautical chart with that information.

4 LIDR is a powerful tool, but it's not
5 going to get to all the coral and we've got to
6 caveat all the data in that respect.

7 So I guess what I'm saying is that
8 we want to help you. We're certainly willing
9 to share our specs and deliverables. We do
10 have in place a contract vehicle with a very
11 high ceiling that we could simply put more
12 money into. Perhaps we could partner. I'm
13 not sure how that's going to work. But we do
14 have LIDR contract that was just released and
15 it's a two contract, LIDR anyway. And maybe
16 we can pool some money together which would
17 enable us to issue contracts.

18 I think there's a lot of
19 directions we can go there. I feel for you.

20 MR. SWATLAND: Thank you.

21 CHAIR WELCH: Any other comments
22 or questions?

1 MR. MORRIS: Yes, I'd like to make
2 a couple of comments. I don't need a mic.

3 MS. WATSON: Could you please
4 speak in the mic so the court reporter.

5 MR. MORRIS: Oh, okay. For the
6 court reporter.

7 My name is Daniel Morris. I'm the
8 Geospatial Officer for the Commander and Chief
9 of the U.S. Pacific Fleet.

10 We make very good use of the NOAA
11 products for coverage in the U.S. waters. We
12 consider them to be accurate. They're
13 current. They provide comprehensive coverage.
14 If the rest of my AOR was as well covered with
15 nautical charts like the NOAA charts, I would
16 have much less of a problem than I do have.

17 There were comments today
18 regarding the overlap of the Navy with the
19 NOAA survey program. The Navy seven T-AGS
20 multipurpose oceanographic survey vessels,
21 five of which tend to be assigned to the PACOM
22 AOR at the present time.

1 Let me guarantee you there is no
2 overlap with NOAA's survey program. Our ships
3 live and die overseas, all right? They almost
4 never come back into U.S. waters. The only
5 exception there would probably be the
6 Commonwealth of the Marianas Islands and an
7 occasional stop in Hawaii. But we rarely make
8 it back to the mainland.

9 We leave that to NOAA to do the
10 surveys in the U.S. waters. Occasionally, we
11 might do a training range or a special survey
12 for a weapons system project. But rarely do we
13 come back in the United States. So I don't
14 see any overlap at all with the NOAA survey
15 program.

16 We rely on NOAA to do those
17 surveys in the U.S. waters. In fact, I wish
18 NOAA was better funded simply because I
19 believe it is in the best interest of the
20 defense of this nation to have NOAA survey all
21 U.S. waters from the coastline to the seaward
22 edge of our extended continental shelf claim,

1 which I know you are resourced to do. But you
2 seem to apply your assets into the areas of
3 highest priority. The ports that we most
4 commonly use, you tend to maintain very, very
5 well.

6 The places in which we
7 deficiencies, like the Aleutians, are not
8 commonly traveled by many of the mariners.
9 However, we do occasionally go there.

10 The additional NOAA products, the
11 oceanographic support products were also used
12 by our forces. It would be nice to see
13 expansion of those programs.

14 We appreciate the geodetic work
15 done by NOAA. For those of us interested in
16 targeted accuracy, it's very important. And
17 the geodetic networks in the United States and
18 as they integrate with the work that's done by
19 the National Geospatial Intelligence Agency
20 for all very critical to our defensive effort.
21 So my appreciation for that.

22 And there were comments today

1 about the resourcing of NOAA. And we go
2 through the same budget drill inside the Navy.
3 I guarantee you that every single year it's a
4 zero-based review. We have to fight to
5 maintain our ships, to maintain the funding
6 for our programs. And the only guidance I can
7 offer to you is detail documentation of every
8 single requirement and get your customers to
9 come on line to say how badly they need your
10 support, your services, your data in order to
11 support whatever it is that they do. That's
12 what we do to justify the existence of our
13 ships. And if you don't do that, I would
14 imagine your survey ships would start to
15 dwindle away over time.

16 So, I would ask all the customers
17 to do their best to get their cards and
18 letters in, to document what their
19 requirements and to provide a good business
20 case for them to justify the expenses of the
21 resources. Times are tight for all of us and
22 the only way we will defend the NOAA program

1 is to document the requirements.

2 Any questions?

3 CHAIR WELCH: Okay. Thanks very
4 presentation. Questions or comments?

5 Does the Navy have a systematic
6 way of communicating to NOAA what your
7 requirements are or what your hope is or you
8 preference is --

9 MR. MORRIS: The geospatial
10 requirements in the military are governed by a
11 JCS instruction, all right. And under that
12 instruction all geospatial requirements
13 including those for nautical charts produced
14 by NOAA by mandate go to the supported
15 geographic combatant commander, in our case
16 PACOM up at Camp Smith. And he submits it to
17 NGA. And those that fall under the purview of
18 NOAA, NGA will communicate to NOAA for us.

19 So, we don't directly go to NOAA.
20 We have a system where we get all of our
21 requirements all rolled up. They go into the
22 agency and the agency does the coordination

1 for us.

2 And I would also comment that NOAA
3 also coordinates with the Commander Navy
4 Metrology and Oceanography Command who owns
5 the survey ships, the survey program so that
6 there's no duplication effort in that regards.

7 CHAIR WELCH: All right.

8 CAPT. LOWELL: Thanks, Daniel.
9 We do coordinate very well. But I would say
10 whenever they have a request of us, we
11 certainly do travel. We typically don't have
12 a lot of requests for the Navy, although the
13 general rule is if they do collect data in
14 U.S. waters because they provide quickly and
15 efficiently to us. And a good example is up
16 in the Arctic last year, because one of your
17 vessels was up there. And they're certainly
18 sharing the data they collect. It wasn't a
19 lot, but it was in the areas of the Arctic.

20 MR. MORRIS: And some of the data
21 we've collected in Apra and Saipan Harbor, to
22 name a few.

1 CAPT. LOWELL: Yes. So I would
2 say our relationship is fairly well
3 coordinated. Everything could get better.

4 MR. MORRIS: Yes?

5 MEMBER MILLER: In terms of Apra,
6 the management agencies were desperate for
7 that data and I'm sure you can understand why
8 probably. And through --

9 MR. MORRIS: Well, our carriers
10 want it.

11 MEMBER MILLER: Yes. Yes. Through
12 NOAA, you know they got the data rapidly. And
13 that was a really excellent example of
14 coordination and access to data, and so forth.

15 MR. MORRIS: Okay. One other
16 comment. The duplication of the DNC and then
17 NOAA's ENC came up today. Let me just state
18 that the data is the same. The only thing
19 that's really different is the format, and
20 that's for compatibility with our command and
21 control and weapon navigation system.

22 But there is talk of a long range

1 plan to convert to the ENC format when the
2 international community moves to the S100 and
3 101 standards, which are still being debated
4 at this time. So I can see some point in the
5 future when we are fully compatible, not only
6 with the data but also with the format used to
7 present the data.

8 CHAIR WELCH: Okay. Yes, Gary?

9 MEMBER JEFFRESS: I know it has
10 very sophisticated side-scan sonar with a
11 totally different mission then to produce
12 nautical charts. Do they just scan and then
13 throw their data away if they don't find any -
14 -

15 MR. MORRIS: No. Our site scan
16 sonar tends to be for site-specific surveys
17 for military purposes. Clutter mapping for
18 mine warfare, routes and things like that.
19 And so it's typically very site-specific and
20 because of the classification of what we're
21 doing, it's generally not released.

22 So we don't do large area mapping

1 with the site scan sonar. So the utility is
2 very, very narrow. But we do have a
3 capability to do surveys on demand.

4 For example, for Operation
5 Tomodachi, the Foreign Humanitarian Assistance
6 to Japan following the recent tsunami out
7 there, one of our salvage ships was in there
8 and provided support removing material from
9 one of their ports and used their side-scan
10 sonar to identify the objects that needed to
11 be removed; cars, houses, shipping containers.

12 CHAIR WELCH: Okay. Thanks very
13 much.

14 MR. MORRIS: You're welcome.

15 CHAIR WELCH: Are there any other
16 public comments? I guess not. All right.

17 We have a few minutes here on the
18 schedule for just discussion among the members
19 or ramp up comments. I have not really been
20 together some kind of a summary that I would
21 give of today's events. We've been recording
22 the comments and people have been making

1 notes.

2 But are there any observations of
3 the Panel members as to how the day has gone
4 or things that have struck you, particularly
5 the new members? Michele?

6 MEMBER DIONNE: Well, I think one
7 thing that struck me is how well the different
8 parts of NOAA, the three line offices that we
9 talked about today, work together to put
10 together a coherent set of products and
11 services.

12 And the other thing that struck me
13 was the impression is that this is well known
14 within this group and within the line offices
15 of NOAA that are involved, but perhaps we
16 haven't put together that outreach package.
17 And I know there are lots of information
18 sheets in the back, and that's part of it.
19 But, you know, really how to sell this as a
20 unified package to people who are representing
21 constituents and pulling budget strings is
22 probably something that we ought to be

1 thinking about.

2 CHAIR WELCH: Thanks, Michele.

3 Other comments? Gary?

4 MEMBER JEFFRESS: We just heard
5 from our friend from the Navy, again t justify
6 by our existing by polling our users. And
7 Texas is a microcosm of like the United
8 States. And Texas is broken. They are having
9 severe cutbacks in all manner of state
10 services, including universities.

11 TCOON, we've started doing this
12 just recently, is surveying our web users
13 because, you know that's the main conduit. We
14 have a monthly survey going on right now to
15 ask our users why do you use it, what value do
16 you get out of the use and how often do you
17 use; all this sort of things. And it's
18 turning into a really valuable tool.

19 And it's not our scientific users
20 or our program users, it's mainly the public
21 that's using it. You know, fishing, sailing
22 or wind surfing, all that sort of stuff.

1 And the policy makers want to use
2 it. And so we are amassing the data to use it
3 to justify why they spend money to collect the
4 data.

5 CHAIR WELCH: That's a good
6 comment, Gary. And one thing that the Panel
7 has sort of dipped its toe into occasionally
8 in the past has been is there a role for the
9 Panel to try to solicit this type of comment.
10 And when we dipped our toe into that little
11 water, we get reminded by our NOAA friends
12 that we do have a statutory mandate as to what
13 this Panel is supposed to do.

14 And, you know our mandate is not
15 necessarily to go out and be the advocate for
16 NOAA and NOAA navigation programs to the
17 general public at large or to specific user
18 groups, or to the U.S. Congress. We're all
19 free to do whatever we want to in our
20 individual capacities, but as a Panel we have
21 a little bit of a constraint on us.

22 But what we do have the ability,

1 is to impress on NOAA, should we choose to do
2 so, the value of that type of outreach and
3 data collection and use. And so if that's
4 something that we want to pursue and pursue in
5 terms of recommendations to the Administrator,
6 we're certainly free to do so.

7 And I think one side value of
8 having user panels at our meetings is that
9 sometimes that tends to get the community in
10 that particular location or region a little
11 bit more motivated to on their own make some
12 communications to their political
13 representatives or their agency folks.

14 So, we need to be a little bit
15 careful about what we as a Panel can do
16 collectively to these third parties. Because
17 ultimately our mission is to report back to
18 NOAA.

19 Yes?

20 MEMBER BRIGHAM: Yes, just to
21 follow-on what Michele said. I think this is
22 a little parochial, but I think you need to

1 brief the Alaska delegation of all the
2 wonderful things you're doing. I knew some of
3 them beforehand, but I think the notion is for
4 Alaska that there's not much attention given
5 in this new era of a new Arctic, whatever that
6 means. And so it's very specific and you're
7 supposed to argue for the nation's interest.
8 But I think the delegation, their staffers
9 need some education here on all the elements,
10 particularly related to Arctic.

11 CHAIR WELCH: Yes.

12 MEMBER BRIGHAM: It doesn't
13 require the Administrator to go there, but it
14 requires maybe line officers to just go brief
15 the staffs.

16 CHAIR WELCH: And, actually, there
17 have been a couple of bills introduced in
18 prior Congress and in the current Congress by,
19 I think Senator Baggage's bill--

20 MEMBER BRIGHAM: And Murkowski.

21 CHAIR WELCH: -- and maybe Don
22 Young that are oriented towards Arctic mapping

1 and charting. And you know, they probably
2 aren't written exactly as we would write them
3 if we were doing it ourselves or NOAA were
4 writing it. But it does show that somebody up
5 there has some sensitivity to the issue, it
6 provides an opportunity.

7 Yes?

8 MEMBER MILLER: And since Lawson
9 mentioned Alaska, you know the Hawaii
10 congressionals have been very, very strong in
11 supporting NOAA in terms of getting earmarks
12 for two sonars in Hi'ialakai. I mean, there
13 has been very, very strong support in Hawaii.

14 And I guess my question earlier
15 about what are the plans for upgrading things
16 in the Pacific, you know he's been very strong
17 in trying to upgrade things in the Pacific and
18 so forth. And for instance, the sonars on the
19 Hi'ialakai really haven't been used in the
20 last two years. They're just sitting on that
21 ship. And the guy from the monument, it goes
22 up into the monument regularly and it's not

1 used at all. And it's partly because of
2 competition for ship time and so forth.

3 But you know in a jurisdiction
4 like Hawaii where you have such strong
5 congressional support, you know to me it would
6 make sense to make better use of the
7 facilities and so forth.

8 CHAIR WELCH: Well, I'll make a
9 political observation. Alaska and Hawaii are
10 similar in a lot of ways in the sense that
11 they have some congressional delegations.

12 MEMBER MILLER: Yes.

13 CHAIR WELCH: And so a lot of the
14 support that does exist in a congressional
15 delegation, and a very small congressional
16 delegation, depends on who is in that.

17 MEMBER MILLER: Oh, yes.

18 CHAIR WELCH: And so, for example,
19 Senator Stevens of Alaska was a huge NOAA
20 supporter and now Senator Stevens is not there
21 and Alaska has seen -- you know the people
22 that are in the congressional delegation are

1 interested, but they don't the clout and they
2 don't have the experience. And they just
3 aren't yet this effective as Senator Stevens
4 was. And he was there close to 40 years. And
5 the same situation with Senator Inouye here.
6 But, you know eventually Senator Inouye will
7 no longer be senator and Hawaii will have more
8 junior representatives in its congressional
9 delegation.

10 So, it's great to have an advocate
11 like that in your congressional delegation,
12 but nothing is forever. And, you know, people
13 need to think about how do we educate the next
14 group of leaders from these small states.

15 And, you know, having the
16 Lieutenant Governor here is part of that
17 effort.

18 MEMBER BRIGHAM: Yes, I'd just add
19 for the last five decades it's been fish. And
20 so the broader aspects of marine navigation
21 and protection of the place and offshore
22 development and all that was off the far radar

1 screen. Still kind of fish. So when you
2 brief the delegation and the staffers, they
3 need to broaden their horizons. And they are
4 already, because they hear arctic and climate
5 change and they translate it into sea ice
6 retreat, but it just might be offshore
7 development and the intended observations we
8 need to do that safely.

9 So, I think they need some more
10 education broadening, would be my suggestion,
11 beyond just NMFS and fish.

12 CHAIR WELCH: Yes.

13 Well, if I could give my sort of
14 summary observation of what we've done today,
15 particularly for the new members. We had sort
16 of three types of themes or presentations.
17 We've talked about the need to think
18 strategically. And NOAA's desire of us for
19 this Panel to offer strategic type of advice.

20 So as we hear from our speakers,
21 whether they're from the government or from
22 the private sector, we need to think about

1 ourselves, you know what are the strategic
2 themes that we can draw from these
3 presentations?

4 Then secondly, we have the more
5 here and now issues, the current state of the
6 budget, some of the specific challenges that
7 the users or the Agency out here at this
8 particular location might have, and is there
9 a goal for the Panel to make any comments
10 about things like that?

11 And then our interest in what the
12 private sector people have to say about it and
13 us, the Panel, providing the mechanism to
14 allow those people to give their input to NOAA
15 and for us to try and reenforce that.

16 So, the long range view which the
17 NOAA leadership is asking for. The immediate
18 program challenges or issues. And then the
19 input from the users; the private sector and
20 the other public users that maybe could work
21 with NOAA.

22 So, I think you'll find that in

1 our future meetings they'll continue to be a
2 mixture of these types of presentations. You
3 know, we may elevate the line a little bit
4 more and diminish another for a particular
5 meeting. But that is going to be typical of
6 these meetings.

7 And so with that, Kathy, do we
8 have instructions as to what we need to do,
9 particularly for tomorrow? I guess we come
10 back here first thing in the morning and the
11 have a fairly early departure to go to the
12 site visits?

13 MS. WATSON: Yes. The breakfast is
14 going to be served out here at the same place.
15 And then just basically we're going to do a
16 recap of day one, whatever.

17 But we're going to be departing
18 about 8:45. And we have two mini shuttle buses
19 that can carry about 17 persons each bus.

20 Kyle already has the timeline
21 worked out with Matson. It should take us,
22 probably, like 15, 20 minutes to get there and

1 then, of course, do the site visit. And then,
2 hopefully, get back here by lunch.

3 CHAIR WELCH: Do we have any kind
4 of requirements for identification,
5 individually, or --

6 MS. WATSON: No, no.

7 CHAIR WELCH: -- something that we
8 should or should not wear, or any of that kind
9 of stuff.

10 MS. WATSON: Well just, I guess,
11 comfortable clothing.

12 MEMBER MILLER: No Speedos.

13 Actually, I wondered about shoes.
14 Should we make sure to have closed shoes on?

15 MS. WATSON: Yes, I would imagine
16 closed shoes because if we're going to be
17 walking on the ship, we're going to be on the
18 bridge.

19 Okay. Now one key thing is that--
20 -

21 CHAIR WELCH: We're not climbing
22 up or any of that, steep gangways or anything

1 like that, are we?

2 MS. WATSON: No. But we are all
3 going to meet over here on the -- what do they
4 call the tour side? That's where the shuttle
5 buses will pick us up on the first level,
6 okay.

7 MEMBER DIONNE: But we'll be
8 coming to this room.

9 MS. WATSON: Yes. Because the
10 breakfast is going to be all served here
11 everything. And it's best that everybody meet
12 here and then we just walk downstairs.

13 CHAIR WELCH: Okay. Any questions
14 about tomorrow?

15 And then, again, as a reminder for
16 tonight.

17 MS. WATSON: And for dinner we can
18 all meet at the lobby where we all check in,
19 say, at 6:15. And then we can walk to the Hau
20 Tree Lanai. It's just a brief 15 minute walk.
21 Very nice walk.

22 MEMBER MILLER: The aquarium is on

1 the way, and I'm not sure how late it stays
2 open. But it's a very nice aquarium. And they
3 do have monk seals.

4 CHAIR WELCH: Okay. Well, I thank
5 everybody in attendance today, both Panel
6 members and NOAA folks and our guests. And
7 with that, we'll call the official proceedings
8 closed for today and hope to see many of you
9 tonight.

10 (Whereupon, the above-entitled
11 matter went off the record at 5:20 p.m.)
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This is to certify that the foregoing transcript

In the matter of: Hydrographic Services Review Panel

Before: NOAA

Date: 05-04-11

Place: Honolulu, HI

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