

U.S. DEPARTMENT OF COMMERCE

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NATIONAL OCEANIC AND  
ATMOSPHERIC ADMINISTRATION  
(NOAA)

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HYDROGRAPHIC SERVICES REVIEW PANEL

PUBLIC MEETING

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TUESDAY  
NOVEMBER 27, 2012

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The Panel met in Ballrooms 1 and 2  
at the Astor Crowne Plaza Hotel, 739 Canal  
Street, New Orleans, Louisiana, at 8:30 a.m.,  
Matt Wellslager, Chair, presiding.

PRESENT:

MATT WELLSLAGER, Chair  
SCOTT PERKINS, Vice Chair  
REAR ADMIRAL KEN BARBOR  
LAWSON BRIGHAM, Ph.D.  
JEFFREY CAROTHERS  
CAPT. DEBORAH DEMPSEY  
REAR ADMIRAL EVELYN FIELDS

WILLIAM HANSON  
DAVID JAY, Ph.D.  
GARY JEFFRESS, Ph.D.  
FRANK KUDRNA, Ph.D.  
CAROL LOCKHART  
JOYCE MILLER  
SUSAN SHINGLEDECKER

NON-VOTING MEMBERS PRESENT:

ANDY ARMSTRONG, Center for Coastal and Ocean  
Mapping, University of New Hampshire

JULIANA BLACKWELL, Director, National Geodetic  
Survey

RICHARD EDWING, Director, Center for  
Operational Oceanographic Products and  
Services

DAVID KENNEDY, Assistant Administrator,  
National Ocean Service

NOAA STAFF PRESENT:

REAR ADMIRAL GERD GLANG, HSRP Designated  
Federal Official

TIM OSBORN, Navigation Manager, Gulf of Mexico  
Region

MARGARET SPRING, Principal Deputy Under  
Secretary

CAPT. JON SWALLOW, Chief, Navigation Services  
Division, Office of Coast Survey

KATHY WATSON, HSRP Program Coordinator

CRAIG WOOLCOTT, NOAA/NOS/PPAD

ALSO PRESENT:

JON DASLER, David Evans & Associates

RALPH DIAZ, Boh Brothers Construction

SEAN DUFFY, Big River Coalition

MYRTIS FRANKE, Office of Senator Thad Cochran

TERRY GILBREATH, Harbormaster, Port of Mobile

KENNETH GRAHAM, NOAA/NWS Meteorologist in

Charge, Weather Forecast Office,

New Orleans-Baton Rouge

GARY P. LaGRANGE, President, Port of New

Orleans

TARA LEVY, C&C Technologies

HUNTER LIPSCOMB, Office of Congressman Steven

Palazzo

T. J. MORAN, Office of Congressman Steven

Palazzo

MIKE NITSKA, The Hydrographic Society of

America, Louisiana Chapter

JASON PORET, Hydroterra Technologies

KELLY SCHULZ, Vice President, New Orleans

Convention & Visitors Bureau

SUZANNE VANCOOTEN, NOAA/NWS, Lower Mississippi

River Forecast Center

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

2 8:43 a.m.

3 CHAIR WELLSLAGER: Hi, I'd like to  
4 welcome everyone to New Orleans and our fall  
5 conference for the Hydrographic Services  
6 Review Panel.

7 This panel, the HSRP, is a Federal  
8 Advisory Committee established to advise the  
9 NOAA Administrator on matters relating to the  
10 responsibilities and authorities set forth in  
11 Section 303 of the Hydrographic Services  
12 Improvement Act of 1998, its amendments and  
13 other appropriate matters that the  
14 Administrator refers to the panel for review  
15 and advice.

16 Responsibilities and authorities  
17 include: hydrographic surveying, shoreline  
18 surveying, nautical charting, water level  
19 measurements, current measurements, geodetic,  
20 geomagnetic and geospatial measurements.

21 Other appropriate matters could  
22 include coastal and marine spatial planning,

1 coastal and fishery management, and other  
2 aspects of NOAA's mission that rely on  
3 hydrographic or geospatial information.

4 We are authorized to have two  
5 meetings a year. In Anchorage, while  
6 discussing past locations for HSRP  
7 conferences, thought was given to areas that  
8 have been severely impacted by major storms.  
9 sea level rise and ground subsidence, all  
10 concerns of NOAA, primarily the National Ocean  
11 Service.

12 The Gulf area seemed a likely  
13 choice to host a meeting. Our last meeting in  
14 the Gulf of Mexico area was almost exactly  
15 four years ago and was in Tampa, Florida.

16 Consideration was given to  
17 Houston/Galveston area and the New Orleans  
18 area, and the decision was made to have the  
19 conference here in New Orleans.

20 We are very fortunate today to  
21 have with us from NOAA administration Margaret  
22 Spring, the Principal Deputy Under Secretary

1 for Oceans and Atmosphere, and David Kennedy,  
2 the Assistant Administrator for the National  
3 Ocean Service.

4 Margaret will provide us with  
5 welcoming remarks from NOAA leadership and  
6 swear in our newest HSRP member, Carol  
7 Lockhart. You are getting to be quite good at  
8 swearing in. I think actually I had my  
9 swearing in too.

10 David will provide to us an update  
11 on the activities of the National Ocean  
12 Service.

13 Earlier this year the HSRP lost a  
14 valued member of our panel to cancer, Dr.  
15 Michele Dionne. Michele's expertise involved  
16 research in estuaries and marshlands. In the  
17 spirit of a true Mainer, Michele was never  
18 lost for words, although they came a little  
19 bit slower the last time we were here, and  
20 that was upsetting.

21 I never had the privilege of  
22 working with her outside of the HSRP panel,



1 but I did, however, enjoy the times we worked  
2 together at these conferences.

3 And while speaking for myself, I  
4 think I can say for this panel, while she may  
5 be with us spiritually, her physical presence  
6 will be missed.

7 On a much lighter note, I would  
8 like to take this opportunity now to thank  
9 Capt. Swallow and the services of the  
10 navigation managers that have provided to the  
11 HSRP in coordination of speakers and topics of  
12 discussion.

13 Lt. Matt Forney was very helpful  
14 in Anchorage. He coordinated things, got  
15 things tied together and really stepped up to  
16 the plate quite well.

17 And Tim Osborn, what can I say?  
18 He has been an orchestra maestro, getting  
19 things coordinated here. Without your help,  
20 things would have slowed greatly.

21 So, Capt. Swallow, Tim, thank you  
22 very, very much. And I would also like to

1 welcome Admiral Glang to his first HSRP  
2 conference as our DFO, the Designated Federal  
3 Official, and I believe he has some  
4 administrative tasks that he needs to address.

5 Admiral Glang.

6 ADMIRAL GLANG: Thank you, Matt.  
7 Welcome and good morning to everyone. The  
8 housekeeping issues first. In the event of an  
9 emergency, we have got stairs out that way to  
10 my left, and there is another set of stairs  
11 out to my right behind the doors as you exit  
12 out to the foyer area; and more practically,  
13 the restrooms are also located out to my left,  
14 if you haven't discovered those yet.

15 The Hydrographic Services Review  
16 Panel, the HSRP, is governed by the Federal  
17 Advisory Committee Act and was established by  
18 the Hydrographic Services Improvement Act  
19 amendments of 2002.

20 So this is a public meeting.  
21 Panel members and our guests are reminded to  
22 speak clearly into the microphone, start by

1 stating your name. That helps the court  
2 reporter. You may have noticed we have a  
3 court reporter who ensures that we produce  
4 complete minutes.

5 We have got 15 panel members, or  
6 15 members who can vote on the panel, and they  
7 are considered special government employees.  
8 The members are appointed to four-year terms  
9 by the NOAA Under Secretary, and we select  
10 them based on their particular knowledge,  
11 expertise or training related to the purposes  
12 of the Hydrographic Services Review Panel.

13 Panel membership, we try to  
14 balance to get different points of view in,  
15 and I think you will gather that in the next  
16 few days by listening to them.

17 And so the other point to make is  
18 members of the panel don't represent  
19 organization or entities, nor do they give  
20 singular advice to NOAA or the administration  
21 or me. The way the FACA works is the panel  
22 provides collective advice.

1                   We have got four non-voting  
2                   government employee members -- Andy Armstrong,  
3                   -- and we are going to go around and have  
4                   everyone introduce themselves so I'll just  
5                   point out Andy Armstrong and Larry Mayer, co-  
6                   directors of the Joint Hydrographic Center,  
7                   and Larry is not here.

8                   We have Juliana Blackwell,  
9                   director of the National Geodetic Survey to my  
10                  left, and then to my immediate left, Rich  
11                  Edwing, director of the Center for Operational  
12                  Oceanographic Products and Services.

13                  So we did want to go around the  
14                  room and have the panel members and those  
15                  folks at the table introduce themselves. So  
16                  we'll start with Carol. Welcome.

17                  MEMBER LOCKHART: Why, thank you.  
18                  My name is Carol Lockhart. I am the new  
19                  member of the panel and I am excited to be  
20                  here. My background is mainly in hydrographic  
21                  surveying, both multi-beam and LiDAR.

22                  MEMBER CAROTHERS: Good morning.

1 My name is Jeff Carothers. I am the offshore  
2 survey division manager for Fugro Consultants.

3 MEMBER DEMPSEY: Good morning. I  
4 have a deep voice to begin with, but it's even  
5 worse with the cold. Capt. Deborah Dempsey,  
6 Columbia River bar pilot.

7 MEMBER JAY: David Jay, Portland  
8 State University, civil and environmental  
9 engineering.

10 MEMBER MILLER: Joyce Miller,  
11 University of Hawaii.

12 MEMBER BRIGHAM: Lawson Brigham,  
13 University of Alaska Fairbanks.

14 MEMBER BARBOR: Ken Barbor,  
15 University of Southern Mississippi.

16 MS. SPRING: I'll say Tim Osborn,  
17 because he is supposed to be here, but  
18 Margaret Spring, Principal Deputy Under  
19 Secretary at NOAA.

20 MR. KENNEDY: I am David Kennedy.  
21 I am the Assistant Administrator for the  
22 National Ocean Service.

1                   VICE CHAIR PERKINS: Good morning,  
2                   Scott Perkins, president of T-Kartor USA.

3                   CHAIR WELLSLAGER: Good morning.  
4                   Matt Wellslager, chief, South Carolina  
5                   Geodetic Survey and Chair of the HSRP.

6                   ADMIRAL GLANG: Good morning.  
7                   Rear Admiral Gerd Glang, director, NOAA's  
8                   Office of Coast Survey.

9                   MR. EDWING: Good morning, Rich  
10                  Edwing, director of the Center for Operational  
11                  Oceanographic Products and Services.

12                  MS. BLACKWELL: Juliana Blackwell,  
13                  the director of NOAA's National Geodetic  
14                  Survey.

15                  CAPT. SWALLOW: Good morning. I  
16                  am Capt. Jon Swallow, chief of Navigation  
17                  Services Division within the NOAA Office of  
18                  Coast Survey.

19                  MEMBER JEFFRESS: G'day, this is  
20                  Gary Jeffress, I am a professor at Texas A&M  
21                  University Corpus Christi.

22                  MEMBER SHINGLEDECKER: Susan

1 Shingledecker, Assistant Vice President,  
2 BoatUS, and director of environmental  
3 programs, BoatUS Foundation.

4 MEMBER FIELDS: Good morning,  
5 Evelyn Fields. My background is in  
6 hydrographic surveying.

7 MEMBER KUDRNA: Frank Kudrna,  
8 civil engineer and hydrologist, with URS  
9 Corporation in Chicago.

10 MEMBER HANSON: Bill Hanson, Great  
11 Lakes Dredge & Dock Company.

12 MR. ARMSTRONG: I'm Andy  
13 Armstrong. I'm the NOAA co-director of the  
14 NOAA University of New Hampshire joint  
15 hydrographics center.

16 COURT REPORTER: Hi, I'm your  
17 court reporter, Kayla Gamin.

18 MS. WATSON: Kathy Watson, HSRP  
19 Program Coordinator.

20 CHAIR WELLSLAGER: And we have one  
21 other guest with us that I would like to say  
22 hello to. He is our HSRP groupie, Jon Dasler.

1 (Laughter.)

2 CHAIR WELLSLAGER: Good to have  
3 you here. The panel just wouldn't be the same  
4 without you.

5 Well, I guess at this time it is  
6 time for the swearing in of our newest member  
7 and some opening remarks from the NOAA  
8 leadership.

9 Margaret Spring is going to do  
10 that for us. Actually this will be her second  
11 swearing-in session. I think our first one  
12 that you had, I was sworn in, and that was two  
13 years ago, was it not?

14 MS. SPRING: And it took.

15 CHAIR WELLSLAGER: Yes, exactly.

16 (Laughter).

17 CHAIR WELLSLAGER: And it was in  
18 Silver Spring. Margaret is a graduate of the  
19 Duke University School of Law and Dartmouth  
20 College. She joined the National Oceanic and  
21 Atmospheric Administration in June of 2009 as  
22 chief of staff.



1                   In June of 2012, she moved into  
2 her current role as Principal Deputy Under  
3 Secretary, where she works across the agency  
4 to develop and drive strategic priorities for  
5 NOAA, with particular focus on external  
6 constituents, interagency initiatives and  
7 administration priorities.

8                   Margaret works with the  
9 administrator, NOAA senior leadership and the  
10 Department of Commerce to help integrate  
11 policy and budget priorities, and align  
12 programs in support of the NOAA priorities and  
13 budget.

14                   We are very fortunate to have you  
15 here with us today, and welcome.

16                   MS. SPRING: Thank you. So where  
17 do we do the swearing in? I am going to get  
18 up at the podium, but --

19                   MS. WATSON: It could be done at  
20 the podium, or if you want to just stand right  
21 there with Carol.

22                   MS. SPRING: All right. Okay. So

1       thank you, Matt for that introduction, and I  
2       want to just say that I apologize that Dr.  
3       Lubchenco couldn't make it here. She is  
4       actually on the West Coast, but she asked me  
5       to give her greetings.

6                     And can I do this sitting down?

7                     MS. WATSON: Yes.

8                     MS. SPRING: Is that possible?

9       Oh, fantastic. Wow.

10                    MS. WATSON: Yes, you can sit.

11                    MS. SPRING: I am particularly  
12       glad to be with you here in the Gulf. I am  
13       sorry I missed the Alaska meeting, but I was  
14       with you in Norfolk briefly and I know Dr.  
15       Sullivan gave you a very good overview of what  
16       we are doing back in Anchorage.

17                    But I am particularly happy to be  
18       here because I am going to be here for a  
19       couple of days, not just a nanosecond, which  
20       is normally what happens to us. We get  
21       yanked.

22                    So I am looking forward to

1 learning a lot as we go forward. And as  
2 noted, I did swear in a number of you already.  
3 So this should be painless.

4 So at this time, it is my honor to  
5 administer the oath of office to our new  
6 member, Carol Lockhart, and to make it  
7 official, Gerd Glang, our DFO, will sign the  
8 affidavit form after we have done this.

9 So Carol, you do have to rise.  
10 I'll rise with you. Please raise your right  
11 hand and repeat for me.

12 WHEREUPON,

13 CAROL LOCKHART

14 was sworn in as a member of the Hydrographic  
15 Services Review Panel.

16 (Applause.)

17 MS. SPRING: I want to thank you  
18 for your willingness to serve, and I think  
19 that your specialties and expertise will be a  
20 very welcome addition to the panel. And you  
21 know, the whole purpose of this panel is to  
22 help NOAA do better and so look forward to

1 getting your input for that.

2           So, I have a little bit of time to  
3 give you some opening remarks, which I am  
4 pleased to do. Matt, Chairman Wellslager,  
5 members of the panel and other special guests  
6 who are here today, I want to thank you for  
7 having me here to give the opening remarks on  
8 behalf of NOAA leadership, and I also look  
9 forward to meeting all of our partners,  
10 whether they are on the panel or in the  
11 audience or on our various visits, who work  
12 with NOAA in the Gulf on navigation and  
13 coastal hazards and resilience issues, all of  
14 which are clearly going to be part of the  
15 panel's discussions over the next couple of  
16 days.

17           I would also like to thank  
18 everybody here for their continuing service on  
19 the panel, and Kathy Watson, for all of her  
20 work bringing us together, and I also want to  
21 thank Tim Osborn, who has clearly been a force  
22 behind the scenes, getting us all in the right

1 place doing the right thing.

2 And lastly, I would like to  
3 recognize Rear Admiral Gerd Glang for his  
4 dedication and hard work as director of the  
5 Office of Coast Survey.

6 NOAA and the NOAA Corps recognize  
7 the importance of his position in leading our  
8 hydrographic charting capabilities last year  
9 by returning it to the rank of Rear Admiral.  
10 I look forward to seeing where he guides this  
11 panel as the new Designated Federal Official.

12 So let's go to the next slide. I  
13 don't know who's got the controls. Okay.  
14 Great.

15 Last October in Norfolk, we  
16 discussed the enduring economic significance  
17 of the U.S. marine transportation system. No  
18 other transportation system, air, rail or  
19 road, comes close to moving as much cargo or  
20 generating as many economic benefits as  
21 America's ports and waterways.

22 U.S. ports are responsible for

1 moving nearly all of the country's overseas  
2 cargo volume, 99.4 percent by weight and 65  
3 percent by value.

4 Each of our 50 states relies on at  
5 least 15 ports to handle its imports and  
6 exports, which totals some \$3.8 billion worth  
7 of goods moving in and out of the U.S. each  
8 day.

9 Our nation's ports also support  
10 the employment of more than 13 million people  
11 in the United States, which accounts for \$650  
12 billion in personal income.

13 Additionally, according to the  
14 U.S. Chamber of Commerce, for every \$1 billion  
15 in manufactured exports shipped through ports,  
16 15,000 U.S. jobs are created.

17 In today's economically  
18 challenging climate, a safe, efficient and  
19 environmentally sound U.S. marine  
20 transportation system is more important than  
21 ever, and NOAA plays a key role.

22 Most recently, our important role

1 is on display as we work with the U.S. Coast  
2 Guard to reopen ports up and down the east  
3 coast after Superstorm Sandy, and if you have  
4 any questions about any of that, Dave Kennedy  
5 was a key player and will give you a blow by  
6 blow, and we have a lot of great work the  
7 whole agency was doing up there.

8 So let's move to the next slide.  
9 NOAA's missions some of which have their roots  
10 in 1807 when President Jefferson established  
11 the Survey of the Coast, includes safe  
12 navigation, weather and water observations and  
13 forecast and emergency response to  
14 environmental threats.

15 In all of these areas, NOAA  
16 provides unique and essential navigation  
17 products and services. And as I mentioned  
18 before, the HSRP plays an important advisory  
19 role in helping us execute these missions.

20 After each of their meetings, you  
21 take the time and forethought to help us to  
22 send NOAA a set of recommendations to help us

1 continually improve, expand and advance our  
2 navigation services.

3 So I thought I would take a little  
4 bit of time to go over what you told us last  
5 time in the Anchorage meeting and give you a  
6 little update on where we are.

7 So, the next slide. Following the  
8 Anchorage meeting, you gave us four challenges  
9 to tackle. I would like to provide an update  
10 on our progress on all four.

11 The first was to develop a  
12 frontier mapping strategy that includes  
13 gathering data that is fit for use, using  
14 integrated ocean and coastal mapping approach,  
15 that's IOCM for those who don't have enough  
16 acronyms in their lives, to multi-purpose data  
17 acquisition.

18 So in Norfolk, I mentioned that  
19 NOAA had an Arctic vision and strategy  
20 document which provides a high-level framework  
21 and six strategic goals to address emerging  
22 issues and stakeholder requirements in the



1 Arctic region, and as we developed our  
2 implementation approach and our Arctic action  
3 plan, which covers 2012 to 2017, we are  
4 highlighting this integrated ocean and coastal  
5 mapping approach and we are also advocating  
6 this approach nationwide. Next slide.

7 With limited resources for new  
8 contracts, NOAA is taking steps to foster IOCM  
9 efforts in the Arctic, including work under  
10 the National Ocean Policy's Arctic  
11 implementation plan to put mapping results on  
12 a whole ocean and coastal mapping inventory.

13 One tool NOAA will use is the  
14 newly completed IOCM sea floor mapping  
15 standard, which outlines the minimum  
16 guidelines for sonar data collection to be  
17 used directly for charting needs.

18 Data that do not meet these  
19 charting standards are still considered highly  
20 valuable for modeling, reconnaissance and  
21 determining regional environmental conditions.

22 NOAA is also working on an IOCM

1 trackline survey photo call for vessels of  
2 opportunity transiting Arctic waters.

3 Initiated during a 2012 joint NOAA-Coast Guard  
4 Arctic survey, the protocol will guide any  
5 vessel with sufficient mapping capability on  
6 how and where useful survey data can be  
7 acquired while under way.

8           Currently a draft version of this  
9 protocol is being reviewed. If the review  
10 stays on track, this protocol could be  
11 implemented before the 2013 Arctic season.

12           And I had this slide up where  
13 because it shows this year's month-long  
14 Fairweather -- NOAA ship Fairweather cruise to  
15 update nautical charts for safe navigation,  
16 supporting scientific research on essential  
17 fish habitat and establishing new tidal data.

18           This was an unusual survey. It  
19 was really impressive -- when I was up in  
20 Anchorage, we actually were there when this  
21 cruise completed -- using a zigzag pattern, it  
22 really covers as much as it could on a

1 reconnaissance survey, and we had a number of  
2 -- a number of partners on the vessels with  
3 us. So it sort of adhered to all of these  
4 precepts that we are talking about right now.

5 So, the next slide. The second  
6 recommendation following the Anchorage meeting  
7 was to prioritize and support the collection  
8 of geodetic data. NOAA agreed.

9 NOAA's National Geodetic Survey is  
10 collecting airborne gravity data in Alaska as  
11 part of the ongoing GRAV-D initiative to  
12 redefine the vertical reference system of the  
13 United States.

14 NGS resumed aerogravity surveying  
15 in Alaska this fall. NGS is partnering with  
16 the Department of Interior's Bureau of Land  
17 Management to fly aboard their aircraft to  
18 survey areas northwest of Fairbanks and New  
19 Anchorage.

20 NGS also plans to return to Alaska  
21 in the spring of 2013 to survey a region  
22 southeast of Juneau aboard a Navy aircraft.

1 NGS has also continued efforts to densify the  
2 CORS network in Alaska, adding 13 new sites in  
3 2012.

4 We agree that a lack of station  
5 coverage is an issue, especially in Alaska and  
6 the Arctic, and will continue efforts to  
7 increase this information network.

8 The third recommendation received  
9 from the panel was to work with the Coast  
10 Guard and the Corps of Engineers at both local  
11 and national levels to coordinate mapping and  
12 data collection and to share data.

13 NOAA agrees. NOAA's Office of  
14 Coast Survey already has several programs in  
15 place and will continue to increase these  
16 efforts.

17 For example, in 2012, a NOAA Corps  
18 officer from OCS deployed to a U.S. Coast  
19 Guard cutter to train U.S. Coast Guard  
20 personnel in hydrographic operations.

21 The data from the cutter may be  
22 used to update chart products. If successful,

1 cross-pollination of NOAA Corps personnel  
2 aboard U.S. Coast Guard vessels may be added  
3 in future years.

4 Also, NOAA's CO-OPS center works  
5 closely with the US Army Corps of Engineers  
6 under their Comprehensive Evaluation of  
7 Project Datums program to ensure all coastal  
8 projects conducted by the Corps are utilizing  
9 NOAA title datums as prescribed by their  
10 engineering policies.

11 And let me just note that we  
12 partner with the Coast Guard in so many ways,  
13 and the Corps of Engineers, in various ways  
14 and so these are just specific examples but we  
15 can probably bore you to tears with all the  
16 ways we work together, including strategically  
17 at a very high level.

18 Lastly, you recommended that NOAA  
19 hire a state geodetic adviser for Alaska. We  
20 agreed it's beneficial to have key personnel  
21 that are familiar with local and regional  
22 issues. So while in the past, NOAA's NGS

1 supported a state geodetic advisory program,  
2 we are actually transitioning to a regional  
3 geodetic adviser program which will provide  
4 coverage for all states.

5 The position for a regional  
6 adviser in the Alaska region has been  
7 developed and is currently under review with  
8 the NGS.

9 This person, once in place, will  
10 work with state, local and federal officials  
11 to provide guidance on geodetic issues, assist  
12 with the state's geodetic and surveying  
13 programs and provide workshops and seminars  
14 and navigation products and tools.

15 Your advice and recommendations  
16 are critical to the development of our work  
17 and so this is just a down payment on the  
18 kinds of things that you have given to us and  
19 we have already started working on. So all of  
20 your time spent in these meetings is  
21 definitely beneficial.

22 So I am going to go to the next

1 slide, which really is to talk about rising up  
2 above NOAA to the interagency world that for  
3 the most part I live in.

4 Last time we met I mentioned our  
5 work on the Committee on the Marine  
6 Transportation System and you may know that  
7 that's an interagency committee chaired by the  
8 Secretary of Transportation, established by  
9 executive order.

10 And I served for 18 months as the  
11 chair of the Coordinating Board, which is the  
12 policy board right under the Cabinet-level  
13 position, and I worked with over 24 different  
14 agencies on areas of mutual interest, because  
15 there is no one place you go, as you all know,  
16 for marine transportation issues in the  
17 federal government, and this is an effort to  
18 help find one-stop shopping and some direction  
19 and assistance.

20 The CMTS has continued to provide  
21 value to the administration, focusing on  
22 priorities such as the National Export

1 Initiative and Arctic marine transportation.  
2 For example, the Coast Guard Bill of 2010  
3 directed the CMTS to come up with a  
4 coordinated policy for Arctic marine  
5 transportation, and we are actively engaged in  
6 that process, and Arctic has become, as many  
7 of you know from your last meeting, has been  
8 an area of activity externally and internally,  
9 and so we are pretty far along in that  
10 process, but it has been a very positive work  
11 product and work effort, and mostly we have  
12 partnered with the Coast Guard and MARAD on  
13 developing our proposals.

14 I would like to dive a little bit  
15 deeper into the committee's current activities  
16 and accomplishments, though. The CMTS has  
17 made marked and measurable progress over the  
18 past few years to improve the safety,  
19 efficiency and resiliency of the U.S. MTS.

20 Some of the other areas, other  
21 than the Arctic area, are: we have developed  
22 best practices to reduce damage to the MTS by



1 breakaway vessels, and that's on the website -  
2 - if you go to [www.cmts.gov](http://www.cmts.gov) you can find that  
3 document; improving the delivery and accuracy  
4 of navigation information and data to  
5 mariners, including integrating e-navigation  
6 technologies and services, such as AIS, VMS  
7 and PORTS, and by the way, the CMTS doesn't do  
8 that, it's the individual agencies working  
9 together who are doing it, so a lot of these  
10 are things that you will hear from NOAA or  
11 Coast Guard and in our partnerships.

12 The CMTS also has been tasked to  
13 find staff support and expertise to the White  
14 House Ports Task Force to develop a national  
15 strategy for future port and related physical  
16 information infrastructure investments to  
17 improve the U.S. supply chain and the movement  
18 of freight.

19 Go to the next slide. So the  
20 White House Task Force on Ports was  
21 established in the FY '13 budget proposal in  
22 the U.S. Army Corps of Engineers budget

1 proposal.

2 It's co-led by OMB, Office of  
3 Management and Budget, and the National  
4 Economic Council within the White House, and  
5 as members from the departments of the  
6 administration that have a significant role in  
7 the nation's ports, waterways and intermodal  
8 connections, and I represent the Department of  
9 Commerce in that process.

10 The task force has been working  
11 since this past summer to develop a collective  
12 set of guiding principles that will help shape  
13 the future transportation infrastructure  
14 investment policy of this administration.

15 The task force is looking at both  
16 physical and informational infrastructure, and  
17 that is key. We pushed for that because it's  
18 not just bricks and mortar, it's a lot of the  
19 work that we are doing with the Coast Guard in  
20 the informational area that's going to be  
21 critical for our future success.

22 They are looking at addressing the

1 broad array of competitive and complementary  
2 objectives in the nation's ports, waterways  
3 and intermodal connections, including  
4 efficient movement of freight, economic  
5 development, safety, security, resiliency,  
6 community cohesion and environmental  
7 sustainability.

8           And they are taking into account a  
9 lot of the work of the CMTS, including the  
10 development that is under way right now under  
11 the auspices of the CMTS and the  
12 Transportation Research board, developing port  
13 metrics, MTS performance metrics, which will  
14 be probably folded in at some point into this  
15 process.

16           There is still much to be done in  
17 terms of developing a cogent plan for properly  
18 investing in the nation's transportation  
19 infrastructure, but the administration is  
20 moving in the right direction.

21           In addition, the task force has  
22 indicated its willingness to reach out to our

1 partners and stakeholders as it refines its  
2 port strategy, and we see you as key in that  
3 process.

4 And I will note that I believe in  
5 the, in the Coast Guard Bill that is being  
6 considered today, while the Ports Task Force  
7 is a creature of the White House, the CMTS  
8 itself is probably likely to be authorized  
9 formally in that, crossing fingers, and so  
10 that's a positive for the marine  
11 transportation system being recognized as an  
12 important component of national strategy.

13 So let's go to some initiatives at  
14 NOAA that underpin some of the concepts that  
15 we have been pushing forward in these two  
16 areas. Let's go to the next slide.

17 An initiative that we have been  
18 working on is increasing port resilience and,  
19 you know, the Gulf is a great place to talk  
20 about that.

21 These concepts are being embraced  
22 by the CMTS on the Ports Task Force, which is

1 good, and we are going to continue to press  
2 forward on that.

3 As most of you know, Port Tomorrow  
4 is an implementation strategy that supports  
5 NOAA's positioning America for the future  
6 campaign.

7 It emphasizes resilience and it  
8 brings NOAA information and services together  
9 with other key resources to help constituents  
10 address marine transportation planning and  
11 operations issues related to safety, security,  
12 capacity and durability.

13 We are also partnering with  
14 additional federal partners, including the  
15 CMTS and its member agencies, such as the U.S.  
16 Department of Transportation and the Corps of  
17 Engineers, and in addition we are working at  
18 the federal level, partnering with the local  
19 community to obtain direct feedback from  
20 potential stakeholders, and so this is a tool  
21 in progress.

22 As the tool develops, we will of

1 course seek your input and advice and insights  
2 to ensure it provides an effective integrated  
3 decision support structure for envisioning,  
4 planning and operating the resilient and  
5 economically vibrant coastal port community  
6 infrastructure of the future.

7 So, next slide. So in sum, we  
8 look forward to hearing your input in this  
9 couple of days on how we can continually  
10 improve and advance our navigation services  
11 efforts.

12 We certainly have opportunities at  
13 the highest levels to have input and so we  
14 will, you know, take your recommendations very  
15 seriously.

16 NOAA's core missions remain  
17 essential and compelling despite budget  
18 constraints, but we need to tap creativity and  
19 innovation to deliver new technologies and  
20 ways of doing business, communicating  
21 information and being more efficient.

22 We also need to strengthen and

1 expand NOAA's partnerships, thinking beyond  
2 our traditional partners and identifying new  
3 alliances to help achieve agency goals.

4           For example, in the Arctic we did  
5 create an MOU with three oil companies to  
6 share data that are going to go into better  
7 forecasts and all sorts of other decision  
8 tools up there, where there's limited coverage  
9 on certain areas. I think that was a great  
10 innovation and this is the kind of thing we  
11 are open to discussing.

12           You are valued advisers, but you  
13 are also ambassadors for NOAA to your  
14 respected professional circles, and so we look  
15 forward to not only hearing your feedback, but  
16 also hearing what other people think and  
17 telling other people what we are doing so  
18 people are more and more aware of this really  
19 important role that the federal government and  
20 NOAA plays.

21           So last May in Anchorage, Dr.  
22 Sullivan spoke to you all about how -- NOAA's

1 positioning America for the future so Dave  
2 Kennedy is going to a little bit later talk  
3 more specifically about what NOS is doing  
4 there. We are very excited about that effort,  
5 and Hurricane Sandy is one example of that.

6 And so it's great that in the  
7 agenda we are going to cover a lot of areas  
8 that are fully in the areas that I work in and  
9 in the interagency.

10 I am going to learn a lot and  
11 thanks a lot for your service and your  
12 interest and I look forward to talking to you  
13 more. Thanks.

14 CHAIR WELLSLAGER: One question.

15 MS. SPRING: Yes.

16 CHAIR WELLSLAGER: Who is swimming  
17 in the picture?

18 MS. SPRING: Who would you say?  
19 We will have to do a crowdsourcing on that.

20 MEMBER BARBOR: It turns out  
21 that's Tim.

22 (Laughter.)



1                   MEMBER BARBOR: He is everywhere.

2                   So --

3                   CHAIR WELLSLAGER: Okay, Tim,  
4                   would you mind being the MC now and doing some  
5                   introductions for us for our next speakers?

6                   MR. OSBORN: Yes, and I'd like to  
7                   welcome all of you to New Orleans and it's  
8                   really a pleasure and it's an honor to help  
9                   support and be a part of this HSRP.

10                  The agenda is going to just be  
11                  slightly reversed, with the fact that a good  
12                  friend of ours, Gary LaGrange, will come up  
13                  and address you here in just a moment, as well  
14                  as Kelly Schulz.

15                  In introducing Gary, I'd like to  
16                  ask each of you, right now, in their heart of  
17                  hearts and their deepest secrets, who has been  
18                  a musician or has a family member that has  
19                  ever been in a high school band or you have  
20                  always wanted to play a musical instrument?  
21                  How many people? Raise your hands. There you  
22                  go. There you go.

1                   You are about to hear a speech  
2                   about the Port of New Orleans and a welcome to  
3                   New Orleans from a trombone player from the  
4                   University of Louisiana Lafayette.

5                   And trombone players and port  
6                   directors share a common bond: you don't know  
7                   how they do it -- I mean, look at how you play  
8                   a trombone -- you don't know how it works, but  
9                   you know that they love what they do, either  
10                  playing their music or in being a port  
11                  director.

12                  As Gary gets ready to come and  
13                  address you, I'd like to share one story and  
14                  the fact that port directors also share not  
15                  only their love of their jobs, but also their  
16                  commitment to their community.

17                  During Deepwater Horizon, during  
18                  the early days of Deepwater Horizon, it was an  
19                  environmental tragedy; certainly we saw loss  
20                  of lives out there as well.

21                  But there was this looming  
22                  question: the fact that you had this massive

1 spill just outside Southwest Pass of the  
2 Mississippi River, the world's largest port  
3 complex, the busiest waterway on the planet,  
4 and the question came up as to, you know, what  
5 was going to become of all that commerce and  
6 all that industry and all those jobs depending  
7 upon that critical river and port complex.

8 And I got a call from Gary,  
9 saying, "Come to the port, you're going to  
10 make a speech."

11 "Okay. Sure. What are we going  
12 to talk about?"

13 "We're going to talk about how we  
14 are going to be open for business."

15 And Gary and the Port Commission  
16 held a special meeting in the early days of  
17 Deepwater Horizon and invited the Mississippi  
18 River pilots, the Captain of the Port and the  
19 United States Coast Guard, myself and others,  
20 to get up in front of the public meeting of  
21 the Port Board, with the press there, and  
22 essentially reassure everyone and the public

1 and the community and the media, that not only  
2 were we going to stay open for business, but  
3 we were going to continue to stay open for  
4 business, and that the port complex that was  
5 the largest in the world, the busiest waterway  
6 on the planet, was going to make its way  
7 through an environmental disaster and continue  
8 to support the jobs that are so dependent on  
9 keeping that waterway and keeping that port  
10 complex open across the entire United States.

11 That was an initiative led by Gary  
12 LaGrange, not only as a port director, but as  
13 a representative not only to this region, but  
14 to all the interests that we see expressed  
15 across the country that rely upon Gary, rely  
16 upon the port, rely upon the people that he  
17 works with, to maintain the commerce and  
18 industry that goes by this area every day.

19 I would like to thank you for your  
20 time and also introduce a good friend of mine,  
21 Gary LaGrange.

22 MR. LaGRANGE: I had no

1 understanding, while getting coffee this  
2 morning, Tim asked me what I played in the  
3 band back in college. Now I get it. Thanks,  
4 buddy. Appreciate that.

5           Actually, that paid off. That was  
6 a pretty good gig because it allowed me to  
7 work my way through graduate school by playing  
8 in a rhythm and blues band for nine more  
9 years. So no, it didn't take me nine years to  
10 finish graduate school, though.

11           Well, welcome to New Orleans,  
12 bienvenue one and all. We are tickled to have  
13 you all here. I remember back in 2002, not  
14 long after George W. had been elected  
15 president, he came to the Port of New Orleans  
16 for a visit, and when he got out of this  
17 limousine, out on the docks in the middle of  
18 our container terminal, I said, "Mr.  
19 President, bienvenue."

20           And he looked at me and he said,  
21 "Say what?"

22           "I said welcome. Welcome. I'm

1 glad to have you here."

2 Those were really -- oh, by the  
3 way, three months after that is when he  
4 imposed with the World Trade Organization a  
5 Section 201 embargo on imported steel, which  
6 only constituted 37 percent of our revenue  
7 here in New Orleans at the time.

8 So I don't know that he really was  
9 welcome. But eventually he made up for it,  
10 certainly in the post-Katrina days, in the  
11 ensuing months, I think he made 18 trips down  
12 here to New Orleans over a period of a year  
13 and a half to two years, and we truly are  
14 appreciative of his administration.

15 New Orleans is a city that has  
16 really made strides in coming back since what  
17 we still consider the worst natural disaster  
18 in the history of the United States, arguably  
19 along now with Sandy, according to Governor  
20 Cuomo this morning, anyway.

21 So, we think it's a city that has  
22 certainly come back in every aspect, not just

1 the port and the maritime industry. And a lot  
2 of the reasons for that has to do with the big  
3 thank you that has to go out to NOAA, and I  
4 try to mention it in every speech that I  
5 possibly can, of course along with the Coast  
6 Guard, the Army Corps of Engineers and all of  
7 the other players who come in at a critical  
8 point in time to provide the necessary  
9 surveying that we need to have done, and just  
10 recently I witnessed the Thomas Jefferson,  
11 following Sandy, immediately on the point and  
12 on the scene, allowing ship channels to be  
13 verified, certified as safe for passage, and  
14 allowing the ports and the movement of  
15 commerce to be open again.

16 As Tim alluded to, the Port of New  
17 Orleans is responsible for 380,000 jobs in the  
18 United States; in the state of Louisiana,  
19 168,000 jobs; in the greater New Orleans area,  
20 67,500 jobs because of the Port of New Orleans  
21 alone.

22 In Louisiana, one in five jobs are

1 here because of the port and the maritime  
2 industry -- one in five jobs, in a study that  
3 was recently completed.

4 So people all understand the port  
5 and the maritime industry, and certainly you  
6 are going to hear from Kelly, my counterpart,  
7 here in a few moments, on what tourism does,  
8 and we try to augment that as well, by the  
9 way, with our cruise ship activities as much  
10 as we can at the port.

11 But what you are looking at in the  
12 290 mile stretch on the lower Mississippi  
13 River, from Baton Rouge to the mouth of the  
14 river at Southwest Pass, constitutes the  
15 largest port system in the world, bigger than  
16 Rotterdam, Singapore, Shanghai, any of them.

17 The movement of 500 million tons  
18 of cargo a year, 500,000 barge movements a  
19 year, 12,000 ship calls a year, 6,000 in,  
20 6,000 out. We think that's pretty  
21 magnanimous.

22 Excuse me. I have developed a



1 cold as well. Me and the pilot have colds.

2 I guess it's the water, yes.

3 But anyway, we like to pride  
4 ourselves, arguably, we are the number one  
5 importer of coffee in the United States.  
6 Sometimes New York is.

7 And they cheated by the way, back  
8 in 1952, the coffee exchange imposed a  
9 surcharge on importations of coffee into New  
10 Orleans to maintain their number one status.

11 So we joke with New York all the  
12 time about it. But arguably, for the most  
13 part, two out of three years, New Orleans is  
14 the number one importer of coffee.

15 We are the number one certified  
16 London Metal Exchange port in the United  
17 States, and this is sort of an anomaly,  
18 because when we had the recession, the global  
19 recession, in '07, '08 and '09, we actually  
20 had an uptick in cargo volume by 12 percent.

21 That's only in non-ferrous metals,  
22 copper, lead, aluminum, zinc, nickel, tin and

1 even steel billets now. And what happens is  
2 when the market goes belly-up, all those non-  
3 ferrous metals come from every corner of the  
4 world into New Orleans -- and Detroit is  
5 number two -- and they are stored in our  
6 warehouses throughout the city, our certified  
7 London Metal Exchange, soon to be Hong Kong  
8 Metal Exchange warehouses.

9 So as I said, it was an anomaly  
10 with the recession, in that by being a very  
11 diversified port, it really saved us in the  
12 sense that we had some cargo coming in, where  
13 other ports were in double digit inflationary  
14 numbers.

15 We are also the number one  
16 importer of plywood and wood building  
17 products, mainly from Argentina and Brazil, in  
18 the United States.

19 We are the number one importer of  
20 raw rubber, from Malaysia and Indonesia,  
21 Singapore, in the United States. We are the  
22 number three importer of steel in the United

1 States.

2 We are the number one exporter of  
3 poultry in the United States, having just  
4 finished and cut the ribbon on the largest  
5 blast freezing facility in the northern  
6 hemisphere.

7 And finally, we are the fastest  
8 growing cruise port in the United States. We  
9 are now rated number six overall. We have  
10 grown exponentially at a rate of 880 percent  
11 in the last 10 years.

12 So we are really proud of that.  
13 We have two cruise terminals and are about to  
14 break ground on a third cruise terminal, with  
15 an upscale restaurant to be built on top of it  
16 for a great river view of the skyline and the  
17 city at Poland Avenue, and we think that's  
18 going to be really, really a good thing.

19 A unique thing, cruise lines'  
20 international association just also completed  
21 a study. The average cruise passenger -- what  
22 do cruise passengers do to the economy in

1 terms of an economic impact, by way of the  
2 port and maritime activities?

3 The average cruise passenger in  
4 any port in the world will spend in direct  
5 spending out of his or her pocket \$95 a day.  
6 The average cruise passenger in New Orleans  
7 will spend -- and I hope your follow their  
8 trail -- \$335 a day in direct spending.

9 Yes, and so we are tickled to  
10 death about that, the restaurants, the hotels,  
11 the museums and all of the other great  
12 accoutrements that Kelly and her team does  
13 every day, day in and day out, to build and to  
14 nurture.

15 You probably see a lot of  
16 construction going on out in the streets. We  
17 are trying to hurry and get the city ready for  
18 the Superbowl in February, not to mention one  
19 week away from the Superbowl is Mardi Gras --  
20 go figure -- which is a six-week process, as  
21 you all know.

22 But anyway, those are a few notes

1 I wanted to mention about the port, and I  
2 really appreciated your commentary and your  
3 PowerPoint just a little while ago.

4 The White House Ports Task Force,  
5 God bless you all. God bless and thank God  
6 and finally. That points to, of course, a  
7 recent, and alludes to the recent study that  
8 the Corps of Engineers did that dealt with  
9 infrastructure, or the lack of infrastructure,  
10 or the substandard nature of infrastructure in  
11 our maritime industry in the United States,  
12 that dealing primarily with, of course,  
13 dredging issues or the lack of dredging  
14 issues. It also deals with the decrepit  
15 condition of our locks and dams on our inland  
16 waterway system, and by the way, this  
17 Mississippi River, as it passes through New  
18 Orleans right here, connects us directly, with  
19 navigable waterways, to 33 states and three  
20 Canadian provinces, 14,500 miles of maritime  
21 transportation activity.

22 Pittsburgh, Louisville,

1 Cincinnati, Chicago, Minneapolis, Sioux City,  
2 Little Rock, St. Louis, even Tulsa, Oklahoma,  
3 all connected to New Orleans by waterways, all  
4 maintained at no less than nine feet, maybe  
5 not today because of the upper Missouri crisis  
6 and the drought, but allover a minimum of nine  
7 feet of water draft, if not 12.

8           So we are really happy about that.  
9 The one thing that is disturbing, however, and  
10 I am preaching to the choir, so bear with me  
11 on that, is in the next -- by 2020, we need an  
12 investment of \$13 billion to go into this  
13 infrastructure.

14           As it stands right now in  
15 Washington earmarked, there is \$7 billion.  
16 Seven out of 13 isn't going to get it.

17           By the year 2040, the report goes  
18 on, we need a \$28 billion investment. As it  
19 stands right now, \$16 billion is in place.  
20 That won't get it either. That's not a  
21 passing grade as I see it.

22           We know that in the next four

1 years, the ports in the United States will  
2 invest \$18 billion in infrastructure, and that  
3 our private partners will invest \$27 billion.

4 So that's a lot of money when you  
5 add it all up. But it's sorely needed. It  
6 has to happen. The opening of the Panama  
7 Canal in early 2015, we know, is going to  
8 necessitate an influx of a lot of new  
9 incremental cargo and traffic.

10 The projections have it, just from  
11 a container standpoint, not even the tankers  
12 or the bulkers or the cruise ships, just from  
13 a container standpoint, roughly 25 million  
14 TEUs. That's a 20 foot equivalent unit  
15 container, 25 million TEUs by the year 2028,  
16 at a rate of about seven percent growth per  
17 year; 80 percent, 75 to 80 percent according  
18 to three studies that were recently completed,  
19 Booz Allen Hamilton, Parsons Brinckerhoff and  
20 the A.T. Kearney Group all did studies and all  
21 pretty much agree that 75 to 80 percent of  
22 that cargo will go to the East Coast, because

1 that's where the consumers live.

2 But we are real happy on the Gulf  
3 Coast, quite honestly, which is where the  
4 other 20 to 25 percent will go, because on the  
5 Gulf Coast we really only have four competing  
6 ports -- Houston, New Orleans, Mobile and  
7 Tampa -- for the container cargo.

8 On the east coast, as you all know  
9 again, there are 12 to 13 competing ports. So  
10 the pie is a lot bigger but so is the  
11 competition.

12 We feel good about it. I can tell  
13 you right now, in my honest opinion, there is  
14 only one port really ready if the canal were  
15 to open today with a 50-foot navigable  
16 channel, and that's Hampton Roads.

17 New York, New Jersey, once the  
18 Bayonne Bridge project is completed, and the  
19 bridge is heightened, then they will be  
20 completely ready.

21 Baltimore is ready but they are a  
22 little far up there to the north, although



1 they will get their fair share; and Miami has  
2 a commitment to go to 50 feet by dredging,  
3 through a public-private partnership.

4 We now have the legislation here  
5 in Louisiana. Since the 1980s we have had  
6 authorization to go to 55 feet on the  
7 Mississippi River, but no appropriations to go  
8 with it.

9 We have now, Congressman Cedric  
10 Richmond has a bill, the Dredge Act of 2012  
11 which would appropriate, call for the  
12 appropriation, to get the river to 50 feet,  
13 and that would be really good for us.

14 Last year, with the high water  
15 situation, we did a study. This is a really  
16 interesting study. With the value of cargo  
17 coming into the Mississippi River on those  
18 12,000 ships that I alluded to just a little  
19 while ago, at \$400 per ton being the value of  
20 the cargo, for every one foot of draft that we  
21 lose or gain, per ship, for every one foot,  
22 the economic consequence is \$1 million to the

1 good or to the bad, per ship call.

2 So when we tell Congress and we  
3 testify before the various and sundry groups  
4 in Congress, that it does take on an average  
5 year -- God knows we haven't had an average  
6 year lately -- \$110 million, \$120 million to  
7 dredge the lower Mississippi River. That's  
8 minuscule when you compare it to the economic  
9 consequences of one foot.

10 So last year, when we had the high  
11 water due to siltation at the mouth of the  
12 river, we actually closed the river down for  
13 about a three-month period -- we didn't close  
14 it down, but we minimized it to, what John, 44  
15 feet I think? Forty-two feet.

16 Forty-two feet. So if you have  
17 got a 45-foot project draft, what the Corps is  
18 really doing a two-foot overcut under the  
19 keel, so you really have 47 feet, you, in  
20 essence, just lost \$5 million per ship call in  
21 which you are not capable of hauling.

22 So it's quite severe. It's a

1 huge issue. It's one that, you know, we can't  
2 seem to -- testifying before the Ways and  
3 Means Committee not long ago on House Bill  
4 104, the RAMP Act, Realizing America's  
5 Maritime Promise, the point that was made and  
6 the point that we continue to make, is in 1986  
7 we passed the Harbor Maintenance Trust Fund.

8 The Harbor Maintenance Trust Fund  
9 purpose, as Bill, you well know, and sole  
10 purpose is intended to maintain America's  
11 ports and harbors at their project depths.

12 Thirty percent today, ladies and  
13 gentlemen, of our ports and harbors are not  
14 maintained at their project depths in the  
15 United States.

16 That's over 300 ports and 600  
17 small harbors in the United States that don't  
18 have their adequate draft. \$1.5 billion a  
19 year is realized in ad valorem taxes that are  
20 collected on imports from that tax.

21 About 700 million of it goes  
22 towards dredging our channels. That's

1 criminal. That's criminal. Where's the rest  
2 of it going? That's a good question.

3 And we have got to, we have got to  
4 get this bill passed. I think there's well  
5 over 100 co-sponsors on it now. We have got  
6 to put the full use of the Harbor Maintenance  
7 Trust Fund for its intended, and only its  
8 intended purpose.

9 It wasn't meant to build sea  
10 walls. It wasn't meant to buy gantry cranes.  
11 It wasn't meant to build transit sheds. It  
12 was meant to dredge our channels.

13 All of the money that you invest  
14 in your maritime infrastructure and your port,  
15 all of the things I just named -- railroads,  
16 intermodal railyards and terminals, all of  
17 those mean absolutely nothing if you can't get  
18 to the port, if you don't have a channel.

19 So the channel has got to come  
20 first. That's a problem our neighbors in  
21 Gulfport have right now -- \$570 million to  
22 invest in their port, but they can't deepen

1 their channel more than 36 feet.

2 If you can't get to the port, you  
3 don't really have a port at the end of the  
4 day.

5 One of the things that we pride  
6 ourselves here with in New Orleans also is our  
7 intermodal connectivity. The railroads  
8 followed the river system early last century.  
9 We are the only port in the United States that  
10 has deep draft port in the United States that  
11 has all six trunk line one railheads here.

12 We have the CSX, the Norfolk  
13 Southern, the Canadian National, the Kansas  
14 City Southern, the Burlington Northern, the  
15 Union Pacific, all located here in the early  
16 parts of last century, and that's a real plus  
17 for us because it connects us to the three  
18 main points.

19 Canadian National, as an example,  
20 is promoting Prince Rupert up on the Northwest  
21 Coast, Halifax on the Northeast Coast and New  
22 Orleans down here -- it makes all of the sense

1 in the world -- and across Canada.

2 The -- last year -- and I'll sum  
3 this up real quickly -- last year we were  
4 fortunate in that we had invested about a  
5 billion dollars in our port over the last 10  
6 years, and that is our own money for the most  
7 part.

8 We don't tax anybody. There are  
9 no taxes. All of our funds that come in are  
10 made over the docks. We operate the port --  
11 even though it is a state entity, we operate  
12 it as a private enterprise, and we like it  
13 that way. It does really, really well.

14 We are looking at some public-  
15 private partnership opportunities right now.  
16 We need about \$500 million incrementally, 250  
17 here and then 250 later, to expand our  
18 container terminal to take it from its current  
19 640,000 TEU capacity, which has doubled, by  
20 the way, in the last three years, up to 1.5  
21 million TEUs, which is what we are trying to  
22 get to, and that's a footprint that we have

1 right now.

2 We think we can do that. We have  
3 got eight container carriers. We have got 17  
4 bulk carriers, 75 truck lines that all call  
5 into port, and I just mentioned the six  
6 railroads, all six of the big boys are located  
7 here.

8 So the intermodal connectivity is  
9 really, really good, and the ability to reach  
10 our market we like, because we have got 47  
11 million people within a 500 mile radius of New  
12 Orleans.

13 And we employ that in our cruise  
14 activities a lot, in fact, not only with the  
15 truckers coming to the container terminal, but  
16 we market New Orleans as two vacations in one  
17 -- come and enjoy the Big Easy, spend a couple  
18 of nights, and they do; on the average our  
19 cruise passengers will spend two nights in our  
20 hotels and I told you what they spend. We  
21 like that too. And then take your cruise, so  
22 two vacations in one.

1 All in all though, at the end of  
2 the day, it all evolves around a channel that  
3 we must dredge, a channel that we must  
4 maintain, a lock system throughout the inland  
5 waterway system that we have to maintain, and  
6 certainly, we certainly know that, you know,  
7 with the Harbor Maintenance Trust Fund, we  
8 believe that's adequate enough to keep the  
9 deep draft channels, if the funds were  
10 appropriated in the correct place, and we know  
11 that on the inland waterway system, with the  
12 addition of the fuel charge that is just being  
13 battered about and talked about, and certainly  
14 destined to be approved, that the industry  
15 itself, from a user fee standpoint, will  
16 provide their match for those locks and dams.

17 The question is, to activate  
18 Congress, and to get them in a mindset where  
19 they understand where our two priorities are.  
20 Thank you and enjoy the Big Easy. Laissez le  
21 bon temps rouler.

22 CHAIR WELLSLAGER: Do we have time



1 for a quick question or no?

2 MR. OSBORN: Yes, I was just going  
3 to say two things. One is, Gary is here if  
4 you had any questions, and also, I would like  
5 to make sure that you extend a thanks to Gary  
6 for his staff, of arranging a tour of the Port  
7 of New Orleans later after lunch today, and we  
8 really appreciate that hospitality as well.

9 Any questions please?

10 CHAIR WELLSLAGER: David.

11 MR. KENNEDY: So Gary, I think I  
12 was reading this about the Port of New Orleans  
13 or Mississippi, and it dealt with coal and  
14 unloading of coal and then taking it down to  
15 the river to an anchorage and then adding  
16 more.

17 What -- that seemed intriguing. I  
18 didn't quite follow that. Was that you?

19 MR. LaGRANGE: Yes. Most of it is  
20 downward at the Port of Plaquemine below us.  
21 There are five ports on the lower Mississippi  
22 River: Baton Rouge, South Louisiana, New

1 Orleans, St. Bernard and Plaquemine, each one  
2 totally different, with their own niche of  
3 activities.

4 That's basically what Plaquemine  
5 does for the most part. It's a great  
6 operation, and there's a little that is done  
7 above us at the Port of South Louisiana also.

8 VICE CHAIR PERKINS: Gary, you  
9 mentioned that the port here is operated as a  
10 private entity.

11 MR. LaGRANGE: Right.

12 VICE CHAIR PERKINS: Can --

13 MR. LaGRANGE: Well, it's a public  
14 entity but we operate it in a private  
15 enterprise mode.

16 VICE CHAIR PERKINS: Is that  
17 unique in -- does that give you an advantage  
18 over New York and Los Angeles? Can you speak  
19 to that a little more?

20 MR. LaGRANGE: Well, I wouldn't  
21 say it gives us an advantage. From a capital  
22 improvement standpoint and development of the

1 port, I wouldn't have to go look for a public-  
2 private partner right now and give up an  
3 equity investment in the port, if we had the  
4 dedicated funds that some of them have.

5 Houston, as an example, has an ad  
6 valorem tax that is generated for the port,  
7 and generates about \$90 million a year. Well,  
8 that's a nice windfall. It would be nice if  
9 we had that \$90 million a year to call on.

10 But by the same token, New Orleans  
11 is not Houston, and as Kelly can tell you,  
12 it's a whole different demographic structure.  
13 To impose a tax on port operations, we  
14 frankly, because we have the Mississippi  
15 River, see that as a huge magnet and an asset  
16 that we don't want to take for granted, but we  
17 think the cargo is going to come here anyway  
18 because of the intermodal connectivity.

19 So some have it, some don't. I  
20 would say probably 25 percent of our ports --  
21 public port authorities in the nation do not  
22 have a dedicated source of income from a tax;

1 75 percent do.

2 In the case of Mobile, they don't  
3 have a dedicated tax, another example. But  
4 the governor doled out \$300 million from their  
5 retirement program to build a container  
6 terminal.

7 You know, I am trying to get the  
8 Governor General's ear on that but I haven't  
9 been successful.

10 VICE CHAIR PERKINS: Thank you.

11 MR. LaGRANGE: Sure. Yes sir?

12 MEMBER JEFFRESS: How far inland  
13 do the exports come from that go through the  
14 ports in New Orleans? Like, what states feed  
15 the export industry? And do you get political  
16 support from those states?

17 MR. LaGRANGE: Yes, in fact that's  
18 a great question. The gentleman nodding his  
19 head back here is Sean Duffy. Two years ago  
20 we created something called the Big River  
21 Coalition and he is our executive director to  
22 the Big River Coalition.

1           That's a coalition of all of those  
2 states. Sixty two percent of all of the grain  
3 grown in the United States comes through here.  
4 So that's of course Iowa, Illinois, Indiana.

5           On the coal side -- you mentioned  
6 coal just a minute ago -- that's West  
7 Virginia, certainly, you know. So we bring  
8 all of those guys together at whatever time we  
9 need to bring together for discussions on why  
10 the river needs to be maintained, why the  
11 locks and dams need to be maintained and  
12 rebuilt, because I just got off the phone a  
13 minute ago with the Commissioner of  
14 Agriculture here in Louisiana. He's taking a  
15 very active role because all of the crops that  
16 are exported out of here come from  
17 mid-America, the bread basket.

18           CHAIR WELLSLAGER: Gary, I've got  
19 a little question for you. In the event that  
20 Panama Canal is -- when it's reopened, how far  
21 up the Mississippi, to, say, the Port of New  
22 Orleans, would you try to -- the 50-foot depth

1 of the deepening projects for the channels?

2 MR. LaGRANGE: To Baton Rouge, 291  
3 miles. Take it all the way to Baton Rouge,  
4 because we have -- between here and Baton  
5 Rouge we have 11 refineries and 9 grain  
6 elevators.

7 And those, those guys will benefit  
8 using that \$400 per ton average that I alluded  
9 to earlier. Remember, a million dollars per  
10 foot, per ship.

11 CHAIR WELLSLAGER: Carol.

12 MEMBER LOCKHART: Yes, just  
13 following up on the one million dollars per  
14 foot, like, what is the typical under keel  
15 clearance right now of the ships coming into  
16 port? Two feet?

17 MR. LaGRANGE: Two feet.

18 MEMBER LOCKHART: Thanks.

19 CHAIR WELLSLAGER: Anybody else?  
20 Well, thank you very much. It's been very,  
21 very informative.

22 MR. LaGRANGE: Thank you. Please

1       enjoy yourselves. Spend money.

2                   MR. OSBORN: Matt, if you would  
3 allow we are going to go ahead and turn over  
4 to Kelly Schulz. Kelly is a vice president  
5 with the New Orleans Convention & Visitors  
6 Bureau. Actually, she is a lifelong native of  
7 this area and she will talk about some of her  
8 family roots here in this area.

9                   Kelly is also uniquely suited for  
10 the job in the fact that she is a graduate of  
11 LSU in psychology and mass communications,  
12 which means that I think it's a true art when  
13 you actually have the ability to reach out to  
14 large groups of people and let them realize  
15 inside how deeply they need to come to New  
16 Orleans and actually be here and spend money.

17                   We appreciate your coming to talk  
18 to us, and as New Orleans, as you heard, in  
19 terms of the Port of New Orleans, New Orleans  
20 is a living city of many parts and many  
21 industries and many economies, and Kelly can  
22 talk about some of the things that really are

1 important to this city in terms of its tourism  
2 and convention business here in the New  
3 Orleans area.

4 MS. SCHULZ: Good morning.

5 Welcome to New Orleans. It's a pleasure to  
6 have all of you here. I want to bring  
7 greetings on behalf of everyone who works in  
8 tourism in our city, which is our number one  
9 industry; 78,000 people in every neighborhood  
10 in New Orleans are employed by tourism and by  
11 meetings and conventions like the one you are  
12 having here today.

13 So I know there are lots of  
14 different experts in this room, and when I  
15 started talking to Tim about this meeting and  
16 coming to welcome you today, he was telling me  
17 a little bit about all of you and your  
18 expertise and he said, you know, we love what  
19 we do, but really we are a bunch of geeks.

20 So I want to let you know that  
21 geeks are welcome in New Orleans too, and you  
22 guys are going to have a great time while you



1 are here.

2 As Tim said, I am a native of New  
3 Orleans. I grew up in St. Bernard Parish. My  
4 father actually recently retired from 35 years  
5 of service with the U.S. Army Corps of  
6 Engineers.

7 I know that Colonel Fleming is  
8 going to be one of your guest speakers at this  
9 meeting, so I have a lot of respect for the  
10 work of that organization.

11 And certainly your visit here is  
12 important to our tourism economy, but your  
13 particular work, to help cities like New  
14 Orleans prepare for and respond to hurricanes  
15 and the work that you all do involving the  
16 restoration of our coastlines, is very  
17 important to us.

18 So we really appreciate you all  
19 being here. I want to tell you a little bit  
20 about, like Gary, the Port of New Orleans, the  
21 tourism industry and our organization are  
22 critical to the success of New Orleans.

1           Tourism in New Orleans is big  
2 business. It's 78,000 people in every  
3 neighborhood who have jobs here. Last year we  
4 had 8.75 million visitors from all over the  
5 world. Those visitors spent \$5.47 billion.

6           So when you come to meetings like  
7 this, yes, we want you to have a good time,  
8 and we want you to have a productive meeting;  
9 but when you go home, you should feel good  
10 about the fact that you have contributed to  
11 the lifeblood of this city.

12           Without tourism, New Orleans would  
13 not operate. Without tourism New Orleans  
14 definitely would not have recovered from  
15 Katrina, from the BP oil spill, or any other  
16 struggle that we have had to face over the  
17 past several years.

18           Tourism in New Orleans brings more  
19 tax revenue than any other business sector.  
20 One in every 12 jobs in Louisiana is related  
21 to the tourism industry.

22           Funding from tourism provides

1 critical resources for every resident of the  
2 city, so even if you don't work in the tourism  
3 industry like I do, the money from our  
4 industry provides money for public  
5 transportation, for schools, for police and  
6 fire protection, even people that are not  
7 employed in tourism and think it doesn't  
8 matter to them, it does matter to them because  
9 it is the lifeblood of our economy, and  
10 without the money generated by this industry,  
11 we would not have a Superdome, we would not  
12 have a Convention Center, we would not have  
13 public transportation and we would not have  
14 money for schools or any of the other things  
15 that make our city run.

16           You guys are at a great property.  
17 You are here at the Astor Crowne Plaza, which  
18 is at the entrance to our crown jewel, the  
19 French Quarter.

20           Right downstairs is one of the  
21 best restaurants in the city, the Bourbon  
22 House, which is part of the famous New Orleans

1 Brennans family of restaurants, so I hope that  
2 you all can get out and enjoy the city a  
3 little bit if you have any free time.

4 Certainly, if you can stay after  
5 your meeting, we would love to have you extend  
6 your trip a little bit.

7 But I want to show you a brief  
8 video, just to sort of give you a glimpse of  
9 what you can expect while you are here in New  
10 Orleans.

11 This is called: "It's New Orleans:  
12 You're Different Here." And I hope that when  
13 you all are here, you do things a little bit  
14 different.

15 You maybe eat a little bit more,  
16 drink a little bit more, stay out a little bit  
17 later -- do some of the things that you  
18 normally wouldn't do at home.

19 So, let's just take a look at this  
20 video. It's about three minutes and it will  
21 give you a glimpse into some of the different  
22 parts of our city for you to enjoy.

1 (Video played)

2 MS. SCHULZ: Okay, well,  
3 unfortunately the video is not going to work.  
4 I apologize for that. But I just want to  
5 leave you with a quote from the famous author,  
6 Chris Rose. Some of you who are from this  
7 area may know the work of Chris Rose.

8 He has written several books about  
9 New Orleans culture. He is a columnist, or  
10 was a columnist for our local newspaper and he  
11 really can sum up New Orleans culture, I  
12 think, just about better than anybody.

13 So this is a -- sorry about that.  
14 This is how Chris Rose describes to people of  
15 America who the people of South Louisiana are.

16 "Dear America, I suppose we should  
17 introduce ourselves. We are South Louisiana.  
18 You probably already know that we talk funny  
19 and listen to strange music and we eat things  
20 that you'd probably hire an exterminator to  
21 get out of your yard.

22 "We dance even if there's no

1 radio. We drink at funerals. We talk too much  
2 and laugh too loud and live too large and,  
3 frankly, we're suspicious of others who  
4 don't."

5 So, with that, I want to let you  
6 know, thank you for coming to New Orleans, and  
7 have a great conference and a great time in  
8 our city. Thank you.

9 CHAIR WELLSLAGER: Kelly, I have  
10 to ask you, LSU? Why? Why not Tulane? Keep  
11 it local.

12 MS. SCHULZ: Well, you know, I --  
13 I went to LSU and it was a great opportunity  
14 to go away from home and kind of be on my own  
15 a little bit, and after I left there, I went  
16 to Dallas and started my career in Dallas, and  
17 I came home actually six months after  
18 Hurricane Katrina.

19 So some of the people in Dallas  
20 thought that I was crazy to come home to a  
21 city that had been devastated by a hurricane,  
22 but it was an opportunity, I felt, to come and

1 be part of the rebuilding and tourism has  
2 certainly been critical to the rebuilding of  
3 the city post-Katrina. So --

4 CHAIR WELLSLAGER: Well, that  
5 follows up with my next question. Post-  
6 Katrina, has there been a linear progression  
7 of tourism dollars and where do you see things  
8 going? Is there still a lot of rebuilding  
9 that needs to take place?

10 When I was flying in yesterday, I  
11 noticed cranes are working everywhere. What  
12 is going on in the city itself?

13 MS. SCHULZ: Well, it's been seven  
14 years since Katrina. It was August 29th,  
15 2005. And what happened for us was very  
16 interesting, because you had the catastrophic  
17 damage in the outlying, suburban  
18 neighborhoods, like where my family lived, in  
19 St. Bernard, that -- those are the images that  
20 everyone saw on television, where there were  
21 people with water up to their rooftops, total  
22 catastrophic devastation.

1                   But then you had this area of the  
2 city, the French Quarter, the heart of the  
3 tourist area, that didn't have those flood  
4 waters and didn't have the damage, but we did  
5 have three of our most iconic tourism  
6 buildings -- the Hyatt hotel, the Superdome  
7 and the Convention Center -- as the site of  
8 complete devastation and a lot of human  
9 suffering that took place at all three of  
10 those buildings.

11                   So for us, we had to fight a  
12 pretty massive image battle and educate the  
13 public on the fact that you can still come and  
14 visit New Orleans.

15                   Now, there was certainly a time in  
16 the immediate aftermath of the storm that you  
17 could not come and visit New Orleans. But --  
18 the Convention Center was closed for example  
19 from August of '05 until May of 2006.

20                   So prior to Katrina, we would get  
21 about 8.5 million visitors every year. The  
22 year after Katrina, that number dropped down



1 to 3 million.

2 And those 3 million visitors  
3 really weren't visitors. They were people who  
4 were in town associated with the recovery,  
5 like FEMA workers and insurance contractors,  
6 things like that.

7 So we dropped down to 3 million  
8 visitors in 2006, which was an all-time low  
9 for us, and because of the work of the  
10 Convention & Visitors Bureau, and because of  
11 the hospitality industry, and because of a  
12 federal grant that we were able to get for  
13 marketing the city, because we had to make the  
14 case that tourism doesn't just happen on its  
15 own. It takes marketing, especially when you  
16 are overcoming such a terrible disaster like  
17 that of Katrina, and so many misperceptions  
18 and those graphic images of destruction that  
19 have been burned into the minds of millions of  
20 travelers around the world, we needed a  
21 federal grant to get out there and market the  
22 city and overcome misperceptions and tell

1 people that they could come back to New  
2 Orleans.

3 And the part of the city that was  
4 not devastated is the part that needs them the  
5 most, and by coming back, they were actually  
6 contributing to the recovery of the city.

7 So I am happy to say that, between  
8 2006 and 2007, we went up from 3 million  
9 visitors a year to 7.1 and I think that was in  
10 large part to our marketing campaign, but it  
11 was also because of the reopening of the  
12 Convention Center, the Superdome, getting some  
13 of those critical buildings back in business.

14 And last year, as I said, we were  
15 up to 8.75 million, and the year after the oil  
16 spill, we had a record year for tourism as  
17 well, and that was because we also received a  
18 grant, a federal grant, or actually a grant  
19 from BP, to be able to market the tourism  
20 industry post-oil spill, and let visitors know  
21 -- we actually cited the work of NOAA a lot.

22 When we told visitors it was safe

1 to come and eat the seafood, we used data from  
2 your organization to back that up, so it  
3 wasn't a tourism marketing person say you can  
4 come visit, it's okay. We used the facts from  
5 the experts like you.

6 So, the city is doing great. We  
7 are getting ready to host the Superbowl, as  
8 Gary said. We have had -- we have won just  
9 about every award you can win.

10 We were just recently named  
11 America's favorite city by Travel and Leisure  
12 Magazine. Conde Nast Traveler named us one of  
13 the top 10 destinations in the country.

14 Those kinds of awards for us are  
15 huge, because it gives us a marketing  
16 opportunity, but it also means that the  
17 visitors who are coming are going back and  
18 rating us very highly.

19 So it's not just a marketing  
20 campaign. The visitors are actually coming  
21 back and saying very good things about the  
22 visitor experience.

1 CHAIR WELLSLAGER: Well, I can say  
2 this, as I was flying in, the five people  
3 around me were all coming into a different  
4 conference that was being held this week. So,  
5 obviously you are doing something right.

6 MS. SCHULZ: The conferences are  
7 very important, and again, I can't tell you  
8 enough what your group means to us, we know  
9 you had many choices of where you could have  
10 had this gathering, and so the fact that you  
11 chose New Orleans, it really does mean a lot  
12 to us, and you are going to leave a really  
13 lasting impact on our community. So thank you  
14 very much for choosing New Orleans.

15 CHAIR WELLSLAGER: Any other  
16 questions? Ken.

17 MEMBER BARBOR: Gary did a good  
18 job of putting in perspective the commercial  
19 fishing or commercial shipping traffic and  
20 passenger tourism aspect of it.

21 No one has addressed either  
22 recreational boating or fishing, either

1 charter fishing or commercial fishing. Do you  
2 have any -- obviously not so much commercial  
3 fishing, but charter or recreational boating.

4 MS. SCHULZ: The New Orleans  
5 Convention & Visitors Bureau is a membership  
6 organization, and we actually have many  
7 members who are in the charter fishing  
8 business.

9 So it is a part of why visitors  
10 come to Louisiana and come to New Orleans,  
11 particularly the international visitors. We  
12 host many visitors from the UK, Germany,  
13 France, Australia, all over the world.

14 And that is something that  
15 particularly the international visitors who  
16 come and are able to stay longer periods of  
17 time, they will participate in the charter  
18 fishing.

19 We did a lot of work with those  
20 members who do charter fishing in the  
21 aftermath of the oil spill. Many of their  
22 businesses were just decimated, either because

1 of reality or because of misperception about  
2 the actual state of the Gulf.

3 So it is something that is  
4 important to us, and it's one of the reasons  
5 why people do come to Louisiana.

6 CHAIR WELLSLAGER: Okay, well,  
7 anything else? Thank you very much.

8 MS. SCHULZ: Thank you.

9 MR. OSBORN: Matt, thank you.

10 CHAIR WELLSLAGER: Okay. Thank  
11 you Tim. Mr. Kennedy, would you like to join  
12 us? We are running a little bit ahead of  
13 schedule. But if at all possible, would you  
14 mind --

15 MR. KENNEDY: No, I have 53  
16 slides.

17 CHAIR WELLSLAGER: Oh, okay, very  
18 good.

19 (Laughter)

20 CHAIR WELLSLAGER: Well then I  
21 think we found our place to get back on track.  
22 David Kennedy is the Assistant Administrator

1 for NOAA's National Ocean Service.

2 He served in this role in an  
3 acting capacity before being named as the  
4 assistant administrator by Under Secretary of  
5 Commerce and NOAA Administrator Dr. Jane  
6 Lubchenco.

7 He comes to the assistant  
8 administrator's office after having served as  
9 Director of NOAA's Office of Ocean and Coastal  
10 Resource Management, the OCRM, in Silver  
11 Spring, Maryland. OCRM leads the nation's  
12 efforts to manage and conserve ocean and  
13 coastal resources.

14 As the director, Mr. Kennedy  
15 oversaw OCRM's Coastal Programs Division,  
16 Coral Conservation Division, Marine Protected  
17 Areas Center, and the Estuarine Reserves  
18 Division.

19 Included in OCRM's  
20 responsibilities are federal consistency,  
21 coordination with state and local coastal zone  
22 management programs and the National Estuarine

1 Research Reserves System, the new National  
2 System of Marine Protected Areas, and the land  
3 acquisition grant program, Coastal and  
4 Estuarine Land Conservation Program.

5 I am not going to get that word  
6 right. I apologize about that but --

7 MR. KENNEDY: That's okay.

8 CHAIR WELLSLAGER: David, please.

9 MR. KENNEDY: Okay, those of you -  
10 - I have got a booming voice but I'll turn  
11 that on anyway -- those of you that know me,  
12 know I don't have 53 slides.

13 I had a prepared speech and got to  
14 thinking about it this morning, and my speech  
15 writer isn't here so I can tell you this  
16 story, and really decided I wanted to kind of  
17 change what I wanted to talk about a bit.

18 But I know Dr. Sullivan in  
19 Anchorage talked about positioning America for  
20 the future as a topic. It's something that I  
21 have been working on since I took over as the  
22 Assistant Administrator for NOS.



1                   A couple of things. One, if you  
2                   don't know, we have been kind of going through  
3                   a major, insightful look at what we do and how  
4                   we do it.

5                   NOS is kind of an eclectic place  
6                   and a lot of things go on there, so we haven't  
7                   had services. But we have sanctuaries and we  
8                   have estuarine reserves and we have coastal  
9                   management and we have on and on and on.

10                  And how you tell a story about  
11                  what all that NOS means has been a challenge  
12                  for a long time. And so I have come up  
13                  through the organization and been in on many,  
14                  many of the discussions.

15                  So one of the things I definitely  
16                  wanted to do is see if one, we had a look and  
17                  see if NOS is doing the right things and how  
18                  we should do them better and be more efficient  
19                  and effective; but two is how we message  
20                  ourselves.

21                  We have got the Weather Service in  
22                  here and the Weather Service has a tag line,

1 Weather-Ready Nation. How great is that? I  
2 mean, Weather-Ready Nation, you kind of get it  
3 right off, what the Weather Service is all  
4 about.

5 You've got National Marine  
6 Fisheries Service talking about "End  
7 Overfishing," kind of a line that really  
8 captures what they do.

9 NOS has had a little more  
10 difficulty coming up with that. So in the  
11 process of rethinking kind of who we were and  
12 what we wanted to do, we also have been  
13 working on a tag line, and that's where  
14 Positioning America For the Future really came  
15 from, is a discussion amongst all of our folks  
16 to say, what is, what is the phrase that kind  
17 of captures all of what we do.

18 So that's what we have adopted.  
19 It's something that has been accepted,  
20 obviously, at the highest levels of NOAA. In  
21 fact for a while we thought NOAA was going to  
22 steal the tag line for themselves.

1                   We had to -- we got a little  
2 nervous about, oh my God, it's taken us years  
3 to come up with a tag line. Now NOAA wants  
4 it? What are we going to be?

5                   So, but they have since said no,  
6 you take it. So what I wanted to do here is  
7 a couple of things: one, try and expand a  
8 little bit on what Dr. Sullivan talked about  
9 in Anchorage, but using an all-hands briefing  
10 that I did just recently, and part of selling  
11 this tag line is getting your organization to  
12 understand what the tag line means, and how  
13 they think they fit.

14                   So the slides I have here are ones  
15 that were used just a few weeks ago by me and  
16 my deputy to talk our folks through, okay,  
17 this is our tag line, how do you think we fit,  
18 we want to talk to you about how you fit.

19                   So we will go through that  
20 briefly. But what I really want to get to is,  
21 we use two examples, and one is the Arctic and  
22 Margaret actually covered a few of the issues

1 that we had in terms of Positioning America  
2 for the Future, NOS, Arctic.

3 The second is response,  
4 preparation, response and restoration -- it's  
5 been alluded to and mentioned here -- Sandy.  
6 I think something that has been going on for  
7 a long time but is really beginning to come  
8 into its own, is the idea that NOS, but in  
9 particular -- and that's the focus here, is  
10 nav services -- but in particular, navigation  
11 services are an integral part of any kind of  
12 a significant response, whether it's a  
13 hurricane, whether it's an oil spill, whether  
14 it's whatever; yet they seem to have kind of  
15 ridden below the surface in terms of publicity  
16 and acknowledgment of the contribution.

17 That seems to be changing and I  
18 think Hurricane Sandy is a great example of  
19 how the suite of issues that you guys are  
20 representing here really gain some strength in  
21 terms of an understanding from the general  
22 public about the role they play.

1                   And what I want to talk about a  
2                   little bit - and I have just given my speech,  
3                   by the way -- what I want to talk about a  
4                   little bit is okay, we had a tragedy again,  
5                   and by the way, the applicability of what I am  
6                   talking about certainly is all about the Gulf.

7                   The Gulf has had -- experienced  
8                   all of these kind of disasters in spades over  
9                   and over again, not so much in other places,  
10                  but I think in a way that has helped focus  
11                  some of the issues and yes, the Gulf had  
12                  another hurricane.

13                  Well, we had one -- in fact I was  
14                  having coffee this morning, and there's a guy  
15                  sitting there talking to the locals, saying,  
16                  "Hey, we had a hurricane in Philadelphia."

17                  He was so proud of himself, that  
18                  he could talk about a hurricane up there. But  
19                  the bottom line is, out of this tragedy, I  
20                  think there is opportunity, and it is  
21                  something that I am working on pretty hard,  
22                  something NOAA is working on.

1                   But it's something -- and I think,  
2                   I wrote this down earlier, Margaret said you  
3                   guys are ambassadors for NOAA. I think this  
4                   is a great opportunity for you as ambassadors  
5                   to step up and help us as we move forward,  
6                   trying to acknowledge more publicly and even  
7                   Congressionally, the roles that we have played  
8                   and how, as we invest in the future, we have  
9                   got to invest in these things.

10                   So I'll run through these slides  
11                   very quickly, but that's really the message  
12                   that I have for you, is I think there's  
13                   opportunity here, and maybe -- not a charge,  
14                   but a suggestion from me to you guys is to be  
15                   involved, and we have some activity under way  
16                   that will maybe give us some better fodder to  
17                   use to promote what all we have done in this  
18                   and many other events.

19                   So, next slide please. One of the  
20                   things that I always do when I have an all-  
21                   hands is try and do a cross-cut of metrics or  
22                   issues where the whole of NOS has responded

1 and performed.

2 And I do this little numbers thing  
3 because I have gotten a lot of good feedback.  
4 The people like it. Again, though, part of  
5 the theme here is trying to make sure that all  
6 of NOS understands that it is contributing to  
7 this whole idea of positioning America for the  
8 future.

9 And so the 208 counties are the  
10 number of counties that were involved, that  
11 were working with our coastal services center,  
12 in what we call DigCoast. It's an application  
13 looking at a variety of coastal issues and  
14 data information that helps plan and adapt to  
15 all of the issues we continue to encounter on  
16 the coast. But 208 counties is pretty  
17 significant.

18 The 3500 square nautical miles is  
19 what coast survey was able to get surveyed  
20 this last year; 1900 people is, we opened a  
21 new sanctuary exploration center and we had  
22 1900 people lined up the first morning to come

1 and see it. Pretty impressive.

2                   Sixty three miles deals with the  
3 fact that there is a new coastal zone  
4 management state that has come into the fold,  
5 if you will, it's the last state that was  
6 eligible to be a coastal zone, and it's  
7 Illinois.

8                   And so Illinois is there.  
9 Interesting, in that Illinois has all sorts of  
10 really fascinating -- first of all, they're a  
11 bunch of go-getters. I wish we had other  
12 coastal zone management states that were as  
13 engaged as these guys.

14                   But they are talking about  
15 developing a new port in the Chicago area.  
16 They are talking about all sorts of invasive  
17 species issues.

18                   Commerce and trade, they talk like  
19 Gary talked about Louisiana, about the Port of  
20 Chicago and its connections to the rest of the  
21 world. So they are very deeply engaged with  
22 us now, and we are happy to have them enter



1 the fold.

2 The \$35 return for every dollar  
3 invested, I don't know, Juliana, have you  
4 talked about that study here at all? NGS had  
5 a study done to kind of talk about, for every  
6 dollar that they invest in their coastal  
7 mapping program, what's the return on that  
8 investment.

9 So it was an external group that  
10 they funded to do the work, and basically,  
11 this study, and it was just recently  
12 completed, wasn't it?

13 Yes. It showed that for every  
14 dollar invested in the coastal mapping, the  
15 public got a \$35 return. So, a kind of number  
16 that really helps us in our marketing and  
17 sales.

18 Twenty seven million hits -- and I  
19 am going to get back to this at the end -- is  
20 the number of hits, at least the last I  
21 checked, for the website that had all of the  
22 coastal mapping work that was done from

1 Hurricane Sandy by NGS.

2 You know, they are called on quite  
3 routinely to go out after any kind of a  
4 disaster to do high-resolution aerial surveys  
5 that have a variety of utilities.

6 But one of those, as it turns out,  
7 is just public access when they couldn't get  
8 to their homes to find out what the damage was  
9 from some of these flights.

10 Twenty seven million hits ain't  
11 bad. And then 82 percent of the surveys,  
12 that's our nav response teams. Out there in  
13 the New York-New Jersey harbors, doing the  
14 initial surveying.

15 Turns out, Corps of Engineers,  
16 which would have been involved in maybe doing  
17 more of that work, got wiped out by storms and  
18 blocked from getting out, and so it's been  
19 referred to this morning but a bunch of the  
20 survey work, 82 percent of the survey work, in  
21 opening those ports, and that includes, by the  
22 way, getting the gas and the fuel back into

1 New York for all the people that were  
2 suffering and in the gas lines, those surveys  
3 were all done by us.

4 So, the kind of numbers that we  
5 throw out there are just to let everybody see  
6 the kind of the -- the uniqueness and variety  
7 of kinds of involvement that we have. Next  
8 please. No?

9 So again, Margaret covered a few  
10 of these things in her slide, but keeping in  
11 mind that what we are trying to do is convince  
12 our own workers that this Positioning America  
13 is something that they need to embrace, we use  
14 the Arctic as another example of the cross-  
15 cutting work that NOS does that supports what  
16 is becoming a more and more and more  
17 incredibly important topic in and of itself,  
18 and that's the Arctic.

19 Margaret and I both spent time  
20 this summer in the Arctic and went to a couple  
21 of the key conferences and I like to tell this  
22 story. I was walking down the hall between

1 one of the sessions on this Arctic discussion,  
2 and chatting with a guy.

3 And I said, "Where are you from?"

4 And he said, "Beijing."

5 "Beijing?"

6 "Yes, I'm an investment banker in  
7 Beijing and I am here for this conference."

8 I think we also learned there that  
9 China has more icebreakers than the United  
10 States currently focusing on the Arctic. So  
11 as you are all aware, with the climate change,  
12 the access to resources, the Northwest  
13 Passage, all of the issues that are  
14 potentially building.

15 And then there is that little  
16 thing called oil development that is going on  
17 as well. Just a tremendous focus, and one of  
18 the huge issues.

19 And NOS is right in the middle of  
20 all of that, and right at the center of the  
21 middle is all of the Arctic work that the TJ  
22 did, surveying, you see, the same slide that

1 Margaret had on the lower right.

2           You've got NGS actively involved  
3 in doing GRAV-D up there. You've got CO-OPS  
4 with the type of water level stations, and  
5 partnering with everyone else to see, in an  
6 extremely data-sparse environment, how we can  
7 build out, I guess we also have the Healy up  
8 there doing some work in the Arctic related to  
9 -- what was, what were you --

10           MR. ARMSTRONG: Extended  
11 continental shelf.

12           MR. KENNEDY: Extended continental  
13 shelf. So, but these -- and I won't go into it  
14 -- but we draw in a lot of the rest of NOS is  
15 involved too, and oil spill response.

16           We have a lab, a science facility  
17 up there and I have not mentioned the AOS  
18 program, but AOS plays a very, very important  
19 part there, did in Sandy as well.

20           So, again, just with the flavor of  
21 how important the Arctic is, how engaged we  
22 are, and getting more engaged by the day,

1 almost.

2 Margaret is the lead person in  
3 NOAA for the Arctic and I am her second, and  
4 it's amazing the number of emails we trade  
5 every day, just on the Arctic. Forget  
6 everything else that's going on.

7 Next please. Yes. Not that but  
8 one back. So the second issue that we  
9 presented to our staff as just another example  
10 of how NOS is involved in positioning America,  
11 is preparation, response and resilience, and  
12 I am not going to go into this in any detail,  
13 but again, weaving a story of how all NOS  
14 comes to play in these issues -- and we really  
15 do -- but in particular here again today, the  
16 fact that we had CO-OPS out in front as the  
17 storm developed, with their tide and water  
18 level, their quick look information really  
19 helping communities begin to see the changes  
20 and how significant they were.

21 We had the coast survey  
22 development lab working on surge with the

1 weather service to begin predictions in  
2 advance, and we had some incredible  
3 predictions quite far in advance of the actual  
4 event that were showing just how bad it was  
5 going to be.

6 I was just reading an article in  
7 the New York Times about some of the local  
8 community folks. I just -- I don't know what  
9 we are going to have to do to try and convince  
10 people that when we talk, we are not just  
11 talking.

12 I mean, it was amazing the stories  
13 about the people that said, "Oh we knew it  
14 wasn't going to be as bad as they said, so we  
15 stayed until the wall of water washed us three  
16 blocks down the road and then we realized it  
17 was kind of bad."

18 But, so just a couple of examples  
19 of it in advance, and then of course, the  
20 event occurs and we have got the navigation  
21 response teams that are out there just doing  
22 incredible work. Almost immediately they are

1 staged and go on.

2 Then you have got the mapping that  
3 has taken place and so on and so on and so on.  
4 And again, back to my original statements,  
5 this time, I think more than in many other of  
6 the cases, even though this same work has gone  
7 on in all sorts of places, we have begun to  
8 get incredible feedback from a lot of  
9 different entities -- private, other feds,  
10 FEMA.

11 FEMA, by the way, has just invited  
12 us to be part of the team that is doing the  
13 post-disaster response and recovery work.  
14 That's a first for us. We have never been  
15 invited into that arena before.

16 And so all of this to say that we,  
17 NOAA, and we NOS, have said okay, because  
18 there seems to now be a dialogue, let's take  
19 advantage of this. Let's build on it. Let's  
20 try and take the programs that we have really  
21 been trying to promote, in particular nav  
22 services, and work the constituencies.



1                   And so we are doing that in a  
2                   variety of different ways. I have a variety  
3                   of meetings set up on the Hill with the  
4                   affected states and their congressional  
5                   delegations to talk about our role.

6                   We have put out a four-pager that  
7                   talks about what NOS did in this bill -- Did  
8                   I hear that we have that around if anybody  
9                   wants to look at it, or no? You've got it  
10                  right in front of you. Yes. Okay. I did  
11                  hear that. Thank you Kathy -- which we had  
12                  out within three or four days of the event and  
13                  that's already gotten to the Hill and many  
14                  places.

15                  But the last thing that I wanted  
16                  to mention is we had an AOOS summit, and this  
17                  is like -- AOOS has been in business 10 years.  
18                  Let's review the last 10 years and see where  
19                  it needs to go.

20                  And while -- and I was at the  
21                  summit, the last part, and I got approached by  
22                  the Marine Technology Society, of which Rick

1 Spinrad, someone who used to be the AA of NOS,  
2 in NOAA a long time, now at Oregon State, the  
3 chair, past chair and the new chair, Ray Toll,  
4 came up to me and said pretty much what I've  
5 just told you, "We are hearing such great  
6 things about what you guys did, from all  
7 different sectors. Wouldn't it be a great  
8 idea if we could sit down and try and put some  
9 metrics to what we did and what that really  
10 means, like dollars saved in FEMA having to go  
11 out and do individual surveys, the fuel that  
12 got in when it got in, whether there's lives  
13 saved, whatever it might be."

14 And MTS has a vehicle they use,  
15 which is like a quick strike research program,  
16 where they get in and get out, get a story  
17 together with the kind of metrics that I am  
18 talking about, and then make that available in  
19 a very short period of time.

20 And so what I said is -- and they  
21 approached me and said, "We would like to do  
22 that. We want money." They said they would

1 take some of their own to this table as well.

2           And I said, "Well, I'm interested  
3 if -- if -- one, you include all of NOS, not  
4 just the A00S program, which was the initial  
5 thought; I want all the nav services at a  
6 minimum involved; and two, there would have to  
7 be an immediate turnaround because from my  
8 background, you are a hero and desired on  
9 every media outlet for the first couple of  
10 months, and then it's like, 'who are you?' So  
11 we have got to get this out quickly."

12           So they have agreed to do that and  
13 we are having a dialogue right now, getting  
14 ready to have a meeting with our folks and  
15 theirs, to put a package together, and we will  
16 come out with what I think will be some real  
17 meaningful statistics about our engagement and  
18 involvement.

19           The end of the story, then, is  
20 when that comes out, one of the things I'd  
21 really be interested, you as ambassadors, is  
22 with all of your different constituencies, for

1 you to think a little bit about how you might  
2 use that and help us.

3 We would be happy to work with you  
4 to coordinate, but as an outlet to get the  
5 story more broadly vetted about what we did  
6 not only here, but again, in previous events,  
7 and it's everything from tornadoes in Alabama  
8 to Katrina to all the other hurricanes and  
9 everything, we'd really appreciate that.

10 So that's pretty much my -- oh, I  
11 did want to show you a couple of before and  
12 after slides that we just have. They don't  
13 show up real well, but even no better than  
14 they show up, you can certainly see, and this  
15 is -- where is this? Does anybody know where  
16 that is?

17 It's Staten Island. This is State  
18 Island, one of the marinas there, and you can  
19 kind of see how everything is stacked up after  
20 the storm went through.

21 And then the next one. This is  
22 Normandy Beach, New Jersey and there is quite

1 a change before and after, and if you followed  
2 this, it's amazing, the amount of devastation  
3 there is from this event, and an awful lot of  
4 that from storm surge.

5 So, so that's what I would  
6 suggest. That's kind of where we are with our  
7 thinking here. And I think you guys fit into  
8 this thinking and we ought to figure on how  
9 you can help.

10 The other thing I would just  
11 mention is that AOS just stood up a federal  
12 advisory committee, just recently. I think  
13 they just got it all confirmed in the last  
14 couple or three months.

15 The chair of that group is Rick  
16 Spinrad and if you don't know Rick, Rick is  
17 just -- one, he knows the business, he knows  
18 the business of NOAA, he knows the business of  
19 NOS; two, he's a hard charger connected  
20 everywhere, and he is really going to move  
21 out, and I think some sort of communication  
22 between that fact and yours would be very

1       beneficial.

2                   In terms of just comparing notes,  
3       I think you have got overlapping issues, and  
4       I don't mean overlapping in a negative way  
5       here, I think in a way that -- and I don't  
6       know if there's some, some way that you guys  
7       could do a joint thing, but certainly  
8       leadership to leadership, you ought to  
9       consider chatting with them and seeing whether  
10      they're going and seeing how we could build  
11      some sort of coalition there.

12                   I'm done.

13                   CHAIR WELLSLAGER:   Yes.

14                   MEMBER MILLER:   Joyce Miller.  We  
15      were talking last night.  I was concerned at  
16      the Alaska meeting to learn that the NRTs had  
17      been dropped from the budget, and one  
18      suggestion I was making last night, and it  
19      goes completely with what you were saying, was  
20      to look at per day -- in Norfolk we talked  
21      about this -- how much a port loses per day,  
22      and compare it to what a single NRT or all of

1 the NRTs cost a year.

2 I mean it's just -- it's this much  
3 versus so much more, and I just thought it was  
4 crazy to de-fund the NRTs last year.

5 MR. KENNEDY: Well, that's one we  
6 have thought about a little. But thank you  
7 for that suggestion and by the way, we don't  
8 have the meeting put together. When we sit  
9 down with MTS, they are going to actually take  
10 our suggestions and then turn them into this  
11 document for us.

12 So if there are other thoughts  
13 like this around the room, of ideas of things  
14 that we might want to try and come up with  
15 some statistic or fact about, I'd appreciate  
16 it. But that's a great one, and I think that  
17 definitely ought to be part of what we spin  
18 out there.

19 MS. SPRING: I'll just -- wanted  
20 to say on the NRTs, we definitely encountered  
21 some confusion about when an NRT is funded.  
22 There was an assumption, I believe, that an

1 NRT could be funded by FEMA at all times. I  
2 think that we have corrected some  
3 misunderstandings and we are actively  
4 discussing in the next budget request how to  
5 deal with that misperception.

6 MEMBER MILLER: I was working with  
7 one of the committees on user fees, and it was  
8 one of the places where we thought there might  
9 be some -- because of this huge discrepancy in  
10 how much it saves per day for a single port,  
11 versus what it costs, that there might be some  
12 possibility of user fees associated with that.

13 MS. SPRING: That's probably where  
14 a group like OMB would go, which would be the  
15 idea that someone else should pay for that.  
16 So then it wouldn't appear in our budget.

17 VICE CHAIR PERKINS: On the  
18 subject of the response and the timeliness of  
19 it, and the pure economics that are at stake  
20 for every hour, you know, to get those ports  
21 reopened, I guess the question, and I'll put  
22 my bias, my private sector, you know,



1 entrepreneur hat on, and say is there any  
2 progress being made in coming up with a  
3 mechanism to where the private sector  
4 resources, you know, can be mobilized, and  
5 those vessels and those resources can be  
6 engaged in a more timely manner, to help get  
7 those ports back open, because there is a  
8 tremendous private sector capacity to perform  
9 those fundamental surveys and collect that  
10 data.

11 You know, getting into the  
12 airspace, you know, your aircraft mobilize  
13 quickly and you know, at times of disaster,  
14 the playing field perhaps isn't level.

15 But on the water, and at least  
16 getting the vessels in and getting -- because  
17 if it's about the money, then getting more  
18 assets deployed to get the problem solved  
19 quicker should be in the government's and the  
20 citizens' best interest.

21 MR. KENNEDY: I would let some of  
22 the folks down the table try and respond to

1 that. It's certainly a discussion we have had  
2 many times and FEMA has some preferences, you  
3 might expect, and you have already kind of  
4 alluded to part of what their preference is,  
5 you know, federal agency and the  
6 confidentiality of data and what have you.

7 But we have discussed this and we  
8 know it's an issue.

9 VICE CHAIR PERKINS: The  
10 confidentiality of the data issue, when you  
11 are serving it up on the website within hours  
12 of acquisition, that one doesn't seem to hold  
13 water. No pun intended.

14 MS. BLACKWELL: To try to respond  
15 in some respects to, I guess, the concerns  
16 that NOAA is doing the immediate response  
17 versus having that contracted out, is that the  
18 gist of it, or --

19 VICE CHAIR PERKINS: Yes, I'm not  
20 sure there's a gist of it. But it's just, I  
21 know there's a greater hydrographic survey  
22 capability out there, if we could mobilize the

1 private sector vessels in addition to the  
2 NRTs.

3 The two don't have to be mutually  
4 exclusive. You know, we are not -- it doesn't  
5 have to be taking the cheese off-of someone's  
6 plate. You know, the private sector is there,  
7 they have assets in the same geographies. We  
8 just don't seem to make any progress on a  
9 strategy. We waited for nearly five years for  
10 DHS to come up with a contracting vehicle for  
11 emergency response to put those assets to use.  
12 The contract is still not awarded, you know,  
13 it's an open, you know, question. It's not a  
14 specific.

15 MS. BLACKWELL: One comment I  
16 would like to make is though, while the  
17 National Geodetic Survey was out there doing  
18 some imagery collection, there were other  
19 groups that were also involved.

20 There was plenty of work to go  
21 around and to get this imagery done, to  
22 collect it as quickly as possible, we did have

1 assets in the air to do this and we are  
2 working very closely with FEMA and other  
3 entities to get the data out there and made  
4 available in a georeferenced format so that  
5 the most use could be made out of it, and  
6 doing the comparisons before and after.

7 The civil air patrol was also out  
8 there and there was a very concerted effort in  
9 trying to divvy up who was collecting where  
10 and being able to provide as much coverage and  
11 information as possible not only from NOAA,  
12 but from other entities as well.

13 And I think that there are  
14 opportunities for improved coordination that  
15 would involve other assets to get into these  
16 response efforts, and so we can continue to  
17 work on ways to help with that coordinated  
18 effort.

19 But it wasn't just NOAA and NGS  
20 out there doing this as well. So --

21 VICE CHAIR PERKINS: Yes, I'm  
22 pretty much not -- I'm described as my glass

1 not being half full. It's usually described as  
2 being a fountain of optimism.

3 But I truly believe that, you  
4 know, if the role of this panel, David, that  
5 you have conveyed this morning, is that we  
6 have an opportunity and perhaps a  
7 responsibility to be ambassadors for nav  
8 services and for the bigger NOS mission.

9 The private sector can help with  
10 that role, if we can find a way to positively  
11 engage them and change that relationship, and  
12 it's these times of the country's need, in  
13 response to these natural disasters or you  
14 know, God forbid, another 9/11, you know, type  
15 situation, but that's where the private sector  
16 can mobilize and is willing to go to the Hill  
17 and be the ambassador for that bigger cause,  
18 if they feel that they have a seat at the  
19 table.

20 So, end of filibuster.

21 ADMIRAL GLANG: Can we, can we --  
22 Jon can respond on the NRTs.

1                   CAPT. SWALLOW: Yes, I just want  
2                   to, we do have a response, we are looking at  
3                   all possible assets and we do, you know, our  
4                   hydrographic surveys division uses the address  
5                   survey backlog, so we have contractors, you  
6                   know, we always, always ask who is available,  
7                   who is around.

8                   So we always consider what NOAA  
9                   ships are around, where the NRTs are, and what  
10                  private sector assets are around and just kind  
11                  of, you know, kind of -- have everything in a  
12                  queue.

13                  We found, you know, we have talked  
14                  a little bit with FEMA and the Coast Guard, it  
15                  looks like NOAA's best niche is in the first  
16                  two to three days of a response, because we  
17                  can very cheaply pre-position. We have NRTs  
18                  that are working, doing the day to day. The  
19                  boats are already operating, all the equipment  
20                  is on board. They just put it in a trailer  
21                  and move when they are working to the new spot  
22                  and we put them in.

1           It's very inexpensive, and we look  
2           at the contracts, mobilization and  
3           demobilization cost, it seemed to be a big  
4           issue.

5           So what I kind of look it as, is  
6           the NRTs, NOAA comes in, we do the first  
7           couple of days, coordinate, you know,  
8           navigation managers are key to coordinating  
9           with the Corps of Engineers, the Coast Guard.  
10          We divvy up with anybody who is at the table.  
11          We even considered using Navy assets during  
12          Sandy.

13          And we do think about private  
14          assets. We did -- a private company did  
15          survey some private docks in New York, which  
16          is a small area.

17          So we do consider -- I think the  
18          private sector, where they come in on a  
19          prolonged response that lasts more than a  
20          couple of days, we look for FEMA mission  
21          assignments to come in and help fund that.

22          During Isaac, a big concern was

1 the Southwest Pass deeper area. Our  
2 hydrographic survey division did have a  
3 contractor down there that -- he talked to  
4 them and said, "Are you guys writing for the  
5 deep vessel?" We just relied on the pilots.  
6 When the pilots said it was okay, that kind of  
7 went off the table, my idea with that, and I  
8 have -- I think Tim was actually the one  
9 trying to seek out FEMA to say okay, if the  
10 deep water channel needs to be surveyed and we  
11 don't have any other asset in the area, you  
12 know, we need to -- it's going to have to be  
13 a FEMA mission assignment.

14 So it's in the queue. It's always  
15 in our background, for when it's appropriate.

16 CHAIR WELLSLAGER: Okay, Frank.

17 MEMBER KUDRNA: Frank Kudrna.

18 David, if I understood you correctly, you said  
19 this is the first time FEMA has asked NOAA to  
20 participate in a post-analysis?

21 MR. KENNEDY: In a post-analysis,  
22 yes. I mean, FEMA routinely asks us. But you



1 know, and I'm trying to think which -- what  
2 the EFH is. Is anybody here familiar with the  
3 -- at any rate, there is, you know, one of the  
4 tenets of FEMA is the after action, and it's  
5 assigned to a federal agency and it's not  
6 NOAA. It is Department of Interior.

7 And so historically, in the after  
8 action, FEMA says okay, on this one, DOI,  
9 you've got the lead, and DOI comes in.

10 We may get asked to help them but  
11 we don't normally. So in this particular  
12 case, they specifically asked us to come to  
13 the table. DOI is there as well, but they  
14 asked us too.

15 MEMBER KUDRNA: And I guess my  
16 inference, for Katrina, you were not asked?

17 MR. KENNEDY: I don't believe so.  
18 Not that I'm aware of.

19 MEMBER KUDRNA: Well, certainly,  
20 it is appropriate. I think you should have  
21 been asked. That might be an action for our  
22 panel to certainly encourage FEMA to do that

1 kind of thing. I think it's great you made  
2 this progress to be involved to this degree.

3 But I would have assumed it would  
4 have been routine.

5 MR. KENNEDY: Well, it is  
6 something we have been working on with FEMA,  
7 and FEMA, this is a new EFH and -- what is  
8 that? I can't remember the acronym. But --  
9 and so they are still kind of feeling their  
10 way along a little bit with this one.

11 But you know, we have been working  
12 with them on things like, okay, so you have a  
13 tsunami disaster, you are left with debris  
14 wrapped around coral that is going to destroy  
15 the coral. FEMA what are you going to do  
16 about that? And the answer is nothing.

17 And so you know, we are trying to  
18 work through -- but wait a minute. There's  
19 got to be more to this story than that. So we  
20 are still in a dialogue with them on some of  
21 these issues.

22 MS. SPRING: I'll just add, just

1 the context for this is, I think, in the  
2 national disaster response strategy, I think  
3 the framework, and I believe the part you are  
4 talking about, Dave, is probably environment,  
5 fisheries and habitat or something, the  
6 environment -- because weather service  
7 certainly does after action reports on  
8 weather, and I think the structure of that  
9 response strategy for a national disaster,  
10 which is a declared disaster, is something  
11 that is diffused across the agencies. We  
12 certainly are involved in weather after  
13 actions. This is a disaster after action,  
14 which is not necessarily -- in this case it is  
15 -- it is linked to a weather event. But Dave  
16 is pointing out something that I think was not  
17 wired perfectly when he lived through Katrina  
18 as well as other disasters, I think. There  
19 were a lot of disconnects, and this is trying  
20 to reconnect the disconnects.

21 CHAIR WELLSLAGER: Bill, did you  
22 have something to say?

1                   MEMBER HANSON:  Yes, actually a  
2                   couple of things.  Just to follow up on  
3                   Scott's point about private industry being  
4                   available, we had eight dredges up in the  
5                   northeast that pulled in for the storm, and we  
6                   had -- three of them are stuck in New York  
7                   harbor until it could reopen, and we were  
8                   motivated to offer our survey vessels,  
9                   including a multi-beam, to help clear --  
10                  fortunately you guys did a great job, we were  
11                  able to get within a few days.

12                  But you do have a lot of resources  
13                  to tap into in times of true emergency.  So we  
14                  probably should find some ways to cooperate a  
15                  little bit better on that, not looking to take  
16                  any business from our surveying professionals  
17                  in the room, but of course we are financially  
18                  motivated there to get back to work ourselves.

19                  On the ambassadors side, David,  
20                  you mentioned a couple of things there, and a  
21                  couple of thoughts.  We talked about this in  
22                  Alaska a little bit, we've talked about this

1 at a couple of meetings, it's NOS and it's  
2 ambassadorship within NOAA.

3 And little things like having NOS  
4 on the front page of the website, you know,  
5 who is NOAA, and you have to go to several  
6 areas to find out that you guys are part of  
7 the group.

8 We see pictures of NGS on the  
9 front page of the -- as I looked this morning,  
10 but everything else is about the other  
11 missions of NOAA. So perhaps we could also  
12 help with some of the ambassadorship within  
13 NOAA.

14 On your Hill trips, Sandy provides  
15 a unique opportunity, you are exactly right  
16 and I am glad that you are taking advantage of  
17 that. It's unique because we had a Hurricane  
18 Isaac here in New Orleans. You had a  
19 Hurricane Debby earlier in Florida, and  
20 because of the fatigue in Washington about  
21 having storms in those areas, it didn't get a  
22 lot of play, not a lot of traction.

1                   But because of the fact that it  
2 was in an entirely different area, we are  
3 seeing a lot of interest, and the fact is, is  
4 that between you guys and the Coast Guard and  
5 the Corps, you nailed it. You've done very,  
6 very well and you've got a region that has  
7 embraced you, and really likes the work that  
8 you have done.

9                   It's not the opposition that they  
10 got down here after Katrina, and there was  
11 some reasons for some of that opposition. But  
12 you've got governors that are really, really  
13 appreciative of your efforts.

14                  And so I have a couple of  
15 questions. One, when you go to the Hill, are  
16 you doing it in tandem with any of the other  
17 agencies?

18                  The tendency we found, and Sean  
19 and I have worked for several years on this,  
20 Sean is in the shipping business and I am in  
21 the dredging, but we found we would go to the  
22 Hill by ourselves, our voice gets lost. We go

1 together, we are pretty powerful.

2 When Sean formed the Big River  
3 coalition, we go to the Hill now and people  
4 really listen to what we have to say.

5 If there's some way that you guys  
6 could combine your message with the other  
7 agencies and just show what you've done, maybe  
8 you can bring in some of the governors,  
9 governors' offices, that's some way to help  
10 make the case as well.

11 MR. KENNEDY: The point is well  
12 taken and we certainly have found the same  
13 thing, that going with others in fact in the  
14 navigation services community is one of the  
15 best examples of getting a diverse group  
16 together and going to the Hill.

17 And I have been up there and had  
18 the Hill say, "These guys are organized, and  
19 they come up here and it's not just one group,  
20 it's several groups, and that's very  
21 impressive, and we get one message from  
22 several groups.

1                   We are trying to do that a little  
2 bit. We have problems with committees, as you  
3 know. You go up with the Corps and they've  
4 got one committee, we've got another. That  
5 doesn't stop us from going to individual  
6 offices, obviously.

7                   And we are having meetings this  
8 week with the Corps to talk about -- as an  
9 example. So, point well taken. We need to do  
10 more and better of it, and it's a good  
11 suggestion.

12                   CHAIR WELLSLAGER: Gary.

13                   MEMBER JEFFRESS: Gary Jeffress.

14 Dave, I want to throw in another federal  
15 agency into the mix, and that's Homeland  
16 Security. You had a slide that basically had  
17 three words -- preparing, response and  
18 resilience -- which is pretty much Homeland  
19 Security's mission as well.

20                   I have, in the last month or so,  
21 had some communication with some scientists  
22 that work at Los Alamos Labs that have spent



1 the last five years building models for  
2 Homeland Security for natural disasters,  
3 trying to answer questions like, we have the  
4 hurricane here, what's going to happen to the  
5 electric grid, what's the impact on the  
6 economy going to be, all that sort of stuff,  
7 these huge big models, which I think NOS has  
8 a lot of input into, and I am just wondering,  
9 do you communicate with these people?

10 MR. KENNEDY: More often than not,  
11 we are communicating with subsets of Homeland  
12 Security. It's not like Homeland Security --  
13 so Coast Guard, you bet you, all the time with  
14 them.

15 The answer is we do, but boy, I'm  
16 not coming up with a good answer to say you  
17 bet you we do and we're right in the middle of  
18 that, and I understand it.

19 So it's something that I should  
20 explore a little bit.

21 MS. SPRING: Yes, one of the  
22 things we -- we are having active

1       conversations with the Coast Guard about a  
2       joint Coast Guard-NOAA strategic approach.

3                 One of the things I think we would  
4       like to put on the table with them is discuss  
5       our S&T collaborations more actively. We do  
6       act as, you know, the Coast Guard's science  
7       adviser on oil spills under the national  
8       response plan and things like that.

9                 The question is, how are we  
10       leveraging our science advice and how are they  
11       using -- you know, who do they go to for  
12       science? We are going to ask those questions  
13       and that process, in some cases it's DHS, some  
14       cases it's us, and probably some cases it's  
15       many other agencies. So we are going to try  
16       and nail that down. I think that would be  
17       helpful. And if you have any specific places  
18       you know of that are good, bad or indifferent,  
19       we would be interested in that.

20                MEMBER JEFFRESS: Well, my  
21       understanding is these folks, these are really  
22       bright people who work for Los Alamos. One of

1       them was a statistician, one of them was a big  
2       modeler and one guy was really big in computer  
3       science.

4                So they are building these models,  
5       but they all work for the Department of  
6       Energy, which I think is really strange.  And  
7       so they contract their services to Homeland  
8       Security and I was wondering, does NOAA do  
9       that too?

10               MS. SPRING:  We do do reimbursable  
11       work in some cases, although most of our work  
12       is for support of forecasting and things like  
13       that, that are our own missions.

14               I think the answer is it depends.  
15       But it's -- the structure of those labs are  
16       reimbursable work, just -- and that's, and so  
17       they have built a lot of capacity there.

18               We would like to share a little  
19       bit more.  We work a lot with DOE on sharing  
20       modeling capacity, supercomputers, things like  
21       that.  We have some arrangements.

22               But these are areas that I know

1 that the Coast Guard has, in some cases, for  
2 example in PARS studies, used some of those  
3 labs, you know, we should start evaluating  
4 what they are doing and in some cases we  
5 collaborate with them, APL and others. So it  
6 will depend on the individual issue. But any  
7 specifics you know of, capabilities that are  
8 good, happy to make sure we can follow that  
9 down.

10 MR. KENNEDY: And as I answer, I  
11 am not being very representative of the  
12 weather service or NESDIS for instance, and my  
13 guess is that the weather services and NESDIS  
14 both are much more direct players than we may  
15 be with --

16 MS. SPRING: And I would say we  
17 are working across the government on a unified  
18 earth system modeling effort, I mean there are  
19 lots of other pieces of this puzzle.

20 Do you want to speak to the  
21 tsunami model? Is that -- does this come up  
22 in the context of tsunami modeling? I think

1 APL is where we go.

2 MR. KENNEDY: I can't speak to it  
3 very well.

4 MS. SPRING: Okay.

5 MEMBER JEFFRESS: I'd just add,  
6 the reason we got in the discussion with them,  
7 they came to us because of our GIS expertise.  
8 You know, we have been teaching GIS since '95  
9 and we have a really good undergraduate  
10 program and a graduate program, so they were  
11 looking at trying to mind some of our  
12 expertise in GIS. But I know NOS has a lot of  
13 GIS expertise too.

14 MR. KENNEDY: Worth us exploring,  
15 and we will. Thank you.

16 CHAIR WELLSLAGER: Anybody else?  
17 Okay. Yes, Lawson?

18 MEMBER BRIGHAM: Yes, one more,  
19 Lawson Brigham. I don't want to have this  
20 issue kind of die. Maybe we could put this  
21 issue of commercial response in -- to a  
22 natural disaster, or just in general, maybe

1 should be part of one of our working groups  
2 and further discuss what Scott and Bill were  
3 talking about even Capt. Swallow. It's a good  
4 issue to chew on and we get more from the  
5 commercial world because of the members here,  
6 so I just recommend that we keep this issue  
7 alive and maybe embed it in one of the working  
8 groups.

9 CHAIR WELLSLAGER: That could  
10 easily be done, easily be done. Before we  
11 take a break, one thing that I just kind of  
12 come back to over and over again, with the  
13 positioning America for the future, I have got  
14 a daughter who is a senior in high school, and  
15 she is doing more stuff with Twitter and with  
16 Facebook and with webpage and social  
17 networking, and I really think that -- and  
18 this is one of our working groups, strategic  
19 effectiveness -- these would be the tools I  
20 think NOS could be able to harness or NOAA  
21 should harness, because word of mouth really  
22 doesn't do it anymore.

1           You know, try as it might, it  
2 worked for a while. But more and more, a  
3 Twitter feed will lead to other things.  
4 Facebook, you like an account, people suddenly  
5 see what's going on right there.

6           And it could be an intern that  
7 does it. I mean, they're a helluva lot more  
8 technical savvy in doing stuff like that than  
9 I know I am.

10           And it's these things that we  
11 really use as tools to help project what we  
12 are doing. I mean, a perfect thing would be  
13 some kind of a Twitter feed that NOS is  
14 working with FEMA as a post-tragedy analysis,  
15 you know. That's going to hit the spotlight,  
16 and if you are liked by this, you follow  
17 Twitter, suddenly everybody is going to hear  
18 something about that.

19           And it's just like, "Wow," and  
20 that's instant. You know, that's right there.  
21 And little things like that kind of pop up and  
22 before you know it, you've got a good

1 grassroots following of things that are going  
2 on and people finding out bits and pieces of  
3 stuff that we didn't know about before.

4 And I'm just learning. You know,  
5 Scott actually told me how to do a little bit  
6 with Twitter, and it's like oh, okay, this  
7 isn't that difficult, and I can do it from my  
8 computer. I thought I had to have a cell  
9 phone or something like that to work with it.

10 VICE CHAIR PERKINS: It's the  
11 blind leading the blind.

12 CHAIR WELLSLAGER: Yes. On the  
13 job training. But you know, the only point  
14 that I wanted to make was, social networking  
15 is the tool to outreach now, more so now than  
16 ever. Thank you.

17 MR. KENNEDY: We actually have one  
18 of the better I think social networking  
19 communications teams in NOS.

20 MS. SPRING: So maybe we, as a  
21 homework assignment, everybody has to join,  
22 because if you don't know about it, that's not



1 good. So let's --

2 MR. KENNEDY: Because we have a  
3 bunch of stuff already going on.

4 MS. SPRING: Yes, so let's make  
5 sure we get you all of our Twitter and other  
6 sites and if we are still not reaching people,  
7 well, but I agree, we have embraced as an  
8 agency social media. I think the question is,  
9 in an agency that is focused on doing the work  
10 and not talking about it, there is also a  
11 cultural change too. So I appreciate that  
12 comment.

13 MEMBER MILLER: A related comment.  
14 I thought the blog that we were sent a link  
15 to, the blog about the hurricane, I thought it  
16 was very effective, and I was so glad to see  
17 it. I mean, it just -- it was like yes, I know  
18 what NOS is doing now, and you know, how they  
19 are responding to it. So I thought it was  
20 really excellent.

21 CHAIR WELLSLAGER: Okay. I have  
22 one public comment and then we will take a

1 break.

2 MR. GRAHAM: Ken Graham with the  
3 National Weather Service here in New Orleans.  
4 I just wanted to support what you said. On the  
5 drive over here, we had a squall come through  
6 and I took a picture of it in the car, tweeted  
7 it to the office, and the office tweeted that  
8 out to the public and there was all sorts of  
9 comments that we get about severe weather, and  
10 it's that much.

11 And the latest hire that we made,  
12 Katy at the office, she works for Suzanne now,  
13 when we assigned her her noaa.gov email  
14 address, she looked at me and she goes, "Mr.  
15 Graham, you still use email?"

16 So even within the agency, we are  
17 dealing with that. And one quick comment  
18 about the Department of Energy, locally we are  
19 working with the strategic petroleum reserve,  
20 we do exercises with them several times a  
21 year, and we provide climate information,  
22 historical hurricane information and tornado

1 information, and they are taking that, and I  
2 think some of that is getting into those  
3 models. So I think indirectly we are working  
4 with them. So that was it.

5 MR. KENNEDY: All right, we got  
6 you back on schedule.

7 CHAIR WELLSLAGER: Yes we did.  
8 Woo-hoo. All right. Let's take a 10-minute  
9 break and meet back here at 10:45.

10 (Whereupon, the proceedings in the  
11 foregoing matter went off the  
12 record at 10:44 a.m. and went back  
13 on the record at 10:54 a.m.)

14 CHAIR WELLSLAGER: Okay, well I'm  
15 sure everybody got a chance to get up and  
16 stretch a little bit and get the blood flowing  
17 once again.

18 We are now fortunate enough to  
19 hear from Tim Osborn about the application and  
20 use of NOAA's Navigation Data, Products and  
21 Services for the Port of Mobile.

22 MR. OSBORN: In fact, actually,

1 rather than speak on this myself, I'd like to  
2 introduce a good friend of ours, Captain Terry  
3 Gilbreath, the harbormaster for the Alabama  
4 state port authority, Port of Mobile.

5 Terry actually comes to us with a  
6 tremendous amount of experience and expertise  
7 as being a former U.S. Coast Guard captain,  
8 and actually we first met when he was a  
9 captain when he was a captain in the Port of  
10 Morgan City here in Louisiana.

11 After his tenure at the Coast  
12 Guard, Terry then joined the Port of Mobile,  
13 and has been working with us for many years,  
14 not only as harbormaster, but also in terms of  
15 the support of some very important efforts  
16 that we have been doing with them in terms of  
17 the installation and operation of the PORTS  
18 systems and other systems that Terry will talk  
19 about.

20 I would like to introduce and  
21 thank Terry for his coming and joining us  
22 today.

1                   MR. GILBREATH: Okay, well thanks  
2 for having me. I appreciate the opportunity  
3 to talk a little bit about the Port of Mobile.  
4 I am glad that Gary LaGrange was pretty  
5 pleased with the port. We are kind of one of  
6 their competitors.

7                   I am going to talk a little bit  
8 about the port then I am going to talk  
9 specifically about our use of the PORTS  
10 system. I am going to talk a little bit about  
11 hurricane response and I can show you some  
12 slides of what we do with it.

13                   Here is the Port of Mobile, and  
14 it's going to be -- we talked a little bit  
15 about this new turning basin that we have  
16 right here, you'll see that.

17                   This is the new container dock.  
18 This is the new steel dock that we have.  
19 We've got a lot of new work going on here.  
20 This is a new intermodal facility and I'll  
21 talk a little bit more about that.

22                   First off, a little bit about our

1 port. We have -- just, you can read some of  
2 those slides, but we do have about, I think  
3 it's 66,000 direct and indirect jobs from the  
4 Port of Mobile, \$263 million direct and  
5 indirect tax impact, and over -- almost an \$8  
6 billion economic impact to the port.

7 The Port of Mobile is also a state  
8 agency, similar to the Port of New Orleans.  
9 We have our own independent operating agency.

10 These are some of our normal  
11 facilities. We have the channel in Mobile.  
12 We have a 45 foot draft channel. It goes all  
13 the way up to the McDuffie coal terminal.

14 We have three terminals that are  
15 serviced with 45 foot draft, then we have --  
16 above that everything is 40 foot draft. This  
17 is just the -- in calendar year 2001 we had  
18 25.1 million tons of cargo. We had 169,000  
19 TEUs at our particular facility.

20 We do a lot of import of  
21 containers, a lot of project cargo, steel,  
22 iron, aluminum, wood pulp, plywood, paper. We

1 have one of the largest coal loading  
2 facilities in the nation and someone had  
3 mentioned something about our offloading.

4 We did this -- they have done it a  
5 couple of times in the Port of Mobile, where  
6 we took a cape-size 950-foot-long coal ship.  
7 We loaded it to 45-foot draft at our terminal,  
8 and then they went offshore and they  
9 transported another and added I think 16 more  
10 feet of cargo onto it. So she went down to 56  
11 feet of draft offshore. And we have done that  
12 a couple of times and we are going to  
13 continue.

14 This is the McDuffie coal terminal  
15 and we have done a lot of infrastructure work  
16 on the McDuffie coal terminal. As a matter of  
17 fact, right now, this is McDuffie 1, McDuffie  
18 2, McDuffie 3. At McDuffie 1, we are just now  
19 converting that into an export coal terminal.

20 Our import terminal right now is  
21 here -- I'm sorry, that's the export terminal.  
22 The import terminal right now is where we are

1 bringing in cargo from Columbia. We are  
2 bringing in steam grade coal from Colombia.

3 The export stuff we are bringing  
4 out, we will load ships up to 45-foot draft.  
5 We do not have an under keel clearance in our  
6 requirements, so we are sailing ships at 45-  
7 foot draft in a 45-foot channel all the time.

8 And I will show you some of the  
9 impacts of that in a few minutes. I'll show  
10 you how that works. But we are converting  
11 this one also to an export coal terminal,  
12 because the export business is really  
13 improving.

14 Just a little bit about, this is  
15 the new container dock, the APM terminals.  
16 I'll have a little more on that, but we are  
17 also getting ready to build and we have a new  
18 TIGER grant. We are going to be building a  
19 new intermodal facility.

20 This is all of the south end of  
21 the state docks, of the Mobile River. This is  
22 the new container dock that we have. It



1 opened in 2008.

2 We have got four major -- five  
3 major lines right now -- APM, CGM, CMA, ZIM,  
4 Mediterranean Shipping -- that are moving in  
5 and out of Mobile all the time.

6 Just about two weeks ago we  
7 brought in almost a 1200-foot ship with 140-  
8 foot beam with 45 feet of draft. It was an  
9 8,000 TEU ship, one of the largest we have had  
10 coming into the Port of Mobile.

11 This is this new rail intermodal  
12 connection. It connects up with the container  
13 dock. This is all under construction now.  
14 That's a future look at it.

15 We have been issued a TIGER grant  
16 that was just recently announced, so we are  
17 going to continue with that.

18 This is a little bit about the  
19 Pinto dock. This is a new -- there's a  
20 ThyssenKrupp plant up the river from Mobile in  
21 Calvert, Alabama. It's the very north end of  
22 Mobile county. It's about a 30-mile run up

1 the river.

2 And we will offload steel directly  
3 into barges, into this barge slip. This is  
4 one of the newest cranes in the world. It's  
5 all done magnetically. Everything is done  
6 with radio ID, all the slabs. As it comes off  
7 the ship, you will know exactly which slab it  
8 is, where it's going.

9 It goes directly into barge and  
10 then it gets transported up the river to the  
11 ThyssenKrupp plant. Most of this steel is  
12 coming in from Brazil.

13 So this is a -- it's a kind of  
14 another picture of the port. Let's see. The  
15 first picture I showed was from the south end.  
16 This is from the north side looking down, and  
17 you can see all the interconnections that we  
18 have with all the rail facilities.

19 We have got great access to the  
20 interstates. We have got I65, we have got  
21 I10, and we are a very good location for all  
22 that.

1                   Okay. Now I'll talk specifically  
2 about PORTS and what we do with Physical  
3 Oceanographic Real-Time System in the bay.

4                   The Alabama state docks, Alabama  
5 state port authority, is the principle sponsor  
6 for the NOAA PORTS program in the Port of  
7 Mobile, and we have 14 sensors within the bay.

8                   A lot of these are water level  
9 sensors that are part of hurricane planning  
10 and response. I am going to show you a little  
11 bit about some of the visibility sensors.

12                   Some of the main users of our  
13 system are the tugs, the pilots. The pilots,  
14 I know every one of them has on their  
15 BlackBerry, on their handheld device, they all  
16 have access to PORTS and they are all using it  
17 every day.

18                   Before they bring any ship in,  
19 they are looking at what's the tide, what's  
20 the current, what's the visibility. It's  
21 something that they use on a real-time basis  
22 every day when they are bringing ships in and

1 they are calling me all the time to confirm  
2 that.

3 And I think as we move further  
4 along they are getting a lot more confidence  
5 in the use of the system, as to what the  
6 current is by the Mobile container dock, or  
7 what the water level is up by the Mobile state  
8 docks.

9 The tugs use it all the time  
10 because they are out there working with the  
11 pilots and we are conferring back and forth  
12 over that.

13 The commercial fishing,  
14 recreational users, it's all readily  
15 available, online, it's all online that we can  
16 use all the time.

17 And another one that I didn't  
18 mention were the agents, the agents are always  
19 looking at the system, because we have some of  
20 the water level issues in the port.

21 I'll give you an example of this.  
22 This just happened about last week. This --

1 the red line is the observed water level that  
2 we had in the port, and the blue line was the  
3 predicted, and on November 12th, we were --  
4 because we had a big, strong, south wind --  
5 Mobile is like a big bowl and we get a big  
6 push of water into the bay, if you get a  
7 strong south wind coming in and kind of  
8 holding the water up.

9 We were about a foot -- a little  
10 over a foot above, a foot and a half above  
11 what was predicted at the time, and then we  
12 had a front blow through and you can see what  
13 happened.

14 Here, in less than 48 hours, we  
15 went from plus one and half tide, to now we  
16 are down into the negative, almost negative  
17 two, we are about a foot below what our tide  
18 was.

19 And that impacts things like  
20 loading coal. If we have got a loaded coal  
21 ship that has got 45 foot of draft sitting at  
22 the dock, trying to leave, we are heavily

1 relying on watching those tides and watching  
2 how -- the impact that that has within a short  
3 period of time.

4 But you can see the big delta, and  
5 that's just in a real short period of time.  
6 The front passes, as soon as the front passes  
7 through, we get a strong wind from the north  
8 and outgoing tide, it's like a big bowl. It  
9 just flushes all the water out of the bay.

10 The pilots are very concerned  
11 about it because bringing in a ship when you  
12 are at a negative tide, we have to work on  
13 high tide sometimes. We have to work on --  
14 sometimes loading cargo they are concerned  
15 about how much cargo they can get on the dock.

16 Talk a little bit about hurricane  
17 response. Someone mentioned something about  
18 the use of commercial resources for surveys.  
19 Along the Gulf Coast we have a pretty good  
20 partnership with the Gulf Intercoastal Canal  
21 Association, and they have teams that come out  
22 and do survey works.

1                   And so whenever we have a tropical  
2 storm or a hurricane, the Gulf Intercoastal  
3 Canal Association sponsors this, and we bring  
4 in private survey companies and they will do  
5 surveys for us, and a lot of it is along the  
6 intercoastal waterway.

7                   But we use the NOAA assets all the  
8 time also. This just happened, I can just  
9 give you the impact. Here's, you can see, the  
10 tide, there. This happened last year. You  
11 can see the actual tides that happened during  
12 Isaac.

13                  A couple of things about hurricane  
14 response. We have been very fortunate that we  
15 have NOAA people that are with us every day,  
16 all the time, whenever we have a response,  
17 whether it's predicting weather.

18                  During a hurricane response, every  
19 morning leading up to the hurricane, we have  
20 a morning conference call with all the  
21 waterway users. We talk with the ports. We  
22 talk with the pilots. We talk with the

1 agents. We talk with the Army Corps. We talk  
2 with the Coast Guard.

3 And we talk about what's  
4 happening, what's being closed, what's the  
5 impact of that, and we'll continue with these  
6 daily phone conferences every day until this  
7 all ends.

8 And for an example, for Isaac, we  
9 bring NOAA survey assets to help us out. The  
10 problem we have is, when we get out to the  
11 outer bar, especially during Isaac, it was  
12 very rough for several days after Isaac, and  
13 you know, you can fly by and take pictures but  
14 until you actually get out there and see where  
15 that buoy has been moved, we had several of  
16 the buoys in the outer bar due to Isaac that  
17 were moved into the middle of the channel.

18 So we had to get a big -- a cutter  
19 big enough to be able to move those bigger,  
20 offshore buoys back off the middle of the  
21 channel, and that was our bid holdup from  
22 Isaac. It wasn't necessarily the survey work.



1 The survey was being done, but once you get  
2 out onto the outer bar and you are in rough  
3 weather, it's very difficult for the smaller  
4 survey vessels to be doing any type of survey  
5 work.

6 But you can see what we had, a  
7 plus five, plus five and a half foot tide last  
8 year from -- or this year from Isaac. Last  
9 year it was almost the same from Tropical  
10 Storm Lee, and of course Isaac went further  
11 west from us.

12 But it did shut us down for about  
13 three days, as we were waiting and trying to  
14 get all the survey work done, surveying the  
15 channel to make sure that we didn't have any  
16 draft restrictions, and also moving buoys into  
17 -- getting them moved out of the way.

18 Here's another one, I'll talk a  
19 little bit about the fog sensors that we have  
20 in the port. Of course, during the  
21 springtime, when we have cold water and a warm  
22 tropical -- or warm, we'll get fog delays.

1                   And you can see, I just want to  
2                   show you, this is one of our visibility  
3                   sensors. We have two visibility sensors in  
4                   the port. One is up toward the mouth of the  
5                   river at Pinto Island and we have another  
6                   visibility sensor about halfway down the bay  
7                   in Theodore.

8                   And the normal max visibility that  
9                   it is going to give you is about 5.4. That  
10                  just tells you that you are at unlimited  
11                  visibility.

12                 The nice thing about this is, you  
13                 can see, and this correlates very well with  
14                 the bar pilots when they are not sailing ships  
15                 because of fog, and we are always watching  
16                 that, the pilots are getting ready to bring a  
17                 ship in, they are looking online to see what  
18                 the fog is up at Pinto Island, and it helps  
19                 them make decisions as to are they going to  
20                 move that ship.

21                 We may have, and depending on the  
22                 weather, we may have fog in the upper bay and

1 not in the lower bay or vice versa. We may  
2 have sea fog and we may not have fog up there.

3 So this helps them make some of  
4 their decisions as to are they going to bring  
5 in a ship or not.

6 This one was just, as you can see,  
7 we went through several cycles and several  
8 days, especially after about midnight, all of  
9 a sudden the fog is -- we are running around  
10 with unlimited visibility and within less than  
11 an hour, we are at total shut-in fog, where we  
12 have less than a quarter of a mile visibility,  
13 and it would last for about -- that's a full  
14 day, so that's almost -- it was like 10  
15 o'clock in the morning before we were able to  
16 move any ships.

17 And that happened several cycles  
18 in a row, where you can see that happen.

19 Talk a little bit about -- and you  
20 can see, this is the chart of Mobile Bay and  
21 you can kind of get an idea of where we are.  
22 Let's see.

1                   You can get an idea of the bathtub  
2 effect that we do get in the port, as you get  
3 all the flow of water. Mobile Bay is roughly  
4 10 miles wide, roughly 30 miles long, so  
5 that's 300 square miles of Mobile Bay.

6                   And you get about a foot and a  
7 half to two foot of tide that changes every 12  
8 hours. So you can imagine, 300 square miles  
9 at a foot and a half of water, there's a lot  
10 of water that is moving in and out of the bay  
11 in that short period of time, and when we do  
12 get the wind pushing the water up in the bay,  
13 you can see where it just kind of pushes  
14 everything back and the same thing for the  
15 north wind, it really affects how we are  
16 loading ships and how we are moving ships  
17 based on that.

18                   I will zoom in a little bit on  
19 this particular area because I just want to  
20 show you, we work also, in addition to the use  
21 of the PORTS system and the weather stuff, we  
22 also work real closely with Patrick, who is

1 assigned to Mobile, for chart additions.

2           These three terminals and this new  
3 turning basin are all within the last three  
4 years that we have opened all these things,  
5 and we are very -- we are working very  
6 closely, trying to get these new additions  
7 added to the chart as soon as possible.

8           As a matter of fact, we just cut  
9 out a corner of that turning basin and Patrick  
10 was saying it's going to be added within the  
11 week. We are going to have the new chart that  
12 comes out with that new turning basin.

13           And what that does for the Port of  
14 Mobile is it gives me a 1600-foot diameter  
15 turning basin right here. This whole area we  
16 can turn, like I said, we just turned a 1200  
17 foot ship.

18           So we carry 45-foot draft ships  
19 all the way up to these three terminals, the  
20 Pinto Terminal, the container dock, and then  
21 McDuffie are all 45-foot draft terminals, and  
22 we bring in ships -- right now we are bringing

1 in three thousand-footers a week and we turn  
2 right here in this channel, right there in the  
3 new turning basin.

4 And I really don't want to talk a  
5 lot. I just have some answers to more  
6 questions. That's all I wanted to show you,  
7 kind of what we do, how we use the PORTS. We  
8 have been a principle sponsor of it. We have  
9 signed on with them for five years. We  
10 recently I think just renegotiated the new  
11 contract with NOAA.

12 We are happy to do it and I think  
13 we are one of the bigger users in the Port of  
14 Mobile. I think Tim is going to talk a little  
15 bit about some of the storm surge modeling  
16 that they might do, some of the other  
17 hurricane response.

18 But if you have any questions for  
19 me? Yes.

20 MEMBER MILLER: How do you fund  
21 the, or what we understand is that each PORTS  
22 system is funded in a different way from, you

1 know, it may be a consortium, it may be  
2 commercial etcetera. How does the Port of  
3 Mobile fund the PORTS system?

4 MR. GILBREATH: We pay for it. I  
5 -- we have a harbor entrance fee that we  
6 charge for every foreign-flagged vessel that  
7 arrives in our port, and that is one of the  
8 jobs that I do, is collect that harbor  
9 entrance fee for the state.

10 And it comes out of my budget and  
11 we just use it by paying for it with harbor  
12 entrance fee money. So it's essentially a tax  
13 on every ship that comes in, and then we use  
14 that to pay.

15 It's in excess of 100K a year that  
16 we pay for the NOAA PORTS system in our port.

17 MEMBER MILLER: Did you say only  
18 foreign ports or --

19 MR. GILBREATH: No, all foreign  
20 ships, foreign-flagged ships. We get about  
21 1800 vessel arrivals a year, plus, you know,  
22 those same arrivals will come out every year,

1 so 3600 vessel movements that we have all the  
2 time.

3 Yes sir.

4 MR. ARMSTRONG: Andy Armstrong. I  
5 notice in your PORTS images both of the water  
6 level and the visibility, that there were some  
7 fairly abrupt changes in -- going from  
8 unlimited to nearly zero and from one foot  
9 high to one foot low.

10 Do you have any access to  
11 predictive models or predictive information on  
12 what is going to happen next? In hindsight  
13 there, it's fine. How do you manage the  
14 prediction of whether to start a move or not?

15 MR. GILBREATH: I think that they  
16 have started it, and they have done some work  
17 in the Port of Mobile where they have started  
18 some predictive modeling, trying, based on the  
19 wind effect, because it is such a strong  
20 effect of you know -- and most of it right now  
21 is anecdotal. We know that that front blew  
22 through. We knew that the wind is coming from



1 the north. We know it's going to blow water  
2 out of the bay.

3 But I believe they have done -- as  
4 a matter of fact, during -- there was a  
5 helicopter crash last year in Mobile where  
6 they were using some of this predictive  
7 modeling to help determine, based on the local  
8 wind conditions, what the current and what the  
9 effect of -- as they were doing that search  
10 and rescue in the port.

11 So yes, we do -- we are trying to  
12 get that way, but you are going to talk a  
13 little bit about that? Okay.

14 Yes sir.

15 MEMBER JEFFRESS: Gary Jeffress.  
16 We have the same problem in Texas, in Corpus  
17 Christi bay, especially. We have developed  
18 some software using artificial neural network  
19 technology, which uses long-term data sets of  
20 both the astronomical tides and wind speed,  
21 wind direction, barometric pressure and  
22 forecast wind.

1                   And we have gotten our storm  
2 fronts for the 12-hour prediction up to over  
3 90 percent correct.

4                   MR. GILBREATH: Really? Okay --

5                   MEMBER JEFFRESS: We can share  
6 that with you.

7                   MR. GILBREATH: I'd love to see  
8 that. I think that would be very helpful for  
9 us. I -- as you can see, it's the same bowl  
10 effect as Corpus has. It's just a big, you  
11 know, the water flushes out of the bay all at  
12 once.

13                   Yes sir.

14                   MR. EDWING: So we have a series  
15 -- Rich Edwing with CO-OPS -- we have a series  
16 of operational forecast system models which do  
17 forecast out very accurately 36, 40 hours in  
18 advance, water levels, currents, winds, those  
19 sorts of things, and we just this last year  
20 released one for the northern Gulf of Mexico  
21 which you know, is really more off the shelf,  
22 like within the year, so we are going to be

1       doing nested models, which in the various  
2       bays, one of which is Mobile Bay.

3               So in about a year, you'll be  
4       having access to that kind of information. It  
5       will not have the visibility in there, but it  
6       will have a lot of the other parameters.

7               MR. GILBREATH: One of the -- let  
8       met just mention, I did mention about the  
9       visibility. We only have two. We really would  
10      like to have another sensor further offshore,  
11      either right at the mouth of the bay, or even  
12      actually out on the water on a rig.

13              We have talked about possible --  
14      that. Some of the problems of putting one of  
15      the visibility sensors on a rig is it has to  
16      be intrinsically safe and they have to prove  
17      that this is intrinsically safe. Most of the  
18      rigs aren't going to even talk to you until  
19      you can present them with intrinsically safe.

20              But there are several rigs in the  
21      mouth of the bay that would be very good  
22      candidates because they are right there where

1 we need them to be.

2 So we do have -- so in terms of  
3 visibility sensors, we don't really have  
4 anything south of the middle of the bay.

5 MR. GRAHAM: Just a couple of  
6 points real quick. Even when the weather  
7 service was -- you know you have your natural  
8 predictions of the tides, but you know, even  
9 with us, we look at our weather models, they  
10 are -- you know, meteorological drivers of  
11 those tides is the biggest factor.

12 So we do have some of that within  
13 our models and it sounds like there's some  
14 other opportunities. But related to the fog,  
15 we have a, you know, a 2.5 kilometer database  
16 that we forecast the weather, about every  
17 different parameter in there.

18 We are already doing the  
19 visibility forecast for the airports, so what  
20 we are doing is we have visibility in those  
21 grids, and we are working with the pilots,  
22 working with Tim, getting together with some

1 of the pilots out there, to be able to do mile  
2 marker forecasts on the Mississippi River,  
3 including visibility.

4 But there's no way we can have a  
5 sensor at every mile. So we are going to try  
6 an experiment, and the pilots are on board  
7 with this, I don't know how it's going to  
8 work, it gets back to the social media  
9 comment.

10 We are going to have some of those  
11 pilots actually tweet us what they see and we  
12 can get that mile marker, see what they have,  
13 and actually keep our forecasts up to date.

14 So there's some really different  
15 ways to start attacking some of these  
16 problems. And the pilots, right Tim, they  
17 were about ready to cheer. So they want some  
18 of that.

19 So that's just some of the  
20 experimentation that we are doing in our  
21 office.

22 MR. GILBREATH: Yes, ma'am.

1                   MEMBER DEMPSEY: Yes, you actually  
2 operate with no under keel clearance?

3                   MR. GILBREATH: Well, I mean,  
4 they're not going to run a boat aground, but  
5 they -- there is no minimum under keel  
6 clearance in the port.

7                   MEMBER DEMPSEY: Wow. I'm  
8 surprised, because I guess it's two foot  
9 around here. It's three foot -- it's three  
10 foot for us and it's -- we actually adjust the  
11 arrivals and departures based on the tide to  
12 accommodate the required under keel clearance.

13                   MR. GILBREATH: There is no  
14 required under keel clearance. Now, some of  
15 the tankers that come into the port, we have  
16 several oil terminals, they will keel usually  
17 two to three foot under keel but that's their  
18 company policy. It's not a -- but they'll  
19 sail, we'll sail ships out of here at 45 foot  
20 draft with -- now, the channel of course is  
21 usually undercut, and so there's -- I mean  
22 they are not going to go aground and they keep

1 real close track of that. But that's why it's  
2 so critically important to them to keep a good  
3 eye on those tides.

4 MEMBER DEMPSEY: You must not have  
5 to deal with sand waves.

6 MR. GILBREATH: No, we don't. And  
7 everything in the Port of Mobile, we have  
8 nothing hard. It's all soft bottom. It's all  
9 muddy bottoms. We don't have any, any hard  
10 spots.

11 CHAIR WELLSLAGER: Real-time  
12 dredging though, right?

13 MR. GILBREATH: Yes, all the time.

14 (Laughter)

15 MEMBER MILLER: Are you going to  
16 deepen to 50 feet, or are you going to try to?

17 MR. GILBREATH: We are authorized  
18 to that but I don't think we are planning on  
19 going to 50 feet at this point. One of the  
20 things we are looking at doing right now is,  
21 because of the width of our channels, 400 feet  
22 wide, when we bring in two, say, 140 foot

1 ships approaching each other, we'll have to  
2 run one-way traffic up and down the bay.

3 What we are working on now is  
4 trying to get a channel widening done, where  
5 we are going to widen the channel and give a  
6 big passing lane about a five-mile length,  
7 where the pilots can pass and time their  
8 passage within this length, and we are going  
9 to go to 550 feet so we have some of that.

10 So we are not looking at going  
11 deeper at this point. I mean we are  
12 authorized to, but we are going to stay at 45  
13 feet.

14 CHAIR WELLSLAGER: Anything else?  
15 Yes, Jeff?

16 MEMBER CAROTHERS: Jeff Carothers.  
17 I was just curious. You talked about the tax  
18 on foreign vessels to help support the CO-OPS  
19 program. Is anybody else doing that, Rich?  
20 Any other ports?

21 MR. EDWING: Yes. There's a  
22 couple of other ports that are doing it



1 through pilots' fees or other mechanisms like  
2 that. I mean, as I think it was Joyce said,  
3 every -- it does seem like every PORTS program  
4 gets it from a different source, or different  
5 ways. But some others are doing it through  
6 some sort of, you know, pilot fee or you know  
7 --

8 MR. GILBREATH: Harbor maintenance  
9 fees.

10 MR. EDWING: Or vessel fee or  
11 something like that.

12 MR. GILBREATH: But like I said, I  
13 think it's a very wise use of the money. I  
14 think everyone in the port appreciates having  
15 the physical, the real-time system that we  
16 have, and I think that we are going to  
17 continue to fund it for the near future. I  
18 don't see that ending.

19 I know we do a lot of work also  
20 with -- I didn't mention a whole lot -- but we  
21 have got the new disaster response center for  
22 NOAA that's in Mobile, and I know that any

1 time we have a hurricane, if they ever stand  
2 up a command center out at the disaster  
3 response, if the Coast Guard goes out there,  
4 I think I am going to be the designated Coast  
5 Guard consignee if you will, to go out there  
6 and be our representative from the port at the  
7 disaster response center.

8 So I am going to be the one that  
9 gets that task. So --

10 CHAIR WELLSLAGER: Okay, thank  
11 you.

12 MR. OSBORN: I'll go ahead and  
13 just give a short, kind of broader overview  
14 across the other parts of the coast. In  
15 answer to your question though, in terms of  
16 PORTS systems along the Gulf Coast, Port of  
17 Mobile basically is using the harbor entrance  
18 fees for support of the system, which has  
19 actually been augmented by congressional  
20 support to put in a real-time storm surge  
21 monitoring network that Mobile County wanted  
22 to have because their flood vulnerability is

1 so large.

2           You go across to the Port of  
3 Pascagoula that Patrick has been working at,  
4 and they just have instituted a new port fee  
5 system, with the consent of the port industry.  
6 Chevron Refinery actually supported this, to  
7 essentially pay and maintain the operations of  
8 the Pascagoula PORTS system.

9           We are going to hear tomorrow from  
10 Capt. Mike Lorino, the head of the Mississippi  
11 River, Southwest Pass bar pilots, which last  
12 year instituted a pilot fee in addition to  
13 their regular rates, to pay and operate the  
14 lower Mississippi River PORTS system, and  
15 Capt. Dave Trent of the Lake Charles PORTS --  
16 Port of Lake Charles Pilots Association will  
17 talk about how, at the same time Mississippi  
18 River PORTS was funded through pilot fees,  
19 they also instituted their own pilot fee,  
20 authorized by the state, as well, to support  
21 and maintain the operation of Lake Charles'  
22 PORTS system as well.

1                   You talked about under keel  
2 clearances, wait until you get to talk to  
3 Capt. Dave Trent at the Port of Lake Charles.  
4 Sometimes not only do they not have under keel  
5 clearances, but some of the side-scan sonar  
6 imagery of the channel will actually show you  
7 the grooves of the hull ploughing all the way  
8 to the terminals. And yes --

9                   (Laughter)

10                  CHAIR WELLSLAGER: Hey Tim?

11                  MR. OSBORN: Yes.

12                  CHAIR WELLSLAGER: I hate to do  
13 this but --

14                  MR. OSBORN: Go ahead.

15                  CHAIR WELLSLAGER: I think we are  
16 on a kind of a fixed time frame right now, and  
17 it is 11:20 and we are supposed to leave at  
18 12:15 for the transportation to the Port of  
19 New Orleans.

20                         Could we pick up your presentation  
21 right at or before or right after the public  
22 comment period?

1 MR. OSBORN: Yes, that's not a  
2 problem.

3 CHAIR WELLSLAGER: Okay, if you  
4 don't mind, could we please do that because --

5 MR. OSBORN: Not a problem, let's  
6 do that.

7 CHAIR WELLSLAGER: We are kind of  
8 on a fixed timetable I would assume. Lunch is  
9 now until 12:15, from next door. That's  
10 right. We have our own dining facility. This  
11 is nice. All right.

12 And then from 12:15, we will meet  
13 where? Here or --?

14 MS. WATSON: We'll meet all down in  
15 the lobby and Tim has arranged with the port  
16 people, there's a bus that will take all of us  
17 to the port, and I would suggest, ladies,  
18 comfortable shoes, you know, and gentlemen,  
19 walking shoes.

20 CHAIR WELLSLAGER: Okay, very  
21 good. So let's just be sure to be downstairs  
22 at 12:15 so enjoy lunch, get something

1 comfortable.

2 MR. OSBORN: We have some special  
3 guests, Hunter Lipscomb, T.J. Moran with  
4 Congressman Palazzo's office. I think they'd  
5 like to really get the chance to meet  
6 everyone, and a very good friend of ours,  
7 Myrtis Franke with Senator Thad Cochran's  
8 office out of Mississippi as well, and she is  
9 joining us and I think you will have a good  
10 chance to hopefully have a chance to talk with  
11 her as well. Thanks.

12 CHAIR WELLSLAGER: Okay. Thank  
13 you very much. So lunch.

14 (Whereupon, the above-entitled  
15 matter went off the record at  
16 11:25 a.m. and resumed at 2:47  
17 p.m.)

18  
19  
20  
21  
22

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

2 (2:47 p.m.)

3 CHAIR WELLSLAGER: One reminder  
4 for everybody, please, in your blue folder,  
5 Kathy has been kind enough to highlight what  
6 needs to be signed. Sign that and give her  
7 everything and the folder back yesterday, you  
8 know, this is important stuff for us to get  
9 signed and back to her, so please do that.

10 Okay, it's time to learn about  
11 congressional and budget update. So, Craig  
12 Woolcott with policy, planning and analysis  
13 division is here to brief us on those. Craig?

14 MR. WOOLCOTT: Correct. Good  
15 afternoon.

16 CHAIR WELLSLAGER: Thank you.

17 MR. WOOLCOTT: Thank you. I am  
18 Craig Woolcott from the National Ocean  
19 Service, policy, planning and analysis  
20 division. It's a pleasure to be here.

21 I wasn't able to make the  
22 Anchorage meeting. I was supposed to go, but

1 like many, unfortunately got caught at the  
2 last minute, in fact the Friday of my travel.  
3 So I am very happy to be here.

4 I have been in New Orleans before.  
5 I had never seen the port before. So that was  
6 great. Thank you Kathy.

7 Just as a quick background for all  
8 of you, I typically work in the budget shop in  
9 the National Ocean Service in our headquarters  
10 office.

11 I am actually currently filling in  
12 for Paul Bradley, who many of you probably  
13 know, who is our OMB analyst downtown. He  
14 will be back actually February 1st, but in the  
15 interim I am covering for him.

16 So it's been a learning curve for  
17 me, but it's been fascinating to work on the  
18 policy as opposed to the budget side, see how  
19 the two blend together.

20 Today I would like to talk to you  
21 in general about legislative issues, policy  
22 updates and as requested, some quick updates



1 on the budget, although we don't have too much  
2 unfortunately to divulge because we are under  
3 a continuing resolution and FY14 is currently  
4 under review and so it's basically sequestered  
5 under the release of the PresBud but I'll get  
6 into that.

7 In particular I want to focus on  
8 NOAA's navigation services, which by now you  
9 have heard a lot about and I am sure many of  
10 you are more than familiar with, talk briefly  
11 about the current budget and the status of  
12 that budget and the outlook for this year,  
13 talk a bit about '14 and actually into '15 and  
14 touch on some congressional legislative  
15 updates as well as some planning we are doing  
16 for the new Congress, and there are actually,  
17 for the first time in a while, a number of  
18 emerging policy updates I want to give on the  
19 NOAA side, particularly in NOS but also in the  
20 administration that may offer some  
21 opportunities for us as a collaborative group,  
22 and some that may not.

1 I won't touch too much on nav  
2 services as I am sure, again, you are familiar  
3 with lots of what we do, but we continue to  
4 work on shoreline mapping, we produce the  
5 nation's charts.

6 As the Admiral here knows, we  
7 collect hydrographic surveys. We also are the  
8 national authority on global positioning and  
9 we manage the national coordinates system as  
10 well as the National Spatial Reference System.

11 We provide a network of coastal,  
12 tide and water level sensors, some of which we  
13 saw today, or at least I can infer they were  
14 there on the bridge, I couldn't specifically  
15 see them, but I believe they were there.

16 And we apply data to the new  
17 mission such as alternative energy  
18 development, which is actually becoming more  
19 and more of a responsibility for NOAA although  
20 we don't really have funding for it, energy is  
21 becoming a huge priority for the agency.

22 Emergency response, sea level

1 rise, inundation and we also do a lot of long-  
2 term planning through our coastal services  
3 center and other programs at NOS.

4 I just wanted to touch briefly on  
5 the tri-offices within NOAA. Again, you are  
6 familiar with these. But we have the National  
7 Geodetic Survey. Excuse me. The National  
8 Geodetic --

9 (Laughter)

10 MR. WOOLCOTT: The Center for  
11 Oceanographic Operational Products and  
12 Services and the Office of Coast Survey. This  
13 is just a shot of -- you probably have seen  
14 this shot before -- but I think it's from a  
15 newspaper in the mid-Atlantic somewhere, just  
16 showing the importance of specific reference  
17 coordinates and measurements.

18 This bridge apparently was  
19 fractured, I believe because of sea level rise  
20 and inundation. It wasn't planned properly.

21 MS. BLACKWELL: But that's not  
22 real. That's made up. It's just to

1 demonstrate --

2 MR. WOOLCOTT: Well, you probably  
3 shouldn't keep it in the NOS headquarters  
4 library then. I'll take it out. Thank you.

5 MS. BLACKWELL: It's important to  
6 realize, you know, the need for having --  
7 knowing what datum you are on and being able  
8 to build things so that they fit together, and  
9 so it is not real.

10 But I am sure there are  
11 circumstances where it could be applied. But  
12 we just don't have photos of those.

13 MR. WOOLCOTT: Thank you. We also  
14 run the CORS network, the continually  
15 operating reference system. There are greater  
16 than 1865 stations, more than 200 federal,  
17 state, local and academic partners.

18 Its' a great example of  
19 partnerships because as you can see from this  
20 map, we have a good density of CORS throughout  
21 the nation. We don't own all of these. We  
22 just make them compatible for use. And we

1 have four to five million data sets downloaded  
2 per month on average.

3 And of course we have come a long  
4 way from dropping lead lines. Just a quick  
5 shot of side-scan sonar and multi-beam. Our  
6 technology is growing rapidly and certainly  
7 sought out by the nation.

8 So, coast survey continues to be  
9 an important function for the agency and for  
10 the country.

11 We heard about PORTS before. I am  
12 sure you are all familiar with the PORTS  
13 system, Physical Oceanographic Real-Time  
14 System, and we saw some parts of that today on  
15 our site tour.

16 Just a quick shot of where they  
17 are throughout the country. And a quick  
18 schematic of how they operate, their air graph  
19 sensors as we saw today, meteorological  
20 sensors, water level sensors, wave buoys,  
21 visibility sensors and more.

22 And it's just a quick visual of

1 some of the real-time data we collect, surface  
2 winds, water levels, currents, salinity, waves  
3 and water temp.

4 As we talked about today, inches  
5 matter. I don't unfortunately have a video of  
6 the cranes that we recently passed through the  
7 bridges of the Chesapeake. I didn't think I'd  
8 have enough time actually to show the video.  
9 Okay. I'm sure some of you have seen it.

10 But inches certainly matter. One  
11 inch can equate to millions of dollars in  
12 savings, depending on how deep the draft you  
13 can get through a bridge and also because of  
14 the time saved.

15 To focus on budget, we are under a  
16 CR right now. It expires March 27th of next  
17 year, 2013. I can speculate on what will  
18 happen. We certainly don't know.

19 There will be a new Congress. We  
20 have a new administration, although of course  
21 a Democrat is reelected and so they may want  
22 to come out showing the ability to pass a

1 budget.

2           Unclear at this point what will  
3 happen. The President's request for '13 was  
4 458 million, as compared to the Senate, the  
5 mark was 497 million, and the House much lower  
6 at 429 million.

7           I think, if you ask me, I think we  
8 will likely see some way for them to push this  
9 forward meaning a punt. I doubt that we'll  
10 actually have a budget put forward but I don't  
11 think we are going to hit what they call a  
12 fiscal cliff, which is looming, coming January  
13 1st.

14           As of Jan 1st there are automatic  
15 spending cuts directed by the Budget Control  
16 Act of 2012. It's likely that something will  
17 be completed before January to hopefully avert  
18 that.

19           We have been hearing, although I  
20 don't know how true it is, that the fiscal  
21 cliff may not be as terrible as people think.  
22 Sorry.

1 CHAIR WELLSLAGER: Craig, is that  
2 the NOS budget?

3 MR. WOOLCOTT: I'm sorry, I  
4 apologize. That's the NOS. Correct. The  
5 current budget for FY14 is in review at OMB,  
6 so our OMB submit is under review right now.

7 Passback was delayed, I heard this  
8 week. It's expected, I think, this Friday or  
9 the coming Monday. Therefore I can't really  
10 talk about the numbers in there.

11 The actual details of the  
12 President's budget are embargoed until  
13 February 1st. But it does show some increase  
14 in scenarios that we were cut in, in '13 and  
15 '12, and it's a bit more promising, at least  
16 for NOS.

17 Of course satellites and weather  
18 service continue to kind of dominate the  
19 budget outlook for NOAA and the rest of us are  
20 going to have to somehow find a way to work  
21 though that because it is definitely going to  
22 impact us throughout the next year or coming



1 years.

2 As far as the time line, I just  
3 wanted to show you where we are at here. We  
4 are currently in the execution phase of  
5 FY2013, excuse me I have that wrong. That's  
6 a mistake in the numbers. Although we are  
7 under a CR. So we are only given  
8 apportionments by OMB. We actually don't have  
9 a budget for the year. That runs out, again,  
10 March 27th. And then January 1st is when we  
11 have the looming fiscal cliff.

12 For '14, the budget is currently  
13 under review at OMB. We will start preparing  
14 the president's budget next month in December  
15 through January and we will roll that out come  
16 February, and I'll talk about the implications  
17 of that for opportunities on the Hill for us  
18 in particular, soon.

19 And we will be starting to develop  
20 budgets for '15 at the same time, concurrently  
21 with the rollout of the PresBud starting in  
22 January.

1           The budget is austere. We don't  
2           expect to have a real opportunity to provide  
3           increased requests although there are a number  
4           of things that NOAA is looking to focus on.

5           Dr. Titley in particular talked  
6           about focusing on facilities and some of the  
7           other shortfalls at NOAA, of course, which  
8           include satellites and weather.

9           And as a quick snapshot of the nav  
10          services side of the budget from '11 to '13,  
11          for mapping and charting, which is our Office  
12          of Coast Survey, we have a bit of a cut I  
13          guess between '11 and '13. It's been a fairly  
14          level over the years. It's 91.6 at '11 in the  
15          spend plan, 91.7 in '12, that was the  
16          estimate, that was also a spend plan by the  
17          way, which is directed in some part by NOAA;  
18          and right now for '13 we are looking at 91.3  
19          in the PresBud. Again, we have no enacted  
20          budget and so that could change, or it may not  
21          even come to fruition if we are just continued  
22          again with another CR, which is possible.

1                   For geodesy, for the National  
2 Geodetic Survey, we have 33.1 in '11, 28.8 in  
3 '12, so a slight drop, and a bit of a bump in  
4 '13 at 29.2 if I am reading that right.

5                   And for tides and currents, which  
6 is our Center for Operational Oceanographic  
7 Products and Services, 29.4 in '11, 27.4, a  
8 bit of a decrease in '12, which doesn't help  
9 the PORTS program, which is a cost shared  
10 program of course, and a slight increase in  
11 '13 at 29.1.

12                  In general, nav services  
13 throughout the year and throughout the last,  
14 I guess, five years, have been somewhat level  
15 when you look at the rest of NOAA or at least  
16 the rest of NOS. But there are certainly  
17 budget issues within each of the offices where  
18 we could certainly use more money to support  
19 mission-critical needs.

20                  And just a quick shot of our NOS  
21 budget trends. This is not just for nav  
22 services but for NOS in particular. Ignoring

1 '05, which is a year we did do well, but we  
2 also received a bit of an increase for  
3 emergency disaster funding.

4 We are -- ignoring '05, we are  
5 still significantly down over the last 10  
6 years basically. The ocean service did well  
7 in the early 2000s. We didn't realize it at  
8 the time. And we actually did fairly well in  
9 '10, but every since then, we have been  
10 dropping precipitously.

11 Some of that of course is due to  
12 issues at weather service and satellite  
13 program, but in general we are definitely  
14 losing money, so we are looking at decreasing  
15 budgets and finding ways to do more with less.

16 The orange, by the way, is the PAC  
17 funding. That's our acquisition funding, so  
18 that is not as specific to the nav services  
19 side.

20 The blue is the ORF funding, which  
21 is operational funding. But with either case,  
22 the budget went up somewhat well I guess in

1 the early 2000s, and dropped precipitously  
2 since then.

3 Again, we did well in '10. We  
4 didn't know it at the time, but we did pretty  
5 well.

6 And by the way, this budget is --  
7 I didn't show it across NOAA -- but our budget  
8 is much smaller than the rest of the agency,  
9 of course. We are not the smallest line  
10 office but we certainly are pale at best  
11 compared to fisheries, satellites, weather  
12 service.

13 I don't have too many details on  
14 the fiscal cliff. It's a bit confusing as to  
15 what will happen, primarily because we don't  
16 know yet whether a small agency like NOAA or  
17 even the Department of Commerce will have any  
18 discretion over how the cuts are taken, or if  
19 it will come top down and Congress will say  
20 every agency will cut by X amount.

21 I don't think it's that simple. I  
22 think we will get some type of percentage we

1 have to cut by at the DOC level or maybe  
2 higher, and then DOC and/or NOAA will have to  
3 figure out how those cuts are taken.

4 But that's the confusing part. We  
5 don't know yet what we will be allowed to do.  
6 The graphic is a little blurry. This is just  
7 showing some of the pressures on the fiscal  
8 cliff that created the term in the first  
9 place.

10 We have a debt ceiling of course,  
11 which we have reached and surpassed. There's  
12 an ongoing trend of continuing resolutions.  
13 We haven't passed a budget in a long time.

14 And the '13 budget is fairly  
15 large, not for NOAA, but across the federal  
16 government. And all three of those of course  
17 are pushing against the debt crisis.

18 We have an election that just  
19 occurred, which may provide some hope as far  
20 as passing an enacted budget this year,  
21 although it's not clear, and the new Congress  
22 comes in very soon, which leaves things a bit

1 confusing as far as what will actually happen.

2 They may want to show some  
3 improvement, but we don't know yet what that  
4 new Congress will look like or what the  
5 landscape will be.

6 I wanted to touch on some  
7 congressional legislative updates. Again, we  
8 just had an election, so there's implications  
9 there for NOAA and for nav services.

10 You may or may not have heard of  
11 the COASTAL Act. I will talk about that. I  
12 will also touch on the RESTORE Act, which I  
13 have no expertise in. I have not been  
14 involved, but I can tell you what I know about  
15 it. It's certainly important here in the Gulf  
16 and will affect all five states as we move to  
17 the Deepwater settlement.

18 And I wanted to talk about Sandy  
19 briefly. I am sure you have heard quite a bit  
20 about that already. But there are some  
21 opportunities emerging on the Hill because of  
22 the storm.

1                   The COASTAL Act is the consumer  
2                   option for an alternative system to allocate  
3                   losses act, nothing to do with coast, just a  
4                   clever acronym I guess.

5                   It was appended to the federal  
6                   highway bill in 2012 and signed by Obama. It  
7                   was actually attempted a few times in the  
8                   past, earlier this year, and I think even in  
9                   '11.

10                  Senator Wicker has been the  
11                  champion, for lack of a better term, for this  
12                  Act, and it emerged post-Katrina to try and  
13                  find ways to alleviate I guess some of the  
14                  impacts on FEMA for funding storm damage to  
15                  homes.

16                  In essence, the goal of the Act is  
17                  to better discern wind versus wave damage when  
18                  processing flood claims. and so I guess, in  
19                  essence, they are hoping that FEMA will not  
20                  have to pay the bulk of storm damage if it's  
21                  related to flooding and that private insurers  
22                  will pick up the bill, which is challenging to



1 say the least.

2           The Act is fairly aggressive. It  
3 requires NOAA to produce detailed storm  
4 analyses following named storms. These are  
5 tropical, that impact the coastal zone of the  
6 U.S., and we have to complete these analyses  
7 within 90 days post-storm for every storm that  
8 occurs, every named storm I should say.

9           And I'll get to this, but there is  
10 absolutely no funding or even authorization  
11 for funding in the bill, to provide NOAA  
12 support to do this. But within 90 days of  
13 every named storm event throughout the  
14 country, we are supposed to provide response.

15           And we are supposed to also -- and  
16 this is no small task -- make the data  
17 available on the web through a database. As  
18 you probably know, standing up a database  
19 takes time and money and more importantly, the  
20 quality of the database requires maintenance,  
21 and that costs even more money.

22           And the database, post-storm model

1 is mandated to be operational by December  
2 28th, 2013, 540 days after enactment, and our  
3 plan for doing all of this is early January.  
4 So we have been working on this quite  
5 aggressively in the last few months.

6 COAST survey, NGS, CO-OPS and our  
7 coastal services center are all involved in  
8 this, they have been taking quite a lead role  
9 in providing support and analyses to develop  
10 the model.

11 I should mention, this is a much  
12 broader effort, run through the office of the  
13 federal coordinator for meteorology, basically  
14 the weather service liaison to the President.

15 And they are basically, I guess,  
16 facilitating the effort for NOAA to provide  
17 these named storm models. But we are actually  
18 the agency charged with producing the actual  
19 models.

20 And so we have a storm modeling  
21 team. We have a team working on database  
22 issues. But in general, we have to come up

1 with a whole list of data sets basically that  
2 are required by the Act, and I won't go into  
3 them in detail, but they include tides,  
4 currents, wave heights, even extent of  
5 inundation, to determine whether or not water  
6 can go far enough to actually damage a home,  
7 or maybe it was wind that damaged the home and  
8 not waves.

9 But the data sets are quite robust  
10 and they are quite complex and FEMA, who is  
11 actually producing what they call a coastal  
12 formula, is charged with delivering the entire  
13 product to Congress, so that we have this  
14 model stood up, but FEMA is not doing the work  
15 on modeling. NOAA is. Or we are charged to  
16 at least.

17 FEMA will take what we give them  
18 and put it into their coastal formula. That  
19 formula is then used to determine how best to  
20 assess claims when they come into FEMA.

21 And again, this is all due early  
22 January. So we are doing our best. We have

1       been meeting weekly, in fact biweekly, with  
2       the OCM, biweekly with NOAA, and then we have  
3       an internal NOAA team doing modeling, and none  
4       of us are getting paid for this, there's no  
5       allotment and nobody gets to relieve  
6       themselves of their other duties.

7                It's been quite an effort but it's  
8       important and it's a better way to, I think,  
9       manage public funding and not rely on FEMA for  
10      every impacted home.

11               In many cases the homes are  
12      damaged both by waves and by wind, and more  
13      importantly, by wind pushing those waves of  
14      course through inundation into homes.

15               And so the government shouldn't be  
16      required to pay the entire claim if it  
17      actually is wind-related.

18               And these are, I should mention,  
19      the COASTAL Act focuses specifically, thank  
20      God, only on slabs and stilts, homes that are  
21      completely destroyed, with nothing but a  
22      concrete base, and homes that are completely

1 destroyed on stilts with nothing but stilt  
2 spanning.

3 Scott and others had asked me to  
4 touch on the RESTORE Act. I haven't really  
5 been involved in this. My boss has been I  
6 guess our champion on this.

7 But it is a way to basically  
8 manage settlement funding and to establish a  
9 Gulf Coast Restoration Trust Fund following  
10 Deepwater, to reestablish recovery and  
11 restoration along the Gulf.

12 What I can tell you is how it's  
13 split up, or at least how it has been proposed  
14 to be split up. The funding will come in  
15 eventually through the Oil Spill Liability  
16 Trust Fund, which is how most natural  
17 resources damage assessment funding comes  
18 through, and it will be split up in the  
19 following manner.

20 I don't have to read all the  
21 details here. But 80 percent will go to the  
22 Gulf Coast Restoration Trust Fund, who will

1 manage the funding; 35 percent will be split  
2 evenly, or proposed evenly across the five  
3 Gulf states; 30 percent to the Gulf Coast  
4 Ecosystem Restoration Council; 30 percent to  
5 states consistent with the goals and  
6 objectives of the comprehensive plan, which is  
7 also mandated to be developed for how we will  
8 actually manage the money and restore the  
9 Gulf; 2.5 percent for the ecosystem  
10 restoration science, preservation, monitoring  
11 and technology program; and 2.5 percent for  
12 the centers of excellence, which is  
13 supplemented by 25 percent of the interest  
14 generated by the trust fund.

15 Now, Scott and others had asked me  
16 where these centers of excellence are going to  
17 be. I don't have those details yet. In fact  
18 I don't think those details are available.

19 I have an entire binder of talking  
20 points for NOAA internal on this, and you may  
21 know more about this than I do. But I think  
22 a lot of the reasons we can't distribute a lot

1 of the information is because it is still  
2 somewhat unclear as to how this will all play  
3 out.

4 But many of you probably know this  
5 better than I do, so if somebody just raised  
6 their hand, I think, they might know some of  
7 this. But anyway, the funding will be split  
8 up in this manner, if it's accepted and  
9 approved. This is still a proposal right now,  
10 I believe, and NOAA has been strongly engaged  
11 in this, actively, on a weekly basis.

12 And then I wanted to touch briefly  
13 on some policy updates. You have probably  
14 heard this morning from Margaret and others  
15 about our efforts to Position America For the  
16 Future.

17 It's more of a message of course  
18 for how we capture our navigation service  
19 programs, our response programs, our  
20 resiliency programs.

21 I'll touch on that. I'll touch on  
22 the White House Ports Task Force, formerly the

1 White House Navigation Task Force. One of  
2 the, I guess, the not so good stories. It's  
3 kind of disappeared. And so I'll touch on  
4 where that is right now.

5 I'll talk about the Committee on  
6 the Marine Transportation System, the Arctic  
7 marine transportation policy paper, the  
8 offshore wind development plan for the  
9 Atlantic Coast Port Access Route Study, and  
10 I'll touch on Port Tomorrow/Resiliency  
11 Planning Tool.

12 First I wanted to kind of think  
13 back and just give a quick slide on why we do  
14 this in the first place. Many of you know  
15 this more than I do.

16 But obviously, there is a need for  
17 policy, not just for esoteric purposes. But  
18 ships are getting bigger, much bigger, and  
19 they will continue to grow of course, with the  
20 expansion of the Panama Canal, opening of the  
21 Arctic, etcetera.

22 I just thought this was a good



1 slide to show, considering that first  
2 generation there, showing pre-1960, pre-1970  
3 draft sizes, and it just seemed significant to  
4 me and a bit striking that it hasn't been more  
5 than 40 years since we've grown this big.

6 Ports are likely to be affected  
7 and we are going to have to manage those  
8 growing needs with a decreasing budget, and  
9 that's part of the issue we have at NOAA,  
10 especially when you have things like the  
11 COASTAL Act pulling staff away to focus on  
12 something not as related to some of the needs  
13 we have when it comes to navigation services.

14 I know Margaret talked about  
15 positioning America so I won't go too deep  
16 into bit, but it does involve our navigation  
17 managers, our navigation response teams. We  
18 have state geodetic advisers. We have all of  
19 you to advise us on how best to position NOAA  
20 to help you and your communities and your  
21 coasts in the future.

22 We have the CMTS, which I will

1 touch on, and we are trying more and more to  
2 do increased outreach to users to garnish more  
3 feedback, not just from this group, but from  
4 others around the nation, as to how we can do  
5 better as an agency to provide services that  
6 are beneficial for the community.

7 And we are also focusing on  
8 internal as well as external partnerships with  
9 less and less funding. We have more of a need  
10 to collaborate with other agencies and other  
11 partners.

12 I won't read this, but the White  
13 House put out a release in July 2012 about why  
14 they are announcing the establishment of a  
15 White House-led task force that will consist  
16 of senior officials from various offices to  
17 produce recommendations on how best to fund  
18 and manage infrastructure around the country  
19 when it comes to ports, harbors and coastal  
20 communities.

21 And the goal initially was to  
22 figure out a federal strategy for better

1 prioritizing funding for dredging and port  
2 infrastructure throughout the nation.

3 NOAA was called in early on to the  
4 CMTS, to work on a newly split up IAT or  
5 integrated assessment team on informational  
6 infrastructure, and to look at infrastructure  
7 around the nation, and through the help of  
8 Rich and others, we actually had the term  
9 informational infrastructure accepted and  
10 understood by many, not only in the federal  
11 community, but in the broader partnership for  
12 what I guess we were looking at for the White  
13 House Ports Task Force.

14 So we are looking at not only to  
15 hardened structure at ports and harbors, but  
16 we are trying more and more to focus on the  
17 need for informational infrastructure, to  
18 better manage port access and harbors.

19 There was a big to-do when this  
20 port task force was announced. There were a  
21 series of meetings. OMB is one of the co-  
22 leads of the group.

1                   There are a number of agencies  
2                   involved in managing what they are calling the  
3                   White House Ports Task Force. But  
4                   unfortunately none of them are actually  
5                   producing the deep analyses, the in-depth data  
6                   sets that are required to really look at  
7                   funding throughout the nation, how we did it  
8                   before and how we can better prioritize  
9                   funding for the future.

10                   They look to NOAA and others for  
11                   that and through the CMTS, we have been  
12                   working through an interagency partnership to  
13                   do just that.

14                   We sent recommendations back. We  
15                   actually provided comments on what they called  
16                   the guiding principles, because even though we  
17                   were pulled in back in early 2012, OMB had not  
18                   actually developed guiding principles for what  
19                   this task force will do.

20                   I don't mean to sound critical,  
21                   but it was unclear from the start as to what  
22                   this team was supposed to be doing. We also

1 commented on what they called their draft  
2 policy paper, and then we never heard from  
3 them again, in essence.

4 We had heard recently at the CMTS  
5 meeting this fall, I think in October, that  
6 they were struggling with scale and scope.  
7 Again, I mentioned earlier that they used to  
8 call themselves the White House Navigation  
9 Task Force. They scaled that down to the  
10 White House Ports Task Force.

11 They were trying to figure out how  
12 big this should be. When they first stood it  
13 up, we said, "Okay, if you are the White House  
14 Navigation Task Force, what is your scope?"

15 And they said, "Everything  
16 intermodal, everything offshore and everything  
17 inland."

18 We said, "You are saying you are  
19 going to focus on air, rail, freight,  
20 shipping, everything?"

21 They said, "Yes."

22 "And you are going to prioritize

1 all of that?"

2 They said, "Yes." They said,  
3 "Wait a minute. Maybe that's too broad."

4 So they scaled it down. And they,  
5 to be honest, they haven't figured out how to  
6 get from A to B since then, and so it really  
7 disappeared, unfortunately.

8 The goal of the whole thing was  
9 basically to get funding in the FY14 budget to  
10 better prioritize port and harbor funding  
11 throughout the nation, to stand up a program  
12 to actually look at the needs around the  
13 country.

14 That deadline came and went. They  
15 recently talked about getting it into the '15  
16 budget. As I mentioned earlier, we are going  
17 to be drafting that budget in less than a  
18 month and a half.

19 So again, not to be critical, I'm  
20 not sure where this is going. But we'll see.

21 I think many of you are familiar  
22 with the Committee on the Marine

1       Transportation System.  It's a sub-cabinet  
2       level -- excuse me -- a cabinet-level  
3       subcommittee; 28 departments and agencies are  
4       involved; they have a coordinating board as  
5       well as a leadership group that involves over  
6       25 agencies, of which NOAA is a big part of.

7                   Margaret Spring, who was here this  
8       morning, was our chair for the CMTS  
9       coordinating board for I think 18 months.  She  
10      just stepped down recently at the October  
11      leadership meeting.

12                   And David Murk from the Department  
13      of Transportation has taken over.  Deputy  
14      Secretary Porcari came and spoke at that  
15      meeting.  He is basically the chair but he  
16      delegated that position to David Murk.

17                   That said, Margaret still has a  
18      lot of swing on that committee.  She has a lot  
19      of pull, and people look to her for leadership  
20      and she will continue to provide that  
21      leadership and she is committed to do that,  
22      which is great.

1                   Because while the CMTS is an  
2                   important group, in the past it was less  
3                   focused, I will say, on the needs of the  
4                   nation, when it comes to marine  
5                   transportation.

6                   They did a lot of great work, and  
7                   they looked at a lot of different  
8                   opportunities. They looked at a lot of  
9                   different data sets. But there wasn't as much  
10                  focus. And I won't say it's all because of  
11                  Margaret but she certainly did a great job the  
12                  last year and a half of really pulling them  
13                  together.

14                  And I didn't want to list them,  
15                  but there's a report that just came out with  
16                  a series of accomplishments that are quite  
17                  impressive, over the last, I guess two years  
18                  really.

19                  I am going to talk briefly about  
20                  the 2013 priorities that were just approved,  
21                  and a bit about NOAA's priorities for the  
22                  CMTS. They are a bit different of course.



1 CMTS is a broad group of, like I  
2 said, 28 departments and agencies. Recently  
3 Margaret and others have asked us, well, what  
4 is our goal at NOAA, where do we want to see  
5 the CMTS go and where can we focus our limited  
6 budget on supporting the CMTS, and so we are  
7 looking at that right now and Admiral Glang  
8 and others are helping with that  
9 prioritization.

10 I'll talk about additional  
11 priorities they are setting for the year and  
12 just touch on the Coast Guard reauth bill and  
13 the opportunity for CMTS legislation.

14 So basically there are four or  
15 five areas that we are really focusing on with  
16 the CMTS. E-navigation is one of them as well  
17 as integrating e-navigation throughout the  
18 country, so not just the e-navigation system  
19 itself, but a system of systems if you will,  
20 looking at how can we better facilitate the  
21 compatibility of e-nav technology throughout  
22 the country, and CO-OPS and OCS and others

1 have been working on that.

2 They just completed a federal  
3 compendium of CMTS activities, the first ever  
4 draft database, I guess, for lack of a better  
5 term, of what the priorities are for each  
6 agency and who is involved across the system  
7 in the marine transportation world.

8 And they are also looking at  
9 offshore wind as a potential way to focus  
10 marine planning in a better light, and I'll  
11 talk about offshore wind in a moment.

12 And sorry to look through my notes  
13 here, but I'll touch on legislation. CMTS was  
14 never authorized officially in its own  
15 legislation, and so in the recent Coast Guard  
16 reauthorization bill that was proposed, there  
17 is actual language to support the CMTS which  
18 would give it a lot more strength as a cabinet  
19 committee and a lot more power.

20 And so we can actually implement  
21 more of the recommendations we are putting  
22 forward than we do now.

1                   There is some authorization for  
2                   CMTS but it does not have its own bill or its  
3                   own specific language, and it's hopefully  
4                   happening, with this new reauth bill.

5                   Recently the U.S. Arctic marine  
6                   transportation system overview and policy  
7                   recommendations paper was completed. There is  
8                   now an Arctic marine transportation policy.  
9                   It is currently under interagency review. It  
10                  was reviewed by the CMTS. It is now out for  
11                  interagency review. I think it's wrapping up  
12                  soon.

13                  It will be the first ever real  
14                  strategy for marine transportation in the  
15                  Arctic, which of course as you know is  
16                  changing dynamically and rapidly becoming, I  
17                  guess, more of a hotspot not just nationally  
18                  but internationally for shipping and cargo  
19                  opportunity.

20                  There was recently an interim  
21                  report completed for the Atlantic Coast Port  
22                  Access Route Study. I am not sure if you have

1 all heard of this. You probably have. Many  
2 of you have been involved, I'm sure.

3 This is a quick schematic of I  
4 guess a heat map showing current shipping  
5 routes overlaid with density and -- you can  
6 almost see it, but --

7 (Off mic)

8 MR. WOOLCOTT: unfortunately never  
9 really done before, not in a GIS-based manner,  
10 and even the report itself actually produces  
11 recommendations on how best to do that.

12 One of the challenges has been  
13 integrating the automated information system  
14 of the Coast Guard with some of the data,  
15 primarily because of funding issues.

16 (Off mic)

17 COURT REPORTER: Excuse me, could  
18 you use the microphone please? That way I can  
19 record you.

20 CAPT. SWALLOW: Craig, I can  
21 clarify. The heat map is AIS traffic, so the  
22 green is like one level, red is high traffic.

1 They are not actual routes. It's just --

2 MR. WOOLCOTT: Oh, I apologize,  
3 right. High traffic and also that -- right,  
4 so that is the area that they would recommend  
5 you didn't cite because it is high traffic,  
6 it's higher density, right?

7 Thank you. And this just shows  
8 proposed routing in a traditional data set,  
9 and it shows how you can actually enhance that  
10 using heat maps and other AIS layers to better  
11 plan, and again, the red are areas of high  
12 traffic, yellow somewhat high traffic but a  
13 little better, and green, more likely an  
14 opportunity for siting.

15 It gets much more complex. I  
16 didn't want to bring out all the detailed maps  
17 because I really can't explain them, as you  
18 can see.

19 But it is a proactive way to start  
20 looking at better marine planning offshore,  
21 and -- I mentioned this -- but they did do it  
22 for the entire East Coast, which is great.

1 First time ever.

2 I want to touch on Port Tomorrow.  
3 It's a concept that is still emerging in NOAA.  
4 I guess I'll call it initiative. It's  
5 basically an umbrella to capture some of our  
6 current navigation and resiliency programs and  
7 a way to better explain how we manage and plan  
8 for growing traffic at ports and harbors and  
9 how best to help communities.

10 One of the focuses of the program  
11 is a resiliency tool which I'll touch on in a  
12 moment. We are also looking at how to stand  
13 up a better PORTS system.

14 For example, if we were able to  
15 provide full federal funding for ports we  
16 could ensure that we'd have ports existing, I  
17 won't say in perpetuity, but at least with  
18 some sense of confidence throughout the  
19 nation. As you know, some of them now are in  
20 danger of closing, unfortunately, because of  
21 funding issues, like the New York-New Jersey  
22 harbor.

1                   But again, this is more of a  
2                   concept in NOAA, to think about how best to  
3                   capture our navigation services to provide  
4                   more function to the communities, a better way  
5                   of supporting coastal needs.

6                   Some examples include how to  
7                   better inform communities about nautical  
8                   charts; again, how to better stand up our  
9                   PORTS system, meaning finding a way to support  
10                  it from a federal perspective instead of  
11                  having to rely on partners, which may or may  
12                  not always be able to support their side of  
13                  the cost-sharing program.

14                  The National Water Level  
15                  Observation Network is another example of how  
16                  we help the nation better plan. I'll talk  
17                  about the Resiliency Planning Tool in a  
18                  minute. We have ERMA maps, which are  
19                  emergency response management applications.  
20                  Many of you are probably familiar with these.  
21                  We just finished one up in the Arctic.

22                  But there are better ways to look

1 at different ways of data at specific sites,  
2 to understand what is there in the event of an  
3 emergency, or in the event of an incident or  
4 a national disaster.

5 You have probably heard of multi-  
6 beam raster mapping, again another marine  
7 planning tool, and we have the coastal  
8 management program of course, which better  
9 helps communities -- or helps communities plan  
10 better for resiliency and changes along the  
11 coast.

12 Some other examples across NOAA  
13 you may have heard of. There's a concept  
14 called Weather Ready Nation which is I guess  
15 a messaging strategy to capture our weather  
16 products and services.

17 There's also turning the corner on  
18 fisheries, a way to end overfishing. We have  
19 never really had a way to better message, I  
20 guess, our products and services for the  
21 nation on the nav side and that's what we are  
22 trying to do now.



1                   In particular one of the first  
2 actual tools coming out of this program is  
3 called the Resiliency Planning Tool and it's  
4 an interactive website organized around port  
5 resilience indicators and criteria.

6                   A better way to kind of capture  
7 and understand the perspectives needed by the  
8 coastal community, and the needs of the coast,  
9 and includes relevant documents, data,  
10 resources and links for port managers and  
11 other coastal managers, designed for users to  
12 explore resilience considerations and for  
13 developing marine transportation products and  
14 funding applications.

15                   And the users are quite broad  
16 actually -- transportation planners, port  
17 infrastructure planners, community planners  
18 and hazard planners.

19                   And we just recently rolled out a  
20 pilot beta site to see what the public thought  
21 of this tool, down in Tampa. It went fairly  
22 well. There are certainly some gaps we need

1 to work on, and it was a good way for us to  
2 get more information from the public about  
3 what they need.

4 Again, we are trying more and more  
5 to go to the public like we are here, to  
6 better inform us of how we could better serve  
7 the community.

8 And finally I want to touch on  
9 congressional outreach. We are planning a bit  
10 of a Hill blitz with the new Congress. We are  
11 also looking to reengage our current champions  
12 and the current members who support us, and we  
13 also have a series of new members of course we  
14 wanted to talk to, to educate them on what we  
15 do.

16 Somebody on the plane that flew  
17 next to me coming over here mentioned to me  
18 that he had actually helped design the Nancy  
19 Foster, which was interesting. He was an  
20 engineer. And he knew about NOAA.

21 But he said, "You know if you  
22 asked somebody in the street, anywhere in the

1 country, what NOAA was, how many people do you  
2 think would answer?" And he thought it would  
3 be more like 10, 20 percent than 30 or 40, and  
4 I agree with him.

5 We are not known for the products  
6 and services we put out. People know about  
7 the Corps, they know about the Coast Guard.  
8 Even with Hurricane Sandy, where we provided  
9 lots of response, people didn't even realize  
10 that NOAA was involved.

11 And so, we are going to try and  
12 change that. We are in an austere budget  
13 climate of course. We are not known and right  
14 now we are a line in the budget for many  
15 people. We don't want that to be the case  
16 because we think we would lose a lot of the  
17 benefits we provide to the country, if they  
18 turned to DOI for some of the products and  
19 services that we are uniquely providing.

20 We are also going to pursue  
21 congressional briefings with specific  
22 committees, House Natural Resources,

1       Transportation and Infrastructure Committee,  
2       Senate and House Appropriations, and in  
3       particular, Senate Commerce.

4               We have some ongoing relationships  
5       there but there are also some new  
6       opportunities for new people that are joining  
7       and we will have a new Congress in the spring.

8               But we are not going to wait until  
9       the spring. We are actually going to roll out  
10      some Hill briefings now to get Kennedy up on  
11      the Hill and hopefully Admiral Glang and talk  
12      a bit about our Sandy response.

13              But the great opportunity coming  
14      up is the rollout of the President's budget.  
15      We, the line office are not typically involved  
16      in attending Pres Budget rollout briefings.  
17      Some of the experts are. I think Rich you  
18      have been to a few.

19              But we haven't really had our  
20      leadership go in the past. We have actually  
21      been cut out of the loop and I think at this  
22      point, given some of the response we provided

1 to Hurricane Katrina, to Hurricane Sandy, and  
2 to Deepwater Horizon, it makes more and more  
3 sense for us to get the people out there.  
4 They can speak across NOAA on the Hill when we  
5 are doing these President budget rollouts,  
6 because again, we are not well known and our  
7 budget is fairly small compared to some other  
8 agencies and yet we do a lot of work that  
9 needs to be known.

10 I mentioned we will be getting out  
11 and talking about post-Sandy response. I  
12 think we have some opportunities. We actually  
13 already briefed Senator Wicker and others on  
14 the COASTAL Act and we will certainly be out  
15 talking about the RESTORE Act. It's a big  
16 issue here in the Gulf and throughout the  
17 nation.

18 And we are also planning, I think,  
19 in the spring, if all works out, a spring  
20 navigation services all interested staff  
21 briefing on the Hill, probably at the  
22 visitors' center, to provide an opportunity

1 for new members, and I'm sure, many staffers  
2 whose members won't attend, to understand what  
3 we do for the nation, with our IOOS program.  
4 So more on that soon.

5 And to summarize, we are currently  
6 under a CR again. It expires March 27th.  
7 It's likely something will happen, whether  
8 that will be a second CR or a punt to next  
9 year. That's unclear.

10 I don't think we will hit what  
11 they are calling the fiscal cliff, but don't  
12 quote me, although I am I guess on record  
13 saying that.

14 And even if we do, some are saying  
15 it may not be as horrible for the federal  
16 government as people had originally thought.  
17 I am not sure I believe that.

18 We are small, again, we could be  
19 easily cut and therefore our programs would  
20 disappear, which I think would be a shame, but  
21 we will see what happens.

22 The FY14 submission is at OMB. I

1 am no longer involved in the budget side as  
2 much. I sit with the staff so I hear about it  
3 and I have heard good things, and we have Paul  
4 down there, my colleague, currently as our  
5 analyst, and I believe things have gotten  
6 better as far as the understanding of what we  
7 do in NOAA, both on the navigation services  
8 side as well as on the coastal management  
9 side, at least for NOS and OMB, in part I'm  
10 sure it's due to Paul being there and  
11 educating them.

12 But in general we have made some  
13 good strides. We had some real challenges the  
14 last couple of years with OMB, more on the, I  
15 guess, conservation side, but in general, as  
16 you know, we were cut in '13, excuse me, in  
17 '12, and lost NRTs at that point. Hopefully  
18 that will change. I can't say much more than  
19 that but things are looking somewhat hopeful.

20 I think Paul had the same bullet,  
21 but things seem to stay the same on the Hill.  
22 The congressional appropriations process

1 remains uncertain and politically charged,  
2 especially with the new Congress and a new --  
3 excuse me, a President and a new  
4 administration which will definitely involve  
5 changes in the administration that will affect  
6 NOAA.

7           It's hard to know where things  
8 will go. Last year, the President's budget  
9 was delayed by I think it was a month. I am  
10 forgetting. But anyway, that was the first  
11 time in many years it was delayed that long.

12           It could be even longer this time.  
13 We will see.

14           Some major legislative issues I  
15 wanted to touch on. Again, we talked about  
16 COASTAL Act, RESTORE Act and Superstorm Sandy  
17 Recovery. I'll touch on HSIA in a moment.

18           We have been hearing about a  
19 supplemental. You have probably heard about  
20 this in the papers. Congress is talking about  
21 putting together a hurricane package. Many  
22 have called for millions of dollars. I think



1 Cuomo called for 30 billion, I believe.

2 The damage in New Jersey was  
3 originally estimated at 50 billion, although  
4 that estimate I think is grossly  
5 underestimated at this point. I think it's a  
6 lot higher. But I don't think New Jersey  
7 actually put out a number.

8 But some of the actual members and  
9 state representatives have been calling for  
10 funding to support Sandy recovery. What will  
11 happen, we are not sure. But it could provide  
12 some support to NOAA to continue, I guess,  
13 assisting with recovery, which we will do  
14 anyway, but it would be nice if we had some  
15 support for it.

16 And of course constituent support  
17 is essential during the formulation process,  
18 especially given decreasing budgets and  
19 austere times, and awareness, education  
20 outreach, remain one of our biggest  
21 challenges, but also, as I mentioned, one of  
22 our biggest priorities this year.

1                   And I'll get to HSIA in a moment.  
2           Before I go, though, I guess, I just wanted to  
3           say and I think our navigation service  
4           programs have more than shown their value over  
5           the last few years, and of course have always  
6           been there.

7                   We haven't focused enough on them  
8           as far as outreach, and I think we need to do  
9           a little more of that. So we're hoping to do  
10          that now.

11                   And let me real quickly just pull  
12          up a slide. So the Hydrographic Services  
13          Improvement Act expires in 2012, this year.  
14          Therefore I can unfortunately -- I could not  
15          unfortunately get numbers to show you for  
16          13, and again, '13 is still a request, not  
17          appropriated or enacted.

18                   But just a quick refresher, the  
19          '12 authorization amount for nautical mapping  
20          and charting or coast surveys work was 58  
21          million, and the PresBud was 51.7 million.

22                   The authorization amount for

1 hydrographic surveys was 34 million. That's  
2 compared to 31.2 in the PresBud request. And  
3 for vessels it was 27.4 million. I actually  
4 couldn't get a number in the Pres request for  
5 that. If they don't that on a specific line,  
6 it's the all-in number, I didn't have it  
7 handy.

8 We, I guess provided 29.5 in the  
9 President's request for geodetic survey  
10 functions, and the authorization amount, 34.6,  
11 and tide and current measurements was  
12 authorized at 28.5.

13 The PresBud actually was  
14 requesting 29. But again that's for '12. I  
15 don't have numbers for '13 and it's unclear  
16 where that will go, but Scott will be talking  
17 a little more about HSIA later.

18 Regardless, I think there may be  
19 some opportunities to push that a little bit  
20 forward. In general, bills are not moving on  
21 the Hill at all, but there are some members  
22 that are actually looking at specific items

1 and thinking about how they can, if anything,  
2 use them as leverage to better -- better show  
3 action, I guess, in the new Congress.

4 And so it's possible that this  
5 could move forward, especially given the need  
6 for dredging and other issues across the  
7 nation.

8 I appreciate all of you letting me  
9 talk today. I'll take any questions you might  
10 have.

11 CHAIR WELLSLAGER: Frank.

12 MEMBER KUDRNA: On the subject of  
13 continuing resolution, under a continuing  
14 resolution, you spend at the monthly rate of  
15 the previous year.

16 If, let's say we are six months  
17 into the budget, into March, and a budget is  
18 passed, and it's a reduced budget, does that  
19 mean you would have to eat all those cuts in  
20 the last six months of that period?

21 MR. WOOLCOTT: Yes, without  
22 getting into details, in general, yes. That

1 is the general nature of how this --

2 MEMBER KUDRNA: Which could be  
3 pretty brutal.

4 MR. WOOLCOTT: Yes. It's  
5 unfortunate, yes. The more you spend the more  
6 you basically take at the back end --

7 MEMBER KUDRNA: Out of the  
8 remaining piece.

9 MR. WOOLCOTT: Correct. Yes.  
10 That's the unfortunate scenario.

11 CHAIR WELLSLAGER: Okay, say that  
12 again now.

13 MEMBER KUDRNA: Well, we're in a  
14 continuing resolution so we are spending on a  
15 monthly basis, as we did in 2012.

16 CHAIR WELLSLAGER: Right.

17 MEMBER KUDRNA: So if -- if at the  
18 end of three months or six months a smaller  
19 budget is passed, all of those cuts have to be  
20 absorbed by October of '13 so --

21 CHAIR WELLSLAGER: Okay.

22 MEMBER KUDRNA: So it would

1 greatly accelerate cuts.

2 MR. WOOLCOTT: Right, because  
3 you're only funded at the previous year's  
4 level. And so anything you are spending,  
5 again, you have yearly funding in essence from  
6 the prior year. And so whatever you are  
7 spending comes out of that year's amount, and  
8 so you would have to eat that at the end of  
9 the year. That's correct. Unfortunately.

10 CHAIR WELLSLAGER: Gary.

11 MEMBER JEFFRESS: Gary Jeffress.  
12 You mentioned during your presentation this  
13 little phrase, "emergency investment funding."  
14 Do you recall that?

15 MR. WOOLCOTT: Investment funding?

16 MEMBER JEFFRESS: Emergency  
17 investment funding. Did I not hear that  
18 correctly?

19 MR. WOOLCOTT: I may have said  
20 emergency disaster funding.

21 MEMBER JEFFRESS: Is that what it  
22 was?

1 MR. WOOLCOTT: Yes, because we are  
2 hearing that it is possible we might get some  
3 emergency disaster relief funding for  
4 Hurricane Sandy.

5 I also mentioned that in '05 we  
6 had gotten disaster funding, supplemental  
7 funding, in essence basically, which is why  
8 the number there was so much higher.

9 MEMBER JEFFRESS: Over the last  
10 couple of years we have been hearing about the  
11 cost of these satellites that NOAA has to  
12 replace. Aren't they emergencies rather than  
13 an ongoing programming cost?

14 MR. WOOLCOTT: Oh, I see how you  
15 are equating them. Yes, and so when I was  
16 speaking to emergency disaster relief, I was  
17 talking about you know, natural disasters and  
18 issues that emerge that we have to respond to,  
19 without prior notice. Yes, though, those are  
20 basically stopgaps so all of a sudden they  
21 can't launch a satellite because they cost, I  
22 forget, but you know, billions of dollars to

1 send up in the air.

2 It's not an ongoing need. It's  
3 that you know, this particular year they are  
4 short X amount. If we don't have the  
5 satellite up in the air by October, you may  
6 lose two to three, two years' worth of weather  
7 data. How do you fix that?

8 So yes, those are emergency type  
9 requests. You are absolutely right. I can't  
10 speak to how we can alleviate the problem.  
11 But it's certainly a challenge at NOAA that  
12 unfortunately is not going away any time soon.

13 And because the weather service  
14 and the satellite service are a huge priority  
15 for the administration, we as an agency need  
16 to figure out how to handle that, and  
17 unfortunately in the past, the solution was to  
18 provide those stopgaps and then figure out how  
19 to basically rescind the money from the rest  
20 of the agency to deal with that differential.

21 But it's a difficult challenge.  
22 There's not a lot more I can say about it.



1 But those are one-time request type issues.  
2 So yes, they are emergency stopgaps in  
3 essence.

4 MEMBER HANSON: Bill Hanson. The  
5 RESTORE Act. NOAA has played a major role in  
6 the cleanup of the BP spill and was going to  
7 have a major role in the administration of the  
8 RESTORE Act, the way I understand it as well.

9 MR. WOOLCOTT: That's correct.  
10 Yes. DOC is the chair --

11 MEMBER HANSON: Is there anything  
12 in that for NOS as well or is that going to be  
13 independent -- a lot of the states are being  
14 challenged to come up with their master plans  
15 on what they are going to do with the money  
16 when they get it.

17 MR. WOOLCOTT: That's correct,  
18 yes.

19 MEMBER HANSON: Does NOS have a  
20 plan of survey ready projects and study ready  
21 projects that they can throw in the hopper as  
22 well?

1 MR. WOOLCOTT: Yes, again I don't  
2 have the details myself because I haven't been  
3 involved. But I do know that they are working  
4 on a plan for how we, NOS, we NOAA really, in  
5 essence, not just NOS, but NOAA --

6 MEMBER HANSON: So there's going  
7 to be a lot of --

8 MR. WOOLCOTT: Engaged, yes,  
9 absolutely --

10 MEMBER HANSON: There's a lot of  
11 agency budgets that are going to be --

12 MR. WOOLCOTT: Yes. I believe  
13 there are biweekly calls right now talking  
14 just about that.

15 MEMBER HANSON: All right and then  
16 just a couple of other questions. You  
17 mentioned the CMTS legislation and it gave  
18 some additional -- CMTS some additional  
19 authority. Is that something you are  
20 tracking? Is that something this group can --

21 MR. WOOLCOTT: Yes. Yes, and I  
22 can actually share that. We have the

1 language. I can certainly send it out to the  
2 team.

3 MEMBER HANSON: I think that  
4 provides a lot of opportunity as well, at a  
5 lot of levels. That's part of the reason that  
6 we struggle with NOS as well as with Corps of  
7 Engineers, is it's not cabinet level.

8 MR. WOOLCOTT: Yes.

9 MEMBER HANSON: The discussions  
10 are secondary, so when you get up at that  
11 level, it's much more important.

12 MR. WOOLCOTT: Sure.

13 MEMBER HANSON: And finally, the  
14 Port Tomorrow discussion, who is the customer  
15 there? Is that something you guys came up  
16 with or is that something --

17 MR. WOOLCOTT: So that's a great  
18 question. That's a great question. The  
19 customer in essence is the port community, the  
20 port manager. But originally, when it was  
21 first developed, that port resiliency tool,  
22 before we talked about Port Tomorrow, there

1 was a port resilience tool, and that specific  
2 initiative was focused on providing support  
3 for planners really. It was more focused on  
4 resiliency and for coastal zone planners, not  
5 so much for port managers, harbor managers.

6 And so it has expanded. We are  
7 looking at broader needs across the spectrum.  
8 But the original customer was the port --  
9 excuse me the resiliency planner who is  
10 looking at zoning and looking at land use  
11 planning, that type of thing. That was the  
12 original intent, was to provide that support  
13 for that specific customer.

14 MEMBER HANSON: Okay. The  
15 question comes up because as we desire to be  
16 ambassadors for NOS and NOAA, we are looking  
17 for products that you produce, that come out  
18 of your research, come out of your  
19 capabilities, that we can advocate for, we  
20 want to be careful not to advocate for things  
21 that have been created without a purpose.

22 Frank asked a question at lunch

1 about AAPA in relationship with NOAA and NOS,  
2 and you know, I have heard him speak  
3 frequently of NOAA, but I don't know that I  
4 have ever heard him speak of anything specific  
5 other than you're a bunch of nice guys that do  
6 a nice -- provide a nice service.

7 So if there was something specific  
8 that we can throw on the table with AAPA, they  
9 can advocate and be a strong voice for you.

10 MR. WOOLCOTT: Great, no, I  
11 appreciate it. I agree and we do understand  
12 some of the concerns about this concept and  
13 it's one of the reasons I have said it's still  
14 emerging and we are still developing it,  
15 because I don't think it is ready for rollout,  
16 because we don't want to provide things that  
17 aren't needed by the community.

18 So I mentioned that in Tampa they  
19 did a recent rollout of their beta website.  
20 Part of that effort was to inform NOAA about  
21 just that -- what do we actually need, and  
22 what do we need to provide for the community,

1 as opposed to what we think we might be able  
2 to just put out there?

3 That's never worked in the past,  
4 like CMSP you can't just tell people, "We have  
5 something new for you. Look how great it is."

6 You need to develop something that  
7 is useful, of course, and apply something that  
8 will actually have some benefit. And so we  
9 are concerned about that as well, and I guess  
10 without saying any more, making sure that the  
11 focus is on the user need, and not the NOAA  
12 concept.

13 And I realize I went way over my  
14 time. I apologize. The last thing I'll  
15 mention, while I can't provide details of the  
16 fiscal cliff, I can say that NOAA and the  
17 Department of Commerce, and I'm sure all  
18 bureaus, are planning for it, and we have  
19 looked at different scenarios.

20 If we were given a direct  
21 percentage, how would NOAA cut it across the  
22 board; if we were told to cut, you know, by

1 line office, how would we do that.

2 I don't have the details of that.  
3 That's been done at the CFO level. But NOAA  
4 is planning for all different scenarios,  
5 knowing that January is coming soon. So thank  
6 you very much.

7 CHAIR WELLSLAGER: Thank you  
8 Craig. Okay, next we have what will be  
9 probably an abbreviated period for the HSRP  
10 working groups. So first up will be Susan  
11 talking about the legislative policy  
12 initiatives, followed by David with a  
13 different type of presentation I think, and  
14 then we will close it with Lawson and the  
15 emergency Arctic priorities.

16 Susan.

17 MEMBER SHINGLEDECKER: Well, Craig  
18 did a great job of summarizing pretty much  
19 everything I was thinking of talking about.  
20 So that makes my job easy.

21 The purpose of the legislative and  
22 policy initiatives working group is to monitor

1 legislative and policy developments as they  
2 impact the tri-offices to monitor legislative  
3 and policy developments as they impact the tri  
4 offices.

5           Initially, the working group was  
6 created to consider recommendations for the  
7 reauthorization of the Hydrographic Services  
8 Improvement Act.

9           We did start some work on that and  
10 I know Joyce did some -- a lot of reading for  
11 us on that. But with the election looming, we  
12 kind of understood that nothing was moving  
13 there.

14           So now with the election behind  
15 us, it sounds like that is something that we  
16 will look to take up again as a working group  
17 and dive back into that.

18           The three other items that we have  
19 been watching were mostly covered by Craig.  
20 One was the RESTORE Act under the  
21 transportation bill, and the establishment of  
22 those five coastal centers in the region.



1                   And as a working group, one of the  
2                   main questions that we had was what are the --  
3                   what is the role and what are the opportunity  
4                   for the tri-offices in those centers, knowing  
5                   that the data and the resources provided by  
6                   nav services played a large role in the  
7                   response there, you know, what are the  
8                   opportunities to bring additional resources to  
9                   bear as a result of some of the settlement and  
10                  the investment that goes into those centers of  
11                  excellence.

12                  Next, as Craig also touched on,  
13                  the COAST Act, or the COASTAL Act, and  
14                  basically, as I understood it, it was doing  
15                  this post-storm analysis of named cyclone  
16                  storms to assist with the FEMA model  
17                  development.

18                  NOAA must inventory observing  
19                  system capability of collecting the data  
20                  necessary including conducting a gap analysis  
21                  to identify shortfalls in the capabilities.

22                  And from what we understand, that

1 the time line is viewed as quite aggressive,  
2 given the large scope and the nationwide  
3 coverage, down to parcel-level accuracy, just  
4 to give you an idea of the scope of that.

5 And since this is essentially a  
6 large unfunded mandate, I mean Craig seemed to  
7 say they were taking one for the team, and we  
8 will shuffle priorities and we will get it  
9 done, because that is what we have to do.

10 But I think as a working group we  
11 say, and perhaps as a panel, what things are  
12 suffering as a result of shifting priorities  
13 to get that work done and essentially, you  
14 know, do the work that must be done, well what  
15 has to give?

16 And I think in past meetings we  
17 have seen that also where, you know,  
18 especially in times of a disaster or something  
19 like that, the nav offices really seem to  
20 scramble to get the work done, but where's the  
21 reimbursement? Where's the resources put back  
22 into those offices to accomplish their core

1 missions?

2                   And then lastly, the third main  
3 one was looking at the White House Ports Task  
4 Force and where is an opportunity for the  
5 panel to provide any input or any interaction  
6 with that task force.

7                   I also saw some mention of new  
8 ports installations in Humboldt Bay,  
9 California and New London, Connecticut, and  
10 just as a working group, how can we make sure  
11 that we interact or interface at any  
12 opportunity that we could when looking at the  
13 prioritization of those kind of things.

14                   So as a -- from the working  
15 group's perspective, as a panel, if we are to  
16 provide recommendations to the administrator  
17 as a group, and then also serve as individual  
18 ambassadors for NOAA, I think information is  
19 key, and especially when it comes to policy  
20 and legislative initiatives, timing is always  
21 crucial. It seems to me that things will  
22 sleep for a while and then all of a sudden it

1 comes to life really fast and the opportunity  
2 to have input as an individual comes up really  
3 quickly.

4 So one way that you all can help  
5 support this working group is when you hear of  
6 opportunities, when you hear of things moving,  
7 get that information to us so that we can try  
8 and get it out to the rest of the group so  
9 that we can be more current, as opposed to  
10 just having an update, you know, twice a year  
11 on what's happening, because if we wait to  
12 just get those updates twice a year we will  
13 miss a lot of opportunities that we otherwise  
14 could seize on. Thank you.

15 CHAIR WELLSLAGER: Okay. Very  
16 good. Dr. Jay.

17 MEMBER JAY: I suppose I should  
18 start with a frank admission that it was a  
19 really busy six months and I didn't actually  
20 do a lot or anything with the committee, and  
21 we will indeed do better next time.

22 However I have been working with

1 several colleagues on historical data analysis  
2 related to, well, essentially NOAA's tide  
3 data, and coast survey tide data.

4 And in an unfortunate sort of way,  
5 Hurricane Sandy is rather timely. I think it  
6 will illustrate the four topics that our  
7 committee is charged with: PORTS, the PORTS  
8 system, better support of the PORTS system;  
9 better use and delivery of data, historic and  
10 modern; and a proactive water level response  
11 both to sea level rise and to catastrophic  
12 incidents, and I think, you know, as we have  
13 heard, this was a real triumph for NOAA  
14 provision of services that a lot of people  
15 finally noticed; and then branding, which also  
16 is helpful here.

17 I got my Masters degree working on  
18 New York harbor with Malcolm Bowman at Stony  
19 Brook. Philip Orton is a former member of my  
20 group, is now at Stevens Institute of  
21 Technology in Hoboken, and Stefan and I have  
22 been working on historical data analysis.

1                   The background to this shot is a  
2                   view of La Guardia Airport the day after Sandy  
3                   hit. You can see the estuary has come back  
4                   with a vengeance through those flooded, or  
5                   those tidelands that were diked and made into  
6                   runways.

7                   NOAA did a really, you know,  
8                   important job here. As bad as these  
9                   predictions sounded, they turned out to be a  
10                  little bit low.

11                  I suppose one consolation is,  
12                  well, it didn't really matter, if they had  
13                  been higher, the simple fact of the matter is  
14                  New York was not prepared.

15                  These sandbags were overtopped and  
16                  pushed over. These plywood sheets were under,  
17                  I think they weren't sure, something like five  
18                  or six feet of water, and you can see the ones  
19                  over there trying to protect some sort of  
20                  intake structures.

21                  Everything under here was flooded.  
22                  Philip said he started to go down into some of

1 these spaces and realized it was just way too  
2 dangerous to even try to do that, that it was  
3 all flooded.

4 And this is Philip at South Street  
5 Seaport with the water level line. You can  
6 see where that is situated at the lower right.  
7 I mean, you know, that is places where most of  
8 us have walked around, you know, and all of a  
9 sudden they were under eight feet of water.

10 And it also raises a rather  
11 interesting question, if there was eight feet  
12 of water here, the surge must have been higher  
13 here than it was at The Battery where the tide  
14 gauge is.

15 So, looking at these specific  
16 observations from the NOAA gauges, The  
17 Battery, which is the southern end of  
18 Manhattan, and let's see -- yes. That's right  
19 here. This is the Newark Bay, the East River  
20 tidal strait, Long Island Sound out here,  
21 here's Kings Point out here.

22 So they have gauges basically at

1 both ends of the East River tidal strait and  
2 then an air gap down here at the Verrazano  
3 Narrows Bridge. There's Sandy Hook here and  
4 Bergen and there's also an air gap here also  
5 in the same vicinity.

6 So at The Battery, the green line  
7 is essentially the surge, which is the  
8 difference between the observed in red here  
9 and the predicted. Notice that the surge  
10 occurred on a high tide but it was a lower  
11 high tide and if you look at the month, it  
12 really wasn't a spring tide either.

13 And at Kings Point, and there was  
14 about a nine foot surge, total elevation, it  
15 was about 4.5 meters, 4.3 meters. Up here at  
16 Kings Point, the surge happened a few hours  
17 later and you can see it's actually at low  
18 water.

19 So all of this, you know this is  
20 like a nine foot surge. This is like a 13  
21 foot surge up here. So it's not too hard to  
22 believe that the surge was getting bigger as



1 it went up the East River.

2 And that's, you know, really  
3 impressive. I mean a 13 foot surge but it was  
4 at low water. Think if it had been at high  
5 water.

6 So we thought we would look at  
7 this from something of a historical point of  
8 view. As far as we know, the 13.1 feet or 13  
9 feet of Sandy was the highest total elevation  
10 but by no means the biggest surge.

11 But from a geologic perspective,  
12 it appears that they know of three hurricanes  
13 that had pretty high water levels. This is  
14 not in -- these are estimates of height at The  
15 Battery based on somewhere in a nearby inlet;  
16 1893 is going to turn out to be lower than  
17 this one when we look at the actual data, but  
18 it may not have been at this marsh where this  
19 was done.

20 And then you can see various other  
21 storms. So this starts -- this record starts  
22 based on a core in 1788 and goes forward.

1                   We know of more or less almost  
2                   direct hits in 1788, 1821 and 1893 and there  
3                   was the Long Island or the New England  
4                   hurricane of 1815, which was just huge, and  
5                   there was also a 1635 hurricane called the New  
6                   England hurricane also.

7                   And the distinguishing thing about  
8                   here, about all of these, is New York isn't on  
9                   the dirty side of any of them, and places like  
10                  Providence have gotten hit with storm surges  
11                  close to 10 meters, and we are talking, you  
12                  know, three to four meters down here in New  
13                  York, and this is partly a matter of geometry  
14                  and partly just a matter of luck where the  
15                  landfall is, and it may have something to do  
16                  with predominant storm tracks as well.

17                  It looks like Sandy is about the  
18                  biggest event in 400 years. So then let's --  
19                  we actually took a look at the historic data.  
20                  We have been -- New York, The Battery record  
21                  is one of the two longest in the United  
22                  States. We went back to the federal archives

1 to recover the part that NOAA no longer has.

2 We are still working on those. We  
3 did also recover data from Fort Hamilton in  
4 the 1890s that NOAA does not currently have.  
5 So we can look at, based on hindcast highs for  
6 1821 and some historical accounts, and we can  
7 actually look at the observed tides in 1893.

8 And then another point is that  
9 there was this 1938 storm that made landfall  
10 as a Category 3. That was the one that  
11 overwhelmed Providence.

12 All right, so the 1821 hurricane,  
13 this article by Redfield is quite interesting.  
14 He says, let's see here, that there was -- the  
15 water, having risen 13 feet in one hour at the  
16 time, so the time of low water, the wharves  
17 were overflowed.

18 And he was known as, he was the  
19 first head of, it's now the American  
20 Meteorological Society, and was a very precise  
21 observer.

22 And so this storm track is based

1 on, he's got page and page after page after  
2 page of notes from captains' logs on wind,  
3 where they were, what they observed, and so  
4 this storm track is pretty well -- pretty  
5 sound.

6 And when we hindcast the tide  
7 based on 1921 data or 1920's data, we found  
8 that yes, the storm was supposed to have been  
9 the strongest from I think it was six to five  
10 to eight, and yes, in the evening, and there's  
11 low water right there.

12 And if you add Sandy using the  
13 present mean sea level, you see that you end  
14 up with about 13 feet here, and that was  
15 exactly what happened then.

16 But the reason -- but it's a half  
17 a meter lower if you use the 1821 sea level,  
18 having it occur at high water.

19 Thrown into this is, there's about  
20 a half -- let's see, half a meter? Yes. It's  
21 about half a meter of sea level rise at this  
22 location.

1                   And this is the 1893 surge. This  
2 one hit somewhere, kind of a similar track  
3 actually, to 1821. But it also hit out on  
4 Long Island apparently.

5                   This is the -- these data are Fort  
6 Hamilton, which is under the Verrazano, was  
7 under what is now the Verrazano Narrows  
8 Bridge.

9                   And taking the surge out of those  
10 data, you see a 1.2 meter surge, and this  
11 time, this is considerably worse, about twice  
12 as large, and you can also see that the surge  
13 here is only -- only 2.5 meters, whereas it  
14 was more than 3 up at The Battery or about 3  
15 at The Battery and almost four and a half up  
16 further north at Kings Point.

17                   So things got bigger as they went  
18 landward, which is pretty common. So in  
19 summary, we have had -- New York has  
20 experienced a tremendously damaging storm, and  
21 the losses are just huge.

22                   The sobering thing is that a lot

1 worse storms have hit further north and  
2 further south and you know, New York is not  
3 well prepared, and a lot of thinking is going  
4 to have to go into this, need to consider the  
5 range of historic and prehistoric storms.  
6 changes -- and possible changes in storm  
7 tracks and intensities associated with climate  
8 change, which is actually a very controversial  
9 and difficult area, not easy to do.

10 And a variety of structural and  
11 non-structural options are available and need  
12 to be considered.

13 CHAIR WELLSLAGER: Okay, thank  
14 you. That's very interesting. And now  
15 emerging Arctic priorities.

16 MEMBER BRIGHAM: Good afternoon.  
17 One anecdote before I talk on Arctic, a non-  
18 Arctic subject. I have a family home on  
19 eastern Long Island, and I was there sailing  
20 in September, and I looked across the bay and  
21 at Greenport, New York was the United States  
22 Coast Guard cutter Eagle.

1                   And it was there for a festival,  
2                   but aboard were OCs, officer candidates, both  
3                   Coast Guard officer candidates and NOAA  
4                   candidates. And the next day, after sailing  
5                   around and looking and waving at the ship, I  
6                   went over to see the captain and I walked  
7                   around the ship and there were white uniforms  
8                   aboard and Coast Guard blue. So it indicated  
9                   to me that the OCs from the NOAA Corps, had to  
10                  be NOAA Corps officers, fully integrated,  
11                  sailing aboard Eagle in the training program,  
12                  and I was told, learned -- I know the  
13                  superintendent pretty well at the Coast Guard  
14                  Academy -- that the OCs, both Coast Guard and  
15                  NOAA, are fully integrated into the program at  
16                  the Coast Guard Academy. I guess some of the  
17                  NOAA Corps officers here were trained at Kings  
18                  Point.

19                         But now they are all trained at  
20                         the Coast Guard Academy, it further indicates  
21                         the relationship, the new relationship of the  
22                         Coast Guard and NOAA, probably never closer

1 than today. I am sorry that David and  
2 Margaret aren't here to hear from a citizen's  
3 viewpoint and Coast Guard officer's viewpoint  
4 that never before have the two organizations  
5 been this close, I think, and having the  
6 training of the NOAA Corps officers embedded  
7 within the Coast Guard Academy training  
8 program is excellent.

9 We have this working group, a  
10 small group. We are looking for volunteers if  
11 anybody else wants to join this Arctic group.  
12 We talk with email, even email. I haven't  
13 done Twitter yet on the working group but  
14 maybe that's passe.

15 But nevertheless we chat on the  
16 phone and meet electronically. But to remind  
17 you, I used this slide back in Anchorage and  
18 it hasn't really changed much, what are the  
19 driving forces for the Arctic with  
20 relationship to the United States maritime  
21 Arctic?

22 And surely oil and gas development



1 brings lots of marine traffic and rigs, et  
2 cetera, the onshore minerals development, the  
3 Red Dog Mine, maybe future carriage of coal to  
4 the world, it's minerals development on the  
5 land side.

6 And then this increasing traffic  
7 that is not our traffic, it's international  
8 traffic, it's on the Northern Sea Route side,  
9 the top of Eurasia ramping up, and it goes  
10 through Bering Strait because it's the  
11 carriage of natural resources out of northern  
12 Norway and the Russian Arctic, to global  
13 ports, mostly in China, so it's the flow of  
14 natural resources and how do we protect the  
15 place and people in the Bering Strait region  
16 between our two countries, when it's one side  
17 that is ramping up on international traffic,  
18 both carriers and tankers, and on our side,  
19 traffic-related offshore development.

20 And then finally, what Andy  
21 Armstrong and others are involved with, the  
22 important exploration of the seabed and our

1 potential extended outer continental shelf.

2 This summer, in August, the 25th,  
3 there is a new record of minimum extent in the  
4 Arctic Ocean. Here's the passive microwave  
5 satellite image, the DMSP image.

6 And you can see on the 25th, but  
7 of course that's not the minimum extent time  
8 of the year really for sea ice, it's  
9 September.

10 And the old minimum, 2007, to the  
11 left, new minimum 2012, in September the 16th.  
12 So we see this increasing retreat of sea ice.  
13 But when you look at -- I'll see if I can use  
14 this here, well -- if you look at the right  
15 hand side and you see the reds and yellows,  
16 all of that of course is not 100 percent ice-  
17 covered.

18 So if you have a reasonable polar  
19 class ship you can navigate quite easily in  
20 most areas of the whole of the Arctic Ocean,  
21 except for perhaps the very northern coast of  
22 Greenland and the Canadian Arctic.

1                   So really most of the Arctic Ocean  
2 today, for several weeks of the summer, is  
3 actually fully or nearly ice-free, so to  
4 speak.

5                   By 2025 most of the models tell us  
6 -- the most advanced models, even before 2025,  
7 there will come a time when the Arctic Ocean,  
8 for at least a short period of time, is in  
9 fact completely ice-free. It means that there  
10 will be no more multi-year ice, more difficult  
11 ice to break.

12                  On the other side of the Arctic,  
13 just to give you some context to this, this is  
14 in the Russian Arctic, the Pechora Sea. This  
15 is in the eastern part of the Barents Sea.  
16 It's an offshore terminal.

17                  But the players are this  
18 international collaboration of and consortium  
19 of investors and shipbuilders. Lukoil and  
20 ConocoPhillips are the investors and the  
21 developers of the rig, of the terminal, I  
22 should say. The ships are built in Korea with

1 Finnish technology and the operator is a  
2 Russian-flag company, the largest shipping  
3 company in Russian today, Sovcomflot.

4 Lots of players, lots of  
5 investment, lots of technology transfer, all  
6 in the new maritime Arctic, which is pictured,  
7 is a good example of coming to the United  
8 States maritime Arctic in the future.

9 We note in our little group lots  
10 of stuff going on. We heard a little bit  
11 about CMTS and my only criticism of CMTS is,  
12 and maybe this can be a recommendation to  
13 either Margaret or David, is that we as  
14 members of this panel get a chance to review  
15 what they are up to in the review process  
16 before, perhaps, it's published.

17 I think we probably have the legal  
18 right to -- maybe -- to actually review it.  
19 It's only agency people, and I have only, and  
20 of course Andy Armstrong, being a public,  
21 federal employee, has access to it.

22 But I think -- I have actually

1       seen this top secret document, one of the  
2       sections on Arctic, and I actually think --  
3       well, I think they need some help. I'll be  
4       gracious.

5                It's not just me. Others that  
6       have looked at it from the Arctic Research  
7       Commission, and others, think that the Arctic  
8       section of it all misses the international  
9       connection to some of this and then hypes  
10      maybe the global trade group connection.

11              But nonetheless, here are some  
12      things that are ongoing that relate to our  
13      working group, relate to HSRP. At the  
14      international level, the U.S. is in the lead  
15      with Canada and Iceland on an aviation and  
16      maritime infrastructure project.

17              So there would be output from  
18      that, surveys done on stakeholders that could  
19      be useful to us. There is a new agreement to  
20      be signed. I was part of -- kind of a  
21      technical adviser to this oil spill  
22      preparedness and response agreement of the

1 Arctic states, follows the search and rescue  
2 agreement.

3 So what will come out of that,  
4 we'll see what responsibilities the United  
5 States might have in that, and so it's  
6 tangentially related to our work in HSRP.

7 Lots of studies ongoing. One just  
8 released on decadal prediction of Arctic sea  
9 ice. I was on that one too and interestingly,  
10 the funders of this National Academy study,  
11 NASA, ONR, the intelligence community.

12 I did ask at the first meeting  
13 were our friends from NOAA kicking in 100  
14 grand or something. But NOAA was not -- even  
15 though NOAA's priority of lists of Arctic  
16 things are -- top of the list is prediction of  
17 sea ice, it's just an indication that NOAA  
18 needs to be a player. Many NOAA scientists  
19 and researchers, modelers, we are part of the  
20 study group and part of our effort.

21 But I think some funding for,  
22 particularly on NRC studies, is helpful.

1                   Then you can see the other  
2 studies. There's Alaska state DOT and Army  
3 Corps of Engineers study, looking at where  
4 should we site an Arctic port, or a system of  
5 ports around the coast of Alaska, of relevance  
6 to all of us and relevant to the  
7 hydrographers, because wherever we site these  
8 places, probably going to require some future  
9 planning for hydrography and charting work.

10                   And then some new studies coming,  
11 a huge one on responding to oil spills, and I  
12 would add, if you can, in ice-covered waters.  
13 A huge study of the National Academy coming,  
14 emerging research questions, the Arctic and  
15 then finally Marine Board, Admiral Glang and  
16 others, were at this meeting, workshop, Marine  
17 Board of the Academy kind of kicking off this  
18 study. I am not sure where it's headed,  
19 Admiral.

20                   But it was a pretty good mix of  
21 industry people and looking at needs. Where  
22 the Marine Board takes us, who knows, but it

1 has relevance to I think our work in HSRP.

2 Some actions that -- some have  
3 been taken already. The Sikuliaq is the new  
4 UNOLS/UAF research icebreaker, a fairly large  
5 ship, 360 feet. And it has two multi-beam  
6 sonars.

7 So somehow an agreement should be  
8 reached, I think we would say in the working  
9 group, with UNOLS and the University of Alaska  
10 on the data and information in a more formal  
11 way.

12 This ship is going to be out there  
13 300 days a year in a lot of coastal areas  
14 where deeper draft ships can't go. My sense  
15 is that it's just another platform of  
16 opportunity, maybe not directly related to  
17 charting, but surely related to all the other  
18 modeling and all the other efforts that NOAA  
19 does.

20 So new platform, along with the  
21 Aiviq, the Walrus, the new Chouest offshore  
22 ship. There's already agreement for data



1 passing.

2 But again, this new ship,  
3 commercial ship, one of the largest commercial  
4 icebreakers on the planet, it will be out  
5 there 300 days a year and somehow we should  
6 use the data and information that they could  
7 bring to bear, or conduct various projects in  
8 a commercial mode, and another asset.

9 New assets coming, additional  
10 assets, offshore vessels coming to the Alaskan  
11 Arctic, so new opportunities. And a lot more  
12 data in the Arctic, in the U.S. Arctic, from  
13 AIS, land-based, as we saw, AIS receivers,  
14 satellite receivers.

15 And then finally, with our  
16 standing group, there will be lots of surveys  
17 done by the National Academy and others, and  
18 we should -- surveys of stakeholders and  
19 actors. We should take advantage of those  
20 within our working group and then within HSRP.

21 Lots of data, as Ed Page, the  
22 executive director of the Marine Exchange

1 showed us some data in Anchorage, some  
2 recommendations on the passing of data between  
3 the Arctic states, probably the next  
4 agreement, I would say, will be related to  
5 this topic, of how can we share -- seven out  
6 of the eight countries can share the data  
7 today seamlessly, and you can guess that the  
8 eighth country is the Russian Federation, how  
9 we break that chain, break that culture to  
10 have them pass information, passing  
11 information, knowing exactly where all the  
12 traffic is in any given moment, as the traffic  
13 passes between its transboundary.

14           Just one more slide to remind you  
15 in the marine world, that while this didn't  
16 happen in the Arctic, the searing images of  
17 the Costa Concordia on its side, 100 years  
18 after the Titanic, reminds us all,  
19 particularly mariners like some of us in the  
20 room, stuff can happen. Better not happen in  
21 the Arctic or we will have in fact the next  
22 Titanic. Better not happen in the United

1 States maritime realm anywhere, or in the  
2 world.

3 While only 50 passengers were  
4 lost, you could swim ashore from this. This  
5 happens in the coast of Greenland, all of us  
6 who are involved in this are really on the  
7 point here.

8 Hard to fathom for me being a  
9 mariner, Admiral Glang, that this happened in  
10 January on the coast of Italy, the most  
11 charted, historically charted area, among the  
12 most charted in the planet. Pilot error,  
13 perhaps master mariner error. But stuff  
14 happens.

15 This is what we are working on in  
16 IMO to prevent from happening in the Arctic.  
17 I'll end with that one just to stir things up  
18 a bit.

19 CHAIR WELLSLAGER: Okay, Lawson.  
20 Thank you. Deborah, do you have something to  
21 say? Joyce?

22 MEMBER MILLER: Yes, Lawson, do

1 you know, on the two ships, the -- I won't try  
2 to pronounce the University of Alaska ship and  
3 the Shell ship, has anything -- have  
4 conversations gone on with NOAA about using  
5 the data and possibly cross-training and such?

6 MEMBER BRIGHAM: Well, I don't  
7 know, I mean, Admiral Glang probably knows.  
8 I don't know if there have been conversations  
9 yet with UNOLS and my university about the  
10 using of the Sikuliaq once it becomes  
11 operational in 2014, but it's coming, and its  
12 presence there, you know, it will be trying to  
13 work 300 days a year, if it gets funding for  
14 science. So my guess is that maybe more  
15 conversation might be required with UNOLS, the  
16 grand operator of our university fleet, plus  
17 my own university, maybe more direct talks are  
18 necessary.

19 I think Sikuliaq or Aiviq and  
20 Shell, there are agreements in place with  
21 three oil companies, and I suspect the  
22 operation of the ship and its information is

1 part of that agreement, I suspect.

2 So some headway, maybe a bit more  
3 is -- is called for, is what I would  
4 recommend.

5 MR. ARMSTRONG: This is Andy  
6 Armstrong. Joyce, I have been tasked to make  
7 some contacts with the University of Alaska on  
8 the Sikuliaq, but haven't done it yet, so I'm  
9 behind on that.

10 ADMIRAL GLANG: Let me add  
11 something that I know about the Sikuliaq and  
12 NOAA, which is that OMNO, the Office of Marine  
13 and Navy Aviation Operations, the folks who  
14 manage NOAA's ships and aircraft, that Rear  
15 Admiral Devany chairs, co-chairs the  
16 interagency working group on facilities and  
17 infrastructure.

18 And it's basically a working group  
19 of the different agencies that operate the  
20 federal fleet which would include the UNOLS  
21 ship. So Admiral Devany is well aware of  
22 what's going on with the Sikuliaq. He works

1 with the NSF folks who are helping to manage  
2 that.

3 And one of the key pieces on the  
4 Sikuliaq for ensuring an end to end  
5 stewardship of the data and the observations  
6 that are being made, is this R2R concept,  
7 rolling deck to repository.

8 And NOAA is working fairly closely  
9 with UNOLS on implementing that on the  
10 Sikuliaq in this case. So, while that doesn't  
11 address the mapping data that the Sikuliaq has  
12 the potential to acquire for us, it does start  
13 the conversation for the other kinds of data  
14 observations that the Sikuliaq will make.

15 And from what I understand, the  
16 backbone, the data acquisition backbone is  
17 actually one that NOAA has developed that will  
18 be put on the Sikouliq and that isn't  
19 operational on some of the other UNOLS ships.

20 So there are different  
21 conversations happening. I know, Andy,  
22 through the Joint Hydrographic Center, you

1 have also got the multi-beam advisory  
2 committee that is connecting with the  
3 Sikouliag to help with the activation, if you  
4 will, in the simplest terms of that multi-beam  
5 system.

6 So we have got some conversations  
7 going on. What was the other -- the other  
8 issue? I've talked myself --

9 MEMBER MILLER: I have one  
10 comeback, Admiral Glang. My concern is,  
11 having been involved with the Hi'ialakai, we  
12 are having trouble out in Hawaii collecting  
13 data on a NOAA ship because of some lack of  
14 communication perhaps.

15 You know, I was part of the team  
16 that put a system on that ship. It's no  
17 longer on that ship. And it's compromised,  
18 and I would just -- I mean, as critical as the  
19 data is to Alaska, not that the data in Hawaii  
20 isn't critical as well, it just, you know,  
21 every effort needs to be made to make sure  
22 that there's good coordination and you know

1       what systems are going on the ship and how the  
2       data will be collected and so forth.

3                   MEMBER BRIGHAM:  Yes, I think just  
4       in the working group, it's maybe our job just  
5       to highlight, but of course Admiral Glang has  
6       already suggested, there's some good  
7       communication already, but you know, our job  
8       probably just to keep the press on, make sure  
9       these are highlighted.  We have more  
10      capability in the United States Arctic than we  
11      have had in decades as far as icebreaker  
12      capability, so it's actually a positive sign.

13                   MEMBER JEFFRESS:  Lawson, Gary  
14      Jeffress.  In all our briefings on the Arctic  
15      over the past few years, there's been very  
16      little mention of the Navy, and I know the  
17      Navy operates up there, because I have  
18      actually seen them from a cruise ship.

19                   Are they a possibility for science  
20      as platforms as well?

21                   MEMBER BRIGHAM:  I don't know if I  
22      can comment about that, but I sleep at night



1 all the time knowing that our Navy has a  
2 superior submarine force that can and does  
3 operate more than occasionally across the  
4 Arctic in moving these stealth assets around  
5 the world, is all I should probably say.

6 And we know that -- all of us know  
7 that because usually there's a picture in the  
8 New York Times of a nuclear submarine at the  
9 North Pole, and we the United States tell the  
10 world that actually we can do this very well.

11 So the Navy's role, in my mind as  
12 a taxpayer, is that role, of tactical assets  
13 that go into the ice, has a role of course in  
14 modeling and the Navy was involved in this  
15 prediction report we had, the National  
16 Academy, a big role, as far as using the  
17 prediction systems to look at future planning  
18 for naval operations in the Arctic, by the  
19 ice-free surface vessels.

20 So there's a lot going on. You  
21 know, there's kind of doom and gloom in  
22 Washington about the United States role in the

1 Arctic.

2 We are the lead country in the  
3 Arctic Council. We have the largest by  
4 multiple times research budget both ends of  
5 the planet.

6 We have the most monitored,  
7 advanced cold regions-trained military of any  
8 country, in Alaska, Fort Richardson,  
9 Elmendorf, et cetera.

10 We have missiles underground in  
11 the Arctic. There's a long list of positives.  
12 What we don't have, and what gets some  
13 attention, is infrastructure.

14 The satellite issue which you  
15 raised is a huge one, a kind of national  
16 security, bureaucratically bungled kind of  
17 thing over many decades, where we have  
18 satellite gaps.

19 That's the most important to the  
20 Arctic as anything, is the free flow of  
21 satellite information that we the United  
22 States provide the world.

1                   So that's probably one of the  
2 weakest infrastructural links. But  
3 icebreakers, and their potential. One more  
4 comment about icebreakers -- sorry David isn't  
5 here -- but he caught the hype of the Chinese  
6 ships going around the world.

7                   The Chinese icebreaker was built  
8 in the Soviet Union and the Ukraine, a  
9 refurbished ice-breaking cargo ship, a very  
10 fine logistics vessel, a very low-powered  
11 ship, but it gets around. It's been at both  
12 ends of the world.

13                   The new Chinese ice-breaking  
14 research vessel is like the Sikouliag --  
15 slightly larger, same power. So China is, you  
16 know, advancing their science, they are  
17 playing in the Arctic and Antarctic game from  
18 a scientific standpoint. I'm not sure they  
19 are coming over to take over the Arctic, maybe  
20 buy the place, and buy the resources.

21                   But from a maritime standpoint,  
22 they are pikers compared to the rest of us in

1 icebreaker capability, but you probably  
2 wouldn't hear that anywhere inside Washington.

3 But we actually have -- the Healy  
4 is one of the largest icebreakers in the  
5 world, among the top 10, but you don't hear  
6 that message.

7 It's very capable. Andy has  
8 sailed on it. I mean it can go most places.  
9 But it's only one. We have responsibilities  
10 at both ends of the world, I would say, in the  
11 Coast Guard, and that capability is one that  
12 is in need for response and et cetera.  
13 Anyway, I'll get off my soapbox on  
14 icebreakers.

15 MEMBER MILLER: Lawson and David,  
16 shortly after the Anchorage meeting, I rode  
17 one of the NAVOCEANO ships to look at their  
18 new sonars, and learned that the year before,  
19 they had been up in the Arctic with one of  
20 their big survey ships, and that there was  
21 intent or there was plans to be up in the  
22 Arctic again. Andy can probably confirm.

1                   And you know, my question is, now  
2                   they -- they have sensitivities about telling  
3                   people in advance where the ships are going  
4                   and so forth, so there is an issue there.

5                   But it seems that data have been  
6                   collected up in the Arctic by incredibly well-  
7                   outfitted oceanographic vessels, just  
8                   amazingly so, and I don't know, perhaps it  
9                   could be a suggestion from the panel that, you  
10                  know, that there be followup on that.  
11                  Admiral.

12                  ADMIRAL GLANG:  Admiral Glang, let  
13                  me address Gary's question directly.  Lawson  
14                  took us the long way.  The fact is we have an  
15                  active and close relationship with the Naval  
16                  Oceanographic Office and we do share survey  
17                  plans, where we are going to survey, in  
18                  particular in this case, western Alaska and  
19                  northern Alaska, the Arctic, and that we make  
20                  sure our plans intersect with the Navy's, that  
21                  we work out areas of mutual interest, and we  
22                  are expecting some data from their 2010

1 surveys in the near future.

2 So we -- and this is, it's nothing  
3 new. We have gotten data from the Navy before  
4 in other areas. So there's some technical  
5 challenges with the data they acquired up  
6 there, really interesting ones. So we are  
7 going to see what we can do with it.

8 But we have got some other survey  
9 data as well that is in the pipeline. So it's  
10 not a lot but every bit counts and it's  
11 coming. So I was just there on Monday,  
12 talking with them about it. Is that a better  
13 answer?

14 MEMBER BRIGHAM: Yes, I think Gary  
15 was also kind of hinting at what's the role of  
16 the Navy, actually physically in the Arctic  
17 Ocean, and you know, I'm somewhat biased,  
18 because I think it's a Coast Guard pond for  
19 all over response and protection issues, marine  
20 safety and all that.

21 Navy has its role in broad  
22 security issues and I think the submarine has

1 its role in the Arctic Ocean. It's the  
2 surface Navy which is deployed everywhere else  
3 in the world, and how they might fit in the  
4 Arctic is still an open question.

5 When, if they start building ice-  
6 strengthened, Aegis-class cruisers down here  
7 in Louisiana, I'll be pretty nervous as a  
8 taxpayer, because I'm not sure the nation  
9 needs that kind of ship.

10 So the Navy itself is figuring out  
11 through its task force what is the role of the  
12 Navy actually physically in the Arctic Ocean  
13 in the future, that is ice-free for a while.

14 It's an open book, an open  
15 question I think. Thank you.

16 MEMBER CAROTHERS: It's Jeff  
17 Carothers. It may be more for my -- to learn  
18 something here. Do the submarines actually --  
19 I know that's the most of the Navy assets are  
20 probably submarines I'm guessing, do they  
21 collect any bathymetric data or anything from  
22 the submarines?

1                   MEMBER BRIGHAM: Oh yes, over the  
2 last, well, since the Nautilus we have  
3 collected data. When I was a staff member of  
4 the Arctic Research Commission, we worked in  
5 agreement, because we had a nuclear submarine  
6 skipper who was the chair of the Arctic  
7 Research Commission, and we worked in  
8 agreement to release that data, and I think  
9 it's still being released, it's probably a few  
10 years behind from recent trips.

11                   But there's a wealth of data and  
12 it's being released to the public and into the  
13 nation's database. It's a tough, it's a  
14 struggle, because the position of the  
15 submarine is the one thing we don't want to  
16 release. But the data is very valuable to  
17 climate change et cetera, particularly sea ice  
18 thickness is what we are looking at.

19                   MEMBER BARBOR: Ken Barbor. In  
20 particular, of course, you know, the Navy has  
21 had SCICEX, science ice exercises every year,  
22 where you know, the submarine is up there



1 doing scientific investigation, and I say, I  
2 too have worked on the -- tried to release  
3 submarine data.

4 The Arctic is actually a less  
5 controversial one than a whole bunch of other  
6 areas, because it is an exploratory thing and  
7 not an operational per se sort of thing.

8 So the fact that you went from  
9 point A to the North Pole is not an  
10 operationally sensitive aspect, you know, once  
11 you've done it. But you know, where you  
12 routinely are on patrols, hugely, you know,  
13 concern.

14 So there's a lot of submarine data  
15 released in that respect.

16 VICE CHAIR PERKINS: Craig,  
17 something came to me that I meant to ask at  
18 the end of your remarks. NOAA did a 10-year  
19 strategic plan and then there was a five-year  
20 update that took place earlier this year. I  
21 had a chance to participate in the workshops  
22 on the front end of that 10-year plan and then

1 got pinged again here for the mid-, five-year  
2 updates.

3 Do you know, or maybe between now  
4 and the next meeting can -- is that thing in  
5 draft mode or --

6 Okay. Great. And then just going  
7 back to Susan and maybe David on strategic  
8 effectiveness, my Twitter feed, talking about  
9 the timeliness of social media, sent me the  
10 update on the LightSquared issue. So we had  
11 the briefing, I believe it was in Norfolk, on  
12 LightSquared, and then reported you know, the  
13 great news that LightSquared had gone, you  
14 know, toes up, and was headed towards  
15 bankruptcy.

16 And so the Twitter feed yesterday  
17 not only has Carl Icahn putting more money in,  
18 but he has hired Karl Rove as his strategist,  
19 and they have purchased another company and  
20 they have got a different piece of the  
21 spectrum, and it's now over top of the NOAA  
22 weather satellites.

1           So I am not sure that issue is  
2 really dead. It may not be our problem but  
3 then again, maybe it is our problem, as the  
4 weather is a strategic component of the  
5 planning and activities related to navigation  
6 services.

7           So I think, I'm not sure whether  
8 that falls on legislative and policy or on  
9 strategic effectiveness, but I think it's  
10 imperative that we keep our eye on the ball,  
11 on that one. So just wanting to share those  
12 two tidbits.

13           MEMBER BRIGHAM: Just to ask if  
14 anyone wants to join our group, I guess it's  
15 kind of free and voluntary, right, Matt, to  
16 join up and hear about and work on issues  
17 regarding Arctic? We are happy to expand our  
18 hold.

19           These working groups I guess are  
20 standing, till we get axed for some reason.  
21 But I suspect the Arctic one might be around  
22 over a number of these HSRP groups, and

1 probably be around for a long time, these  
2 issues. We will work at -- try to kind of  
3 tease them out and put some relevance on them  
4 and reality, and Steve Carmel, who is on it,  
5 puts the commercial reality on some of this,  
6 of what we do. Thank you.

7 CHAIR WELLSLAGER: Let's take  
8 about five minutes, get up, stretch, then  
9 we'll come back and finish things up.

10 (Whereupon, the above-entitled  
11 matter went off the record at 4:25  
12 p.m. and resumed at 4:43 p.m.)

13 CHAIR WELLSLAGER: Well, now it's  
14 time for the favorite part of the whole  
15 meeting, in essence the chair would like to  
16 look and open the panel up for discussion  
17 about stakeholder input, the site visit,  
18 discussions about the topics that we have  
19 heard today and to talk about tomorrow.

20 Briefly let me discuss a little  
21 bit about tomorrow, and the idea here is,  
22 we've got two stakeholder panel sessions and

1 we are going to hear, as most of you all know  
2 already, things that people like about nav  
3 products and services, things that they don't  
4 like, problems, needs.

5           And the idea is to use the  
6 information that they are going to provide to  
7 us and for us to think about that, because  
8 what will then happen is on Thursday we will  
9 break up into breakout sessions, and using  
10 this information, in conjunction with those  
11 that provided us with user input or  
12 stakeholder input, we want to arrive at some  
13 very specific points that we can use to make  
14 recommendations.

15           And my goal is to have these  
16 recommendations out within a month's time, and  
17 it needs to be done. So I really am going to  
18 put the task to you all, to think about what  
19 we are going to hear tomorrow, and to really  
20 put thought to paper, and work on some very  
21 good talking points for Thursday, and discuss,  
22 I mean, we are going to have a while, right

1 now, an hour and a half, maybe almost close to  
2 two hours, to sit and really discuss some  
3 specific issues.

4           There will be somebody taking  
5 notes and there will be people there to talk  
6 about what we need to have done. So do this  
7 and come up with what I think would be -- or  
8 what you think would be points that we as a  
9 panel can really tie down and make good  
10 recommendations with, because that's the  
11 purpose of this meeting.

12           We have done it before. This was  
13 one of the first times I actually have heard  
14 NOAA administration say you know, what, we  
15 read your letter, and this is what we are  
16 doing now. So there was a measurable, you  
17 know, it's like, oh, all right, this is good.  
18 I like this. Well, okay, the ball is rolling.  
19 Let's continue to do good work. We have been  
20 doing good work. And we have got people  
21 interested. We have a new DFO. He is pushing  
22 and it needs to be done.

1                   So I really am going to put the  
2                   task up to you all to come up with some good  
3                   stuff. And the information is here, and the  
4                   people that will be presenting tomorrow will  
5                   be giving us some more information to build  
6                   off of.

7                   So that being said, it would be  
8                   good to know right now -- Frank, did you have  
9                   something that you wanted to talk about?

10                  MEMBER KUDRNA: I did, and I had  
11                  asked Matt if it was appropriate to raise it  
12                  now. Now that it's my second meeting and I  
13                  have one data point, I have a little more  
14                  perspective on what to talk about.

15                  But before joining this panel, one  
16                  of the most effective things I have ever seen  
17                  come out of a FACA committee was the top 10  
18                  list that I think was instrumental in changing  
19                  the awareness and level of funding of the  
20                  activities that HSRP does.

21                  I mean it was terribly effective,  
22                  and we were talking about the glass half empty

1 and the glass half full with budget  
2 discussions, I mean the glass probably has a  
3 hole in it these days.

4           And there could be some very  
5 difficult times from a budget standpoint  
6 coming up in the future, because if you look  
7 at NOAA's 5 billion dollars' worth of budget,  
8 and you take a billion dollars off for  
9 satellites that aren't going to get touched,  
10 and then you take whatever weather services  
11 that's protected and unionized and all of  
12 that, and then you take a look at all the  
13 fixed cost of rent and security and all those  
14 kinds of things, the reductions go to a much  
15 smaller area of NOAA that HSRP-type activities  
16 are included in.

17           And I think there is a real need  
18 to communicate the value of the things done by  
19 the areas of NOAA we support and review to the  
20 Congress, before they make all these big  
21 budget decisions, whether it's a revised  
22 version of the top 10 list, or some other type



1 of document, and I think it -- you know, I  
2 think it's great that some of the senior  
3 management from NOAA is going on the Hill, but  
4 that's not as good as a constituent, as  
5 someone who really is in a given state or port  
6 authority or American Ports Association or  
7 civil engineering society or the others who is  
8 benefitted by that use, and I think we ought  
9 to have a discussion of how we could put some  
10 support toward the Congress, to make certain  
11 that in tough budget times, an inordinate  
12 amount of cuts don't end up on the HSRP type  
13 area.

14 MEMBER MILLER: I have a related  
15 question. We can talk to congressmen, but I  
16 mean our recommendations are to the leadership  
17 of NOAA, when we make recommendations.

18 How can we carry that forward to  
19 Congress? Is it possible to do it as a panel?  
20 I don't know.

21 MEMBER KUDRNA: Other panels have  
22 done it, in terms of activities, produced a

1 set of recommendations and carried those  
2 forward, distributed them to constituents who  
3 also bring them forward.

4 VICE CHAIR PERKINS: Yes, I mean  
5 it's a sensitive issue, right, whether we go  
6 to the Hill and how we approach that. So  
7 maybe rather than Mohammed going to the  
8 mountain, maybe the mountain should come to  
9 Mohammed. If we are going to schedule our  
10 next meeting in the D.C. area, and if we can  
11 actually become effective in planning and  
12 getting an agenda assembled ahead of time,  
13 then maybe we could communicate that agenda  
14 out to our congressional offices and our  
15 Senatorial offices, especially the ones, like  
16 my Congressman from the third district in  
17 Kansas who sits on House Appropriations, and  
18 invite their staffers, the appropriate  
19 staffers, that have an interest in what NOAA  
20 does, what nav services does, and the elected  
21 legislators who serve on the committees and  
22 the subcommittees that are of extreme

1 importance to what goes on inside the tri  
2 services.

3 You know so I think a much more  
4 effective strategy would be to invite them to  
5 come in and observe and learn and be part of  
6 our stakeholder panels, you know.

7 I mean it's great for the  
8 stakeholders to come in and for us to sit here  
9 and learn more about what we pretty much  
10 already know about with a slightly different  
11 perspective or twist, if we can put that  
12 knowledge in front of the staffers, because we  
13 all know it's the staffers who make everything  
14 happen on the Hill, that might be --  
15 especially if we are going to move this  
16 meeting into the D.C. area in the spring.

17 Just a suggestion.

18 CHAIR WELLSLAGER: In reference to  
19 what you were saying, Frank, you know there  
20 was the Ten Most Wanted and then there was  
21 Ed's project, where he kind of did an update  
22 to something like this.

1           A lot of that information is still  
2 good. A lot of the information contained  
3 within that report I think is spot on. There  
4 has been talk with conference calls and such  
5 about possibly taking that document one step  
6 further before laying it completely to rest,  
7 and that would be making an executive summary.

8           I mean as it stands right now, you  
9 have got something that is what, let's say,  
10 30-plus pages in length, and while it's got  
11 good information, and while it's beneficial in  
12 conveying what the needs actually are, it's  
13 too thick, and if we were able to kind of boil  
14 that down to, you know, one page or two pages  
15 tops, and then when we have the staffers at  
16 the meeting, say among other things, this is  
17 one of the things that we are willing to hang  
18 our hat on, and it would be the executive  
19 summary of that document. That is a readable  
20 thing, and it would have good talking points  
21 and vital information that they can then take  
22 and give to their boss and say, you know, good

1 stuff right here.

2 So I mean, what are the thoughts  
3 about something like that as the committee?

4 MEMBER MILLER: I've been thinking  
5 about that, and one of the things that struck  
6 me and we have heard repeatedly in every  
7 meeting I've been in, was -- I mean, when I  
8 read it, it was like we need more of this. We  
9 need more of that. We need more of that. We  
10 need more of that.

11 And repeatedly we have heard more  
12 constrained budget environment, more -- you  
13 know, less resources to provide and so I think  
14 a review of that document and maybe honing in  
15 on some things that -- partnerships or -- that  
16 could be done more cost -- well, I don't mean  
17 that it's not being done cost effectively, but  
18 possible ways to accomplish things without  
19 more funding, because I mean the number one  
20 was more hydrographic surveying, well that's  
21 sort of, of course we need more hydrographic  
22 surveying. But you know, how do you get there

1 without the budget going up?

2           So I don't know that just an  
3 executive summary would necessarily be, you  
4 know, perhaps a little bit more budget  
5 consciousness, you know, we have talked about  
6 user fees, we have talked about you know,  
7 other options that the panels sees.

8           So I would think that simply an  
9 executive summary, I think we would want to  
10 reexamine that document and whether modify it  
11 or not, but certainly reexamine it to see, to  
12 see what we think of the, I guess, the more  
13 approach is what I would say.

14           MEMBER SHINGLEDECKER: I would  
15 agree with Joyce's sentiments there. I mean,  
16 I think that that document, while really  
17 effective and great for someone to take with  
18 them to make that case externally, it was  
19 created in a very different time than where we  
20 are now, and I think that yes, just saying we  
21 want more, more, more is -- it's almost  
22 laughable.

1                   But if we could look at it and  
2                   kind of cut away at it, take 10 to 5 and then  
3                   look at exactly like what you said, okay, well  
4                   these are the things we want, well what are  
5                   some ways we can do it without just throwing  
6                   more money at the problem.

7                   MEMBER BRIGHAM: Related to this,  
8                   if we have this meeting in Washington, it  
9                   would be very useful for us to request that  
10                  CMTS give us a full briefing on their current  
11                  report.

12                  But it would be very interesting  
13                  to have a briefing from this White House Ports  
14                  Task Force if we asked them to come, and the  
15                  we would have a stakeholder discussion about  
16                  both of them with staffers there.

17                  Actually I don't think either  
18                  effort gets stakeholder input from the  
19                  maritime world. In fact, I am quite confident  
20                  of that from the CMTS part of it.

21                  So maybe if we invite those  
22                  briefings and then have a group of

1 stakeholders, staffers and us in the  
2 discussion, we might say this is rubbish or  
3 this is great stuff, or somewhere in between.

4 And so there are these efforts in  
5 Washington that you know, we get the output  
6 but we don't get much input into it, so I  
7 think we should try to influence both efforts  
8 in some way, at a meeting actually.

9 CHAIR WELLSLAGER: -- quite  
10 effectively address the situation. Scott, did  
11 you have something?

12 VICE CHAIR PERKINS: Yes, going  
13 back to Susan's comment about the most wanted  
14 list isn't going to go very far. It's all  
15 about doing less -- doing more with less, or  
16 doing the same with less.

17 So maybe our emphasis should be on  
18 five best practices, five good examples of  
19 interagency cooperation. It may be as much  
20 about preserving, you know, the funding level  
21 that we have become, you know, accustomed to,  
22 as opposed to trying to get more.



1           It may be putting the emphasis on  
2           the one pager we can take to the Hill with the  
3           best practices as opposed to what we want, you  
4           know, as a budget preservation or a funding  
5           preservation strategy.

6           MEMBER MILLER: And I would think  
7           going to -- linking in with what Kennedy was  
8           saying this morning, about you know, more  
9           effective -- speaking of whom -- about more  
10          effective marketing of what navigation  
11          services does well and you know, sort of, I  
12          mean, I think this, you know, the hurricane  
13          response is a perfect example of, you know,  
14          how valuable the services are and how, you  
15          know. But I like your best practices too. I  
16          think that's probably a good idea.

17          MEMBER BRIGHAM: Not all of it is  
18          less because when you think about the Arctic  
19          and its emerging significance and importance,  
20          from an economic and security standpoint, less  
21          is not -- or even more of the same, which is  
22          not adequate.

1                   So I think we can argue from at  
2                   least our position that less or staying the  
3                   same is just not appropriate for some emerging  
4                   places.

5                   VICE CHAIR PERKINS: Yes, that's a  
6                   good point. If we can get the harbor trust  
7                   funds directed for what they were really  
8                   intended for, if we can get some traction on  
9                   user fees, we don't necessarily have to do  
10                  with less. That's a very good point, Lawson.

11                  MR. EDWING: Rich Edwing, CO-OPS.  
12                  So for the Washington meeting, if you decide  
13                  to try to get staff involved, within the last  
14                  12 to 18 months, there has been a new House  
15                  caucus formed called the PORTS caucus. It's  
16                  capital PORTS. And I have decided not to sue  
17                  them for infringing upon the PORTS trademark.

18                  And I forget what their acronym  
19                  stands for, but it's a bipartisan group, a  
20                  Republican and a Democrat heading it up, and  
21                  their whole purpose is just to kind of raise  
22                  awareness about the MTS, particularly ports

1 and the importance to the economy, and their  
2 might be a partnership there that could be  
3 explored for the Washington meeting.

4 They even have a Facebook page.  
5 So there's your social media.

6 VICE CHAIR PERKINS: Yes, that's a  
7 good segue, Rich, to something that Matt and  
8 I have been talking about off-line, and that's  
9 trying to do two things to make this panel  
10 more effective in our operations.

11 And so what we have discussed and  
12 what we have reached out to some of you about  
13 is forming, you know, an executive committee  
14 to try and keep traction and keep momentum  
15 going in between the meetings.

16 And then the secondary part of  
17 that was actually forming a program committee.  
18 You know, I'll be real frank about it. We  
19 have had the luxury, most of us, because Kathy  
20 carries all the water, of simply showing up --  
21 showing up, maybe not even having read the  
22 agenda, right, and putting on a good face and

1 making this look and feel like we have done a  
2 great job and we have been really productive.

3 But you know, this panel can do a  
4 heck of a lot more and I think, you know,  
5 those two simple steps, if we can get, you  
6 know, some kind of continuity of our  
7 engagement in between these meetings, you  
8 know, if we can get a program committee that's  
9 truly engaged, you know, especially if we are  
10 going to go to D.C., and if we are going to  
11 invite people in, then we have got to have our  
12 A-game on, right?

13 That's my segue for Matt to be the  
14 heavy here and, you know, twist arms and get  
15 you engaged.

16 CHAIR WELLSLAGER: Gosh, thanks  
17 Scott.

18 VICE CHAIR PERKINS: Any time.

19 CHAIR WELLSLAGER: Yes. Now it is  
20 interesting, because we had talked and trying  
21 to involve more and more of the HSRP panel, we  
22 have the working group. So we had three

1 people there, and there was some outreach to  
2 others that we had talked to via phone or by  
3 email, to see if they would be interested in  
4 working with the executive committee, and  
5 trying to develop what could be the agendas  
6 for the upcoming meetings, and the program  
7 groups.

8 Think about if this is something  
9 that you would like to work on. The chairs  
10 for the working groups, you've got your hands  
11 full in something like that. I want to  
12 involve more of the panel.

13 So this isn't going to be you  
14 know, one person or three people or four  
15 people carrying the load. I want more of the  
16 panel members in the HSRP to step up to the  
17 plate now, and it's important that we do this,  
18 because as Scott said, Kathy does the work of  
19 five people, and it's paid off in spades with  
20 every conference.

21 But along with her, you've got the  
22 nav managers. Well, okay, they have provided

1 some very outstanding ideas and information.  
2 Well, let's come up first with a panel. Let's  
3 let that panel think of things that we need to  
4 discuss based on the location that we are  
5 going, and then with that information, we can  
6 then present that to the nav managers to have  
7 them pound the pavement and help get the  
8 process going and address the issues that we  
9 are really interested in trying to address at  
10 the next selected site.

11 So you know, names aren't getting  
12 passed out right now, but I just, I really  
13 want you to think about something like that  
14 and we will discuss this off-line. But this  
15 is -- this is the direction that we want to go  
16 and I think we would be shooting ourselves in  
17 the foot if I had more than three or four  
18 people on this panel, because decisions made  
19 by committees of six or more never happen.

20 It's like herding cats. It's not  
21 going to work. But with three, four people  
22 tops, I think we could come up with a good

1 plan and with this, we can move forward and  
2 have some very constructive and outstanding  
3 meetings.

4 Not to say that the ones that we  
5 have already had haven't been, because they've  
6 been great. We have had, well at least the  
7 last two that I have chaired, I have walked  
8 away amazed at the things that I have learned,  
9 and the ones that I had attended prior to  
10 that, were just as good.

11 But let's take it to the next  
12 step, and I think that would be helpful.  
13 Kathy.

14 MS. WATSON: Matt, may I suggest  
15 something? FACA regulations and so forth, it  
16 may be, to avoid a lot of confusion, instead  
17 of calling it a panel, because you, all of you  
18 as a full panel, is the panel.

19 But if you are talking about a  
20 subcommittee or an executive or program  
21 committee, two or three people, it's probably  
22 better to call that an executive committee or

1 subcommittee, because that then reports back  
2 to the full panel, on any of the work or any  
3 of the planning or any of the strategy that it  
4 develops. Thank you.

5 MEMBER KUDRNA: The SAB calls  
6 those working groups and their action needs to  
7 be blessed by the full body.

8 CHAIR WELLSLAGER: So I guess we  
9 could call this the planning working group or,  
10 you know, something to that effect.

11 Okay, so let's think back on  
12 today. We have heard some interesting  
13 discussions and there were some talking points  
14 that came up, and things that I think we  
15 should consider addressing a second or third  
16 time possibly.

17 One that came to mind that I wrote  
18 down, and I think this might have been one  
19 that Lawson put together, and if it wasn't I  
20 apologize.

21 But it was a possibility of a new  
22 working group and one was a commercial



1 response to natural disasters. Anybody have  
2 any thoughts about that? Andy?

3 MR. ARMSTRONG: Just for  
4 clarification, I was -- my notes indicated  
5 that we discussed adding that topic to the  
6 responsibility of one of the existing working  
7 groups, as opposed to setting up a different  
8 working group. Perhaps I was incorrect. But  
9 that was how I wrote it down.

10 CHAIR WELLSLAGER: Well, all  
11 right. If we were to do something like that,  
12 we have legislative policy initiatives,  
13 strategic effectiveness, and emerging Arctic  
14 priorities.

15 Of those three, the strategic  
16 effectiveness is the one that kind of comes to  
17 mind with me. But that's subject to debate.  
18 Is there anyone that would like to debate that  
19 or they think they might go otherwise into  
20 something else?

21 MEMBER BRIGHAM: I think Andy's  
22 right, I mean, what I suggested was just embed

1 this topic in one of the working groups, not  
2 create a new one, and strategic initiatives  
3 sounds like a spot for it.

4 What I didn't want to have was the  
5 issue to die.

6 CHAIR WELLSLAGER: Right.

7 MEMBER BRIGHAM: It was three or  
8 four panel members all from the commercial  
9 world have this interest, and I thought we  
10 should pursue it a little bit and see where it  
11 goes.

12 Probably some good things could  
13 come out of a discussion with lots of  
14 stakeholders.

15 CHAIR WELLSLAGER: Right. Right.  
16 Well, and so be it then. I think that would  
17 be a good place for that to live. David help  
18 me out for a minute. How -- who was on your  
19 committee?

20 Say again?

21 (Off microphone comments.)

22 CHAIR WELLSLAGER: Two vacancies,

1       okay.

2                   MEMBER JAY:   We have two vacancies  
3       -- Michelle Dionne, who passed away, and I'm  
4       sorry, Sherri, from the Port of Houston, was  
5       on there, and she of course is no longer a  
6       member.

7                   Deborah, did you agree to be on?  
8       I think you had agreed that you were going to  
9       be on there and then we just never went any  
10      further.   So I think we made up one of those.

11                   MEMBER DEMPSEY:   I don't know if I  
12      can fill those boots.

13                   MEMBER JAY:   Yes, those were some  
14      boots, weren't they?

15                   (Laughter.)

16                   CHAIR WELLSLAGER:   Would you even  
17      want to try?

18                   (Laughter.)

19                   MEMBER DEMPSEY:   I think that's  
20      true and there was a technical problem with my  
21      email address so I wasn't on the listserv for  
22      quite a while, so that has been corrected.

1                   MEMBER FIELDS: I volunteered for  
2 that working group also, I think. Oh, I'm  
3 sorry, did I cut across you? No, I said I  
4 agree to be on that working committee and I  
5 think I sent you an email but I am not sure  
6 what all happened.

7                   MEMBER JAY: If I -- it's quite  
8 possible I didn't receive it. But I  
9 apologize, I do not recall receiving an email,  
10 and then Bill Hanson is definitely on that  
11 committee too.

12                   All right, so we will -- we have  
13 then filled our vacancies.

14                   MEMBER CAROTHERS: I just think,  
15 if you look at commercial issues, that panel  
16 I don't think has many commercial people on  
17 it. So I don't know if that's a -- except for  
18 Bill, who is very good at commercial  
19 obviously.

20                   CHAIR WELLSLAGER: And I think you  
21 should probably be on it, too.

22                   MEMBER CAROTHERS: Well, I would

1 think so, yes.

2 CHAIR WELLSLAGER: Yes.

3 MEMBER CAROTHERS: And maybe  
4 Scott. I don't know what --

5 VICE CHAIR PERKINS: I'm extremely  
6 biased, so I am not sure --

7 MEMBER CAROTHERS: Well I am too,  
8 so maybe neither one of us should be on it.

9 VICE CHAIR PERKINS: I'd be glad  
10 to advise and you know, provide input, but  
11 yes, I think it would be a real conflict of  
12 interests for me. You know, I think we would  
13 all be better served if I don't take that  
14 role.

15 CHAIR WELLSLAGER: Joyce.

16 MEMBER MILLER: Just one comment.  
17 I am not sure I have been getting all emails  
18 either. Kathy, would it be possible for us to  
19 sort of make lists of each committee and a new  
20 list of the committee? Because I have got an  
21 old list and a new list and I'm not sure who  
22 I am sending anything to at this point.

1 MS. WATSON: Well, the current list  
2 that I just recently sent out has everybody on  
3 it. But are you asking for separate email  
4 lists for your working groups?

5 MEMBER MILLER: We could probably  
6 do that internally, so long as we have got the  
7 correct addresses.

8 MS. WATSON: Yes, well you have the  
9 correct addresses, everybody is current.

10 MEMBER MILLER: Okay.

11 MS. WATSON: Matt, one question. I  
12 just, recording I want to make sure --  
13 strategic effectiveness working group, we have  
14 Dempsey, Fields, Jay, Hanson, and Carothers.

15 Correct? Thank you.

16 MEMBER JAY: Kathy, I think I am  
17 on that too.

18 MS. WATSON: And Jeffress thank  
19 you.

20 CHAIR WELLSLAGER: Okay, and then  
21 just for grins, let's figure thing out.  
22 Legislative and policy initiatives, that was

1 Susan, right? And myself and you and Joyce.

2 Lawson with emergency -- all  
3 right, emerging Arctic priorities, you had  
4 yourself --

5 MEMBER BRIGHAM: Steve, Andy and  
6 Matt Forney, who is not a member of the panel  
7 but technical expert.

8 CHAIR WELLSLAGER: Right.

9 MEMBER BRIGHAM: I mean, I don't -  
10 - is there a problem with that?

11 CHAIR WELLSLAGER: No, you are a  
12 next door neighbor anyway.

13 MEMBER LOCKHART: I believe I  
14 volunteered at the break so --

15 CHAIR WELLSLAGER: Oh, okay. You  
16 got lassoed into it did you?

17 MEMBER LOCKHART: That's right.

18 CHAIR WELLSLAGER: Well, then  
19 okay. Ken?

20 MEMBER BARBOR: I'm sure I  
21 volunteered for something, now whether it was  
22 strategic or legislative, either one, you

1 know, interests me. So --

2 MEMBER SHINGLEDECKER: We'll draft  
3 you.

4 MEMBER BARBOR: Okay.

5 CHAIR WELLSLAGER: Why don't you  
6 come on board the strategic one? I think the  
7 -- I'm sorry, not the strategic, the  
8 legislative and policy. Yes.

9 MEMBER BARBOR: Yes.

10 CHAIR WELLSLAGER: Yes, strategic  
11 is big enough. That would work. So let's  
12 see. Other than that -- oh, Frank.

13 MEMBER KUDRNA: I'd be willing to  
14 serve on this new planning working group if  
15 you want someone, the one you just talked  
16 about.

17 CHAIR WELLSLAGER: Oh, okay. The  
18 strategic effectiveness?

19 MEMBER KUDRNA: Well I thought you  
20 were talking about --

21 CHAIR WELLSLAGER: Oh, the plan --  
22 oh, okay.



1 MEMBER KUDRNA: Oh, I'm sorry.

2 That would be fine.

3 CHAIR WELLSLAGER: No. I  
4 misunderstood you. Which one was it? That  
5 one got rolled into strategic effectiveness.

6 MEMBER MILLER: I thought it was  
7 the commercial response to disasters, I am a  
8 little confused, that got rolled into the  
9 strategic and not the planning group, or not  
10 the --

11 CHAIR WELLSLAGER: Oh, my bad, my  
12 bad. I'm getting wires crossed right now.  
13 Okay. Fine. Gotcha. Understood. Okay. And  
14 that covers everybody there. Very good.

15 ADMIRAL GLANG: So let me  
16 understand how many people are -- or who is on  
17 the planning working group? Could you -- or  
18 is that still open for discussion?

19 CHAIR WELLSLAGER: That's still  
20 open for discussion.

21 ADMIRAL GLANG: Okay, because  
22 right now it's just Frank. A working group of

1 one.

2 MEMBER KUDRNA: And I'm going to  
3 seriously delegate.

4 ADMIRAL GLANG: In the Air Force  
5 when you had one of something, it was an  
6 element.

7 CHAIR WELLSLAGER: I'll be on that  
8 with you too, Frank. So we have two now. So  
9 we will come back and address that one.  
10 That's one that I think that we need to really  
11 think about first.

12 But at this point in time, we have  
13 a public comment period. Is there anybody  
14 here that would like to -- do we have -- I  
15 mean, would either of the three of you all  
16 like to address this panel?

17 Okay, thank you. Okay, Mr. Dasler  
18 we have a presentation here, so please feel  
19 free to -- okay. I mean, if you want to make  
20 a comment now, that would be fine.

21 Mr. Dasler?

22 MR. DASLER: Yes, Jon Dasler. I

1 just wanted to, I guess, comment, since you  
2 brought up the previous work and the Ten Most  
3 Wanted, that I know the economic climate has  
4 changed, but I still believe that there's a  
5 lot of good work involved in that. I think a  
6 lot of the issues really haven't changed.

7 I guess, getting back to Scott's  
8 comment on how do you do more for less and  
9 look at best practices, and you know, we heard  
10 Mr. Kennedy talk about, you know, this last  
11 year, that 3500 square nautical miles was  
12 surveyed this last year, the most 10 wanted,  
13 of course was 10,000 square nautical miles,  
14 and that would put surveying of critical  
15 navigation areas at a 50-year backlog.

16 So that need is still here, so how  
17 do you accomplish that with less? And the  
18 2013, the hydrographic survey contracts, are  
19 going to be up for renewal, and at one point,  
20 NOAA was looking at maybe we should be doing -  
21 - issuing larger task orders to minimize  
22 mobilization costs rather than sending a lot

1 of contractors into other areas throughout the  
2 country with high mobilization costs and  
3 having small task orders.

4 And then there was -- and that  
5 started to be implemented, and then there was  
6 sort of a push I guess to spread the work  
7 around, and divvy that up more, and more  
8 recently, there was a push for small business  
9 set-asides for doing set-aside contracts for  
10 hydrographic services, which would kind of  
11 undermine the larger task order, kind of more  
12 sustainable operation.

13 So that's certainly something that  
14 I think the HSRP could be looking at in terms  
15 of, you know, more effective hydrographic data  
16 acquisition. Certainly, IOCM is probably more  
17 critical now. I mean, there's a big push to -  
18 - how can more data be acquired for multiple  
19 use and collecting backscatter information.

20 And really what it's going to  
21 take, I think you can't just do the same  
22 thing, status quo and expect the same results.

1 I mean, it's going to take groundbreaking R&D  
2 efforts to acquire data so you can start doing  
3 more for less, and I think if it becomes a  
4 small business set-aside on that front, that  
5 kind of undermines sort of the R&D efforts  
6 that are happening with some of the bigger  
7 companies moving that forward.

8 So I think certainly that's  
9 something HSRP ought to look at, and I would  
10 say go back and look at the Ten Most Wanted  
11 and there's a lot of good information in  
12 there. It's how do you move that forward  
13 under this current economy.

14 And then I would also I guess  
15 encourage HSRP to outreach to some of the  
16 other FACA advisories. Some of them are on --  
17 CMTS, there's a number of people that used to  
18 be on HSRP, and then the NOAA Science Advisory  
19 Board. Recently I ran into Admiral West and  
20 he was talking about, like, the satellite  
21 programs and maybe -- whether that should go  
22 to NASA.

1 I know that was -- some of the  
2 issues that were raised on subcontracting is  
3 that with the satellite program, right now  
4 NOAA has a 49 percent requirement for small  
5 business subcontracting, and with the  
6 satellite program, that leaves a burden of 80  
7 percent on all their other programs. And one  
8 of the recommendations made was made even  
9 within NOAA contracting, is maybe they should  
10 try to see if they could alter that small  
11 business goal.

12 Because within NASA I think it's  
13 only like 15 percent subcontracting  
14 requirement. So from that standpoint, that's  
15 another burden I think that the satellite  
16 program is putting on NOAA, and I think  
17 outreach, like I said, with the science  
18 advisory board and now IOOS FACA committee  
19 coming up, that there could be some joint  
20 issues there that could be addressed. And I  
21 think again, you know, coming to Congress with  
22 multiple voices certainly adds to the strength

1 of those recommendations. Thank you.

2 CHAIR WELLSLAGER: I agree very  
3 much. Thank you. Tim? Oh, I'm sorry.  
4 Frank?

5 MEMBER KUDRNA: Just a comment. I  
6 like what you said about the mapping and if we  
7 are talking about a document, we can talk  
8 about the original 10 list that talked about  
9 10,000 square miles and a 50 year backlog, we  
10 can talk about recent levels of funding, and  
11 how that has even dramatically increased and  
12 the potential problems that could exist from  
13 that, and that's a really good selling point  
14 to talk to Congress about.

15 MEMBER HANSON: If I can just  
16 follow on with that as well, and maybe more of  
17 a question to you guys. The comment is more  
18 with less, and I think the question that  
19 comes, can you stand up to the scrutiny, if  
20 you are asked, are you doing everything you  
21 can with the dollars with you have? Are you  
22 getting everything out of the money that you

1 are being given?

2           Because quite frankly, the Corps  
3 of Engineers has actually gone to the phrase  
4 doing less with less. They have squeezed  
5 every dollar they think they can do to put  
6 enough band aids on locks and dams in some of  
7 the ports and some of the waterways, and they  
8 are getting to the point of saying, guys,  
9 we're not going to do that anymore, we are not  
10 going to not provide that service.

11           But to get there, you have to pass  
12 the first hurdle, which is, yes, we are doing  
13 everything we can to do more with less.

14           CHAIR WELLSLAGER: All right, very  
15 good. I guess that's something for us to look  
16 at. Mr. Osborn.

17           MR. OSBORN: I wanted to thank you  
18 guys for all bearing with us in going on the  
19 port tour. I hope you that was pretty  
20 informative, and if that wasn't good enough,  
21 and when you see Jen next, just ask her how  
22 her toes are. She just about froze them off



1 at the New Orleans cold storage facility.

2 But that was actually fascinating  
3 as well. One of the things about this  
4 discussion, opening this presentation, this is  
5 actually one of our historic charts of the New  
6 Orleans area back in the 1870s, 1863 as a  
7 matter of fact.

8 But one of the things I think Jon  
9 Dasler just hit on, if you go and look in  
10 terms of the challenges we have and the kind  
11 of data we have today, we have made tremendous  
12 advances and yet our age of hydrography is  
13 actually suffering in very key, critical  
14 areas.

15 In this chart, actually, Lake  
16 Pontchartrain, which is just above here, if  
17 you look at our actual present chart of Lake  
18 Pontchartrain, and look at the age of  
19 hydrography, it actually goes back to the  
20 1890s in terms of the soundings and depths  
21 that are actually posted to that chart of Lake  
22 Pontchartrain today, in our product at this

1 time.

2 So the age of hydrography, in many  
3 areas of the Gulf region, are severely  
4 lacking, and as we essentially have to do as  
5 best we can with the amount of square miles of  
6 hydrography we can collect any given year in  
7 the Gulf, it's really based upon the knowledge  
8 that we are actually going backwards. We  
9 actually really need a real infusion to  
10 increase the amount of hydrography.

11 One of the things I think is very  
12 important about all of this is the fact that  
13 we, as you talked and saw with Gary LaGrange,  
14 port areas and port complexes like this reach  
15 more of the United States than any other port  
16 area in the country.

17 It was even recognized by Thomas  
18 Jefferson as that New Orleans through which  
19 the produce of three-eighths of our territory  
20 must pass to market.

21 And if you see this is all the  
22 Gulf Coast ports that we have represented

1 across this region right now, and you can see  
2 the sheer tonnage and the amount of importance  
3 that they have not only to the nation but to  
4 the world.

5 This is an AIS track of just one  
6 year of ship movements that we see in the Gulf  
7 of Mexico. It basically eclipses all other  
8 ship movements that you see across the entire  
9 United States in terms of the sheer number of  
10 ship transits we have in and around, to  
11 overseas markets, going from port to port, and  
12 certainly in terms of servicing the production  
13 of energy in the Gulf.

14 I'll skip this, but one of the  
15 things I wanted to bring up is the fact that  
16 we have a -- we have a couple of things here.  
17 One is we have a moving landscape and we have  
18 a moving economy.

19 While the rest of the nation has  
20 actually suffered quite a bit, and the Gulf  
21 has suffered equally in certain aspects, we  
22 actually are seeing we must address the fact

1 that places like the Port of New Orleans,  
2 Houston, Galveston, other -- the Port of  
3 Mobile -- are growing, growing  
4 infrastructures. They are growing entities  
5 and actually it's not a matter of can we do  
6 with what we have to meet the demand that  
7 exists today; it's really the issue of what do  
8 we do to get the resources to meet the  
9 infrastructure and growth and economics that  
10 are going to be seen 5 and 10 years from now.

11 The Port of Mobile is going to be  
12 a lot larger. I mean, everyone is gunning for  
13 the expansion of the Panama Canal in terms of  
14 increased tonnage.

15 Ships are getting bigger. Under  
16 keel clearance is disappearing in terms of  
17 sacrificing the need to move cargo to the  
18 docks and back, and I'll explain here how the  
19 coast is changing and moving as well.

20 And we have -- our ports and  
21 shipping are actually having a whole new set  
22 of entities we must interact with, not just

1 the U.S. Army Corps of Engineers, not just the  
2 U.S. Coast Guard, but soon we will actually  
3 have local flood protection authorities  
4 controlling very important infrastructure that  
5 are actually going to be shutting off  
6 navigation in and out of this area, depending  
7 upon the storm threat we are going to see.

8 This is actually a cool picture.  
9 This actually a tornado in front of a ship on  
10 the Mississippi River that was taken last year  
11 by an over pilot. The answer to the question  
12 what did he do, was really answered by this  
13 fact, not much, because there is not a whole  
14 lot you can do with a 100,000 ton dead weight  
15 ship moving at eight knots down the river, and  
16 a tornado is about half a mile in front of  
17 your bow.

18 Fortunately the tornado moved  
19 across to the other side of the river. The  
20 ship continued. But it got the crew and the  
21 bridge actually awake, without the need for  
22 caffeine.

1                   This also talks about the  
2                   congestion and about the kind of challenges  
3                   you saw with the Port of New Orleans.  When  
4                   you are coming on a downbound ship down the  
5                   Mississippi River south of New Orleans and you  
6                   run across this picture in front of your  
7                   bridge, this actually tells you the type of  
8                   challenges you have in terms of meeting and  
9                   maintaining a safe marine transportation  
10                  system.

11                  One of the things we are doing, to  
12                  touch on, is we have our PORTS system, which  
13                  you got a briefing on with the Port of New  
14                  Orleans.  Almost all the pilots that are  
15                  bringing ships up into the ports and down back  
16                  out in the Gulf of Mexico are using electronic  
17                  navigation with Raven laptops, Rose Point  
18                  laptops, with our ENCs on them, with overlays  
19                  with AIS, and also with recent U.S. Army Corps  
20                  of Engineers soundings that are taken  
21                  literally on a daily basis in some of the  
22                  severe shoaling areas and crossings.

1                   Advanced positioning, which is  
2                   also very important, and our coastal  
3                   observation sea level rise, are all very  
4                   integral to this area.

5                   I'll touch on -- not to disrespect  
6                   the ports, but we had a briefing about that --  
7                   real-time, in place, able to be accessed from  
8                   iPhones or any, BlackBerrys or anything, by  
9                   the pilots, as they are moving up and down the  
10                  river.

11                  We are going to hear from Captain  
12                  Mike Lorino talk about this tomorrow, with the  
13                  bar pilots on the Mississippi River. Captain  
14                  Dave Trent, president of the Louisiana River  
15                  Pilots Association, is going to come and talk  
16                  about it from his experience, not only as a  
17                  user of the Lake Charles PORTS system, but he  
18                  actually goes back to being a pilot in Tampa  
19                  and actually was one of the first users of the  
20                  first PORTS system in the Untied States, and  
21                  that was the Tampa PORTS system. He will talk  
22                  about that as well.

1                   One of the things you have heard  
2                   about is why PORTS are so important. One of  
3                   the things I think the panel may consider is  
4                   the fact that this is a very important part of  
5                   NOAA. This is the part that actually develops  
6                   and collects data on a daily basis, through  
7                   CO-OPS in terms of the time and water levels,  
8                   through NGS in terms of elevations, the use of  
9                   CORS, GPS observations, use of OPUS, through  
10                  coast surveying and its charting, and its  
11                  acquisition and processing and posting of new  
12                  hydrographic survey data that is being  
13                  collected either by our own assets or by the  
14                  HSD contracts that are out there today.

15                  But data that we generate is being  
16                  used every day, and in fact as Captain Dave  
17                  Trent will talk about, for each foot of draft  
18                  reduction we have of a crude tanker coming  
19                  into the Port of Lake Charles, that is  
20                  representing about 20-22,000 barrels of crude  
21                  oil that will or will not make it into that  
22                  port with that transit.



1                   With an average load of 500,000  
2 barrels per ship, that would mean one extra  
3 crude tanker every 25 voyages, to make up for  
4 that lost route.

5                   Not only is it money, but it is  
6 also the risk of one more ship transit into  
7 the port to carry the product that is being  
8 lost by restrictions of draft in that  
9 navigation channel if we do not have a PORTS  
10 system able to provide the real-time means for  
11 that pilot to assess when he can make that  
12 transit. If he doesn't have that system, he  
13 is backing off and he is going to actually, as  
14 a pilot, reduce the draft of the ships he will  
15 be willing to bring into the Port of Lake  
16 Charles, and then come with this 1.5 million  
17 dollar hit per ship per transit.

18                   One of the things about the lower  
19 Mississippi River PORTS is, just as it was  
20 going active, the USS New York being built for  
21 the Navy by Avondale Shipyard, couldn't get  
22 under the bridge, because we had high river

1 levels, very tall ship. You don't lower the  
2 mast on this.

3 And essentially the air gaps  
4 sensor on the Huey Long Bridge was tested as  
5 we were just ready to get the lower  
6 Mississippi River PORTS actually to go  
7 operational.

8 So working very closely with the  
9 Navy, and with Avondale Shipyard, we were able  
10 to actually make sure that that ship, a \$1  
11 billion ship with 500 people on board, was  
12 able to make it under the bridge.

13 When we asked Avondale how close  
14 were they comfortable to get the ship  
15 underneath the bridge, and they said a six-  
16 inch clearance would be good.

17 A six-inch clearance on a 155-foot  
18 tall ship is, like, stunning to think that you  
19 would have shipyard saying, yes, if we can  
20 just get six inches, we would be good.

21 They made it by about 18 inches,  
22 and they were very happy.

1                   Electronic navigation. NOAA ENC's,  
2                   U.S. Army Corps of Engineers soundings. We  
3                   need to know that our actual data is being  
4                   merged and compiled and processed with other  
5                   users that are collecting data, such as the  
6                   U.S. Army Corps of Engineers, to actually  
7                   establish and put onto a Raven laptop the  
8                   display that has the NOAA ENC's, the latest  
9                   U.S. Army Corps of Engineers' soundings of  
10                  high shoaling areas and AIS at the same time  
11                  showing ships that are coming by and they are  
12                  about to meet, and how to basically deconflict  
13                  areas of very constricted traffic through a  
14                  very active ship channel.

15                  And in fact actually, as you  
16                  navigate that large ship, it all comes down  
17                  to, with this huge bridge, it really comes  
18                  down to that little square box, and that  
19                  screen, showing that ship moving on that  
20                  river, in the channel, on our ENC's, with AIS  
21                  showing everything that is coming our ways,  
22                  and how we are going to essentially with their

1 passings or having been overtaken by other  
2 faster ships.

3 So in terms of the data being used  
4 actively, every ship that actually comes into  
5 the world's largest port complex, has  
6 electronic navigation actually bringing it to  
7 the port.

8 Day or night, this is another  
9 transit at another time, same thing. AIS  
10 depicting where the ship is relative to other  
11 ships, looking at management of the navigation  
12 channel, and making sure that the latest  
13 soundings the Corps has, showing that areas of  
14 high shoaling have been frequently dredged,  
15 are being displayed as well to make sure that  
16 ship is in the right position in that channel.

17 We are in a moving landscape, and  
18 another important source of data that we are  
19 actually applying here is through a  
20 combination of our data being applied, NGS  
21 elevational data with maintaining the spatial  
22 reference frame, and also looking at sea level

1 rise trends, which essentially is a relative  
2 sea level rise rate, which is the addition of  
3 sea level rise, eustatic sea level rise that  
4 we see in the Gulf of Mexico, and subsidence,  
5 meaning the loss of elevation that we are  
6 seeing across the 12 miles of coastal zone.

7 See level rise rates presently, as  
8 being depicted by CO-OPS, in the Grand Isle  
9 area, is actually one of the highest in the  
10 world for such a large landscape.

11 As CO-OPS predicts, as part of the  
12 IPCC process, this rate of 9.2 millimeters a  
13 year is likely to go to 12 later this century.  
14 Bottom line, about three, possibly four feet  
15 of relative sea level rise across the coastal  
16 landscape of Louisiana, with an average  
17 elevation of three feet or less, meaning  
18 essentially the inundation by the end of this  
19 century, of pretty much 50 percent of the  
20 economic base and 50 percent of the population  
21 that exists on the landscape with an elevation  
22 of three feet or less, with the sea level rise

1 rate that we are currently projecting.

2           What does this mean? And this is  
3 actually a suggestion that CO-OPS is making to  
4 move to 11.2 millimeters, actually starting  
5 now, and then go to as much as 16 millimeters  
6 later in this century, meaning accelerating  
7 the rate of coastal inundation that we are  
8 going to see in the coast.

9           What does this mean? Today's  
10 landscape is very low in elevation. This is  
11 the landscape that is depicted by using the  
12 trends and LiDAR entry of coastal Louisiana  
13 that you'll see and have presentations made by  
14 tomorrow.

15           This is by 2050, showing that the  
16 lands below sea level is going to be dramatic.  
17 And in fact the majority -- Lafourche Parish,  
18 when we were at Port Fourchon just recently  
19 with Captain Swallow and I, about 11 to 15  
20 percent of Lafourche Parish today is at or  
21 below sea level rise -- or sea level and  
22 elevation.

1           By the end of this century, almost  
2 two-thirds, or roughly two-thirds or more of  
3 that same parish today is going to be at or  
4 below sea level rise, sea level and elevation.

5           MEMBER KUDRNA: May I ask you a  
6 question? Is that all sea level rise or is  
7 part of it subsidence?

8           MR. OSBORN: It's subsidence. In  
9 fact, actually three or four times the rate is  
10 actually attributed to subsidence. And in  
11 fact that's one of the things that we really,  
12 working with the State of Louisiana, we really  
13 -- there is a really fundamental need for  
14 education and outreach about what  
15 realistically we can see in the next 50 to 75  
16 years here in Louisiana.

17           We have a state master plan that  
18 says we are saving the coast. In 50 years  
19 from now, we are actually going to be making  
20 more weapons, and yet only at the very end of  
21 the state master plan process did they ever  
22 even recognize that, oh, by the way, there is

1 going to be three feet of sea level rise,  
2 relative sea level rise.

3 And it's probably -- and in fact,  
4 USGS, using the same data, thinks it's going  
5 to be four feet. So how do you basically have  
6 one group saying we are saving the coast, and  
7 yet science and the data from CO-OPS, sea  
8 level rise trends and NGS, saying, guess what,  
9 12,000 square miles of your coastal zone is  
10 going to be under water in the next 75 years.  
11 So what are you going to do?

12 And I think that's the kind of  
13 process that we need to have in terms of what  
14 our data can be used for. It is increasingly  
15 being used and in fact Louisiana State  
16 University Coastal Studies Institute took our  
17 trends from CO-OPS, took a fairly clean  
18 depiction of the coast, put in the levees and  
19 everything, and basically created this  
20 progression in six inch intervals of the  
21 coastal zone, all the way basically to the end  
22 of the century.



1                   By 2100, this is what the coast is  
2 going to look like. We are here. And the  
3 people that live here still don't understand  
4 that this is what it is going to look like in  
5 about 80 years.

6                   So in a lot of ways, one of the  
7 considerations is, how do we take -- and Bill  
8 Hanson brought this up in terms of do less  
9 with less -- one of the issues is, is the fact  
10 that I don't think we need to get there at  
11 this point, because we have so much data, that  
12 in a lot of ways, the understanding of what we  
13 are trying to tell them, still hasn't sunk in.

14                   So we have a tremendous -- the  
15 outreach and the education of what we can tell  
16 them is really a huge challenge that perhaps  
17 the panel can consider as being a really a  
18 principle key in how our science can be  
19 actually used and understood, and have people  
20 react to.

21                   This is an example that Steve Gill  
22 and Billy Sweet put together. Grand Isle,

1 Louisiana, only inhabited barrier island in  
2 the state of Louisiana, being shown here being  
3 hit by a 10-year storm tide event in the year  
4 2010, same 10-year storm tide event, but  
5 hitting 50 years later and you can see that  
6 the growing impact is much, much larger,  
7 because the island, the land features, are  
8 much lower in elevation, and the storm surge  
9 impacts pretty much totally all of Grand Isle,  
10 where it actually has a severe but not total  
11 impact to the island with present day  
12 conditions that you see today.

13 This is the first year that the  
14 National Hurricane Center actually started to  
15 publish and produce storm surge SLOSH models  
16 for a Category 0 hurricane for coastal  
17 Louisiana.

18 Why? Because every time they went  
19 1, category 1, with their SLOSH models, it  
20 flooded everything. So they literally had to  
21 back it down to zero, just to show that some  
22 things would not flood. But as we saw with

1 Hurricane Isaac, and we saw with Tropical  
2 Storm Lee last year, even tropical storms,  
3 even hurricanes, even Hurricane Ike, a  
4 Category 2 that made landfall in Texas flooded  
5 every coastal parish in Louisiana.

6 So if you were in Hurricane Isaac  
7 this year and you were not behind a flood  
8 protection levee, you flooded, and in fact  
9 that was one of the things that actually woke  
10 people up.

11 Ken Graham will talk about this  
12 issue and the fact that as much as they have  
13 talked about how the category of storms has  
14 nothing to do with the potential vulnerability  
15 or threat of a storm surge event, people still  
16 don't understand that.

17 He still has emergency managers in  
18 LaPlace, Louisiana, just to the north of New  
19 Orleans here, who were told repeatedly, "You  
20 are going to flood," and to this day, they  
21 say, "We just didn't realize."

22 And they just don't have the --

1 they are losing that disconnect and that's why  
2 I think, as Ken Graham is planning to do, he  
3 is going to go on a very aggressive outreach  
4 program to convince people that you are so  
5 low, you have such a flood-prone coastal  
6 community, that unless resiliency really takes  
7 the form of flood protection levees or  
8 something to keep that surge out of your  
9 community, you are going to go down with a  
10 storm that makes an approach predicted by the  
11 SLOSH model that is going to put water across  
12 your surface.

13           This is Port Fourchon. This is  
14 2008. Hurricane Gustav had just gone by.  
15 Hurricane Ike was making a run to Texas. One  
16 hundred Entergy trucks were in Port Fourchon  
17 reestablishing the electric power supply to  
18 the area, and the storm was over 300 miles  
19 away, and it started to flood the entire port  
20 area. One hundred utility trucks had to make  
21 it up LA-1 to safety and every one of them  
22 except for two made it.

1           The port police, however, stayed  
2           at their station getting the trucks out and  
3           the crew out, but were trapped and actually  
4           had to take refuge in their operations center  
5           throughout the entire storm event.

6           But this gave rise to a very  
7           important consideration that is finally being  
8           applied. These are all static benchmarks in  
9           coastal Louisiana. This is the new process  
10          using GPS CORS that is actually replacing it.

11          By doing this, this is one of the  
12          things you will hear about very soon,  
13          tomorrow, talking about there is no other  
14          option we have. We have no more static marks  
15          in Louisiana that we can rely upon.

16          So NGS's support, working with  
17          local partnerships like the Center for  
18          Geoinformatics and maintaining a robust CORS  
19          network statewide, and also moving the real-  
20          time networks to augment it, are going to be  
21          the process by which the future positioning of  
22          Louisiana is going to depend.

1                   That gives rise to need for best  
2 practices, that gives need for recurrent  
3 training, that gives rise for the fact that,  
4 as Gary Jeffress has pointed out, in Texas  
5 there are more surveyors over the age of 70  
6 today, than there are surveyors under the age  
7 of 40 in Texas.

8                   Louisiana is exactly the same way.  
9 Exactly the same way. The last issue I would  
10 like to bring up is, as the discussions go  
11 forward, is the need for data, not only on  
12 positioning, but in terms of sea level rise  
13 trends, in terms of new stations, coastal  
14 observation stations, more PORTS systems, and  
15 also in terms of new hydrography to update our  
16 charts but also to use in storm surge  
17 modeling, is one of the key attributes that  
18 really is occurring, and the need is growing  
19 with time.

20                   So as the panel, in terms of  
21 exploiting the potential that really comes  
22 with this part of NOAA actually being a

1 collector of new data, and trying to then use  
2 that to the advantage of how we can support  
3 that as a primary priority of NOAA, hopefully  
4 should be a good consideration for you in  
5 terms of your discussions with our NOAA  
6 leadership.

7 Thank you very much.

8 (Applause.)

9 CHAIR WELLSLAGER: That was very  
10 informative, Tim. Thank you. And we have,  
11 oh, about 15 minutes before we are supposed to  
12 meet downstairs at six o'clock. So the --  
13 well, I thought we were meeting -- dinner is  
14 at 6. We were -- Ms. Kathy, what is the  
15 schedule?

16 MS. WATSON: Six-thirty -- well, I  
17 suppose we should all meet downstairs about  
18 6:15 and Tim is going to lead the pack, the  
19 group, down to the Oceana restaurant. Tim.

20 MR. OSBORN: Yes.

21 CHAIR WELLSLAGER: Okay, thank you  
22 very much. I think it's a wrap and we will

1 meet downstairs about 6:15. We will meet back  
2 tomorrow. Breakfast will take place at 7:30  
3 to 8:30.

4 (Whereupon, the above-entitled  
5 matter adjourned at 5:45 p.m.)

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This is to certify that the foregoing transcript

In the matter of: Hydrographic Services  
Review Panel

Before: DOC/NOAA

Date: 11-27-12

Place: New Orleans, LA

was duly recorded and accurately transcribed under  
my direction; further, that said transcript is a  
true and accurate record of the proceedings.



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Court Reporter

**NEAL R. GROSS**

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