

BAR HARBOR FERRY TERMINAL PROPERTY  
Pier with Berthing Sub-Committee  
September 18, 2017  
Meeting Notes

Attendees: Brian Hubbell, John Kelly, Darren Collins, Tom St. Germain, Michael Good, Jeff Dobbs, Scott Hammond, Ted Koffman, Martha Searchfield (by phone)

Committee co-chair Scott Hammond opened the meeting with introductions and reviewed the timeline. He advised that the committee's goal is to make the most factually-correct, best case for a pier with berthing, so it can be fairly evaluated by the Leadership Committee, relative to the other options. Scott reviewed the worksheet provided by Elizabeth Swain.

There was discussion about the role of the committee, which is primarily fact finding, rather than making a recommendation. The committee is welcome to bring in subject matter experts to shed light on key issues. One member suggested we look at the BA Associates report on a plan for cruise ships and evaluate the feasibility of acting on those recommendations.

The committee needs to define what "pier with berthing" means. The BA Associates report defines it as a pier with space for two ships to berth. Another approach is to ask about the general merits and challenges of having a pier with berthing – large or small.

Councilor Matt Hochman provided information on the dimensions of a pier with dolphins. The pier would be between 400-800 feet from the shoreline. The ship would not be tied to a pier but moored to dolphins. BA Associated stated this plan would not require dredging.

Elizabeth recommended that the committee start with evaluating the two-ship plan defined by BA Associates, and then to look at other possible options with the goal of finding a "sweet spot", to identify what would be the best configuration for cruise ships in Bar Harbor. The committee needs to look at possible pier sizes, tariffs, passenger caps and transportation plans that could work for Bar Harbor.

Charleston Port Authority found a "sweet spot" that works for that town, with limits on the size of the ships and passengers. Possibly Bar Harbor could find a plan that works for the town. Even if it did, would the economics work?

Martha just visited Ocean Gateway in Portland which opened up some new possibilities that the committee may not have thought of yet. She will ask for additional information from Portland to help the committee understand the parameters of that process.

Another suggestion was to start with a consensus of what the committee wants in terms of cruise ships.

What would be the cost of building an electric source to plug cruise ships into to reduce emissions from idling?

One committee member suggested that the number of visitors from cruise ships and autos is starting to have a negative impact on the community.

Councilor Hochman suggested the committee look at the BA report first. The council is looking for information from the committee so they can reach a sound decision on which option to put to the town for a vote. Councilor Steve Coston said he needs more information to make a recommendation, so the most helpful work would be to focus on raw information.

## Public Input Session:

Tom Crikelair: His committee intends to evaluate two different tendering options – one is to split tendering between the town pier and the new pier and the other is all tendering coming to the new pier. They are going to try to define the best possible scenario for a pier with tendering. They have developed a spreadsheet that the committee can fill in, to try to define the problem, describe the solution, look at facilities required, costs to build and operate, possible revenue sources and impacts.

Don Murphy: He will send an article on the cost of plugging in to electric service in Brooklyn, NY.

Gary Conrad: If cruise ships come in to the bay, whether berthed or tethered, there are many concerns to be considered, which the Frenchman's Bay Atlas describes. Concerns include 1) sea scallop habitat; 2) point sources of air pollution – the ships are not licensed like land-based sources; 3) soft shell clam habitat between Bar Harbor and Hulls Cove – currently closed but could come back, and; 4) algae blooms could be triggered by propellers. The committee should reach out to the surrounding town councils who also have an interest in this decision.

Anna Durand: Would there be a catwalk the length of the ship, as opposed to a full pier? Martha noted that the catwalk portion of the barge is just for the crew. She advised that public opinion can be reflected in the matrix used to evaluate the four options.

Dennis Percalle: Homeland Security is a factor in all of these decisions. What are the factors that would trigger their involvement and regulation? He wants the committee to look at a smaller berthing pier.

Abigail Conrad: Consider the economic impacts of increasing cruise ship personnel on downtown Bar Harbor

Laurie ???: The committee should look at the size of the ships and the caps on the number of passengers coming into Bar Harbor. The committee explained that even if the number of ships increased, the per day cap would stay the same. Councilor Hochman explained that the passenger cap limits the size of ships allowed to come to Bar Harbor. There is currently no proposal to increase the caps. He cautioned that the drawings in the BA report were conceptual only.

End of public comment session.

The passenger cap needs to be on the table as it relates to what the island can manage.

Martha asked Gary Conrad whether ships tendering are over the scallop beds? Yes, when they are at anchorage #2, and using propulsion to stay in the correct position.

The committee agreed to fill out the work sheets using the 2012 BA Report, based on the current passenger caps, and to prioritize the issues in each category and send to Scott by September 25 so he can forward to Elizabeth who will combine them in advance of the next meeting. The committee will also specify requests for additional information. This will enable the committee at their next meeting to evaluate the feasibility and desirability of the two-ship berthing option, and to then also consider different berthing options that could work for Bar Harbor.

The committee agreed the prime season is July-October for cruise ships.

A walk-through of the pier with the MDOT is September 27.

Next meeting of the committee is October 2, 2017 4:00 – 6:00 pm in the council chambers if available. Thereafter sub-committee meetings will be October 16 and 30 at the same time and place.

The worksheets will be posted on the town website.

Public comment session:

Dennis Percalé: What is the date of the final public comment session? It has not been set.