

**Connecticut Pilot Commission
Summary Report October 20, 2009 Public Meeting
Coast Guard Sector Long Island Sound
New Haven, CT**

1.) The public meeting was called to Order at 8:30 a.m. by the Chairman. Pilot Commission members Rick Barry, Chuck Beck, Alan Blume, Peter Boynton, Vincent Cashin, Bill Gash, Ralph Gogliettino and Dave Pohorylo present forming a quorum of seven. Also attending were Dave Rossiter of CTDOT, CDR Kevin Oditt of the USCG, Rich Astles, Duncan Ayr, Paul Costabile, Tom Dubno, John Jamroga, Charlie Jonas, David Keene, Keith Kelsey and M.A. Peszke.

2.) A motion to approve the summary report of the September 15, 2009 meeting was made by Ralph Gogliettino and second by Bill Gash. The motion carried unanimously.

3.) Continuing Business:

A. Fuel Surcharge Index –Further discussion on a fuel index was deferred to the next meeting due to the absence of Alan Stevens.

B Objectives and Goals

(1) Apprentice Selection and Training Regulations - The Chairman brought to the attention of all, the CTDOT letter dated October 5, 2009 that responded to the CPC letter of September 15, 2009 requesting that the moratorium on new licenses be lifted. The Chairman read portions of the letter stressing several points. One point is that the CTDOT agreed that it was prudent to bring new pilots into the system in order to maintain continuity of a safe, professional pilotage system. However, the CTDOT needs to have a general idea of the number of pilots necessary to meet the obligations of the CT side of the rotation. Furthermore, there needs to be an apprentice selection and training program in place prior to soliciting for new pilot license applications. The CTDOT October 5, 2009 letter stated that the draft apprentice selection and training document has been reviewed, converted into a regulatory format and is working its way through the State's regulatory change process. The Chair also stated that he had discussed the issue with CTDOT Deputy Commissioner Martin at a meeting last week. Vin Cashin provided insight into the number of apprentices needed to cover potential gaps caused by fatigue/safety, retirements, illness/death and desires to lessen work load expressed by at least 2 pilots recently. Charlie Jonas introduced a November 6, 2007 letter from the Connecticut State Pilots to the CPC that recommended two individuals who hold the requisite Federal pilotage license receive a Connecticut State Marine Pilot License so that they could "fill in" as needed. Vin Cashin stated that determining that two pilots were needed now met the spirit if not the intent expressed by Dave Pohorylo last meeting that it was up to the pilots to determine the number of licenses required to cover the work. Chuck Beck raised stated that the aforementioned recommendation occurred before the apprentice selection and training document had been drafted. Additionally, issuing a state license to a person just because he happened to hold a Federal license would circumnavigate the apprentice selection and training program created by the CPC. There was some discussion and expressed appreciation for the time taken by the Chairman to meet with CTDOT leadership. Chuck Beck was asked to share a copy of the draft regulation version of the apprentice selection and training document with the rest of the CPC Commissioners. Dave Pohorylo asked several questions on the process for getting the document implemented as a regulatory change. The Chair committed to using his monthly meetings with CTDOT leadership to move the legal unit review along. It was also suggested that the pilots needed to submit a letter to the CPC that would provide the rationale for bringing a specific number of apprentices on board. The CPC would then forward the information to the CT DOT as a recommendation. Vin Cashin and Charlie Jonas were asked to take the lead on drafting the pilot letter. Chuck Beck was asked to draft the CPC letter.

Paul Costabile raised a point concerning a signed agreement between the Sound Pilots and the Connecticut State Marine Pilots Association (CSMPA) LLC dated January 10, 2000. Paul stated that the agreement intended to be the Governing Document to support the Memorandum of Agreement between the New York Board and the CTDOT called for the adjustment of the initial 70-30 split of work between the CT side of the rotation and the NY side of the rotation towards a 50-50 split through the attrition of pilots on the CT side. Chuck Beck provided some historical background stating that the document cited actually called for the 70-30 work share to be adjusted in steps to 50-50 over a three year period. He also stated that the agreement cited was superseded by the Governing Document dated January 15, 2004. The Governing Document in place does not call for an adjustment of the 70-30 work share. Vin Cashin offered that the CSMPA LLC no longer existed. The Chairman asked Paul Costabile to consider making a copy of the January 10, 2000 document available to Chuck Beck for inclusion in the November meeting package. There was some additional discussion on the need for 1 to 2 apprentices/new pilots now to cover unexpected gaps. Charlie Jonas stated that the cost of training an apprentice was \$10-12K which would be covered by the current licensed pilots while the apprentices were in a non-revenue generating status. Chuck Beck expressed concerns about any plan that would offer/provide a CT license but no work. Charlie Jonas also offered the use of his pilot boats to the Northeast Marine Pilots. Paul Costabile made a reciprocal offer of the Northeast Marine pilot boats. There was some discussion on and clarification to the ability the Northeast Marine Pilots or any other pilot organization to introduce an apprentice to obtain a CT license to work on the CT side of the rotation. At Dave Pohorylo's request, it was also agreed that the Joint Rotation Administrator would provide updated statistics on the number of port calls made in NY and CT ports over the past five years. Vin Cashin expressed concerns about the NY Board recent actions to issue licenses to NY pilots operate in Long Island Sound but not offering license to CT licensed pilots. There was some discussion on the fact that the NY Board could do what was thought to be appropriate for its side of the rotation and that it had no affect on the CT side of the rotation. John Jamroga stated that as a potential apprentice he had no problem if offered a CT license but no work in that it would be the first step. Vin Cashin asked about a planned meeting among the Executive Director of the NY Board, the CTDOT and the Chairman. The Chairman confirmed that such a meeting was now scheduled for early November. Alan Blume stated that the CPC should be kept apprised of such meetings and briefed on the results. The Chairman asked to defer the discussion on the meeting to New Business and all agreed.

(2) CPC Paid Staff Request – The Chairman referred to a CTDOT letter of response dated October 15, 2009 to the CPC letter dated September 15, 2009 requesting that a “paid staff” position be created to support the CPC and the CTMC. CTDOT stated that given the state of the budget creating a new position was unlikely. However, the letter reiterated a previous commitment that the State Maritime Office would continue to provide the staff support to the CPC with current resources.

C. License Moratorium – The Chairman noted that the topic had already been discussed under item B1.

D. Situational Awareness – The Chairman stated that the letter authorized at the September CPC meeting had been sent to the State Boating Law Administrator and made reference to a copy of the letter in the meeting package.

4.) New Business

A. NY Board and CTDOT Meeting – The Chairman re-stated that the Executive Director of the NY Board, the Maritime Manager and Deputy Commissioner of CTDOT and he as Chairman of the CPC would be meeting on November 6, 2009 to discuss common issues. In response to questions from Bill Gash, Chuck Beck stated that the meeting was requested by Frank Keane via e-mail and originally scheduled for late October but pushed due to scheduling conflicts. There is no specific agenda but it is anticipated that topical issues such as the fuel surcharge, pilotage fees and the number of pilots/licenses needed would be discussed. Chuck

Beck also stated that he, the Chairman and the CTDOT leadership had standing invitations to attend NY Board meetings but CT travel restrictions have limited the opportunities. The Chairman committed to report the results of the meeting at the November CPC meeting. He also stated that a request to travel should be pursued if for nothing more than the record. Alan Blume requested that the Chairman raise two issues at the meeting: (1) Getting permission to travel to NYC to attend NY Board meetings; (2) get a sense from the NY Board on why it is has been granting new NY license for Long Island Sound as it could be instructive to the CPC.

B. H1N1 Priority – Vin Cashin expressed concerns about the pilots being the first line of defense against the introduction of H1N1 or any other infectious disease by a crew on a foreign flag vessel and safety concerns. Dave Pohorylo reminded all that a similar concern was expressed several years ago during the SARS scare. The Coast Guard asked questions in advance of arrival of a ship on the health of the crew. In response to a question, CDR Oditt stated that nothing formal is in place at this time. However, it is the general practice of the CG boarding teams to determine and then report to all concerned if an infectious disease is found aboard a vessel. Alan Blume offered a case of a few years ago when the CG held a pilot aboard due to possible exposure to smallpox providing support to the concept of marine pilots being at risk. The Chairman offered information on the higher priority at risk people for H1N1 (young people, pregnant women and EMS personnel) vs the at risk people for seasonal influenza (older adults, medical first providers, emergency first responders). Alan Blume suggested that the CPC request recognition from CTDOT on the risk exposure of the marine pilots, not just for H1N1 but for any and all infectious diseases. Alan Blume moved that the CPC send a letter to the CTDOT requesting that the CTDOT ask CTDPH to evaluate the risk exposure to marine pilots and preventative measures that could be taken including but not limited to priority vaccinations. The motion was seconded by Vin Cashin and approved by unanimous vote. Alan Blume was asked to assist Chuck Beck to draft the CPC letter.

5. CONNDOT Comments – Dave Rossiter suggested that during the aforementioned November 6 meeting, the NY Board Executive Director be asked about why there was no mention of the moratorium in the NY Board 2008 Annual Report as there had been in previous Annual Reports and why CTDOT had not been consulted. He also recommended that assistance from the Department's legislative liaison and the legal unit be requested to make certain that the proposed changes to the regulations relative to the apprentice selection and training comport with existing state statutes.

6. USCG Comments – CDR Oditt made reference to a letter signed by Captain Ronan to the CTDOT Commissioner in support of the CPC's Objectives and Goals particularly establishing an apprentice selection and training program as soon as possible as a means to enhancing maritime safety and the protection of the environment. He suggested that the letter be distributed to the COPC distribution list. CDR Oditt provided an update on the Port Access Routing Study (PARS) stating that since an adjoining CG Sector (CGSECTOR SE NEW ENGLAND) was involved another Public Notice would be issued to cover all bases. CDR Oditt reported that the Long Island Sound Area Maritime Security Committee meeting was held on 29 September 2009 in Bridgeport. The Port Wide Risk Mitigation Plan was unveiled. The Plan will allow a port security grant projects to be coordinated to address known/priority security gaps. In response to a question, CDR Oditt stated that the LIS anchorage regulation is on a temporary hold to address an issue raised by the New England District of the Army Corps of Engineers; a disposal site within the Bridgeport anchorage area.

David Keene from Shell Trading provided some insight into the planned improvements to the Motiva facilities in both New Haven and Bridgeport. The improvement in New Haven will include the breasting dolphins and gangway system. Bottom surveys will also be done via side scan sonar. The Bridgeport facility will be downsized limiting the capability to anRTC-135 size barge or ships with less than a 22K metric ton displacement. Improvements will be made to the gangway system. PPE will be provided for pilots transiting the yard.

7. Executive Session – The Chair asked if there was a need for an Executive Session. Alan Blume requested an Executive Session to discuss a personnel matter. The CPC recessed into Executive Session at 1024. The CPC reconvened at 1032. No votes were taken.

8. A motion to adjourn was made by Dave Pohorylo, seconded by Vin Cashin and approved by unanimous vote. The meeting adjourned at 1033.

The Commission's next public meeting is scheduled for **8:30 a.m. on Tuesday November 17, 2009 at the Coast Guard Sector Long Island Sound in New Haven, CT**

Peter Boynton
Chairman, Connecticut Pilot Commission