



STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
CONNECTICUT PILOT COMMISSION



Connecticut Pilot Commission
Summary Report February 11, 2009 Public Meeting
Coast Guard Sector Long Island Sound
New Haven, CT

1.) The public meeting was called to Order at 9:15 a.m. by the Chairman. Pilot Commission members Rick Barry, Alan Blume, Peter Boynton, Bill Gash, Dave Pohorylo and Vincent Cashin were present forming a quorum of six. Also attending were Alan Stevens and Dave Rossiter of CONNDOT; CDR Kevin Oditt of the USCG; Charlie Jonas, Keith Kellsey, Joe Maco, Keith Colwell and Richard Jermak.

The minutes of the New York Board of Commissioners of Pilots for 27 January 2009 were distributed prior to the meeting.

2.) Having a quorum of 6 members present, on the motion of Alan Blume and second by Rick Barry, the summary record of the January 14, 2009 public meeting were approved with 5 affirmative and one abstaining votes.

3.) Continuing Business:

A. Fuel Surcharge Index – Chairman Boynton requested that the commission continue to be advised and informed of the fuel surcharge formula being developed using the Connecticut Administrative Services diesel fuel price.

B. Temporary Fuel Surcharge Request (Letter of Approval) – It was reported that the CPC recommendation had been accepted by ConnDOT. The public notice on the proposed extension/reduction of the fuel surcharge had been made as required. The approved surcharge now in effect ends July 31, 2009. Vince Cashin asked the Chairman to poll any of the boat operators present for comment; there were none. Alan Stevens reported for ConnDOT that an inquiry regarding the timing of the ConnDOT notice and implementation date of the fuel surcharge had been received and answered at the State Pier.

C. Training and Certification Funding – A draft legislative proposal was provided as a part of the meeting package. Dave Pohorylo stated the document was crafted with Chuck Beck. He explained the mechanics and discussions that he has had with his “board” regarding using legislation to divert the 6% pilot fee from the general fund to a pilot training fund. It was recommended that the proposal be held in abeyance at this time due to the current legislative/fiscal environment, in particular the dire fiscal situation of the State budget that has been reported. After discussion, Vince Cashin moved and Bill Gash seconded a motion that the proposed legislation with some technical language modifications be recommended by the CPC to ConnDOT. The language modification discussed was inserting the terms “portable pilot navigation units” in place of “laptop computers with electronic charts and global positioning system (GPS) capability”. The motion passed unanimously.

D. Heavy Weather Pilot Station – Continued.

E. Apprentice Selection and Training (Review of Document, Evaluation Form, Designation of Pilot Organization) - Alan Blume introduced the cover document that he prepared for review. He mentioned that in his opinion the proper term to be used when referring to the 6% collected by the state would be “tariff”. He intends to modify the document as such. Peter Boynton reminded the commission and attendees that the package had been submitted to

ConnDOT legal for review. A lengthy discussion regarding implementation and getting the package codified into State regulation followed. Bill Gash called for implementation of the process (training directions) to be approved by the CPC for adoption by the current pilot organizations immediately while the regulation adoption process is pursued. There was further discussion, resulting in a motion from Vince Cashin, seconded by Rick Barry, that the pilot commission adopt the training, certification and selection process for marine pilots as drafted, and recommend that upon completion of legal review the ConnDOT adopt the training, certification and selection process into state regulation. The motion passed by unanimous vote. Chairman Boynton reminded Alan Blume that the cover letter which is now referred to as a background document entitled "pilot training" will require several changes based on discussions from today's meeting and in previous correspondence. Joe Maco asked for clarification on "emergency licenses", reminding the CPC of the MOA and the 70 – 30 split of work spelled out in that agreement and further pointed out that NY licensees could be used to cover work. The Chairman agreed to speak to the ConnDOT Interim Bureau Chief of Aviation and Ports regarding technical issues related to immediate, emergency licensing of marine pilots.

Vincent Cashin reminded the Commission that the evaluation form still needed to be reviewed and approved by the CPC. Mr. Blume described how the consolidated evaluation document had been developed, and moved that the evaluation document be approved and forwarded to ConnDOT as a part of the Training Certification and Evaluation package. Vince Cashin seconded the motion. Bill Gash opened discussion on the evaluation document. The motion was amended to state that the Training Certification and Evaluation package currently under consideration by ConnDOT should include the Consolidated Evaluation Package approved today by the CPC. The motion passed unanimously.

The subject of Designation of Pilot Organizations was deferred.

Alan Blume distributed a copy of a DRAFT for the continuous training for CT State Licensed Pilots. He asked that the document be reviewed by members in preparation for discussion at a future meeting. Bill Gash inquired as to whether the DRAFT represented recommended training or mandatory training for existing pilots. Alan Blume responded that this is still in the preliminary stages thus the issue still needs to be determined. A discussion on the frequency of certain training, the fiscal impact of mandating recurring training and a comparison to federal licensing ensued. The commission agreed that document is a DRAFT only, and there are many factors that will need to be incorporated as the document moves forward, including whether or not this will eventually end up as state regulation.

F. Block Island Sound PARS Update - Alan Blume gave a report on the PARS working group meeting he had attended on February 10, 2009. The meeting was not attended by NY or RI representatives. The working group reached a consensus, and the USCG First District representative will carry the results on to be incorporated in the final package, which will still have to go out under rule making provisions for further public review.

4.) New Business

A. Pilot Boat Consolidation – Dave Pohorylo asked for the issue to be on the agenda when pilot rates come under discussion. Dave Pohorylo asked Charlie Jonas to describe a letter he recently received from the RI Pilot Commission. Charlie Jonas introduced a letter dated December 4, 2008 from the RI Pilot Commission to Interport. The letter in part requested notification to the RI Pilot Commission by Interport of when their pilot boat(s) will be in compliance with RI's manning, inspection, reporting and safety equipment requirements. It was reported that the RI Pilot Commission had previously sent a similar letter to Tom Walker. Charlie Jonas stated that the RI regulations about pilot boat inspection requirements clearly identifies pilot boats operating to transport RI licensed pilots as the subject. The Interport boat(s) carry CT licensed pilots. He further stated that the Interport boats are inspected routinely in conjunction

with his insurance carrier's requirement. Rick Barry questioned whether the RI Pilot Commission action could be considered "harassment". Dave Pohorylo recommended that the matter be watched by the CPC pending further correspondence from RI. All agreed. No action was taken by the CPC.

B. Pilot Rate Increase (Size of Yachts Required to Embark a State Pilot) - The rate for yachts transiting the pilotage waters was discussed. Dave Pohorylo of New England Shipping provided a description of what the shipping agents have had to deal with when foreign flag yachts are in need of a pilot by statute or regulation during the last 10 -15 years. In most cases there hasn't been a precedent set in Long Island Sound. Dave Pohorylo stated that he had heard that NY Board was considering changing the size of yachts required to take a state pilot aboard and that any change to the CT regulations should mirror the NY language.

C. Reimbursement of Necessary Expenses - There was a discussion on a perceived entitlement to mileage reimbursement to CPC members attending monthly meetings. Information extracted out of the State Statues was provided in the package regarding eligibility. The materials thus discussion focused on attending regular meetings vs representing the CPC at events other than monthly meetings. The Chairman offered to raise this issue with ConnDOT Interim Bureau Chief.

D. Harbor Improvement Account Funding Legislation HB5471 - Vince Cashin explained that the proposed Bill is a dredging Bill and he felt it important that the CPC support the proposal. Vince Cashin made a motion, seconded by Bill Gash, that the Commission communicate its support for HB 5471 to ConnDOT. After a discussion, all agreed that Chairman Boynton will request Chuck Beck draft a letter from the CPC to ConnDOT indicating support of HB 5471 for his signature. Bill Gash volunteered to testify in Hartford on behalf of the CPC. The motion was approved unanimously.

E. Goals and Objectives - Peter Boynton explained that after he had a chance to review the annual report of the Connecticut Pilot Commission, he felt the Commission should have a future course drawn up into a Goals and Objectives document. Bill Gash put forward a motion that the Commission adopt goals as outlined by Peter Boynton. The motion was seconded by Vince Cashin and passed unanimously.

5. CONNDOT Comments -

Alan Stevens reported that ConnDOT legal representatives have been asked to attend the Pilot Commission meeting when available. Dave Rossiter reported that with the current fiscal crisis as described, it is very likely that the annual licensing fee of \$105.48 will be considered for increase because it appears that all state fees are being reviewed for increase. The Pilot License renewal fee hasn't been increased since 1993. A discussion on other fees that are being considered and the possible magnitude of increase might be enacted. Vince Cashin gave a detailed report on tariffs, bonds and fees the CT licensed marine pilots already pay out, including the fee paid to the current administrator. Charlie Jonas offered information on the Block Island Pilots administration of fees. He stated that the Joint Administrator pays a 3% fee to NY when a pilot does a NY platform job even if he is operating under a CT license. CT requires a 6% fee for pilotage jobs that land in CT. Joe Maco offered to make an inquiry to the Block Island Pilot Association regarding the administration of the state fees paid on behalf of state pilots. Alan Blume requested that in addition to the request from Joe Maco to investigate the fee payment being administered by Block Island Pilots that the ConnDOT provide any agreements between ConnDOT and NY relating to these fees. Peter Boynton noted that he will request Chuck Beck provide the CPC a copy of any agreement between ConnDOT and NY on the fee amounts paid to the respective state.

6. USCG Comments - LCDR Oditt extended an invitation to the state licensed pilots to hold a meet and greet with the USCG personnel assigned to the boarding teams in New Haven after

next months regularly scheduled meeting. There was some discussion, and Chairman Boynton inquired how this related to the USCG – NY Board of Pilots MOA. The effort to introduce the New Haven USCG personnel to the pilot boarding activities in CGSECTOR LIS is unrelated.

Mr. Scott Graham introduced Mr. Frank Irr (CDR USCG retired), AIM Consulting Associates, LLC. Mr. Irr is the project Manager for the Port-Wide Strategic Risk Management/Mitigation Plan (PSRMP) & Port-Wide Trade Recovery & Resumption Plan for the Group II Ports of CT (New London, New Haven & Bridgeport). A handout and a schedule of public meetings were provided. The pilots have been recognized as a focus group within the stakeholder community, and are encouraged to participate.

7. Executive Session - The Commission did not meet in Executive Session.

8. A motion to adjourn was made by Vince Cashin, seconded by Al Blume and passed by unanimous vote. The meeting adjourned at 11:06.

The Commission's next public meeting is scheduled for **9:00 a.m. on Wednesday March 11, 2009 at the Coast Guard Sector Long Island Sound in New Haven, CT**

Peter Boynton
Chairman, Connecticut Pilot Commission