

**Connecticut Pilot Commission
Summary Report April 19, 2011 Public Meeting
Connecticut Department of Transportation
Newington, CT**

1.) The public meeting was called to order at 8:35 a.m. by the Chairman Peter Boynton. Pilot Commission members Chuck Beck, Bill Gash, Phil Gaughran, Ralph Gogliettino and Dave Pohorylo were present forming a quorum of six. Also attending were Deputy Commissioner Albert Martin, Pam Sucato, Joe Salvatore, Alan Stevens and Dave Rossiter of CTDOT, LT Judson Coleman of CG Sector LIS, Rich Astles, Paul Costabile, Tom Dubno, Scot Esposito, Charlie Jonas, Keith Kelsey, James Mahlmann and Alex Woodworth. All present were asked to introduce themselves.

2.) A motion to approve the summary report of the March 22, 2011 meeting was by Dave Pohorylo and seconded by Bill Gash. Phil Gaughran requested a minor edit to the Summary report. The motion to accept the summary report with the edit passed by unanimous vote

3.) Continuing Business:

A. Goals and Objectives –No comments offered.

B. Request of Apprentice Pilot – At the request of the Chairman, Chuck Beck provided an update on the Apprentice Selection solicitation. He reported that a notice soliciting applicants for the apprentice pilot program had been distributed to local and regional media outlets via the CTDOT Communications unit. The notice had also been e-mailed to several maritime related electronic newsletters as well as to all of the people who had applied for a pilot license last year. Beck reported that the notice had been picked up by an AP reporter who called for and received additional information leading contacts being made with other members of the CPC, the CT State Pilots and to an article published in numerous newspapers.

C. Pilotage Rates and Fees – At the request of the Chairman Chuck Beck reminded all of the information that was contained in the summary report of the March meeting related to the request of an increase in the pilotage fees. On behalf of the pilots, the Joint Rotation Administrator requested a 4% pilotage rate increase for each of the next 3 years. The letter also requested that the pilot unit minimum and maximum fees for all Harbors be brought in line with those already established for the Sound (150 PU min and 500 PU max). Lastly the letter requested adjusting some of the supplementary fees as noted in an enclosed spreadsheet. Beck reminded all that the pilotage rate discussion at the March meeting got bogged down on boat launch costs. Dave Pohorylo stated that he had met with some of the pilots and recommended that a committee be formed to review the pilotage rate increase request and the boat launch costs. He further recommended that issue be tabled and the committee be given 60 days to review the matters before reporting out to the CPC with recommendations. Dave Pohorylo made a motion on his recommendation that was seconded by Ralph Gogliettino. In response to an inquiry from Bill Gash, Dave Pohorylo stated that the committee review would include the harbor boat launch costs. There was additional discussion on the need to work with the pilot boat operators to obtain data, the variability of pilot boat costs, and the possibility of codifying the pilot boat costs into the CT regulations as part of a rate increase action. The Chairman asked for others to participate with Dave Pohorylo on the committee. Bill Gash and Phil Gaughran volunteered. The Chairman asked the pilot boat operators (Jonas and Costabile) to work with the committee. Charlie Jonas stated that he would have to check with his partners on the release of boat operating expenses to the committee. Ralph Gogliettino stated that participation on or cooperation with the committee doesn't necessarily mean that a boat operator has to open his books. Bill Gash reminded all of the model boat cost that might be used as a starting point. There was a back and forth discussion on the origin and fluctuation of the temporary pilot boat

fuel surcharge. The Chairman reminded all that the CTDOT has the authority to set fees through regulation without input and then summarized the charge to the committee asking for a written report in 60 days

4.) New Business

A. Rotation System Executive Board (RSEB) Report – It had been thought that Phil Gaughran stated at the March CPC meeting that the RSEB would provide a report at the April CPC meeting. Based on the change made to the March summary report that stated the RSEB would provide a report to the RSEB would **not** provide a report, a motion was made by Bill Gash to strike item 4 A Rotation System Executive Board Report from the agenda. The motion was seconded by Dave Pohorylo. During the discussion Phil Gaughran stated that RSEB meetings were internal pilot meetings thus not subject to discussion by the CPC. The motion passed with 5 affirmative votes and 1 abstention.

B. CT State Pilots (CSP) 5 Year Plan –Charlie Jonas handed out a one sheet document that contained an outline of the CT State Pilots (CSP) 5/10 Year Plan. The Chairman asked that a copy be distributed with the summary report. There was some discussion as to whether or not the Plan was based on projections of business in the future. Charlie Jonas responded that the Plan was based on whatever happens. In response to a question as to whether or not all of the 6 CT licensed pilots on the CT side of the rotation had signed onto the Plan, Charlie Jonas stated that 4 of the 6 had and it was not likely that the other 2 would. Additional questions were asked on the expected attrition of the currently licensed pilots. Charlie Jonas commented that the pilot organization gets grief anytime there has been a request of an additional pilot. All agreed that the focus relative to pilot workload needs to be on safety and protection of the marine environment. Paul Costabile commented on the part of the Plan that referred to the new pilots being responsible for a replacement of the current CSP pilot boat. He recommended that consideration be given to consolidate pilot boat operations as opposed to having two separate operations to improve efficiency and safety. Charlie Jonas replied that the NY side is welcome to work with the CT side. Deputy Commissioner Martine Commented on the Plan stating he appreciated the some of the information as response to how many new pilots would be needed in the future relative to the apprentice pilot selection, certification and training program. In response to a question, Charlie Jonas stated that a new apprentice could be licensed in very short order after being selected. He based his comment on the fact that pilots holding the proper federal licensed have already been riding with and trained by currently licensed pilots on the CT side of the rotation according to the requirements in the regulations. One such person had already met the requirements, another being close. Thus, if selected as the apprentice, a particular individual could be instantly licensed. There was a follow-on discussion about the current solicitation for an apprentice pilot vs the previous solicitation for a qualified pilot and whether or not obtaining qualifications outside of the apprentice selection process should be allowed. The apprentice pilot evaluation sheet designed by the CPC has not been distributed as yet. Deputy Commissioner Martin referenced the Governor's desire to grow the maritime industry through improving the port infrastructure stating that all opportunities need to be explored relative to how the number of qualified pilots would be increased to meet increasing demands with the appropriate focus on safety.

5. CONNDOT Comments –Dave Rossiter provided information on an exchange of correspondence between him and Captain Tom Walker concerning a request to have his pilot boat certified by the Department. Dave is to provide copies of the correspondence to Chuck Beck so that they can be distributed to the CPC.

Chuck Beck advised that there appears to be a misunderstanding relative to the questions asked about and request for a review of the 70/30 pilotage work split between the licensed pilots on the CT side vs the NY side of the rotation. Beck provided a copy of a letter sent by the CT Maritime Coalition to the co-chairs of the Legislative Transportation committee that claimed that Connecticut's 70% share of the Long Island Sound marine pilotage is in jeopardy. He also made

reference to a comment made to the affect that anybody taking any action to change the 70/30 distribution of pilotage work could find their future in jeopardy. He clarified that all that had been requested in previous CPC meetings is that during discussions on the immediate need for another licensed pilot or apprentice to be immediately licensed, that adjustments to the 70/30 work distribution be considered as a possible solution. Bill Gash reminded all that the MOA between the Department and the Board of Commissioners of Pilots of the State of NY called for an annual review. He also stated that the CPC should be allowed to have input into any changes. Chuck Beck clarified that it was not the MOA but the Governing Document established the 70/30 work distribution and allowed for an annual review of the Governing Document. He also added that the implementing CT regulation stated that at the commencement of the rotation, the work distribution would initially be established at 70/30. The CT regulation also allowed for the distribution to be amended from time to time and described how a change could be made.

6. USCG Comments

A. LIS AMSC – LT Jud Coleman from CG Sector LIS was present to provide a brief report. He stated that there had been a meeting of the LIS AMSC Executive Steering Committee in Bridgeport on 03/22/2011 which was also the same date as the last CPC meeting. The two main topics discussed were TWIC Card verification and a proposed rule on Seafarer Access. The Chairman asked if the dates set by the CPC could be considered when setting dates for the LIS AMSC meetings in the future since he needs to attend both.

B. LIS HSC – LT Jud Coleman from CG Sector LIS stated that a LIS Harbor Safety Committee meeting had taken place in Port Jefferson, NY on April 5, 2011. The main topic at the meeting revolved around concerns in NY that a noticed reduction of boat registration renewals old lead to an increase in abandoned boats. The Niantic River rail road bridge replacement project was discussed. There are no plans for any bridge closures at this time. Comments were solicited for the ongoing Block Island Sound WAMS review. Charlie Jonas asked if an update could be given on the safety fairway study. LT Coleman stated that he would check and provide information at the next CPC meeting.

7. Public Comment – None.

8. Executive Session – Executive Session was not requested or held.

9. The Chairman thanked everybody for traveling to Newington for the meeting. A motion to adjourn was made by Bill Gash and seconded by Dave Pohorylo. The motion was approved by unanimous vote. The meeting adjourned at 1012 AM.

The Commission's next public meeting is scheduled for 8:30 a.m. on Tuesday May 17, 2011 at the CG Sector Long Island Sound office in New Haven, CT.

Peter Boynton
Chairman, Connecticut Pilot Commission