

**Connecticut Pilot Commission  
Summary Report September 17, 2013 Public Meeting  
Coast Guard Sector Long Island Sound  
New Haven, CT**

- 1.) The public meeting was called to Order at 10:01 a.m. by the Chairman, Bill Gash. Pilot Commission members Chuck Beck, Alan Blume, Wynne Bohannon, Bill Borek, Phil Gaughran and Ralph Gogliettino were also present. Also attending were Keith Colwell, Paul Costabile, Tom Dubno, Charlie Jonas, Joe Maco, Brad Pimer, Alan Richardson, Dave Rossiter and Alan Stevens.
- 2.) A motion was made to approve the summary report of the July 16, 2013 meeting by Alan Blume and seconded by Wynne Bohannon. The motion passed unanimously. Chairman Gash reminded all that attending CPC meetings on the CG Base was not an invitation to conduct other business unless prearranged with the appropriate CG official.
- 3.) Public Comments – Chuck Beck advised that new security measures are being put in place at CG Sector LIS that could impact access to attend future CPC meetings. A list of anticipated attendees will need to be generated and provided to the CG prior to any meeting. Beck advised that he will generate a list of the CPC Commissioners and those on the interested parties that are already on the email distribution. Although the CPC meetings are “public” anybody not on the list could be denied access to the CG facility. It was suggested that the need for advance notification to attend be added to the annual meeting schedule posted on the DOT web site. Beck will take for action. The annual meeting schedule led into a discussion on the schedule for 2014 CPC meetings. Alan Blume made a motion to continue to hold the CPC meetings at 1000 at CG Sector LIS on the third Tuesday of each month. Wynne Bohannon seconded the motion which then passed by unanimous vote.
- 4.) U.S. Coast Guard – Nobody present, no report provided.
- 5.) Rotation System Administrator Report – No report offered by Administrator Paul Costabile. The Chairman asked Phil Gaughran about an issue he had raised via email; pilot scheduling issues. Gaughran stated that the NY side of the rotation had been the joint rotation administrator for the past 10 years and the CT side of the rotation wants to take the duties over. He stated that the current administrator’s pilot office covers a wide area including MA, RI and CT thus, cannot focus on the needs of LIS. He offered a recent example of an error in providing accurate ship arrival information to the assigned pilot as a need for a change adding that the CT side can do a better job. When asked why he was presenting the information to the CPC instead of the CTDOT or NY Board, Gaughran stated that the CPC could make a recommendation to the CTDOT and NY Board. In response to a question from the Chairman for comments by the Commissioners, Alan Blume asked Chuck Beck when the last time the CTDOT and/or NY Board had conducted a review of the Joint Rotation Administrators performance. Beck stated that the annual reviews have been more de facto than specific. With the exception of the issue just raised there have not been any problems reported and all payments have been made to the pilots, the CTDOT and the NY Board. Beck was reminded that there was another recent incident involving payment for a launch that precipitated a letter to the JRA and stood corrected. Gash reviewed a copy of the DOT letter provided by Gaughran and noted that no specific follow up action was required. Paul Costabile questioned why he (representative of the JRA) was just hearing about the most recent issue now. He asked why the pilots had not raised the issue with the Pilot Office. He further reminded all that the JRA actually works under the supervision of the Rotation System Executive Board (RSEB) that has the authority to review pilot issues and take corrective action. Costabile stated that the JRA has successfully handled thousands of dispatch matters over the past 10 years vs. the two issues recently raised. He repeated that any problems should be raised via the RSEB to the JRA immediately, not weeks after the fact. Ralph Gogliettino recommended that the pilots submit their complaints in writing and provide documentation to support the request for a

change in who provides the JRA services. The Chairman agreed stating that the burden was on the pilots and the RSEB to document the complaints and suggested solution. Gaughran agreed to provide. Costabile repeated that specifics are needed not general statements and added that it is the shipping agent's responsibility to keep the assigned pilot up to date on any changes to sailing/arrival times of vessels. Agents do not like the dispatchers calling the terminals directly for updates and consider such calls as interference. Agents order the pilot, pilot boats and arranges for chandlery services which can affect arrival/departure times. Charlie Jonas stated that the dispatch problems were discussed at the last RSEB meeting held in May but nothing has been done. He added that he hadn't seen the minutes from the May meeting. The Pilot Office is supposed to manage the pilot services and gets paid 5.5% of the pilotage fees to do so. He raised an issue about account receivable and ended by stating that none of the CT pilots are happy with the JRA services. A question was raised about who was actually responsible for taking the minutes at the RSEB meetings. In response to a question from the Chairman, Paul Costabile stated that there was no written standard operating procedure (SOP) detailing the pilot dispatching process. Further discussion was a repeat of what had previously been stated before being brought to a close by the Chairman reminding the pilots that they need to submit a written request with documentation.

6.) Rotation System Executive Board (RSEB) Report - No report offered by Phil Gaughran since an RSEB meeting had not been held since last May.

7.) Connecticut Department of Transportation – Alan Steven thanked Charlie Jonas and Phil Gaughran for information provided on how best to set up the Pilot Safety Equipment and Training Program. Chuck Beck provided details on the issue reminding all that the recently approved pilotage regulation included a \$20 fee per pilot boat transfer of a state licensed pilot. The fees are to be held in escrow by the JRA and generally be dispersed on a reimbursable basis to pilots for safety equipment and continuing training. Stevens has been tasked with drafting up a process. Questions were raised about who would benefit from the escrowed account (CT vs. NY licensed pilots), would the account be susceptible to being taxed, and what would happen if a request for reimbursement exceeded that amount of funds in the account. Beck responded that all were good questions to be addressed. He did determine that the NY Board's version of the rate increase mirrored that of CT so that the \$20 per pilot boat transfer would be collected regardless of the license held by the pilot. Thus, it would make sense that the distribution of the training funds would be the same as the 70/30 distribution of the pilot work assignments.

Dave Rossiter advised that Cashman has won the ACOE bid to dredge New Haven and Norwalk Harbor during the 2013-2014 dredging season. Approximately 800k cubic yards of material will be removed from New Haven Harbor. Approximately 150k cubic yards of material will be removed from Norwalk Harbor. Both projects are federally funded. The New Haven material will provide required capping material for the Norwalk material at the Central Long Island Sound (CLIS) disposal area. Rossiter advised all that he had brought a recent contour survey for the waters adjacent to the State Pier facility. The survey was conducted as part of the feasibility study underway to implement infrastructure improvements to the State Pier facility recommended in the State Pier Deficiency and Needs Study conducted about 2 years ago.

8.) Executive Session: None called.

9.) Continuing Business:

A. Investigative Processes for Marine Incidents/Accidents – The Chairman reminded all that the CPC had sent a letter to the CTDOT Commissioner on July 19, 2013 requesting CTDOT assistance to pre-qualify independent investigators who might be retained to assist the Commission as well as to make arrangements to facilitate their immediate retention. Nothing has been heard from CTDOT. The Chairman stated he will follow up with the CTDOT Commissioner.

B. Pilotage Rates and Fees – Status of Pilotage Rate Increase Regulation - Chuck Beck repeated that the new pilotage rates had taken effect on August 1, 2013 and that Alan Stevens was working on the training and safety equipment fund reimbursement process. In response to a question from the Chairman on what the lead time would be for the next pilotage rate increase, Beck stated that depends on the documentation provided by the pilots in their next request. He reminded all the vast majority of the delay between initial request and effective date was due to the lack of sufficient justification from the pilots. Timing of a rate increase around legislative sessions in NY and CT is another factor. Further discussion reminded all that the current rate increase was spread over the next 5 years. Beck estimated that once a properly documented rate increase request was provided by the pilots it could take 12-18 months for processing.

C. P.O.R.T.S – Chuck Beck advised that he/DOT is working on a solution to fund not only the New Haven NOAA P.O.R.T.S. station but to upgrade it as well as the tide stations at New London and Bridgeport. He provided a summary of the issue; state funding for operating and maintaining the New Haven PORTS station since 2005 had lapsed. Beck added that the New Haven Port Authority had recently approved funding for the O&M of the New Haven PORTS station for one year. A draft letter of support from the CPC for the CTDOT plan to use infrastructure improvement funds for the upgrades and operation of the three PORTS stations was reviewed. Ralph Gogliettino moved that the letter be sent. Wynne Bohannon seconded the motion which then passed by unanimous vote.

10) New Business:

A. CT State Marine Pilot Licensing Requirements – Phil Gaughran stated that the differences in the requirements to obtain a CT marine pilot license for Long Island Sound and the MOA waters and a NY license presents a competitive disparity for CT pilots. Alan Blume remarked that it is proper for the CPC to address the CT requirements but had no authority over the NY process or the Federal process. The crux of the disparity issue is the number of pilot of record/pilot under observation trips that CT requires for apprentice pilots. One of the recently selected CT apprentice pilots withdrew from the program and is now seeking a NY license for LIS and the MOA waters. Joe Maco stated that what Phil just presented is not exactly correct. There are a number of other differences between what CT and NY requires. NY has a set retirement age but CT does not. NY requires pilots of a certain age to have semi-annual vs. annual physicals. CT recognizes the Federal First Class Pilot examination but NY has their own. NY licenses pilots for LIS as an extension of route based on experience not only in LIS but other areas such as MA, RI and NY. Alan Blume suggested that a gap analysis be constructed to compare the similarities/difference between the CT and NY licensing requirements for LIS and the MOA waters as a starting point for future discussion. Gashed asked Alan Blume to prepare the gap analysis for the October CPC meeting. Chuck Beck offered to assist by getting information from the NY Board and providing it to Blume. There was some additional discussion on NY not issuing licenses for CT ports, how the MOA covers that aspect, CT doesn't issue licenses for the platforms or Port Jefferson, coverage by the Federal pilot license, etc.

B. Effect of CPA Legislation on the CPC – Chuck Beck reminded all of the CT Port Authority legislation that barely missed passing last CT legislative session. It is expected to pass at the beginning of the 2014 legislative session as drafted. The current draft eliminates the CT Maritime commission. It does not address what might or might not happen with the CPC. It does not address the potential transfer of maritime programs or resources presently housed within DOT to the CPA once formed. Beck stated that there is only one example for comparison to what might occur, the CT Airport Authority legislation. The CAA legislation transferred all aviation assets including support staff from CTDOT to the CAA. The Chairman asked that the issue be carried to the October agenda and for all of the Commissioners to think about whether or not the CPC should draft/put forward recommendations.

11.) Adjourn - A motion was made by Alan Blume to adjourn. The motion was seconded by Wynne Bohannon and passed by unanimous vote. The meeting adjourned at 1128.

The Commission's next public meeting is scheduled for **10:00 a.m. on Tuesday October 15, 2013 at the U.S. Coast Guard Sector Long Island Sound in new Haven, CT**