

**Connecticut Pilot Commission
Summary Report October 21, 2014 Public Meeting
New Haven Regional Fire Training Academy
230 Ella Grasso Blvd
New Haven, CT**

1.) Call to Order and Introductions - The public meeting was called to Order at 10:00 a.m. by Chairman Bill Gash. Pilot Commission members/designees Chuck Beck, Alan Blume, Wynne Bohannon, Mike Eisele, Phil Gaughran, Ralph Gogliettino and Dave Pohorylo were also present. Also attending were Rich Astles, Paul Costabile, Tom Dubno, Charlie Jonas, Joe Maco, Don Occhipinti, Mike Peszke, Adam Richardson, Dave Rossiter, Alan Stevens, Alex Woodworth and CDR Jason Gunning.

2.) Approval of Minutes - A motion was made to approve the summary report of the September 16, 2014 meeting by Wynne Bohannon seconded by Mike Eisele, and passed by 7 affirmative votes. Alan Blume abstained.

3.) Public Comments – None.

4.) U.S. Coast Guard Comments – CDR Jason Gunning referenced the recent Ebola alerts that had been electronically circulated. He stated that CG Sector Long Island Sound (CG SECT LIS) was actively screening arriving ships. He indicated that no vessels originating from western Africa countries had arrived within the 21 day window. He stated that the CG had some issues to work through such as there being no designated quarantine anchorage in LIS. Paul Costabile, the Joint Rotation Administrator, stated that dispatch was asking more specific questions to arriving ships relative to the health of the crew and last port of calls. Charlie Jonas stated that pilots won't board if there is something wrong. CDR Gunning indicated that bringing a ship alongside a pier to deal with a sick/infectious crew member is logistically easier but keeping the vessel out at anchorage is safer. However, all of the LIS anchorages would require a pilot to bring the vessel into LIS. Charlie Jonas stated that such a vessel should be directed to anchor at sea. He also stated that more attention needed to be paid to the crew list of an arriving vessel because although the ship might not have visited a western Africa country within the past 21 days, one or more of the crew aboard that vessel might have. Some discussion on how a vessel could be escorted by a pilot boat or tug with a pilot aboard through the race to an LIS anchorage vs boarding the pilot as has been done in the past when foul weather prevented a safe pilot boarding. Dave Pohorylo offered that most if not all vessels operating in LIS are controlled by charter as opposed to a regular route. Charters are excluding vessels that have recently been to western Africa. Alan Blume readdressed that issue of a crewman who has recently been to western Africa being aboard a charter as a result of a crew change adding that there is usually a 30 rest period during a crew change. Ralph Gogliettino asked if the U.S. Customs and Border Protection (CBP) would have more information on the crew of an arriving vessel. Dave Pohorylo stated that CBP would only know where the crew boarded the vessel.

5.) Connecticut Department of Transportation – Chuck Beck requested consideration for the Pilotage Training Fee being collected to be on the November 18, 2014 CPC meeting. Dave Rossiter advised that the Thames River Towing vessel PATRICIA ANN would be back on line soon after being repowered.

6.) Continuing Business:

A. Investigative Process for Incidents/Accidents – Alan Blume stated that he has drafted an investigation process document but it still needed to be refined. His plan is to refine the document then electronically distribute it to the CPC Commissioners for review prior to the November meeting. He reminded all that the focus of a CPC investigation needs to be on casualties related to pilotage and potential for disciplinary action against a CT Pilot. In response to a question from Alan Blume, Chuck Beck stated that he was not aware of any CT form related to the reporting of a marine casualty by a CT licensed pilot. Blume stated that there is a CG Form 2692

that is required to be used by a ship's master to report a casualty to the CG. There was some additional discussion on the need to separate the cause (for educational purposes) and consequence for potential disciplinary actions) of a marine casualty involving a pilot.

- B. Gap Analysis CT & NY State Licensing Requirements – Making reference to the gap analysis table previously prepared by Alan Blume that was part of the meeting package material, the Chairman stated that no more work needed to be done and asked that the topic be taken off the agenda.
- C. P.O.R.T.S. – The Chairman reported that the September and October Bond Commission meetings had been canceled and likelihood of a Bond Commission meeting begin held before the November election was slim. Once a Bond Commission meeting is schedule, he would reach out to key legislators and refresh the need for the capital funds to be used to update/expand the P.O.R.T.S. systems in CT's deep draft ports.
- D. Draft Changes to CGS Chapter 263 Harbors and Rivers – The Chairman declared that the topic would be combined with 7A under New Business.
- E. Pilot Licensing Issues – The Chairman stated that unless there were any objections the topic would be moved to Executive Session.

7.) New Business

A. Changes to the CT State Agency Regulations Section 15-15a-1 through 15-15a-17
The Chairman stated that he had asked the pilots for recommended changes to the CT General Statutes (CGS) and the State Agency Regulations on pilot licensing and that Phil Gaughran had prepared some draft changes that had been distributed electronically prior to the meeting.

Phil Gaughran restated the draft changes to the CGS that recommended that new sentences be added to the end of two specific paragraphs in the CGS: one was CGS 15-13-(a) and the other was CGS 15-13(f). The first change would add a requirement to grant an "extension of route" to a pilot with an existing CT pilot license provided the pilot had obtained the Federal First Class Pilot License for the route and had made 12 trips over the route with a CT licensed pilot. The change would also allow any CT licensed pilot to supervise the trips vs only a senior licensed pilot as currently defined in the regulations. The second change would allow "virtual trips" to be counted towards recency in areas of the MOA waters that have experienced reduced traffic such as Bridgeport and western LIS.

Phil Gaughran restated the recommended two draft changes to the regulations. The first change to Section 15-15a-7(5) would delete the reference to "the waters described in section 15-15a-6(m) of the regulations due to the reduced traffic in some areas of the MOA waters. The second change would delete Section 15-15a-7(b)(3)(A) which is the entire Overview of the Apprentice Training program that in part specifies the number and conditions of the training trips required to be made by a selected apprentice.

The Chairman asked for comments by the CPC Commissioners. Mike Eisele asked for clarification on the extension of route concept. Follow-on discussion centered on the type of the 12 trips (all in one direction vs in and out as well as day and night), the need/waiver of vessel tonnage requirement, the ability to count trips already made to obtain the Federal license and a comparison of the requirements for a NY state pilot licenses issued for the MOA waters. There was general consensus for changing the CGS and the regulations but an expressed need to coordinate the changes between the CGS and regulations. Mike Eisele stated that relaxing the requirements for an "extension of route" shouldn't swallow the rule for obtaining an original license. Indicating support for "extension of route" concept, Chuck Beck stated and Mike Eisele agreed that the recommended changes were misplaced. Extension of Route needed to be defined in Sec 15-15a-6 Definitions. He also recommended that the extension of route be a standalone paragraph vs and add-on sentence as drafted. There was additional discussion about

the best place to locate the extension of route concept in the CGS/regulations. Wynne Bohannon recommended adding a paragraph to CGS 15-13 between (g) and (h) as a new (h) that would give the DOT Commissioner the ability to issue an extension of route as defined in the regulations. Mike Eisele and Alan Blume stated that the original CT state license should be for at least one CT port and the timeframe for any trips to be counted towards the 12 should be within 3 years as presently required. The tonnage of the vessel should match the federal license requirement; established by Alan Blume as 1,600 GT. There was discussion on the need to keep the NY Board advised on any proposed changes to the CGS and regulations as a courtesy. When asked if he concurred with the recommendations discussed, Phil Gaughran stated that as the CT Pilot representative he needed to meet with the other CT pilots before responding. In summary, the CPC Commissioners present supported the concept of changing the CGS and regulations to account for an "extension of route not limited to areas of reduced traffic. However, there are several the items that need to be reconciled in a revised change to the CGS and/or regulations: coordination between the CGS and regulations, new definitions to be added, trips (round trip), time of day (day & night), date made limit (w/in 3 years), type of original license (LIS + 1 port), size of vessel, (match Federal license requirement).

The discussion turned to the proposed changes to the CGS on the recency requirement. Alan Blume agreed with the concept of allowing "virtual trips" to be used and gave an example of the benefit of having an experienced pilot mentoring another pilot making a computer generated transit vs a real transit. Mike Eisele raised the need to define a virtual trip noting the difference between a computer/laptop program and simulator. He also thought it wise to limit the number of virtual trips allowed within a specified time period. Agreeing with the previous comments, the Chairman added the use of virtual trips should not be limited to waters with reduced traffic but be allowed to all of the MOA waters should traffic patterns change in the future. There was some discussion on the experience of the pilot under whom the virtual trip would be made. The concern expressed was a pilot who is recent based on a virtual trip to supervising another pilot making a virtual trip. Noting the devil in the detail comments were made about process: changing the CGS to include the use of virtual trips for recency but defining a virtual trip in the regulations. There was also discussion on other potential solutions to maintain recency such as changing the state requirement for 1 trip every 6 months to the federal license requirement of 1 trip every 5 years or something in between. Chuck Beck stated that maintaining recency in any part of the MOA waters isn't that difficult given the policy of the CTDOT. The policy has been to allow a pilot to ride along on any type of vessel through a waterway within the 6 month period to count towards recency. That would include ferries, tugs, recreational craft, pilot boats, etc. It was noted that there is considerable tug and barge traffic through western LIS and Bridgeport harbor. However, there is some difficulty boarding a tug and barge entering LIS from the west or disembarking a tug and barge departing LIS from the east. Mike Eisele suggested that use of the pilot boat might be a solution with the fuel cost being paid out of the pilot training and safety equipment fund. The Chairman asked Phil Gaughran to talk to the pilots on the ideas presented and be prepared to discuss refined draft changes to the CGS/regulations at the November CPC meeting.

B. CT Port Authority Work Group (PAWG) – Update

After the Chairman reminded all that Dave Pohorylo had been appointed as the CPC representative to the PAWG, Dave provided a summary of the first PAWG meeting held in Hartford on October 2014. He stated that the meeting was basically a meet and greet among the appointed members of the PAWG. The scope of the CPA legislation was discussed. He stated that several of the PAWG members admitted that they knew very little about maritime and that those that do would keep them informed. Dave stated that the scope of PA 14-222 was clear; increase cargo movement through CT ports, not harbors. He stated that some on the PAWG want to consider expanding the scope to everything water related. The DOT and DECD Commissioners took on the role of co-chair of the PAWG. The DOT Commissioner stated during his remarks that his desire is to transfer all maritime functions from the DOT to the CPA as indicated in PA 14-222 (with the possible exception of the CT River ferries). The State Pier and the CT Pilot Commission was mentioned. The State Pier is to be discussed in more detail at the next PAWG meeting to be held in New London on November 5th. Options for the CTPC would be to move it from DOT to the CPS, to another state agency or make the CPC a standalone entity. Dave concluded stating that the PAWG is to set the general structure of the CPA but not to

determine how the CPA Board of Directors will function. The discussion ended with Chuck Beck congratulating Bill Gash on being appointed to the PAWG by the Governor.

C. CPC 2015 Meeting Schedule – The Chairman introduced the topic stating that draft 2015 CPC meeting schedule that had been previewed at the September meeting needed to be acted upon. There was some discussion about the start time and location. It was agreed that the start time and location would remain the same. The Chairman stated that he would arrange for the meeting space at the New Haven Regional Fire Training Academy for 2015. Chuck Beck moved that the draft meeting schedule be approved as written. The motion was seconded by Wynne Bohannon and passed by unanimous vote.

8.) Executive Session – The Chairman called for an Executive Session to discuss pilot license issues. The public meeting was recessed at 11:35 AM. The Public session was reconvened at 12:30 PM. The Chairman announced that no motions had been made and no votes taken.

9.) Adjourn - A motion was made by Chuck Beck to adjourn. The motion was seconded by Alan Blume unanimously approved. The meeting adjourned at 12:31 PM.

All were reminded that the next CPC meeting is scheduled for **10:00 a.m. on Tuesday November 18, 2014 at the New Haven Regional Fire Training Academy located at 230 Ella Grasso Blvd. in New Haven, CT.**