



STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
CONNECTICUT PILOT COMMISSION



Connecticut Pilot Commission
Summary Report May 19, 2009 Public Meeting
Coast Guard Sector Long Island Sound
New Haven, CT

1.) The public meeting was called to Order at 8:42 a.m. by the Chairman. Pilot Commission members Chuck Beck, Alan Blume, Peter Boynton, Vincent Cashin, Bill Gash, Ralph Gogliettino and Dave Pohorylo were present forming a quorum of seven. Also attending were Alan Stevens and Dave Rossiter of CTDOT; LT Doug Miller of the USCG; Joe Maco, Keith Kelsey and Tom Dubno.

The minutes of the New York Board of Commissioners of Pilots for 14 & 21 April 2009 as well as 5 May 2009 were distributed electronically prior to the meeting.

2.) A motion to approve the summary report of the April 21, 2009 meeting was made by Bill Gash and second by Alan Blume. The motion carried unanimously.

3.) Continuing Business:

A. Fuel Surcharge Index – Chuck Beck stated that the current fuel surcharge would expire on 31 July 2009. Thus, it was time for the CPC to consider extending/changing/ending the current fuel surcharge. A draft letter of request had been provided to the members prior to the meeting for consideration. After some discussion, Vin Cashin made a motion to extend the current \$150 fuel surcharge for another six months to expire 31 January 2010. The motion was seconded by Alan Blume and approved unanimously. Beck then asked Alan Stevens to update the CPC on the status of creating a fuel index formula. Alan Stevens stated that the daily price information available from the CT Department of Administrative Services (DAS) initially thought to be useful to track fuel prices only tracks the state's contract prices as opposed to the open market prices. He has some leads on other indexes that could serve the purpose and will be able to report out on them next meeting. CPC members offered some alternative sources (like DRS) for the information. Dave Pohorylo stated that he will contact Santa Oil. In response to a question by Peter Boynton, Alan Stevens stated that a sample calculation using the index could be ready by the June meeting. Dave Pohorylo questioned why the CPC was taking a track associated with a fuel surcharge added to the pilot boat cost instead of a percentage of the pilotage rate. He further stated that he has yet to see any information on the consumption rates of the pilot boats in service. Bill Gash reminded all that the pilot boat operators had previously provided information to the CPC. Beck agreed and stated he would re-distribute the information which he believed was contained in the January 2009 CPC meeting minutes. There was further discussion about long term vs short term approaches to solving the issue but all agreed that the pilot boat charges should be based on operating expenses based on hard data. The Chair stated that he believed that pursuit of an automatic index was the proper path to the ultimate goal of including pilot boat charges into the pilotage rates. The Chair asked those who agreed to obtain some data provide it to Beck before Monday 8 June to allow distribution to all as part of the meeting package distributed prior to the June meeting.

B Training and Certification Funding – Alan Blume stated that he still owed the Commission a re-write of the cover sheet referred to at the February meeting as a background document entitled "pilot training". He stated that he would e-mail a draft to the Commissioners for review prior to the June meeting. The issue was tabled.

C. Heavy Weather Pilot Station – It was pointed out that the CTDOT had yet to reply to the May 2007 CPC letter that recommended the establishment of a heavy weather pilot station in Block Island Sound. The Chairman stated that he would raise the issue with the Aviation and Ports Bureau Chief.

D. Apprentice Selection and Training (Review of Document, Evaluation Form, Designation of Pilot Organization) – All were reminded that the CPC had submitted the package to CONNDOT. Chuck Beck stated that a key element (designation of a single pilot organization) was still under review by the CTDOT legal unit. Beck did draw attention to the document he had drafted and distributed previous to the meeting. The document was a draft conversion of the CPC document to regulatory language. He further stated that the AG residing within the Bureau of Aviation and Ports had agreed to review the draft regulation document. There was a discussion and agreement that the Chairman should ask the Bureau Chief to try and move the legal review along. Comments were made concerning the liability exposure of the State should a marine incident occur and the State's lack of a pilot training program, safety equipment provision and updated navigation tools be raised as factors. Vin Cashin stated that given recent marine incidents involving pilots, CT would be remiss if it does not insure it's licensed marine pilots are better trained. Peter Boynton asked if anybody had compared the Long Island Sound-Block Island Sound Proposed Apprentice Pilot Training Program provided to the New York Board by BIPA, which has been implemented in the Northeast Pilots organization to the CPC document. There was no direct response but the discussion continued touching upon how NY provides funding for training and equipment eventually leading to a comment by Blume that the CPC needs to look at pilotage rates as a whole. Vin Cashin stated that almost all of the pilots had agreed to work together and had been doing so for more than 6 months. Joe Maco opined that the Block Island Sound Pilots should be recognized as the unifying entity.

E. Pilot Rate Increase – Vin Cashin initiated the discussion. He stated that the last year of the pilotage rate increase phased over three years is now upon us. He stated that now is the time for the CPC to review and consider another rate increase due to the lengthy time it takes to propose and get one approved. The Chair asked about the process which led into a discussion about how CT (via a regulatory change) and NY (via a legislative change) handle such actions. It was stated that getting regulatory change could take 4-6 months after being proposed but it also depends on the time of the year (i.e. whether or not the legislature is in session). Beck provided a review of the process that was followed to gain the last pilotage rate increase. There was also a discussion about the need for the pilots to petition the CPC and document a need for an increase. The discussion returned to the training and equipment costs. Joe Maco stated that the CPC doesn't grant increases but makes recommendations to the CTDOT and questioned the role of the CPC vs CTDOT. The Chair stated that the role of the CPC is in the charter. The CPC has received a request but needs to establish and follow a process. The matter was tabled.

G. Reimbursement of Necessary Expenses – The issue of providing mileage reimbursement to Commission members to attend scheduled meetings had been tabled from the April meeting due to the absence of the Chair in April. Beck restated that the previous policy of providing such reimbursement was in error thus had been discontinued more than a year ago. Additionally, it was pointed out that the CPC program did not have a budget form which to make reimbursement. The Chairman stated that he would raise the reimbursement issue with CTDOT's Aviation and Ports Bureau Chief.

H. Goals and Objectives – The Chairman initiated the discussion. He passed out a copy of an e-mail previously sent to the members that contained his thoughts on the need to establish Goals and Objectives. The e-mail also contained some sample goals and objectives. The concept of creating a path to follow as a means of determining progress was discussed. He felt that the CPC needed to look forward as opposed to backwards. The Chair expressed his desire for the goals and objectives to be the Commission's and not just his. A consensus was expressed by the members present. There was some additional discussion on prioritizing the possible goals

and objectives. Vin Cashin stated that more authority for the CPC should be goal number 1. Dave Pohorylo pointed out that although the CPC had made several recommendations to the CTDOT, specifically citing the heavy weather boarding station, legal review of establishing a single pilot organization, and legal review of soliciting an RFP, the response from CTDOT has been minimal. He questioned the value of creating CPC goals without input from the CTDOT or knowing what the CTDOT goals and objectives might be. The Chair added discussing goals and objectives to his list of items to discuss with the Aviation and Ports Bureau Chief. He stated that the CTDOT had moved maritime matters forward in his opinion by establishing the Maritime Manager position. The Chair was advised by several in the room that the CTDOT established the position at least in part due to legislative pressure initiated by marine trade organizations. The Chair proffered that the next step towards establishing goals and objectives would be for the CPC members to collect their individual thoughts on and create a list of goals and objectives for the CPC. It was agreed that the lists and thoughts would be provided to the Chair no later than the beginning of business on Friday 5 June 2009. The Chair committed to providing the information to Chuck Beck no later than Monday 8 June 2009 so that it could be included in the meeting package for the June 16th 2009 CPC meeting.

4.) New Business

A. Agenda Format – The Chair expressed concerns about carrying issues from month to month without resolution. He raised the question of whether or not the detailed nature of our agenda was best suited for our purposes and asked for input. A short discussion followed during which it was noted that the agenda was reactive, and to some extent needed to remain reactive in order to be responsive to issues that are raised. However, it was also noted that the establishment of goals would provide a better framework for the work of the commission and discussion at meetings.

5. CONNDOT Comments – None were offered.

6. USCG Comments – LT Miller stated that the Notice to Proposed Rule Making document related to the establishment of anchorages in Long Island sound was at the First Coast Guard District office in Boston pending signature by the District Commander.

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

8. A motion to adjourn was made by Vin Cashin, seconded by Dave Pohorylo and passed by unanimous vote. The meeting adjourned at 1008.

The Commission's next public meeting is scheduled for 8:30 a.m. on Tuesday June 16, 2009 at the Coast Guard Sector Long Island Sound in New Haven, CT

Peter Boynton
Chairman, Connecticut Pilot Commission