



STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
CONNECTICUT PILOT COMMISSION



Minutes of September 11, 2008 Connecticut Pilot Commission
Public Meeting
Bridgeport Port Authority
330 Water Street
Bridgeport, CT 06604

The public meeting was called to Order at 8:14a.m. Pilot Commission members Captain Rick Barry, Vincent Cashin, Chuck Beck, Bill Gash and Dave Pohorylo were present. Also attending were Mark Daley, Alan Stevens and Dave Rossiter of CONNDOT; CDR Kevin Oditt USCG; CWO Keith Basilici USCG, Joseph Maco, Charlie Jonas, John Jamroga, Robert Pouch and Frank Keane of the New York Board of Commissioners of Pilots.

The minutes of the New York Board of Commissioners of Pilots for the month of August were electronically distributed prior to the meeting. Prior to the start of the meeting a moment of silence in honor of those who lost their lives as a result of the terrorist attacks on September 11, 2001 was observed.

Having a quorum of 5 members present, on the motion of Vin Cashin, seconded by Chuck Beck, the minutes of the June 12, 2008 public meetings were approved unanimously.

The Commission reviewed and discussed a letter dated 18 June from the Block Island Pilots (the Joint Rotation Administrator) concerning the increased cost of fuel as related to the fuel surcharge. The Block Island Pilots Joint Rotation Administrator (JRA) requested that the pilot boat fuel surcharge be raised to \$300.00 for trips to and from the Point Judith pilot transfer station and be raised to \$800.00 for trips to the Montauk Point pilot transfer station. The request was based on a price for diesel fuel of \$5.10 per gallon and the distance traveled to/from the transfer stations. There was considerable discussion including comments from the visiting Executive Director of the Board of Commissioners of Pilots of the State of New York (Bob Pouch). Mr. Pouch provided insight on the surcharges on pilot rates allowed by the NY Board. Captain Barry reminded all that the CPC was working on an index for fuel charges. There was a discussion on how the pilot boat fees get paid: basic \$600 paid from pilot pool, surcharge collected by JRA and paid directly to boat operator. Dave Pohorylo stated that the goal of getting the CT licensed pilots to consolidate their operations would not only create efficiencies but better allow for rate issues to be resolved. Chuck Beck reported that the Temporary Fuel Surcharge of \$250 and extension of the surcharge to January 31, 2009 recommended by the Commission had been approved and implemented. The Commission took no action on the Block Island Pilots' request.

Dave Pohorylo reported on efforts to create a training and certification fund. He raised the issue of how the CPC could divert the 6% of pilotage fees from the State of Connecticut's general fund. He inquired about the Commission submitting legislation to overcome the reluctance of CT Office of Policy and Management (OPM) to approve diversion of the 6% as recommended last year by the Commission. There was a discussion about the potential use of grant funding from the Department of Economic and Community Development (DECD) for pilot training. Bill Gash stated that a letter from the CPC to the Connecticut Maritime Coalition (CMC) which could then be forwarded to DECD could be a path. Dave Pohorylo and Vin Cashin stated that a set training proposal needed to be established before requesting DECD funding through the CMC. The discussion returned to the possibility of getting the 6% of the pilotage fees currently deposited in

the state's general fund diverted into a pilot training fund. Bob Pouch stated that if a training fund were to be created that there would need to be a method of accountability. He also provided information on the manner in which training was provided to pilots in the NY harbor area; basic training provided by pilot association, advanced training provided via grants by the NY Board on a case to case basis. Vin Cashin inquired about the training program mentioned in the minutes of a recent NY Board meeting. Frank Keane stated that he would provide a copy. Charlie Jonas stated that applicants for a CT pilot license already had the basic training thus establishing a fund should not slow down the selection of an apprentice.

The discussion turned to the establishment of a heavy weather pilot transfer station. Chuck Beck reported that there has yet to be any action to the request submitted by the CPC to the CONNDOT Commissioner. All were reminded that the Rhode Island Pilotage Commission submitted a letter on May 7, 2008 to the CONNDOT Commissioner in opposition to the establishment of a heavy weather pilot station in Block Island Sound. The NY Board of Commissioners of Pilots had submitted a similar letter dated 16 June 2008 stating that they could find no justification for establishing a heavy weather boarding station in Block Island Sound. The CPC letter of request will be brought to the attention of the new CONNDOT Commissioner.

It was reported that several CT licensed pilots have accepted offers made by the Department to resolve alleged boarding violations. Hearings are expected to be scheduled in the near future for the three pilots that did not accept similar offers.

The discussion returned to the development of the draft criteria for apprentice pilot selection and training. Vin Cashin stated that he thought the CPC had adopted a proposal submitted by INTERPORT. Captain Barry responded that the INTERPORT proposal had been incorporated into the proposed apprentice selection and training program designed by the subcommittee of the CPC. Vin Cashin and Charlie Jonas stated that the CT side of the JRA Executive Board (presently Cashin, Gaughran and Jonas) should be consulted by the CPC in the selection of any apprentice. There was a discussion about the need to publicly advertise any apprentice position. There was also a question and explanation on how the NY Board had recently allowed additional licenses to be issued on the NY side of the rotation; they were an extension of existing licenses not new licenses. Vin Cashin moved and Bill Gash seconded a motion for the CPC to accept an apprentice recommendation by the CT side of the JRA Executive Board. The vote was 1 yea and 4 abstentions thus, the motion did not carry.

It was noted that the terms of several Commissioners had expired. It was also noted that Dave Pohorylo had been recently appointed to term expiring 30 June 2011 by the House Majority Leader and that Bill Gash had been re-appointed to a term expiring 30 June 2012 by the Senate President Pro Tempore. Three vacancies remain on the CPC; one each appointed by the Governor, the Senate Majority Leader and the Speaker of the House.

There was a discussion about two letters submitted by the JRA; one dated 18 June 2008 concerning pilot fatigue and one dated 24 July 2008 concerning fees for ports not defined in the regulations. The letter dated 18 June stated that there were a few instances where a unit (mostly tug and barge) transiting Long Island Sound (LIS) has taken in excess of 12 hours creating a "pilot fatigue" situation. The JRA plans to institute a policy that would require two pilots to be assigned and charge two full pilotage fees. In addition, the transiting unit would be charged the launch fees for changing out the pilots along the route. The 24 July 2008 letter stated that there have been a number of foreign flag yachts requiring a pilot that have made port in Long Island Sound other than those specifically mentioned in the regulations. The JRA intends to charge the

New Haven, Bridgeport and Port Jefferson harbor fee for "any other LIS harbor except New London and the Thames River" by adding such language to the Registry of Tariff table. After some discussion, the CPC felt that the safety involved with pilot fatigue issue was reasonable and in keeping with Coast Guard standards. The CPC also felt that the clarification of fees charged for ports not identified by the regulations was reasonable but felt that the regulations establishing pilotage fees would need to be changed as well. No specific action was taken.

Chuck Beck raised the issue of the calendar year 2009 CPC meeting schedule. He proposed that the meetings be changed from the second Thursday of each month to the second Wednesday of each month to de-conflict with other Board and Commission meetings. The discussion turned to the start time and location of the meetings. CDR Oditt was asked if the meetings could be held at the new Coast Guard Sector Long Island Sound facility in New Haven. The start time of 0900 vs 0800 was also popular. A motion was made by Chuck Beck seconded by Dave Pohorylo to hold the 2009 monthly CPC meetings on the second Wednesday of each month starting at 0900 at the CG SECTOR LIS facility. The motion was approved by unanimous vote.

Dave Rossiter stated that it had been tradition for the CPC and/or CONNDOT to provide recognition to outgoing members of the CPC. Chuck Beck volunteered to draft a letter of appreciation for the CONNDOT Commissioner's signature to Chairman Mike Eisele.

CDR Oditt reported that there is an LIS Area Maritime Security Commission meeting scheduled for 30 September 2008 and that all were invited. He would see to it that the details were distributed. He also reported on the progress made on the heavy weather plan by a sub-committee to the LIS Harbor Safety Council. CDR Oditt offered to have John Mauro from the First Coast Guard District present a BIS Port Access Study at the October CPC meeting. The TWIC compliance drop dead date in Long Island Sound is 01 December 2008. In addition, CDR Oditt advised the Commission that the Coast Guard was continuing efforts to codify anchorage and lightering zones and would welcome input from pilots before the formal comment period begins.

The Commission did not meet in Executive Session. Bob Pouch formally introduced his replacement as of 3 October 2008, Mr. Frank Keane and made comments concerning working with the CPC and the improvements to pilotage in LIS.

A motion to adjourn was made by Bill Gash, seconded by Dave Pohorylo and passed by unanimous vote. The meeting adjourned at 1017.

The Commission's next public meeting is scheduled for 8:00 a.m. on Thursday, October 9, 2008 at the State Pier in New London, CT.

Richard Barry
Acting Chairman, Connecticut Pilot Commission