

Regulations of Connecticut State Agencies

TITLE 15. Navigation and Aeronautics

Agency

Department of Transportation

Subject

Rates of Pilotage

Inclusive Sections

§§ 15-14-1—15-14-4

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Rates of Pilotage

Sec. 15-14-1. Repealed

Repealed February 26, 1981.

Sec. 15-14-1a. Rates of Pilotage

Pilotage rates for Connecticut harbors and the Thames River and waters of Long Island Sound shall be as follows:

(a) Connecticut Harbors and Thames River

Minimum charges (each way)	Effective upon passage	Effective July 1, 2013	Effective July 1, 2014	Effective July 1, 2015
0 through 49 pilotage units	\$323.86	\$333.58	\$343.59	\$353.90
50 through 99 pilotage units	\$390.08	\$401.78	\$413.83	\$424.25

Effective upon passage, all vessels of 100 pilotage units and over shall pay three dollars and sixty-three cents (\$3.63) per pilotage unit, up to a maximum of \$1,815.00.

Effective July 1, 2013, all vessels of 100 pilotage units and over shall pay three dollars and seventy-four cents (\$3.74) per pilotage unit, up to a maximum of \$1,870.00.

Effective July 1, 2014, all vessels of 100 pilotage units and over shall pay three dollars and eighty-five cents (\$3.85) per pilotage unit, up to a maximum of \$1,925.00.

Effective July 1, 2015, all vessels of 100 pilotage units and over shall pay three dollars and ninety-six cents (\$3.96) per pilotage unit, up to a maximum of \$1,980.00.

(b) Connecticut waters of Long Island Sound

Effective upon passage, all vessels shall pay eight dollars and eleven cents (\$8.11) per pilotage unit with a minimum of one hundred fifty (150) units and not to exceed a maximum of five hundred (500) units with a maximum of \$4,055.00.

Effective January 1, 2014, all vessels shall pay eight dollars and twenty-seven cents (\$8.27) per pilotage unit with a minimum of one hundred fifty (150) units and not to exceed a maximum of five hundred (500) units with a maximum of \$4,135.00.

Effective January 1, 2015, all vessels shall pay eight dollars and forty-four cents (\$8.44) per pilotage unit with a minimum of one hundred fifty (150) units and not to exceed a maximum of five hundred (500) units with a maximum of \$4,220.00.

Effective January 1, 2016, all vessels shall pay eight dollars and sixty cents (\$8.60) per pilotage unit with a minimum of one hundred fifty (150) units and not to exceed a maximum of five hundred (500) units with a maximum of \$4,300.00.

Effective January 1, 2017, all vessels shall pay eight dollars and eighty-six cents (\$8.86) per pilotage unit with a minimum of one hundred fifty (150) units and not to exceed a

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maximum of five hundred (500) units with a maximum of \$4,430.00.

(Effective February 26, 1981; Amended February 1, 2008; Amended August 1, 2013)

Sec. 15-14-1b. Docking and Undocking Fees

All vessels shall pay a docking/undocking fee of one dollar and twelve cents (\$1.12) per pilotage unit with a minimum fee of two hundred and twenty-five dollars (\$225.00) to be paid by any vessel under two hundred (200) units.

(Adopted effective February 1, 2008; Amended August 1, 2013)

Sec. 15-14-1c. Additional Fees

The following additional pilotage fees shall be imposed as appropriate:

(a) A fee of one hundred and seventy dollars (\$170.00) for each hour of pilotage in excess of eight (8) hours.

(b) A fee of one hundred and seventy dollars (\$170.00) for each hour of detention aboard a vessel at platforms or at anchor.

(c) A fee of one hundred and seventy dollars (\$170.00) for each hour in excess of one hour (1) if a vessel arrives or departs late unless a four hour (4) notice of a change to the time of arrival or departure is provided to the Joint Rotation Administrator, as defined in Section 15-15a-6 of the Regulations of Connecticut State Agencies.

(d) A cancellation fee of five hundred and sixty dollars (\$560.00) unless a four hour (4) notice is provided to the Joint Rotation Administrator, as defined in Section 15-15a-6 of the Regulations of Connecticut State Agencies.

(e) A fee of one thousand one hundred and twenty dollars (\$1,120.00) for the first day, five hundred and sixty dollars (\$560.00) for each additional day and the cost of return first class travel expenses should a pilot be carried away.

(f) A base pilot boat fuel surcharge of two hundred dollars (\$200.00) shall be paid by the vessel to the pilot boat operator. Adjustments to the base pilot boat fuel surcharge shall be calculated by the Joint Rotation Administrator and with the permission of the Commissioner of Transportation be applied every calendar quarter commencing January 1, 2013. The adjustment shall be determined by calculating the percentage change between the base price per gallon of marine diesel fuel of three dollars and four cents (\$3.04) and the average cost per gallon of marine diesel fuel during the quarter and applying the percentage change to the base pilot boat fuel surcharge.

On the first day of January, April, July and October of each year and no later than the fifteenth of each of these months, the Joint Rotation Administrator shall notify and obtain permission from the commissioner for the newly calculated pilot boat fuel surcharge.

(g) A fee of six hundred and seventy-five dollars (\$675.00) for a shift of a vessel within any harbor, except a shift less than 25 nautical miles in Long Island Sound, which will be charged at two-thirds the harbor shift fee established in this subsection. The harbor shift fee is in addition to the docking and undocking fee as set forth in Section 15-14-1b of the Regulations of Connecticut State Agencies.

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(h) A fee of twenty dollars (\$20.00) per pilot boat transit from shore to an authorized pilot transfer station, or from an authorized pilot transfer station to shore, for the purposes of boarding or disembarking a Connecticut state licensed marine pilot shall be paid into a pilot training and safety equipment account by the vessel and held in escrow by the Joint Rotation Administrator. Connecticut state licensed marine pilots operating within the waters, as defined in Section 15-15a-6(m) of the Regulations of Connecticut State Agencies, can draw upon the account to fund the procurement of personal safety equipment and continuous training courses and programs.

(Adopted effective February 1, 2008; Amended August 1, 2013)

Sec. 15-14-2. Formula for computing pilotage units

“Pilotage Units” as used in this Rule shall be determined by multiplying the overall length of the vessel by the extreme breadth by the depth to the uppermost continuous deck and dividing the total by ten thousand, as expressed by the following formula:

$$\frac{\text{Overall Length} \times \text{Extreme Breadth} \times \text{Depth}}{10,000} = \text{Pilotage Units}$$

Pilots shall first round off any fraction of an inch to the nearest inch and change the feet and inches to feet and decimal part, using the scale below.

Inches	=	Feet
1		.083
2		.167
3		.250
4		.333
5		.417
6		.500
7		.583
8		.667
9		.750
10		.833
11		.917
12		1.000

In cases where vessel’s particulars are listed in meters, the pilot shall use the constant 35.314665 in the conversion, as below:

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$$\frac{\text{Overall Length in meters} \times \text{Extreme Breadth in meters} \times \text{Depth in Meters} \times 35.314665}{10,000} = \frac{\text{Pilotage Units}}{}$$

In both cases, the number of pilotage units should be rounded off to the nearest hundredth or two decimal points.

(Effective February 26, 1981; Amended February 1, 2008)

Sec. 15-14-3. Definitions

As used in sections 15-14-1a to 15-14-4, inclusive, of the Regulations of Connecticut State Agencies:

(1) “Overall Length” is the distance between the forward and after extremities of the vessel.

(2) “Extreme Breadth” is the maximum breadth to the outside shell plating of the vessel.

(3) “Depth” is the vertical distance at amidships from the top of the keel plate to the uppermost continuous deck, fore and aft, and which extends to the sides of the vessel. The continuity of the deck shall not be considered to be affected by the existence of tonnage openings, engine spaces, or a step in the deck.

(4) All measurements shall be in feet and inches (U.S.).

(5) The measurements of the overall length, extreme breadth, and depth as previously defined shall be made available to the pilot by the master or his agent for the computation of the pilotage fees. Failure to provide the measurements so required shall subject the vessel the maximum pilotage charge.

(6) “Pilotage” means the transit from or to the designated pilot boarding station through the waters of Block Island and Long Island Sound and the waters of Connecticut and New York to or from the Connecticut and New York ports of Long Island Sound.

(7) “Pilotage fees” are those charges for the services of a licensed marine pilot through pilotage waters excluding docking, undocking and additional fees set forth in Section 15-14-1a to 15-14-1c, inclusive of the Regulations of Connecticut State Agencies .

(8) “Pilotage waters” means those waters of Block Island Sound and Long Island Sound, including the waters of Connecticut and New York, where pilots must be used to navigate vessels between designated pilot boarding stations and the ports of Connecticut and New York in Long Island Sound.

(9) “Carried away” means a pilot taken beyond a designated pilot boarding station on an outbound transit and not disembarked until the next port of call.

(Effective February 26, 1981; Amended February 1, 2008; Amended August 1, 2013)

Sec. 15-14-4. Accounting

(a) On the first of January, April, July and October of each year and no later than the fifteenth of each of these months every pilot shall render to the Commissioner of

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Transportation an accurate account of all vessels, subject to Chapter 263 of the Conn. General Statutes, piloted by him, and of all money received by him for pilotage of such vessels.

Connecticut licensed pilots who hold additional licenses and pilot vessels into Connecticut waters are subject to the fees and rates of Connecticut established for Connecticut harbors and Thames River and Connecticut waters of Long Island Sound. Failure to comply with this section is interpreted as misconduct on the part of the pilot and that individual is then subject to actions set forth in Sec. 15-13(e) of the Connecticut General Statutes.

Along with said accounting each and every pilot shall pay to the Commissioner of Transportation six percent (6%) of the gross amount of all money received by him for pilotage of such vessels.

(b) On the first day of January, April, July and October of each year and no later than the fifteenth of each of these months, the Joint Rotation Administrator, as defined in section 15-15a-6 of the Regulations of Connecticut State Agencies, shall render to the Commissioner of Transportation an accurate account of all funds collected and distributed relative to the pilot training and safety equipment account referenced in Section 15-14-1c(h) of the Regulations of Connecticut State Agencies.

(Effective November 12, 1991; Amended August 1, 2013)