



House of Representatives

General Assembly

File No. 292

February Session, 2022

House Bill No. 5259

House of Representatives, April 5, 2022

The Committee on Transportation reported through REP. LEMAR of the 96th Dist., Chairperson of the Committee on the part of the House, that the bill ought to pass.

AN ACT CONCERNING AN APPLICATION TO THE CONNECTICUT PORT AUTHORITY FOR AN EXTENSION OF ROUTE.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1 Section 1. Subsection (b) of section 15-13 of the general statutes is
2 repealed and the following is substituted in lieu thereof (*Effective July 1,*
3 *2022*):

4 (b) An extension of route for waters of this state, including the
5 Connecticut waters of Long Island Sound, for which application is being
6 made by a pilot currently licensed by the authority for eastern Long
7 Island Sound and at least one of the ports of New London, New Haven
8 or Bridgeport, shall be granted provided the applicant (1) has procured
9 a federal first class pilot's license of unlimited tonnage issued by the
10 United States Coast Guard covering the sections of the waters of this
11 state, including the Connecticut waters of Long Island Sound, for which
12 application for an extension of route is being made, and (2) can
13 document that, within the thirty-six months immediately preceding
14 such application, the applicant has made six round trips through the

15 port or waterway for which application is being made as (A) observing
16 pilot on vessels under enrollment or vessels under register subject to
17 compulsory pilotage under sections 15-15 and 15-15c, during which the
18 applicant does the piloting work under the supervision and authority of
19 a pilot licensed by this state, or (B) pilot of record on American vessels
20 under enrollment on which the applicant is not a crew member.

This act shall take effect as follows and shall amend the following sections:		
Section 1	July 1, 2022	15-13(b)

TRA *Joint Favorable*

The following Fiscal Impact Statement and Bill Analysis are prepared for the benefit of the members of the General Assembly, solely for purposes of information, summarization and explanation and do not represent the intent of the General Assembly or either chamber thereof for any purpose. In general, fiscal impacts are based upon a variety of informational sources, including the analyst's professional knowledge. Whenever applicable, agency data is consulted as part of the analysis, however final products do not necessarily reflect an assessment from any specific department.

OFA Fiscal Note**State Impact:** None**Municipal Impact:** None**Explanation**

The bill creates an alternative path for Connecticut-licensed marine pilots to qualify for an extension-of-route and is not anticipated to have a fiscal impact.

The Out Years**State Impact:** None**Municipal Impact:** None

OLR Bill Analysis**HB 5259*****AN ACT CONCERNING AN APPLICATION TO THE CONNECTICUT PORT AUTHORITY FOR AN EXTENSION OF ROUTE.*****SUMMARY**

This bill provides an alternative option for Connecticut-licensed marine pilots to meet the experience requirement for an “extension-of-route.” By law, the Connecticut Pilot Authority (CPA) issues pilotage licenses for specific geographic areas of the Long Island Sound and allows licensees to apply for an expansion of the areas in which they may operate (i.e., “extension-of-route”).

Under current law, a marine pilot applying for an extension-of-route must document to CPA that, within the previous 36 months before applying, he or she made six round trips through the applicable port or waterway (1) as an observing pilot on registered or enrolled vessels that are subject to the state’s compulsory pilotage requirements and (2) while doing the piloting work under a licensed pilot’s supervision. Under the bill, an applicant may alternatively document that he or she made those six trips as a pilot of record on American enrolled vessels on which he or she was not a crew member. Existing law allows experience on American enrolled vessels to be used to obtain initial marine pilot licensure (CGS § 15-13 (a)).

EFFECTIVE DATE: July 1, 2022

BACKGROUND***Marine Pilots***

A marine pilot is not a member of a vessel’s crew, but comes aboard to help navigate the vessel in or out of port. State-licensed marine pilots are expected to act in the public interest and take reasonable actions to prevent ships under their navigational direction from engaging in

unsafe operations.

Under existing law, the CPA licenses marine pilots. The Connecticut Pilot Commission, which is within the CPA for administrative purposes, advises the CPA on marine pilot licensure, safe conduct of vessels, pilotage rates, and the protection of ports and waters in Connecticut. Connecticut marine pilots must, among other things, (1) hold a federal ship master’s license (which is required to serve as a ship captain) and a federal pilotage license and (2) complete the required number of trips as a pilot or observing pilot (CGS § 15-13; Conn. Agencies Reg., § 15-15a-7).

Registered and Enrolled Vessels

Registered vessels typically operate in foreign commerce, whereas enrolled vessels generally carry domestic cargo between U.S. ports (referred to as “coastwise” under federal law). Federal law requires that a federally licensed marine pilot accompany coastwise vessels (46 C.F.R. § 15.812(a)(1)).

COMMITTEE ACTION

Transportation Committee

Joint Favorable

Yea 35 Nay 0 (03/24/2022)