



**ANNUAL PUBLIC HEARING**

**TUESDAY DECEMBER 17, 2019**

**5:00 P.M.**

**Location:**

**New Haven City Hall**

**165 Church St / G2 Meeting Room New Haven, CT 06510**

**NOTES**

1. Call to Order

Mr. Kooris called the meeting to order at 5:02 P.M.

Attendance: David Kooris; John Johnson; Don Frost; Dan Krupnick; Mark Rolfe

CPA Staff: Andrew Lavigne; Casandra Berthiaume

Guests: Paul Whitescarver

Participants: Dan Carstens; Bob Kunkel; Bruce Kuryla; Kevin Blacker

2. Public Hearing

Mr. Kooris welcomed those in attendance. He stated that the board holds this hearing annually to receive public comment pursuant to Section 15-31a(n) of the General Statutes of Connecticut for the purpose of evaluating the adequacy of the State's maritime policies, facilities and support for maritime commerce and industry. He stated that no quorum is necessary, as there is no board action being taken at the meeting. Mr. Kooris added that the meeting was being recorded, notes were being taken and a read out of the feedback received would occur at the next CPA board meeting on January 21, 2020.

Dan Carstens stated he has had a long-time interest in the Port Authority and logistics in and around the state of Connecticut. He also stated he has a background in logistics industry and is particularly familiar with four of the foreign trade zones in Connecticut and has been watching the activity in and around the ports. He thanked everyone for all their time and effort.

Bob Kunkel stated he was there to make sure CPA remains strong and stated that one of Harbor Harvest's first boats that was delivered under private investment has just been nominated as one of the top 10 builds in the United States for 2019 and they're very happy it's associated with the state of Connecticut.

Kevin Blacker thanked the Port Authority for holding the public meeting. He stated that while he is not a lawyer, he disagrees with Mr. Kooris regarding board quorum. He said he thinks that the structure of the CT Port Authority is fundamentally flawed. The agency being so reliant on revenue from State Pier leads will lead the agency to act in pursuit of that revenue and not the public interest. He thinks that the State Pier deal that was negotiated had a number of real consequences on business and displacement of DRVN Enterprises which is very important to local municipalities. He also thinks that in light of the documented errors in judgement the State Pier deal should be rebid. He also would like to point out that the federal flood plane and flood way designations are a major impediment to the growth to maritime commerce and industry along the Thames River. If our federal legislators could pursue a modification or exemption that would allow certain reasonable uses in those zones like the shipment of materials for coastal resiliency projects or aggregate or storage of materials if there was a flood. He stated in order to drive or increase use of the ports and economic development zone or programs is to encourage ancillary and auxiliary uses along the states freight rail lines. He also stated that he thinks Pier 7 should be under the control of the CT Port Authority, not DEEP, and he questions whether there is any ability to reconfigure the CT Port Authority that would have a Port Authority just focusing on the marketing and operation and benefit of the deep-water ports. He would like CT to start thinking of the entire Thames River as a deep-water port all the way up to Norwich.

Mr. Kooris thanked the attendees and participants. He added that he, CPA board members present and staff would remain on-site until 6:00pm, in case additional potential participants arrived late and wished to provide comment.

### 3. Adjournment

The hearing adjourned at 5:12 P.M. No additional participants arrived to present.