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*Subject*  
**Rates of Pilotage**

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**RATES OF PILOTAGE**

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**Section 1. 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)**

<b><u>Effective:</u></b>	<b><u>Upon Passage</u></b>	<b><u>1/1/2024</u></b>	<b><u>1/1/2025</u></b>	<b><u>1/1/2026</u></b>	<b><u>1/1/2027</u></b>
<b>0 through 49 pilotage units</b>	\$412.41	\$424.78	\$437.53	\$450.65	\$464.17
<b>50 through 99 pilotage units</b>	\$494.40	\$509.23	\$524.50	\$540.24	\$556.45

Effective upon passage, all vessels of 100 pilotage units and over shall pay four dollars and sixty-one cents (\$4.61) per pilotage unit, up to a maximum of two thousand three hundred five dollars (\$2,305.00).

Effective January 1, 2024, all vessels of 100 pilotage units and over shall pay four dollars and seventy-five cents (\$4.75) per pilotage unit, up to a maximum of two thousand three hundred seventy-five dollars (\$2,375.00).

Effective January 1, 2025, all vessels of 100 pilotage units and over shall pay four dollars and ninety cents (\$4.90) per pilotage unit, up to a maximum of two thousand four hundred fifty dollars (\$2,450.00).

Effective January 1, 2026, all vessels of 100 pilotage units and over shall pay five dollars and five cents (\$5.05) per pilotage unit, up to a maximum of two thousand five hundred twenty-five dollars (\$2,525.00).

Effective January 1, 2027, all vessels of 100 pilotage units and over shall pay five dollars and twenty cents (\$5.20) per pilotage unit, up to a maximum of two thousand six-hundred dollars (\$2,600.00).

**(b) Connecticut waters of Long Island Sound**

Effective upon passage, all vessels shall pay nine dollars and ninety-seven cents (\$9.97) per pilotage unit with a minimum of two hundred (200) units and not to exceed a maximum of five hundred (500) units with a maximum of four thousand nine hundred eighty-five dollars (\$4,985.00).

Effective January 1, 2024, all vessels shall pay ten dollars and twenty-seven cents (\$10.27) per pilotage unit with a minimum of two hundred (200) units and not to exceed a maximum of five hundred (500) units with a maximum of five thousand one hundred thirty-five dollars (\$5,135.00).

Effective January 1, 2025, all vessels shall pay ten dollars and fifty-eight cents (\$10.58)

per pilotage unit with a minimum of two hundred (200) units and not to exceed a maximum of five hundred (500) units with a maximum of five thousand two hundred ninety dollars (\$5,290.00).

Effective January 1, 2026, all vessels shall pay ten dollars and eighty-nine cents (\$10.89) per pilotage unit with a minimum of two hundred (200) units and not to exceed a maximum of five hundred (500) units with a maximum of five thousand four hundred forty-five dollars (\$5,445.00).

Effective January 1, 2027, all vessels shall pay eleven dollars and twenty-two cents (\$11.22) per pilotage unit with a minimum of two hundred (200) units and not to exceed a maximum of five hundred (500) units with a maximum of five thousand six hundred ten dollars (\$5,610.00).

## **Section 2. DOCKING AND UNDOCKING FEES**

All vessels shall pay a docking/undocking fee of one dollar and forty cents (\$1.40) per pilotage unit with a minimum fee of two hundred and eighty dollars (\$280.00) to be paid by any vessel under two hundred (200) units.

## **Section 3. ADDITIONAL FEES**

The following additional pilotage fees shall be imposed as appropriate:

- (a) A fee of two hundred and fifteen dollars (\$215.00) for each hour of pilotage in excess of eight (8) hours.
- (b) A fee of three hundred dollars (\$300.00) for each hour of detention aboard a vessel at platforms or at anchor.
- (c) A fee of three hundred dollars (\$300.00) for each hour in excess of one (1) hour if a vessel arrives or departs late unless a six (6) hour notice of a change to the time of arrival or departure is provided to the Joint Rotation Administrator, as defined in Article II (a) of the Marine Pilots Procedures.
- (d) A cancellation fee of one thousand dollars (\$1000.00) unless a six (6) hour notice is provided to the Joint Rotation Administrator, as defined in Article II (a) of the Marine Pilots Procedures.
- (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 (\$253.00) 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 Authority 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 Authority for the newly calculated pilot boat fuel surcharge.

- (g) A fee of six hundred and seventy-five dollars (\$850.00) 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 2 herein.
- (h) A fee of twenty dollars (\$25.00) 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 Article II (m) of the Marine Pilots Procedures, can draw upon the account to fund the procurement of personal safety equipment and continuous training courses and programs.
- (i) A fee of three hundred dollars (\$300.00) for detention at anchor or platform will be billed when a pilot is detained aboard a vessel at anchorage or at platform for every hour detained. Detention includes vessels waiting inbound or outbound, for stores, surveyors, repairs, tide, berthing, weather, linemen, excess of one hour thirty minutes tying up.

**Section 4. 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:

<b>Inches</b>	=	<b>Feet</b>
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:

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

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

### Section 5. DEFINITIONS

As used in Sections 1 to 6, inclusive, herein:

- (a) All measurements shall be in feet and inches (U.S.).
- (b) "Authority" refers to the Connecticut Port Authority, a quasi-public agency of the State of Connecticut.
- (c) "Extreme Breadth" is the maximum breadth to the outside shell plating of the vessel.
- (d) "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.
- (e) "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.
- (f) "Marine Pilots Procedures" refers to the Navigable Waters—Marine Pilots Procedures of the Connecticut Port Authority.
- (g) "Overall Length" is the distance between the forward and after extremities of the vessel.
- (h) "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.
- (i) "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 Sections 1 to 3, inclusive, herein.
- (j) "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.

- (k) 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.

## **Section 6. 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 Authority an accurate account of all vessels, subject to Chapter 263 of the General Statutes of Connecticut, 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 Section 15-13(e) of the General Statutes of Connecticut.

Along with said accounting each and every pilot shall pay to the Authority 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 Article II (a) of the Marine Pilots Procedures, shall render to the Authority an accurate account of all funds collected and distributed relative to the pilot training and safety equipment account referenced in Section 3 (h) herein.