



**CONNECTICUT PORT AUTHORITY  
2025 ANNUAL OPERATIONS AND PROJECTS REPORT**

Responsive to:

[C.G.S. § 15-31a\(k\)](#)

[C.G.S. § 15-31a\(o\)](#)

Connecticut Port Authority (“Authority”) is a quasi-public agency, pursuant to [Section 1-120\(1\)](#) of the General Statutes of Connecticut (“CGS”), a body politic and corporate, constituting a public instrumentality and political subdivision of the State of Connecticut (“State” or “Connecticut”) that is responsible for coordinating the development of the State’s ports and harbors and maritime economy. See generally [CGS § 15-31b\(a\)](#). The creation of the CPA represents a major commitment by the State to invest in its port infrastructure to create jobs and attract private investment to the State.

[Pursuant to CGS § 15-31a\(k\)](#)<sup>1</sup>, “[o]n or before December fifteenth of each year, the board shall report, in accordance with the provisions of section [11-4a](#), to the Governor and the joint standing committees of the General Assembly having cognizance of matters relating to transportation, commerce and the environment, summarizing the authority’s activities, disclosing operating and financial statements and recommending legislation to promote the authority’s purposes.”

[Pursuant to CGS § 15-31a\(o\)](#), as modified in 2021 by [Public Act 21-179](#), “[o]n or before January 1, 2022, and annually thereafter, the board of directors shall submit a report, in accordance with the provisions of section [11-4a](#), to the Governor and the joint standing committee of the General Assembly having cognizance of matters relating to transportation. Such report shall include, but need not be limited to: (1) A description of the projects undertaken by the authority in the preceding year; (2) a list of projects which, if undertaken by the state, would support the state's maritime policies and encourage maritime commerce and industry; (3) a description of the authority's finances; (4) recommendations for improvements to existing maritime policies, programs and facilities; and (5) recommendations for legislation to promote the authority's purpose.”<sup>2</sup>

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<sup>1</sup> See also [Public Act 15-5 § 1\(k\)](#)

<sup>2</sup> <https://www.cga.ct.gov/2025/act/pa/pdf/2025PA-00168-R00HB-07287-PA.pdf> “Sec. 53. Subsection (o) of section 15-31a of the general statutes is repealed and the following is substituted in lieu thereof (Effective from passage)” June 30, 2025

In an effort to reduce duplicative reporting, the Authority has prepared this *2025 Annual Operations and Projects Report* in response to the requirements of **both** [CGS § 15-31a\(k\)](#) and [CGS § 15-31a\(o\)](#)

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## **Connecticut Port Authority: 2025 Year in Review**

The Connecticut Port Authority (Authority) is statutorily charged with coordinating the development of Connecticut's ports and harbors to maximize their economic potential. This includes attracting public and private investment, securing federal and state infrastructure funding, increasing cargo movement through the ports, supporting maritime industries, and serving as the Governor's principal maritime policy advisor. In 2025, the Authority made significant strides in fulfilling this mission through strategic staffing, infrastructure advancement, and expanded community engagement.

In January, the Authority permanently filled the position of Executive Director which had been vacant since the retirement of the interim director in fall 2024. To strengthen engagement with the maritime community, two community liaisons were added, bringing staffing to five full-time employees and one part-time employee. This year the Authority supported two interns who contributed to the launch of a statewide Maritime Directory and Foreign Trade Zone resource. These tools are now publicly available on the Authority's website.

To elevate its visibility and impact, the Authority partnered with Mintz + Hoke to revamp its marketing and communications strategy. This included a redesigned website and refreshed branding to communicate the Authority's ability to provide guidance, resources, and advocacy to stakeholders. The Authority team also revitalized their social media presence across Facebook and LinkedIn to support timely updates and broader outreach to municipalities, businesses, and stakeholders.

The Authority deepened its statewide presence through active participation in regional events and associations, including sponsorship of the Connecticut Maritime Heritage Festival and a Veteran's Breakfast celebrating the U.S. Navy's 250th anniversary. It also engaged with municipal leaders at the Council of Small Towns and the Connecticut Conference of Municipalities conferences and collaborated with chambers of commerce and industry groups across Connecticut.

Infrastructure development remained central to the Authority's work. The Authority celebrated the completion of Small Harbor Improvement Project Program (SHIPP)-funded projects in Groton and Stamford, initiated \$10.3 million in recent SHIPP authorizations, and finalized the contract closeout for construction at New London State Pier.

In parallel, the Authority launched the New London State Pier Shore Power Project, backed by a \$5.3M EPA grant. With engineering support from Moffatt & Nichol and community engagement led by Mintz + Hoke, the project is advancing toward zero-emission port operations.

As the Authority continues to coordinate maritime policy, pursue strategic initiatives, support commercial fishing, recreational boating, and tourism, all in support of Connecticut's maritime economy, this report outlines the Authority's commitment to transparency, innovation, and statewide impact.

## I. Summary of Activities of the Connecticut Port Authority in Calendar Year 2025

- **Staffing** – In 2025, the Authority’s new Executive Director, Michael J. O’Connor, took the helm and positioned the agency for growth, which included working towards a more appropriate level of staffing to support the Agency’s mission of growing Connecticut’s maritime economy. Under his executive leadership and with support from the Board of Directors, the Authority added the new position of Community Liaison and hired two staff for that position to expand the Authority’s impact in communities throughout the State. The Authority also hired two summer interns whose work included supporting the creation of a maritime directory and gathering data on foreign trades zones, both of which can now be accessed on the Authority’s website (For the Maritime Directory, visit <https://ctportauthority.com/maritime-directory/> and for information on Foreign Trade Zones visit <https://ctportauthority.com/foreign-trade-zones-ftzs-in-connecticut/>).
- **Marketing and Communications** - In 2025, the Authority entered into an agreement with Mintz + Hoke to provide marketing and communications support to the agency. The initial phases of the engagement included discovery, data dive, stakeholder interviews and a strategy session with the Authority to discuss messaging, goals, priorities and timelines. They also developed an updated website and supported staff in the re-engagement and re-establishment of a social media presence for the Authority.
- **Website** – Mintz + Hoke collaborated with Authority staff on the creation of a new website which can be accessed at <https://ctportauthority.com/>. The new website includes new logo and branding, enhanced functionality, and addresses the needs of the Authority’s broad range of audiences including municipalities, businesses, organizations and others, to provide Guidance, Resources and Advocacy in expanding the reach of Connecticut’s maritime economy.
- **Social Media** – Mintz + Hoke has also supported the team in its re-engagement in social media platforms including Facebook and LinkedIn.. The Authority’s Community Liaisons have been posting updates from current news and events on these platforms. We encourage you to check them out at: <https://www.facebook.com/CTPortAuthority/>, <https://www.linkedin.com/company/ctportauthority/>
- **Memberships, Associations and Events** – The Authority continued to expand its outreach throughout the state through its participation in local, state and regional associations and events including: serving as the title sponsor for OpSail Connecticut’s 2025 CT Maritime Heritage Festival that was held in New London in September; sponsorship of a Veteran’s Breakfast in October to celebrate the 250<sup>th</sup> anniversary of the U.S. Navy; exhibitor at the Council of Small Towns (COST) conference in October; exhibitor at the Connecticut Conference of Municipalities (CCM) Convention in December; participation in events through the Chamber of Commerce of Eastern CT, Greater New Haven Chamber of Commerce, CT River Valley Chamber of Commerce, CT Marine Trades Association, CT Tourism Coalition, Junior Achievement of Southwest New England, Inc., North Atlantic Ports Association, Inc. (NAPA), American Association of Port Authorities (AAPA), Connecticut Business and Industry Association (CBIA) and others.
- **Information Technology (IT) Services** – In 2025, the Authority issued a solicitation for IT Services and has engaged Apex Technology Group Inc. as it’s Managed Service Provider to support the Authority with its technology needs including cybersecurity, equipment, software and other upgrades as the agency continues to grow and expand.

- **Completion of SHIPP Projects** – In 2025, the Authority attended ceremonies for the completion of the following projects funded by SHIPP grants:
  - Town of Groton – Nautilus Dock – planning, design and construction of a new floating dock
  - City of Stamford – Dredging of Cove Island Park and Marina Channel and Marina Repair
- **Pier 7 – Fort Trumbull State Park** – see Section II for details.
- **PIDP Grant Application for Buckeye Terminal in Groton**
  - The Authority and Buckeye entered into a Memorandum of Understanding, effective September 10, 2025 for the application of a Port Infrastructure Development Program (PIDP) grant administered by Maritime Administration (MARAD). The application is in response to Notice of Funding Opportunity (NOFO) MA-PID-25-001, the final version of which was released by MARAD on May 2, 2025. The Authority is the lead applicant for the grant with Buckeye serving as the joint applicant for the project titled “Groton Marine Infrastructure Improvement Project”. The grant application was submitted on September 10, 2025 and the notification of award for successful grant recipients is anticipated to be issued by December 31, 2025.
  - The goal of this safety improvement project is to rehabilitate and make necessary upgrades at Buckeye’s Groton terminal on the Thames River to continue port distribution of home heating oil and ultra-low sulfur diesel in the region. The project’s primary dock upgrades include replacing timber piles with steel piles, repairing bracing and fender systems, and recoating structural steel. It will also upgrade breasting dolphins, dock platforms, gangways, safety ladders, and cathodic protection systems, and demolish obsolete dock structures. Shore-side improvements include tank and piping repairs, and facility upgrades to maintain heating oil and ULSD distribution.
- **New London State Pier** – In 2025, the Connecticut Authority finalized close-out with Construction Manager-at-Risk Kiewit Infrastructure Co. for the construction project at State Pier.
  - **Fishermen Lease**  
The Authority has executed four leases with three commercial fishermen for the berthing of vessels at the New London State Pier. These lease agreements facilitate the occupancy of the pier by local fishermen for alternative use amid the Offshore Wind projects. The three fishing businesses contracted with the Authority are:
    - Out of Our Shell Enterprises LLC
    - Donna-May Fisheries LLC
    - Morrel Fisheries LLC
  - **Offshore Wind** - Marshaling and assembly of offshore wind components for the Revolution Wind Project is nearing completion at State Pier for the 704MW project that will provide clean, sustainable, wind-powered energy to power 350,000 homes for the state of Connecticut (304MW) and the state of Rhode Island (400MW). The Sunrise Wind Project will begin assembly of offshore wind components upon completion of the Revolution Wind Project. This is a 924 MWe facility and the installation of 84 wind turbines will be completed by the end of 2027.
  - **New London State Pier Shore Power Project** – In 2024, the Authority received a \$5.3M grant through the Environmental Protection Agency (EPA)’s Clean Ports Program: Zero-Emission Technology Deployment Competition for the New London State Pier Shore Power Project. Work on the project commenced in 2025, and included the execution of

a sub-contract award with Orsted Wind Power North America LLC; the issuing of a solicitation for engineering services for equipment specification, engineering and design, and installation and support for which Moffatt & Nichol was selected and has an active agreement as work progresses; a solicitation for the procurement and installation of a Mobile Cable Management System to provide shore power at State Pier with a selection anticipated before the end of the calendar year; and report submission to the EPA for the first reporting period of the project. In addition, Mintz + Hoke provides communication and marketing support for the project as it relates to community engagement. They created and implemented the Shore Power page on the Authority's website which features a contact form to field project related inquiries from the general public.

## **Board Action Summary**

### **January – March 2025**

In January, the Board welcomed new Connecticut Port Authority Executive Director Michael J. O'Connor. During the Board meeting, they accepted the Finance Committee's recommendation to approve the Q2 quarterly financial report for submission to the Office of Fiscal Analysis; accepted the Finance Committee's recommendation to adopt the Proposed FY 2025 Annual Operating Budget Modifications; authorized the submission of the Fiscal Year 2024 Annual Financial Report, pursuant to [C.G.S. § 1-123\(a\)](#), to the Governor and the Auditors of Public Accounts; approved and authorized the Executive Director to enter into an amendment for the renewal of a reimbursable agreement with the U.S. Department of Commerce and National Oceanic and Atmospheric Administration's (NOAA) National Ocean Service (NOS) Center for Operational Oceanographic Products and Services. The Office of State Ethics provided in-person annual ethics training for the Board and staff.

In March, the Board approved and authorized the adoption of a revision to the Connecticut Port Authority's Marine Pilots Procedures (as published in the Connecticut Law Journal [VOL. LXXXVI No. 33](#) on February 11, 2025) as recommended by the Connecticut Pilot Commission to eliminate the current requirement that newly-licensed pilots work under the auspices of Interport Pilots Agency, Inc., substituting instead a requirement that newly-licensed pilots work under the auspices of the Association of Connecticut State Pilots.

### **April – June 2025**

In April, the Board approved and authorized the Executive Director to negotiate and enter into an agreement for Communications and Marketing Services with Mintz + Hoke; and approved and authorized the Executive Director to execute and enter into an agreement for the procurement of services for the installation of additional fencing at the New London State Pier with Total Fence, LLC.

In May, the Board authorized the Executive Director to negotiate and enter into an agreement for Engineering Services for the New London State Pier Shore Power Project for which the Authority's share is \$600K and the federal grant is \$5.3M through the Environmental Protection Agency's ("EPA") Clean Ports Program; the Board accepted the Finance Committee's recommendation to approve the Q3 quarterly financial report for submission to the Office of Fiscal Analysis; the Board accepted the Finance Committee's recommendation and approved the Proposed Budget for Fiscal Year 2026; the Board accepted the Human Resources Committee's recommendations and approved the Schedule of Positions and Total Staffing Levels for the Fiscal Year ending June 30, 2025 and the Schedule of Positions and Total Staffing Levels for the Fiscal Year ending June 30, 2026.

In June, the Board accepted and approved a proposal to amend the Schedule of Positions and Total Staffing Levels to include a second Community Liaison position for the Fiscal Year ending June 30, 2026.

### **July – September 2025**

In July, the Board accepted the Finance Committee’s recommendation to approve the Q4 quarterly financial report for submission to the Office of Fiscal Analysis and approved the Quarterly Personnel Status Report for the period of April 1, 2025 – June 30, 2025 for submission to the Office of Fiscal Analysis.

In September, the Board approved a Memorandum of Understanding (MOU) between the Authority and Buckeye Terminal in Groton, which supports southeastern Connecticut in supplying home heating oil to the region as well as fueling ships in New London Harbor, with the Connecticut Port Authority listed as the Lead Applicant and Buckeye Terminals listed as the Joint Applicant on the Port Infrastructure Development Program (PIDP) federal grant application for a grant to support the infrastructure upgrades needed at Buckeye Terminal to ensure sustainable operations in the future and provide resilience to potential weather events.

### **October – December 2025**

In October, the Board welcomed new Board Member Harry Rilling, Mayor of Norwalk. The Board approved and authorized the Authority’s Executive Director to negotiate, execute and deliver a Settlement Agreement and Mutual Release by and between Kiewit Infrastructure Inc. and the Authority regarding the Construction Manager-at-Risk contract for improvements to the State Pier in New London.

In November, the Board welcomed new Board Member Sally Kruse, Executive Director of the New Haven Port Authority. The Board authorized acceptance of the FY 2025 Independent Audit, authorized the Executive Director to negotiate and enter into an agreement to renew the Authority’s insurance policy, authorized submission of the FY 2026 Q1 quarterly financial report to the Office of Fiscal Analysis, authorized submission of the quarterly Personnel Status Report to the Office of Fiscal Analysis, authorized the Executive Director to negotiate and enter into an agreement for a Mobile Cable Management System for the New London State Pier Shore Power Project, approved the 2025 Annual Operations and Projects Report pursuant to 15-31a(k) and 15- 31a(o) as written with the request that any amendments suggested by Board members and adopted by staff prior to submission are circulated to the Board, and approved the 2026 Regular Meeting Schedule of the Board and Committees as presented with any suggested edits from the Board accepted by the staff to be circulated to the Board prior to the end of the calendar year.

In December, the Board held its Annual Public Hearing in accordance with [C.G.S. § 15- 31a\(n\)](#), to “evaluate the adequacy of the State’s maritime policies, facilities and support for maritime commerce and industry”. The Annual Public Hearing was well-attended and well-received, with several members of the public making comment and thanking the Authority for their efforts and support. Executive Director Michael O’Connor gave a presentation that provided a review of 2025 and an overview of priorities for 2026. Chairman of the Board Paul Whitescarver noted that it was a successful year for the Authority in its mission to grow the State’s maritime economy, with a positive outlook to the year ahead.

## Connecticut Pilot Commission Summary

Foreign-flag vessels and American vessels engaged in international trade calling at Connecticut ports or transiting the Connecticut waters of Long Island Sound are required by Connecticut law to take aboard a state-licensed pilot. [Conn. Gen. Stat. sec. 15-15](#). These pilots are highly skilled and experienced in ship handling and navigation and have up-to-date knowledge about local hazards to navigation, tides and current, communications and vessel traffic. Connecticut's compulsory pilotage requirements reflect a near-universal practice in international maritime commerce (including all U.S. coastal states), in which ocean-going vessels are required to take local pilots aboard prior to entering ports or navigating in restricted waterways.

In Connecticut, the Port Authority ("Authority") is empowered to regulate marine pilotage, including the licensure, conduct and duties of pilots as necessary to ensure public safety and the protection of the environment. [Conn. Gen. Stat. ch. 263, sec. 15-13](#). Like all coastal U.S. states, Connecticut does not permit competition for pilotage services. Instead, state statutes authorize the Authority to limit the number of pilotage licenses issued, establish pilotage rates and prohibit pilots from offering competitive pilotage services under their state licenses.

Pursuant to [Conn. Gen. Stat. sec. 15-13c](#), the Pilot Commission ("Commission") is charged with assisting and advising the Authority on matters relating to pilotage. The nine members of the Commission are appointed by the Governor and various legislative leaders to represent a broad spectrum of business, maritime, legal and environmental interests. The Commission also includes the Executive Director of the Authority (or designee) and an elected representative of the Connecticut-licensed pilots. The Commission currently includes members with expertise in admiralty law, interest in environmental protection, experience in port and vessel operations and service as Merchant Marine and Navy officers.

The Authority maintains *Marine Pilots Procedures* ("Procedures") which set-out criteria for the qualification, selection and training of pilot applicants; physical examinations of pilots; the reporting of marine incidents; the suspension or revocation of pilot licenses; the conduct of pilots; pilotage rates; the establishment of stations for the boarding and disembarking of vessel and the operation of a pilot rotation system. These Procedures, which have been amended by the Authority from time-to-time, were formerly regulations of the Connecticut Department of Transportation and were adopted by the Authority as its procedures as of July 1, 2016 under [Conn. Gen. Stat. 15-15a](#).

Pursuant to the Federal Boundary Waters Act, [46 U.S.C. sec. 8501\(b\)](#), Connecticut and New York share authority to regulate pilotage on Long Island Sound. The Boundary Waters Act entitles New York-licensed pilots to pilot ships to all Connecticut ports and Connecticut-licensed pilots to pilot ships to New York ports on Long Island Sound. Accordingly, the Commission and the Authority work closely with the Board of Commissioners of Pilots of the State of New York ("NY Board") to coordinate the regulation of pilotage on Long Island Sound. The two states are party to a 1999 Memorandum of Agreement and a 2004 Governing Document (the "NY/CT MOA") which controls many aspects of pilotage in Long Island Sound.

The Commission and the Authority also maintain an active working relationship with the U.S. Coast Guard, which regulates many aspects of merchant vessel operations, including the licensure of pilots.



Connecticut-licensed pilots must obtain and maintain an underlying U.S. Coast Guard-issued federal pilotage endorsement as a prerequisite for the issuance of a Connecticut pilotage license. [Conn. Gen. Stat. ch. 263, sec. 15-13](#). Under federal law, certain U.S. flag vessels engaged in domestic voyages (“enrolled vessels”) and public vessels are not subject to compulsory state pilotage. Pilotage of enrolled vessels and public vessels is regulated by the U.S. Coast Guard. Connecticut-licensed pilots may (and commonly do) pilot these vessels under the authority of their federal pilotage endorsements. When piloting enrolled vessels or public vessels under a federal pilotage endorsement, these pilots are not subject to regulation by the Authority.

### **Pilotage Rates**

Pursuant to [CGS 263 sec. 15-14](#), as amended by [PA 15-5](#), the Authority is obligated to set pilotage rates. The Commission is charged with advising the Authority on “the establishment of fair and reasonable rates of pilotage . . . including establishment of a hearing process for the setting of fair and reasonable rates of pilotage.” ([CGS 263 Sec. 15-13c as amended](#)). In analyzing pilotage rates, the Commission seeks to balance a desire to keep Connecticut ports competitive with a rate structure that should fairly compensate pilots, justify the substantial capital investment required to acquire, maintain and operate pilot boats and provide for the costs of training and safety equipment. The NY/CT MOA entitles Connecticut and New York to separately set pilotage rates for those pilots operating under their respective authority, but recognizes that it is highly desirable for the two states to maintain identical rate structures. Thus, the Commission and the NY Board, which is required to seek legislative approval of certain components of pilotage rates, have sought to coordinate any change in rates.

A 5-year pilot tariff rate schedule approved by the Authority’s Board became effective January 1, 2023 and remains in effect (<https://ctportauthority.com/wp-content/uploads/2024/04/Rates-of-Pilotage-Procedures-2022.pdf>). This rate schedule is currently identical to the rate schedule administered by the NY Board.

### **Pilotage Training and Safety Equipment Fund**

Since 2013, the pilot tariff rate schedule has included a pilot training and safety equipment surcharge of \$25 per pilot boat transit. This fee is accumulated and ultimately distributed to the pilots for continuing training and safety equipment expenses on a reimbursable basis.

### **Joint Rotation Operation**

Pursuant to the NY/CT MOA, participation in a joint rotation is mandatory for both Connecticut-licensed pilots and New York-licensed pilots working in the Long Island Sound, including all adjacent Connecticut and New York ports. Vessels requiring pilots in the Long Island Sound must contact a Joint Rotation Administrator (“JRA”) to arrange for the scheduling of pilot services. Under the NY/CT MOA, 70% of pilotage assignments are allocated to Connecticut-licensed pilots and 30% is allocated to New York-licensed pilots.

The JRA is responsible for scheduling and dispatching pilots, collecting pilotage and related fees, paying expenses (including pilot boat costs) and distributing revenues among the pilots. The JRA is currently Sound Pilots, Inc. (d/b/a Block Island Pilots), selected by agreement between CT and the NY Board. The operation of the joint rotation and the JRA is overseen by a Rotation System Executive Board (“RSEB”), consisting of three Connecticut-licensed pilots and three New York-licensed pilots.

As is the common practice in the maritime industry, the eight currently-licensed Connecticut pilots are self-employed professionals. Although self-employed, the Connecticut-licensed pilots operate through an association formed for the purpose of allocating pilotage work among themselves, the Association of Connecticut State Pilots (“Association”). The Association is charged with providing administrative and accounting services, conducting the training and evaluation of apprentice pilots and contracting for the operation of pilot boats.

### **Apprenticeship and Training**

Connecticut statutes require the Authority to license the appropriate number of pilots which it deems necessary and finds to be qualified. [Conn. Gen. Stat. sec. 15-13\(a\)](#). When the Authority, with the advice of the Commission, determines that the licensure of a new pilot is necessary, the Authority’s *Marine Pilots Procedures* include a process for the evaluation and selection of apprentice pilots to participate in a Pilot Training Program (“Program”). The evaluation and selection of apprentice pilots includes the solicitation of candidates, the scoring of applications on a point system based upon particular qualifications, the administration of a written examination and the conduct of a personal interview by members of the Commission. Upon completion of this process, the Commission is tasked with providing the Authority with a list of qualified applicants in rank order for its consideration in the appointment of an apprentice pilot. Once appointed by the Authority, an apprentice pilot is required to complete specific training under the supervision of currently-licensed Connecticut pilots. The curriculum for the Program, as set out in the Procedures, includes ship handling, use of tugs, weather, vessel traffic management, Bridge team management, local knowledge and aids-to-navigation, computer-based navigation, pilot boat operation and safety, use of vessel traffic services and port security and safety. Upon completion of the Program and upon the recommendation of the Commission, an apprentice pilot is eligible for licensure by the Authority.

As set forth in the Summary below, apprentice pilots Captain Robert McCollom and Captain Matthew Butcka completed the Program during 2025 and were subsequently licensed by the Authority to serve as pilots upon the recommendation of the Commission. With the appointment of these two pilots, neither the Association nor the Commission anticipate any need for additional apprentices to enter the Program in 2026. The Program continues to be under review by a working group of the Commission, which is considering making recommendations to the Authority regarding amendments to the evaluation, selection and training of apprentice pilots.

### **Investigations of a Marine Incident**

During calendar year 2025 there were no maritime incidents or casualties requiring review or investigation by the Commission. [Connecticut General Statutes 15-13c \(g\)](#) assigns the Commission responsibility of conducting a review and investigation of any marine incident or casualty, as well as conducting hearings to determine the causes of any such incident. As a result of any investigation, the Commission is to make recommendations on disciplinary measures to the Authority.

### **Commission Action Summary**

#### **January – March 2025**

In January, the Connecticut Pilot Commission (“Commission”) welcomed Paul Liistro as a new member of the Commission pursuant to a legislative appointment. Michael O’Connor was also appointed as the new Executive Director of the Authority in January, and subsequently designated Paul Whitescarver,

CAPT, USN (Ret) and Chairman of the Board of Directors of the Connecticut Port Authority, to the seat on the Commission designated for the Executive Director of the Authority. Mr. O'Connor noted that he would continue to be involved and attend Commission meetings.

Also in January, the Commission voted unanimously to retract its September, 2023 recommendation that the Authority delete a requirement in Section III (c) of its *Marine Pilots Procedures* that newly-licensed pilots work under the auspices of Interport Pilots Agency, Inc. Instead, the Pilot Commission recommended that Section III (c) of the Procedures be revised to require that newly-licensed pilots work under the auspices of the newly-formed Association of Connecticut State Pilots. This change was the result of considerable stakeholder feedback regarding the September, 2023 recommendation and represents a consensus which accommodates the concerns of the Commission, the Connecticut-licensed pilots and the maritime industry. It was anticipated that the new entity would serve as an umbrella organization for the Connecticut-licensed pilots, assuming responsibility for supervising the training and evaluation of apprentice pilots appointed by the Authority, consistent with the Procedures. The Association would also undertake to adhere to the terms of the 1999 Memorandum of Agreement and the 2004 Governing Document.

In March, the Board acted upon the Commission's recommendation by approving the adoption of a revision to the Authority's Marine Pilots Procedures (as published in the [Connecticut Law Journal Volume 86 No. 33](#) on February 11, 2025) to eliminate the current requirement that newly-licensed pilots work under the auspices of Interport Pilots Agency, Inc., substituting instead a requirement that newly-licensed pilots work under the auspices of the Association of Connecticut State Pilots.

Also in March, the Commission provided the Authority with a ranking of candidates for appointment as an apprentice pilot and a recommendation that Captain Matthew Butcka be appointed as an apprentice Connecticut State Marine Pilot. Authority Executive Director Michael O'Connor subsequently appointed Captain Matthew Butcka as an Apprentice Connecticut State Marine Pilot and training commenced.

#### **April – June 2025**

In April, the Commission welcomed Captain Kyle Butler as a new member of the Commission by virtue of his election by the majority of the Connecticut-licensed pilots to replace Captain Michael Peszke. The Commission also reviewed documentation and evaluations submitted by Captain Robert McCollom, an apprentice pilot, in support of his application for licensure as a Connecticut state pilot. The Commission found that Captain McCollom had satisfactorily completed the Program as well as all requirements for licensure under the Procedures and recommended to the Authority that Captain McCollom be licensed to serve as a Connecticut State Marine Pilot in the following ports and waters: (1) CT State and Boundary Waters of Long Island Sound East of Stratford Shoals; (2) NY/CT Memorandum of Agreement Waters of Block Island Sound and Long Island Sound, East of Stratford Shoals; and (3) New Haven Harbor. Connecticut Port Authority Executive Director Michael O'Connor subsequently accepted this recommendation and issued a State of Connecticut Marine Pilot License to Captain McCollom.

In June, the Commission reviewed documentation and evaluations submitted by Captain Sean Meade in support of an application for an extension-of-route for Bridgeport Harbor. The Commission determined that Captain Meade had satisfied all requirements for an extension-of-route and made a recommendation to the Authority to that effect. Authority Executive Director Michael O'Connor subsequently accepted that recommendation and issued an amended State of Connecticut Marine Pilot License to Captain Sean Meade in June.

### **July – September 2025**

In September, the Commission reviewed documentation and evaluations submitted by Captain Matthew Butcka, an apprentice pilot, in support of his application for licensure as a Connecticut state pilot. The Commission found that Captain Butcka had satisfactorily completed the Program as well as all requirements for licensure under the Procedures and recommended to the Authority that Captain Butcka be licensed to serve as a Connecticut State Marine Pilot in the following ports and waters: (1) CT State and Boundary Waters of Long Island Sound East of Stratford Shoals; (2) NY/CT Memorandum of Agreement Waters of Block Island Sound and Long Island Sound, East of Stratford Shoals; (3) New Haven Harbor; and (4) New London Harbor. Connecticut Port Authority Executive Director Michael O'Connor subsequently accepted this recommendation and issued a State of Connecticut Marine Pilot License to Captain Butcka.

### **October – December 2025**

In November, there was discussion regarding the Marine Safety Information Bulletin provided by the United States Coast Guard (USCG) regarding “Suspension of All Coastal Buoy Modernization Proposal Comment Collection and Activities Pending Further Aids to Navigation (ATON) System Analysis” (<https://www.news.uscg.mil/Press-Releases/Article/4325188/us-coast-guard-suspends-coastal-buoy-modernization-in-the-northeast/>).

In December, the Commission received updates from CDR Hanson and LT Chapman (USCG), received an update from the pilots including recent trainings and anticipated training needs for the coming year, received updates from Authority Executive Director Michael O'Connor including updates on dredging and navigation, discussed the letter submitted by Senator Somers' office inquiring about administration of the apprentice pilot exam and approved the Commission's 2026 Public Meeting Schedule. A working group of the Commission met following the Commission meeting to discuss potential revisions to Connecticut Port Authority Marine Pilot Procedures, Section III – Qualifications, Selection and Training for New Applicants for a License as a Connecticut State Marine Pilot.

## **II. Description of the projects undertaken by the Authority in Calendar Year 2025**

### **New London Admiral Harold E. Shear State Pier Infrastructure Improvements Project**

#### **Project Overview**

The New London State Pier (NLSP) redevelopment is complete and the pier is fully operational in support of the off-shore wind industry. The Authority continues to earn revenue through its contract with its terminal operator Gateway New London and partner Ørsted Wind Power North America, LLC (Formerly NEO) which brought in a combined amount of \$3.5M for FY2025.

A list of major operational projects at the State Pier and their status include:

- South Fork Wind: 12 Turbines (132MW): State of New York: Complete
- Revolution Wind: 65 Turbines (704MW): State of Connecticut (304 MW); State of New York (400MW): 80% Complete
- Sunrise Wind: 84 Turbines (880/924MW): State of New York: Commencing 2026

A temporary halt in operations for Revolution Wind was experienced during the period August 22, 2025 to September 22, 2025 resulting from a stop work order issued by the Bureau of Ocean Energy Management. With a preliminary injunction granted, work at the pier recommenced. The Revolution Wind project nears completion when on August 29, 2025 the U.S. Department of Transportation withdrew or terminated \$679 million in federal funding from 12 other offshore-wind port and logistics projects across the U.S. as part of an infrastructure re-prioritization. These developments leave NLSP in a comparatively strong position. Its newly built heavy-lift and deep-water capabilities make it far more versatile than a wind-only facility, allowing it to handle large industrial cargo, subsea cables, and offshore infrastructure work. Located near the U.S. Navy Submarine Base and Electric Boat, the pier is also well suited for defense, shipbuilding, and major construction logistics. With competing East Coast ports losing funding, State Pier now stands out as one of the few fully operational heavy-lift terminals in the Northeast. It is uniquely positioned to stay active and economically valuable even as offshore-wind activity fluctuates.

The Port Authority continues to hold talks with its partners Ørsted and Enstructure/ Gateway New London in keeping abreast of the changing landscape and planning ahead for future business opportunities for the State Pier. The pier was renovated to ensure it had the ability to manage offshore wind components. The work also positions the pier to handle many different types of cargo such as bulk and break-bulk operations and can accommodate roll-on/roll-off or lift-on/lift-off scenarios. Rail is available at the pier and can be utilized depending on regional and customer needs. The lease agreement with Ørsted is for ten years and runs through 2033.

#### **Construction Update**

Following substantial completion of the New London State Pier in June 2024, the Authority oversaw the completion and disposition of outstanding punchlist items and

the closeout of contracts in 2025. The Construction Manager-at-Risk (CMR), Kiewit Infrastructure completed remediation work on the south wall transport corridor to meet contract requirements and provided extensions for the toe wall fenders to support future potential ship docking configuration needs.

The Authority issued its Certificate of Final Acceptance on October 20, 2025 and Certificate of Substantial Completion on October 21, 2025 with regards to the upgrades to the New London State Pier. The contract between the Authority and its CMR Kiewit Infrastructure was closed and paid in full on October 22, 2025.

#### **EPA Clean Ports Program: Zero-Emission Technology Deployment Competition New London State Pier Shore Power Project**

The EPA Clean Ports Program grant, which was awarded on December 18, 2024 to the Authority in collaboration with its tenant Gateway New London and sublessee Ørsted for the construction and installation of mobile shore power at New London State Pier ("NLSP") is progressing as scheduled. The project aims to reduce the carbon footprint of port operations as well as decrease health risks and noise pollution for workers. The Authority was successful in the completion of major milestones which contribute to the fulfilment of the project's scope of work.

The Authority executed a sub-award agreement with Ørsted Wind Power North America, LLC on June 2, 2025 with effect from January 1, 2025 for the provision of support services on the NLSP Shore Power Project inclusive of project management, permitting & compliance, engineering and technical support.

The Authority contracted with Mintz + Hoke on May 14, 2025 for Community Engagement services related to the project. This includes increasing awareness, facilitating public education and providing progress notifications in support of the project. Mintz + Hoke developed the webpage dedicated to this project ([ctportauthority.com/shore-power/](https://ctportauthority.com/shore-power/)). The firm also produced a one-page summary of the project to date that is on display at the Authority's headquarters and has and will be distributed at conferences and meetings by Authority team members, including:

- Connecticut Maritime Heritage Festival
- Junior Achievement Career Exploration Day in Bloomfield
- Council of Small Towns Annual Meeting
- Connecticut Conference of Municipalities

The Authority executed a Professional Services Agreement (PSA) with Moffatt and Nichol (M&N) on June 11, 2025 after its successful proposal in response to the Authority's RFP for Engineering Services posted on March 5, 2025. M&N prepared the technical specification for the design of the Mobile Cable Management System (MCMS). A Request for Proposals (RFP) for the manufacture and installation of the mobile cable management system (MCMS) was issued on September 9, 2025. The original deadline for submission of proposals was extended from October 10, 2025 to October 24, 2025 to allow potential bidders to perform a site visit. At the Special Meeting of the Connecticut Port Authority Board of Directors held on November 18, 2025, the Board

authorized the Executive Director to negotiate and enter into an agreement for a Mobile Cable Management System for the New London State Pier Shore Power Project.

## **Statewide Small Harbor Improvement Projects Program (SHIPP)**

The mission of the Authority is to grow the state's maritime economy by investing in its ports and harbors to maximize their economic potential. The Small Harbor Improvement Projects Program (SHIPP) was created to support this mission.

At its October 15, 2024 Board Meeting, the Authority selected seventeen (17) projects spanning fourteen (14) municipalities for submission to the State Bond Commission (Bond Commission) representing the fourth round of SHIPP. This Request for Funding amounted to \$10,352,918 in funds to be issued. The Bond Commission approved funding for SHIPP Round 4 at its April 11, 2025 meeting for the full funding amount. Grantees were notified of the Bond Commission's approval and provided grant agreements for execution. Some municipalities were in a position to commence projects thereafter.

Initiated in 2017, the four (4) rounds of the SHIPP grants have resulted in excess of \$22 million dollars being granted to 49 projects spanning 30 municipalities in the state of Connecticut. The result is a safer, more navigable, and better accessed coastline for all.

A summary of previous SHIPP grants is shown below:

<b>SHIPP</b>	<b>Authorization Date</b>	<b>Number of Municipalities</b>	<b>Number of Projects</b>	<b>Amount Funded</b>	<b>Amount Expended</b>
Round 1	11/29/2017	16	16	\$4,011,650	\$3,435,028
Round 2	4/16/2021	6	8	\$2,956,200	\$1,463,834
Round 3	4/06/2023	6	9	\$5,043,856	\$754,568
Round 4	4/11/2025	14	17	\$10,352,918	\$0.00

On June 23, 2025, [Public Act 25-65](#) was enacted which amended the language for SHIPP to include private entities in the applicant pool. In response to this expansion, the Authority sought to update SHIPP's Policies and Procedures. An initial draft was published in the Connecticut Law Journal [VOL. LXXXVII No. 7](#) on August 12, 2025 for a 30-day comment period. Public comments and further discussion by the SHIPP subcommittee resulted in an updated version of the Policies and Procedures language that was published in the Connecticut Law Journal [VOL. LXXXVII No. 23](#) on December 2, 2025 with comments due by January 5, 2026.

[Public Act No. 25-65](#), "Sec. 33. Section 13b-55d of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2025*):

(a) As used in this section, "small harbor" means any harbor in the state not under the authority of the Connecticut Port Authority.

(b) The Connecticut Port Authority, established under section [15-31a](#), shall establish a competitive grant program to be known as the small harbor improvements projects grant program. Such program shall provide funding to municipalities and private entities for small harbor improvement projects for purposes of improving the

economy and infrastructure of the state. Such projects may include federal and nonfederal dredging projects in small harbors and private maritime infrastructure projects in small harbors, provided all applicable permits and authorizations are obtained before such private maritime infrastructure projects receive any such grant award. With regard to federal and nonfederal dredging projects, grants may be awarded to (1) support, in full or in part, local and state matching requirements for such projects; (2) cover the incremental costs associated with applicable environmental regulatory requirements or management practices, including beneficial use; (3) cover part or all of the costs of such projects in the absence of adequate federal funds; and (4) provide reimbursement for such projects that were approved by the authority for funding or that commenced prior to the disbursement of such funds due to time considerations that impacted the flow of commerce at such small harbor.”

To expedite and streamline SHIPP grant procedures, the Authority submitted a Request for Funding to the State Bond Commission for all available SHIPP funds in August 2025. This Request for funding is on the Bond Commission’s Agenda for an 18 December 2025 special meeting. If approved, this will allow funding to be in hand prior to the release of the next round of SHIPP which would have an anticipated Request for Applications release date in Quarter 1 of 2026.

#### **Statewide      Establishment of a Connecticut Dredging Team**

A technical workgroup was established to assist participants in exchanging information and to streamline interaction with federal agencies. The workgroup is housed within the Connecticut Department of Energy and Environmental Protection (CT-DEEP) and is co-chaired by the Authority. Members include representatives from U.S. Environmental Protection Agency (EPA), Region 1; U.S. Army Corps of Engineers (USACE), North Atlantic Division; and the Connecticut Marine Trades Association, Connecticut Harbor Management Association; deep draft harbor port authorities (New Haven, New London, Bridgeport); consultants (dredging community); legislative contacts (state and federal); environmental groups; and local harbor management commissions.

The Long Island Sound Regional Dredging Team was formed and has representatives from USACE, EPA Regions 1 and 2, National Oceanic and Atmospheric Administration (NOAA), National Marine Fisheries Service, New York Department of State, New York Department of Environmental Conservation, Connecticut Department of Energy and Environmental Protection, Connecticut Port Authority and the Rhode Island Coastal Resources Management Council.

#### **Dredging Team Purpose/Goals:**

1. Provide a forum for State and Federal agencies to strategize and resolve issues related to the management of dredged material from the coastal waters of CT and Long Island Sound (LIS).
2. Reduce the reliance on open water disposal of dredged materials in LIS; promote beneficial use; seek lower cost alternatives to off-site disposal facilities for marginally contaminated sediments.
3. Enhance early planning and evaluation of information on dredged material placement alternatives submitted for projects to review under the LIS site designation rule.



4. Consider and plan for the reduction/mitigation of source of contamination in dredged sediment and contaminant source reduction from existing point source and nonpoint source water pollution.
5. Identify necessary ways to address obstacles; address regulatory issues including testing requirement standards.
6. Address management issues for open water disposal.
7. Address the requirement to resume production of an annual LIS Dredge Material Management Plan progress report to track dredge material beneficially reused vs. disposed of at open water sites.

#### **Planning Assistance to States Study – Dredging**

The US Army Corps of Engineers and the Authority executed a partnership cost-sharing agreement in March 2023 and later amended the agreement in September 2024 to conduct detailed investigations that were beyond federal cost share capabilities. The study team has inventoried and assessed current and future dredging needs of non-federal entities in Connecticut, updated the non-federal dredging needs data from the 2015 Long Island Sound -Dredge Material Management Program, identified priority placement sites, scoped work for detailed investigations, begun to conduct stakeholder outreach and is currently conducting resource surveys and inventorying bathymetric conditions at priority placement sites. Public meetings with stakeholders to communicate plans and obtain feedback will begin in the first quarter of 2026. The final plan is on track for completion by December 2026.

#### **Bridgeport      Federal Navigation Project – Dredging of Black Rock Harbor & Bridgeport Harbors**

The Bridgeport Harbor Channel will enter the design phase in 2026. It is estimated that a non-federal share payment of \$600,000 will be required to support this project by March of 2026. As the material is contaminated, a Confined Aquatic Discharge Cell (CAD) will be constructed during the 2027 dredge season. It will take two seasons to construct the CAD cell and channel dredging will occur in the fall of 2029. The non-federal share of this work scope will be approximately \$24 million.

The Black Rock Channel will enter the design phase in 2027. It is estimated that a non-federal share payment of \$800,000 will be required to support this project by March of 2027. As the material is contaminated, a Confined Aquatic Discharge Cell (CAD) will be constructed during the 2028 dredge season. It will take two seasons to construct the CAD cell and channel dredging will occur in the fall of 2030. The non-federal share of this work scope will be approximately \$20 million.

#### **New Haven      Federal Navigation Channel Deepening – Dredging**

[Public Act 20-1, Section 32\(j\)](#) authorized bonds for Improvements to Deep Water Ports, Including Dredging. These funds were requested to finance New Haven Harbor Dredging and Navigational Improvements Design Component. On January 3, 2023, the Connecticut Port Authority signed a Design Agreement in the amount of \$3.92M with the US Army Corps of Engineers' New England District (USACE) for the Improvement of the New Haven Harbor Federal Navigation Project. The Project includes the deepening of the main shipping channel and turning basin from 35-ft deep to the congressionally

authorized 40-ft deep below mean lower low water (MLLW). The design is expected to take approximately two (2) years to complete and will incorporate state-of-the-art ship simulations, subsurface exploration and geotechnical borings, and development of several beneficial use of dredged material areas within the harbor. Approximately 4.3 million cubic yards of sediment and rock will be removed over a two (2) year period starting the fall 2026 when time-of-year restrictions allow. The project will improve safety for the maritime community and allow larger vessels to call on the terminals within New Haven.

In advance of the start of the expected improvement project the navigation channel has had maintenance dredging performed in October of this year. This removed 850,000 cubic yards of material to eliminate the need for lightering ship contents and holding for high tide, support safe navigation and to prepare for the improvement project.

#### **New London    Pier No. 7 Fort Trumbull State Park**

The Authority concluded its engagement with GZA Geo Environmental, Inc., in August 2025 when GZA shared their final 100% design solutions for repairs and modifications to the structure of Pier 7 located within Fort Trumbull State Park in New London.

Pier 7 was constructed in 1965 by the Navy and is now owned and operated by the State of Connecticut. To advance the growth of the State's maritime economy, the ultimate objectives are to improve the efficiency of current operations, provide services to support the U.S. Coast Guard and Navy vessels, and provide safe docking for large scale public events, such as the Connecticut Maritime Heritage Festival.

The goal of the project is to rehabilitate Pier 7 to improve its existing infrastructure. The proposed improvements will enable continued use as a "port of call" by U.S. Navy and U.S. Coast Guard vessels, including the accommodation of the U.S. Navy's Amphibious Transport Dock Class Vessel (LPD) during community and public events.

The Authority began hosting monthly meetings in January 2024 with stakeholders of the Fort Trumbull Pier 7 Rehabilitation Project in order to complete the design phase. Following a gap in meetings after October 2024, meetings resumed in August 2025 between all parties interested in rehabilitating Pier 7. All parties indicated an interest in rehabilitating the pier before significant deterioration occurs within 5-10 years. To expedite this process, the Authority and the Connecticut Department of Energy and Environmental Protection (DEEP) are currently engaged in discussions around establishing a Memorandum of Understanding (MOU). The intention of the MOU is to allow the Authority to actively engage in the fundraising and oversight of the rehabilitation of Pier 7 while DEEP remains as the owner of the site. It is anticipated that this will be fully executed by January 2026 and a project manager will be hired by the Authority to begin identifying potential funding sources.

**III. Description of the Authority's finances, including operating and financial statements**

See [CONNECTICUT PORT AUTHORITY - AUDITED FINANCIAL STATEMENTS - FY2025](#)

**IV. List of projects which, if undertaken by the state, would support the state's maritime policies and encourage maritime commerce and industry**

Coordinate the dredging of all of Connecticut's 30 federal navigation channels in the next five (5) years. With the exception of New Haven, Stoney Creek in Branford, and the lower Thames River channel each channel has dredging needs and is the responsibility of the USACE. The Authority will coordinate with USACE to prioritize, plan and schedule the dredging of each project with a goal of completing the work by 2031. Where budget limitations for USACE prevent the needed work to proceed, the Authority will work with federal partners to determine if the budget can be improved. In general, USACE covers the cost of maintenance dredging in all federal navigation projects. Where a channel is found to have contamination necessitating the special handling of the dredged material, the cost of disposal is the responsibility of the non-federal sponsor. In this case that sponsor is the State of Connecticut.

Maximize the use of Long Island Sound, Connecticut's rivers, and available rail connections to move freight. The Authority will work with stakeholders to determine where there are opportunities to bring freight from other ports to Connecticut by sea. This will reduce the need to move freight over highways, reduce highway congestion, and limit wear on critical infrastructure, while making transportation more efficient and cost effective for Connecticut businesses. Local partners will be consulted to enhance shipping in Connecticut and nearby ports in New York and New Jersey will be engaged to determine the scope of the freight under consideration. Opportunities to move freight by rail from ports will be investigated.

**PIDP Grant Application for Buckeye Terminal in Groton**

- The Authority and Buckeye entered into a Memorandum of Understanding, effective September 10, 2025 for the application of a Port Infrastructure Development Program (PIDP) grant administered by Maritime Administration (MARAD). The application is in response to Notice of Funding Opportunity (NOFO) MA-PID-25-001, the final version of which was released by MARAD on May 2, 2025. The Authority is the lead applicant for the grant with Buckeye serving as the joint applicant for the project titled "Groton Marine Infrastructure Improvement Project". The grant application was submitted on September 10, 2025 and the notification of award for successful grant recipients is anticipated to be issued by December 31, 2025.
- The goal of this safety improvement project is to rehabilitate and make necessary upgrades at Buckeye's Groton terminal on the Thames River to continue port distribution of home heating oil and ultra-low sulfur diesel in the region. The project's primary dock upgrades include replacing timber piles with steel piles, repairing bracing and fender systems, and recoating structural steel. It will also upgrade breasting dolphins, dock platforms, gangways, safety ladders, and cathodic protection systems, and demolish obsolete dock structures. Shore-side improvements include tank and piping repairs, and facility upgrades to maintain heating oil and ULSD distribution.

**Statewide Projects**

- Property Acquisition(s) and Upgrades to Deepwater Ports
- Port Studies and/or Master Plans

## **V. Recommendations for improvements to existing maritime policies, programs and facilities**

With respect to recommendations for improvements to existing maritime policies, programs, and facilities, at this time the Authority recommends increased dredging. Dredging creates less likelihood for shoreline erosion and protects against the effects of sedimentation, which is important for infrastructure projects (creating space to construct dams or bridges), enables ships to pass through waterways safely, and is an environmentally important practice by reducing pollutants in our waters. The Authority will work with regulators, environmental groups, USACE, and surrounding states to facilitate progress on the state's highest priority dredging areas.

As such, in the 2026 calendar year, the Authority recommends progressing the following federal dredging projects in the following waterways:

1. New Haven Harbor Improvement Project
2. Bridgeport Harbor
3. Branford Harbor
4. Greenwich

## **VI. Recommendations for legislation to promote the authority's purpose**

- Small Harbor Improvement Program continuation and funding - The current authorization for SHIPP grants does not extend past FY26. Action is needed to continue to support Connecticut's maritime community with funds to improve safety, resiliency, and access in and around the state's small harbors. Recent legislative changes streamlined the execution process for issuing grants which makes the program repeatable. It is recommended that a recurring investment into our communities be done with current budget dollars rather than bonding projects each year therefore a line item in the annual budget is appropriate. The amount of funding should be increased above its current authorization to ensure project costs can be accommodated with grant funds.
- Upgrade [Connecticut General Statue § 15-13](#) by eliminating the pilot licensing and renewal fees to be consistent with contemporary maritime regulatory practices and enhance Connecticut's competitiveness. This has no adverse fiscal consequences since the cost to administer is low and adequately covered by other associated fees that are in place. This revision would simplify administration, align the statute with regional norms, and allow oversight to remain focused on the essential elements of safety and competence.
- This report is a joint report which incorporates CGS § 15-31a(k) and CGS § 15-31a(o). We propose amending the legislation to combine these reports into one report that annually would be due on January 31<sup>st</sup> of the following calendar year.
  - Current language is as follows:
    - [Pursuant to CGS § 15-31a\(k\)](#)<sup>3</sup>, "[o]n or before December fifteenth of each year, the board shall report, in accordance with the provisions of section [11-4a](#), to the Governor and the joint standing committees of the General Assembly having cognizance of matters relating to transportation, commerce and the environment, summarizing the

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<sup>3</sup> See also [Public Act 15-5 § 1\(k\)](#)

*authority's activities, disclosing operating and financial statements and recommending legislation to promote the authority's purposes."*

- **Pursuant to CGS § 15-31a(o)**, as modified in 2021 by [Public Act 21-179](#), "[o]n or before January 1, 2022, and annually thereafter, the board of directors shall submit a report, in accordance with the provisions of section [11-4a](#), to the Governor and the joint standing committee of the General Assembly having cognizance of matters relating to transportation. Such report shall include, but need not be limited to: (1) A description of the projects undertaken by the authority in the preceding year; (2) a list of projects which, if undertaken by the state, would support the state's maritime policies and encourage maritime commerce and industry; (3) a description of the authority's finances; (4) recommendations for improvements to existing maritime policies, programs and facilities; and (5) recommendations for legislation to promote the authority's purpose." <sup>4</sup>
- Proposed language is as follows:
  - *On or before January 31, 2027, and annually thereafter, the board of directors shall submit a report, in accordance with the provisions of section [11-4a](#), to the Governor and the joint standing committees of the General Assembly having cognizance of matters relating to transportation, appropriations, economic development and the environment. Such report shall include, but need not be limited to: (1) A summary of the Authority's activities in the preceding calendar year (2) A description of the projects undertaken by the Authority in the preceding calendar year; (3) A description of the Authority's finances, including operating and financial statements (4) A list of projects which, if undertaken by the state, would support the state's maritime policies and encourage maritime commerce and industry; (5) Recommendations for improvements to existing maritime policies, programs and facilities; (6) Recommendations for legislation to promote the Authority's purpose.*

By adopting the proposed change, it would reduce duplicative reporting, streamline the reporting process and alleviate administrative burden.

We thank you for considering our recommendations as stated above.

**Approved by the Connecticut Port Authority Board of Directors with modifications at the Special Meeting on November 18, 2025.**

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<sup>4</sup> <https://www.cga.ct.gov/2025/act/pa/pdf/2025PA-00168-R00HB-07287-PA.pdf> "Sec. 53. Subsection (o) of section 15-31a of the general statutes is repealed and the following is substituted in lieu thereof (*Effective from passage*)" June 30, 2025