THE NEW YORK HARBOR OPERATIONS AND SAFETY COMMITTEE
AND
NEW YORK AND LONG ISLAND SOUND AREA MARITIME SECURITY
COMMITTEES

The committees, chartered by the United States Coast Guard, with a diverse membership within the Port of New York and Long Island Sound maritime communities, meet regularly to discuss important maritime industry-government issues affecting port and waterway operations, safety and security. The Board’s Executive Director, Frank W. Keane, serves as a member and Board representative. The Committees have played key roles in tackling complex issues and in helping to find practical ways to approach and solve operating and safety problems as advisors to the United States Coast Guard.

PILOTAGE RATES

The Board’s authority to recommend pilotage rates to the Legislature for vessels arriving at or departing from the Port of New York/New Jersey as contained in Section 87, Paragraph 6 of the Navigation Law, expired in 1995. The Board retains authority to establish intermediate rates for other services, as well as to review and establish surcharges for:

- Sandy Hook Capital Construction Fund: Implemented in 1999, reviewed/adjusted annually;
- Sandy Hook Pension Fund: Implemented in 1995, reviewed/adjusted quarterly;
- Hudson River Pilot Station and Communications Fee: Implemented in 1998, reviewed/adjusted annually;

State pilotage revenues for vessels in international trade arriving from or departing for sea, are earned from statutory pilotage fees paid by vessels, according to terms and tariffs established by the Legislature under authority of the New York State Navigation Law and by the Board as described above. In 1999 the Legislature enacted variable rate surcharges which provide for the cost recovery of certain investments in durable capital equipment, such as pilot boats and electronic navigation equipment in the Port of NY/NJ and for the recovery of certain operating cost expenditures for pilot boats, pilot stations and communications equipment on the Hudson River. In 2000, the legislature began to authorize multi-year general tariff increases for vessels bound to and from sea in the port of New York/New Jersey and the Hudson River as described below. Rates for miscellaneous pilotage services are established by the Board under authority of the New York State Navigation Law. In 2012, legislation for a five year rate adjustment was introduced for the Port of New York/New Jersey. The legislation was passed by the New York Senate and Assembly during the 2012 legislative session, signed by the Governor on 4 October 2012 and became effective on 1 January 2013.
SUMMARY OF PORT OF NEW YORK/NEW JERSEY LEGISLATIVE RATE AUTHORIZATIONS:

2013 - 3% pilotage rate adjustment
2014 - 2% pilotage rate adjustment
2015 - 3% pilotage rate adjustment
2016 - 2% pilotage rate adjustment
2017 - 2% pilotage rate adjustment

HUDSON RIVER: An operational cost recovery surcharge has been in place since 1999 for Hudson River pilot boats, pilot station and communications equipment as implemented by the legislature. The surcharge is evaluated and adjusted, if necessary, by the Board of Commissioners in January of every year. The Hudson River pilots have not requested legislative approval for a general tariff rate increase since their last three year tariff adjustment in 2007, however the Hudson River Pilots Association did put forth Pension Surcharge legislation in 2014 that was unsuccessful in advancing out of the Assembly.

LONG ISLAND-BLOCK ISLAND SOUND: The Long Island Sound is boundary waters with the State of Connecticut. Pilotage rates in Connecticut are determined by the Connecticut Commissioner of Transportation, and in New York by the legislature. In 2013 the pilot boat fuel surcharge fee which was previously adjusted on a semi-annual basis after review by the Connecticut Department of Transportation and the Board, was authorized in regulation by the States of Connecticut and New York. The surcharge is now automatically adjusted on a quarterly basis by formula. Legislation for a general rate increase was introduced in the New York Legislature in conjunction with proposals made to the Connecticut Pilot Commission and Connecticut Department of Transportation in 2012. The legislation passed the New York State Assembly and Senate during the 2012 legislative session and was signed by the Governor on 3 October 2012. The general rate increase was approved by the Connecticut Legislative Regulation Review Committee on 31 July 2013 and became effective 1 August 2013.

SUMMARY OF LONG ISLAND-BLOCK ISLAND SOUND LEGISLATIVE RATE AUTHORIZATIONS:

2013 - $8.11 per pilotage unit
2014 - $8.27 per pilotage unit
2015 - $8.44 per pilotage unit
2016 - $8.60 per pilotage unit
2017 - $8.86 per pilotage unit