

**Minutes of the Regular Meeting of The
New Jersey Maritime Pilot and Docking Pilot Commission
March 17, 2026**

A hybrid meeting of the New Jersey Maritime Pilot and Docking Pilot Commission was held on March 17, 2026.

Commissioner Dacey called the meeting to order at 10:00 A.M.

Open Public Meeting Statement

Ms. Andre Stuckey read the Open Public Meetings Act Statement into the record.

Andre Stuckey Read Roll Call

Commissioner Timothy J. Dacey (via ZOOM); Commissioner Nicholas Fixmer (absent) Commissioner Bjoern Kils (via ZOOM); Commissioner Dana Martinotti (via ZOOM); Commissioner Charles Wowkanech (via ZOOM).

Also included in the meeting were: Andre Stuckey, Executive Director, (present); Shahima Hudson, Administrative Assistant (present); Captain Adam Richardson President, Interport Pilots Association (present); Captain Jonathan Miller, President, Metro Pilots Association (present); Captain Russel Henschman President, Harbor Pilots Association (via ZOOM), Samuel Kovach-Orr, Senior Counsel, Authority's Unit (via ZOOM), Captain Dan Foley, Vice President, Sandy Hook Pilots Association (via ZOOM).

The following Pilots were in attendance for their annual appearance. Captain Johnathan Miller (present), Captain Andrew Baeird (via ZOOM), Captain Richard Wood (via ZOOM), Captain Salvador Rivas (via ZOOM), Captain

Michael Vanek (via ZOOM), Captain Sheldon Davis (via ZOOM), Captain Christopher Baker (via ZOOM).

Approval of the February 17, 2026, Regular Meeting Minutes.

A motion was made by Commissioner Martinotti; seconded by Commissioner Kils; to approve the February 17, 2026, meeting minutes.

The motion passed unanimously.

Resolution #26-07 to Approve the March 2026 Treasures Report

A motion was made by Commissioner Martinotti; seconded by Commissioner Kils; to Approve the March 2026 Treasures Report.

The motion passed unanimously.

Executive Directors Report

Ms. Stuckey announced that Captain Foley is present and will report on behalf of Captain Ferrie. Captain Toscano is present to be appointed as a Docking Pilot Apprentice for Metro Pilots Association.

Ms. Stuckey reported that at last month's meeting, the Commission received an update regarding the nuisance caused by excessive alarms on the bridge of the vessels. Ms. Stuckey reported that this issue has been taken to the American Pilots Association, and they are looking into it. In the meantime, they directed Ms. Stuckey to draft an advisory recommending that, as part of their master pilot exchange, Pilots and Apprentices request only necessary alarms remain active during pilotage maneuvers. The advisory was distributed to all New Jersey

pilots, registered Apprentices, the New York Commission, and the United States Coast Guard, via USPS.

Ms. Stuckey reported that the last adjustment in the Sandy Hook Pilot Association's rate table will go into effect on January 1, 2027. They have begun the process of proposing another five-year rate plan that will begin January 2028. Ms. Stuckey sent the Commission copies of the proposal with their meeting materials. Once the rate passes the New York legislature, the New Jersey Commission will need to ratify them. She will continue to monitor the bill's progress and keep the Commission updated.

Ms. Stuckey reported that the Coast Guard published a Safety Information Bulletin to address navigational hazards that result from a vessel's propulsion power. The bulletin advises that all vessels with engine power limiters or shaft power limiters must override the systems and provide guidance for the Master when this cannot be done. The Sandy Hook Pilots Association provided a detailed memo to all vessel agents and owners, outlining the hazards of not following the safety bulletin.

Ms. Stuckey sent the Commission a copy of the background information on why the bulletin was published, a copy of the bulletin, a copy of Sandy Hook's detailed memo to the vessel agents and owners.

Ms. Stuckey reported that in January she advised the Commission that the Sandy Hook Pilots Association submitted a proposal to the Coast Guard to relocate the Coloregs Demarcation Line. The proposal has been published in the Federal Register with a comment period that expires in May 2026. Ms. Stuckey stated that the Commission previously expressed their support for the relocation of the line, so she submitted comments to support the proposal on behalf of the Commission. The

Commissioners received copies of the comments with their meeting materials. The comments were sent to the Coast Guard and the New York Commission. Mr. Weist from the New York Commission has advised that he will follow suit and submit comments on their behalf as well.

Ms. Stuckey reported that she attended the February 18, 2026, Harbor Ops meeting, the EDC gave a presentation on their proposal for the Brooklyn Marine Terminal. The Commissioners were provided with a summary of the proposal with the meeting materials. The full proposal with attachments is over 100 pages. Ms. Stuckey advised anyone interested in receiving the full proposal to let her know via email and she will mail them a copy.

Ms. Stuckey reported that the Coast Guard gave an updated presentation on OpSail 250. There were some concerns expressed at the meeting on the height of the drones that will be used for the festivities, and whether they will give commercial traffic the right of way. The Captain of the Port put together a committee to address the issue. Ms. Stuckey sent the Commission a copy of the most recent PowerPoint presentation on OpSail 250 with their meeting materials.

Ms. Stuckey reported that during the meeting, the Coast Guard addressed spectator vessels. They are currently predicting between 8,000 - 10,000 spectator vessels to attend. They are tracking the vessels by assessing a \$75 fee to each one and they will be assigned to a specific area. There will be a VIP area for anyone wishing to make larger donations to the OpSail Organization Committee.

Ms. Stuckey reported that the Gateway Tunnel Project has resumed construction. However, she received a notice stating that if they cannot access future funds, construction will stop. They have a meeting on March 23rd where they will provide an update. Ms. Stuckey plans to

attend the meeting and will report back to the Commission.

Ms. Stuckey reported that Apprentice Robert Oldmixon will begin his state exam on March 23rd. Assuming he passes, he will attend the Commissions May 18th meeting for his swearing in ceremony and will join the rotation board on June 1st.

Ms. Stuckey reported that the demonstration for the carabiner holder has been postponed. The manufacturer is still working on the adjustments that were recommended by Commissioner Kils. It has been decided that the carabiner holder will be called the Sandy Hook referring to the Sandy Hook Channel and not the Sandy Hook Pilots Association.

Ms. Stuckey reported that she sent the Commission copies of the Commission items she ordered for OpSail 250. The pilot boat will be the lead vessel on the wedge in the parade. Both Commissions, as well as the Governors from the states of New York and New Jersey have been invited to be on the pilot boat. Ms. Stuckey believes that it's going to be a great day and encouraged the Commissioners to attend.

Ms. Stuckey reported that the Commission's 2025 Annual Report is 90% complete. She is still waiting on a couple of submissions, once she receives that information, she will finalize the report. She intends to send the Commission copies of the draft before the April meeting for comments and feedback. She is hoping to have a resolution on the April agenda for the Commission to approve so the report can be printed and distributed in early May.

Ms. Stuckey reported that she received the 2026, First Quarter Carrier report and advised anyone

interested in reading the report, to email her, and she will send a hard copy via mail.

Ms. Stuckey announced that there are no vacation schedules for Commission staff.

Hoesh Tracer Report

Based on the investigation report, Ms. Stuckey recommended that no fault be found on the part of the Pilot and the file closed.

A motion was made by Commissioner Kils; seconded by Commissioner Martinotti; to accept the report.

The motion passed unanimously.

Maritime Pilot Apprentice Selection Committee Report

Ms. Stuckey reported that the applications for the Apprentices are coming in slow this year. The Committee will have the first meeting on April 17th. The Committee will review the applications and exclude the ones that are not complete and send the rest over to IFP for their first round of testing and interviews.

Ms. Stuckey reported that as soon as she gets a count on the number of applications received, she will revert that information back to the Commission.

Ladder Climbing Training Class at MITAGS

Commissioner Kils reported that he attended the two-day, Pilot Ladder Safety Training at MITAGS with Sandy Hook Apprentices, Captains Ryan Wood, John Locke, Steve Altini, and Sandy Hook Pilot, Director of Operations, Christopher Maglin. Also in attendance were three

Apprentices from the Maryland Pilots Association and Air Force para jumpers from Alaska. They spent time going over current IMO, regulations, standards, guidelines, general arrangements, the construction, testing and maintenance of pilot ladders.

Commissioner Kils gave the Commission a summary of the course using a power point presentation.

Ms. Stuckey reported that the Sandy Hook Pilots Association intends to send all new apprentices to participate in the two-day training course and that it might be beneficial for the Docking Pilot Associations to consider sending their Apprentices as well.

Public Comment

Comments from Captain Dan Foley, Vice President, New Jersey Sandy Hook Pilots Association:

Captain Foley reported that it's been a cold winter with the freezing temperatures. The pilot station at Yonkers was closed for a few weeks in February and opened for full operations on February 27th.

Captain Foley reported that during the winter storm they worked with their partners and agents to adjust the arrivals and the departures.

Captain Foley reported that this was the third time this winter they had to shut down operations due to winter storms.

Captain Foley thanked Commissioner Kils for attending the ladder climbing training class at MITAGS.

Captain Foley stated that they will be sending all apprentices to the two-day ladder climbing training class at MITAGS before they climb, their first ladder.

Captain Foley reported that it was nice to see that the other associations sent their apprentices as well.

Captain Foley reported that the Sandy Hook departed the base for its last time after 40 years of service.

Comments from Captain Adam Richardson, President, Interport Pilots Association:

Captain Richardson reported that they had a busy winter. Operations were shut down during the blizzard which caused minimal delays.

Captain Richardson reported that they are looking forward to warmer temperatures.

Comments from Captain Jonathan Miller, President, Metro Pilots Association:

Captain Miller reported that he is looking forward to Apprentice Corey Toscano to join the team and begin his training.

Captain Miller reported that he sent an email to the Coast Guard testing center REC. They are shut down and, the apprentices cannot test. It's starting to have an effect on their preparedness for the future.

Captain Miller reported that he thinks if they don't open soon the issue will need to be addressed and he may seek support from the Commission.

Captain Miller reported that he sent the Gateway Development Corporation an email when they first closed down. The construction poses an obstacle, and they agreed to a certain timeline. The project cannot go on indefinitely.

Captain Miller reported that dredging restarted and the testing for permits has restarted as well.

Captain Miller reported that he attended the January 6th Pilot Terminal round table meeting. As a result of the meeting, Port Newark Container Terminal requested a meeting with the lineholders.

Captain Miller reported that things at the other terminals have been good, and he believes that they made some progress, and they are staying on top of it.

Comments from Captain Russel Henschman, President, Harbor Pilots Association:

Captain Henschman reported that he and Captain Miller attended the meeting with PNCT. They met with the crane operators and longshoremen. He believes it was beneficial for them to understand their vantage point.

Captain Henschman reported that Apprentice Matthew Keenan, is still working on his requirements.

Resolution #26-03 to approve the appointment of a new Docking Pilot Apprentice Corey M. Toscano.

A motion was made by Commissioner Kils; seconded by Commissioner Martinotti; to approve the appointment of a new Docking Pilot Apprentice Corey M. Toscano.

The motion passed unanimously.

Captain Toscano gave the Commission a summary of his background.

Captain Miller presented Captain Toscano his certificate of Appointment on behalf of the Commission.

Executive Session

A motion was made by Commissioner Wowkanech; Seconded by Commissioner Martinotti; that the Commission enter Executive Session.

The motion passed unanimously.

Ms. Stuckey read the following statement into the record:

Whereas, the open public meetings Act provides that a public body such as the New Jersey Maritime Pilot and Docking Pilot Commission may meet in closed session to discuss personnel and legal matters, whereas the Commission desires to meet in closed session to discuss such matters, now, therefore be it resolved that the Commission shall at this time, meet in closed session to discuss such matters.

Whereas, the substance of the closed session will be disclosed publicly only if it would not constitute an unwarranted invasion of individual privacy.

The Commission entered Executive Session at 10:27 am.

The motion passed unanimously.

Return to Public Session

A motion was made by Commissioner Martinotti; seconded by Commissioner Fixmer; that the Commission return to Public Session.

The motion passed unanimously.

The Commission returned to Public Session at 11:11 am.

Adjournment

A motion was made by Commissioner Kils; seconded by Commissioner Wowkanech; that the meeting be adjourned.

The motion passed unanimously.

The meeting was adjourned at 11:12 am.

Executive Session

March 17, 2026

Appearance of Pilots

Captain Jonathan Miller – Docked, undocked 254 vessels last year. Captain Miller is the President of Metro Pilots Association. All of his paperwork is up to date.

Captain Miller reports that he had a good uneventful year.

Captain Miller reports that he appointed Captain Scott Esposito to take care of OpSail 250.

Captain Miller reports that the OpSail 250 Committee did not get the issue resolved with the contract.

Captain Miller reports that some tall ships preferred not to use tugs, prompting consideration of alternative support options such as RIB Boats.

Captain Miller reports that the arrangements could not proceed until the contracts were finalized. The preparation period for assigning tugs is believed to be approximately 90 days.

Captain Michael Vanek – He piloted 136 vessels on the New York Board. All of his paperwork is up to date. There are no extracurricular activities and no issues.

Captain Vanek reports that everything is going well, and it's been a cold winter. He is looking forward to warmer temperatures.

Captain Salvador Rivas – Piloted 189 vessels on the regular New York Board. All of his paperwork is up to date.

Captain Rivas reports that he's restructuring the Ocean Side Fire Department Marine Unit, and this is his first year as a Full Branch Pilot.

Captain Christopher Baker - Docked, undocked 258 vessels in the Port of New York and New Jersey. All of his paperwork is up to date.

Captain Baker reports that he is the Secretary of Harbor Pilots Association.

Captain Baker reports that he was interviewed twice by the NTSB, and they're working on their reports.

Captain Baker reports he is waiting for the final report from the NTSB on the Cuauhtémoc. He's happy everything is picking up.

Captain Baker thanked the Commission on addressing the incident and completing their investigation quickly.

Captain Sheldon Davis - Piloted 312 vessels in the Port of New York and New Jersey. No extracurricular activities, and all of his paperwork is up to date

Captain Davis reports that he had a good uneventful year. His current rotation is four days on and four days off.

Captain Richard Wood- Docked, undocked 342 vessels in the Port of New York and New Jersey. He is the vice president of Metro Pilots Association. All of his paperwork is up to date.

Captain Wood reports that he had a good uneventful year.

Captain Wood reports that he's been attending some Harbor Ops meetings and staying in contact with Captain Miller about day to day to operational things.

Captain Andrew Baeird - Docked 417 vessels in the Port of New York and New Jersey. No extracurricular activities. All of his paperwork is up to date.

Captain Baeird reports that this is his first year as a Docking Pilot.

Captain Baeird reports that he had a good uneventful year and it's a pleasure working with the other pilots.

Legal Discussion

Ms. Stuckey reported that she sent the Commissioners a copy of the legal opinion on Public vessels with the agenda.

Ms. Stuckey reported that because it was sent to her as an email it is considered attorney client privilege and cannot be shared with the Coast Guard or the regulated Community.

She suggested that she distribute an advisory from the Commission outlining the opinion to the regulated community, NY Commission and U.S. Coast Guard. She can also contact the DAG's office and request a formal, written opinion that the Commission can share with others.

Commissioner Dacey stated that the Commission can work on the advisory but should contact DAG for the formal opinion.

Ms. Stuckey stated she will contact council and request a formal opinion that the Commission can post on its website.

Unknown Person Pretending to be a Pilot

Ms. Stuckey reported that Captain Kyle Sammis arrived at a vessel and learned there was a gentleman on the bridge that the master assumed was the pilot. When Captain Sammis got there, they wouldn't let him on the vessel at first, and he had to show his credentials to prove he was the pilot. They asked the other gentlemen who he was, in which he didn't tell them, and he proceeded to leave the vessel. When leaving the vessel, the gentlemen stole the masters cell phone. When they called the cell phone the gentlemen answered the phone and stated that they were just trying to track him on the phone. Ms. Stuckey reported that Captain Sammis proceeded

to take the ship out to sea, and two days later, he reported it to Captain Ferrie, and Captain Ferrie took Captain Sammis to report the incident to the Coast Guard. Ms. Stuckey suggested that for future references all pilots need to report any incidents to her and the Coast Guard immediately. Mr. Kovach - Orr advised Ms. Stuckey to get a full written account from the pilots for review. Commissioner Dacey stated that the Commissioners will consider how they should respond to the incident after the full report is received from the pilot.

Return to Public Session

A motion was made by Commissioner Kils; seconded by Commissioner Wowkanech; that the Commission return to Public Session.

The motion passed unanimously.

The Commission returned to Public Session at 11:11 am.

RESOLUTION TO APPROVE THE MONTHLY TREASURERS REPORT

WHEREAS, Pursuant to N.J.S.A. 12:8-4 pilotage revenue received by the Commission shall be used to compensate the Commissioners, their expenses, rent, utilities, supplies, employee salaries, benefits and any miscellaneous expenses that may be incurred, and

WHEREAS, at the direction of the Treasurer, staff prepares a monthly report listing all expenses incurred by the Commission, and

WHEREAS, the Treasurer has reviewed the monthly report and recommends that the Commission approve the report for the month of March 2026.

NOW THEREFORE BE IT RESOLVED BY the New Jersey Maritime Pilot and Docking Pilot Commission that the Treasurers report for the month of March 2026 is hereby approved, and staff is directed to make the necessary payments to its creditors.

The New Jersey Maritime Pilot & Docking Pilot Commission

One Penn Plaza East * 9th Floor * Newark, NJ 07105

Treasurers Report March 2026

E.D. Travel & Expense

AMS: 2/11-Linden; 3/13-Milltown \$16.67

Miscellaneous Expenses:

N.J. Transit (March rent) \$2,671.00

T-Mobile (phone & tablets) \$152.93

Document Solutions (copy machine) \$87.14

Document Solutions (copy count) \$118.32

Hire Talent Staffing Solutions, LLC (temporary employee) \$1,808.80

U.S. Bank (monthly adobe sub; parking; ,meetings; ezipass;) \$662.05

Olthuis Maritime (Oldmixon exam) \$1,650.00

Rhode Island Interactive (annual MV subscription) \$100.00

Grand Total \$7,266.91

Pilot Activity January 2026

Vessels Piloted inbound: 186 Vessels Piloted outbound: 180

Maritime Pilot Fees to date: \$648,335.72

Docking Pilot Fees to date: \$6,000.00

Certified to have been checked, and believed to be accurate:

Charles Wowkanek, Treasurer

The New Jersey Maritime Pilot and Docking Pilot Commission
Operating Budget Fiscal Year 2026
July 1, 2025 - June 30, 2026

EXPENSES

Line Item	FY25 Approved	FY25 YTD	Net Difference
Rent	\$ 40,000.00	\$ 24,039.00	\$ 15,961.00
Supplies	\$ 3,000.00	\$ 603.44	\$ 2,396.56
Printing	\$ 1,500.00	\$ 1,470.81	\$ 29.19
Meetings	\$ 3,000.00	\$ 1,634.84	\$ 1,365.16
Telephone	\$ 2,000.00	\$ 1,417.55	\$ 582.45
Newspaper/Magazine Announcements	\$ 3,000.00	\$ 1,299.00	\$ 1,701.00
Office Fixtures/Equipment	\$ 3,500.00	\$ 1,567.78	\$ 1,932.22
Awards/Plaques/Certificates	\$ 250.00	\$ 167.85	\$ 250.00
Audit Fees	\$ 7,500.00	\$ 7,500.00	\$ -
Id/Badges/Wallets	\$ 750.00	\$ 1,023.50	\$ (273.50)
Subscriptions	\$ 1,000.00	\$ 1,049.28	\$ (49.28)
Annual Memberships	\$ 3,000.00	\$ 3,000.00	\$ -
Travel	\$ 2,500.00	\$ 1,629.03	\$ 870.97
Conference/Seminar/Special Events	\$ 6,000.00	\$ 4,575.00	\$ 1,425.00
Occurrence Investigation	\$ 9,000.00	\$ 12,779.00	\$ (3,779.00)
Continuing Education	\$ 2,500.00	\$ 1,650.00	\$ 850.00
Annual Parking	\$ 3,000.00	\$ 1,720.56	\$ 1,279.44
Incidental Expenses	\$ 2,000.00	\$ 1,527.00	\$ 473.00
Pilot Training	\$ 10,000.00	\$ 17,850.39	\$ (7,850.39)
Staff Salaries	\$ 210,000.00	\$ 146,701.53	\$ 210,000.00
Fringe Benefits	\$ 125,000.00	\$ 212,453.42	\$ (87,453.42)
Commissioner Salaries	\$ 168,000.00	\$ 119,001.01	\$ 48,998.99
Legislative Cruise	\$ 7,000.00	\$ -	\$ 7,000.00
TOTAL EXPENSES	\$ 613,500.00	\$ 564,659.99	\$ 195,709.39

INCOME

Line Item	FY25 Approved	FY25 YTD	Net Difference
Sandy Hook Fees	\$ 650,000.00	\$ 648,335.72	\$ 1,664.28
Docking Pilot Fees	\$ 9,000.00	\$ 6,000.00	\$ 3,000.00
Miscellaneous Income	\$ -	\$ 127.37	\$ -
Prior Year Surplus*	\$ 50,000.00	\$ 315,415.03	\$ (265,415.03)
TOTAL INCOME	\$ 709,000.00	\$ 969,878.12	\$ (260,750.75)

New Jersey Maritime Pilot and Docking Pilot Commission

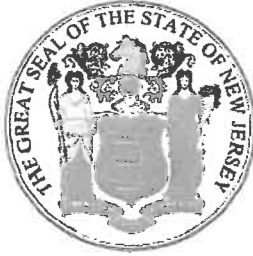
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Register: Checking Account

From 03/01/2026 through 03/30/2026

Sorted by: Date, Type, Number/Ref

Date	Number	Payee	Account	Memo	Payment C	Deposit	Balance
03/05/2026	3593	Andre M. Stuckey	Travel	expense reimbu...	16.67		74,588.37
03/05/2026	3594	New Jersey Transit	Rent Expense	rent	2,671.00		71,917.37
03/05/2026	3595	TMobile	Telephone Expense	telephone & ta...	152.93		71,764.44
03/05/2026	3596	Document Solutions	Office Fixture/Equipm...	copier	87.14		71,677.30
03/05/2026	3597	Document Solutions	Office Fixture/Equipm...	copy count	118.32		71,558.98
03/05/2026	3598	Hire Talent Staffing ...	Salaries and Wages	temporary empl...	1,808.00		69,750.98
03/05/2026	3599	US Bank	-split-	various	662.05		69,088.93
03/05/2026	3600	Olthuis Maritime	continuing education	Oldmixon Exam	1,650.00		67,438.93
03/05/2026	3601	Rhode Island Interact...	Subscriptions	MV subscription	100.00		67,338.93



The New Jersey Maritime Pilot & Docking Pilot Commission

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Email: astuckey@njtransit.com

MARINE OCCURRENCE REVIEW

DATE of INCIDENT	December 30, 2025 (2050)	DATE OF REPORT	January 16, 2026
CASE #	2025.12	TYPE	Grounding
VESSEL #1	Hoegh Tracer	VESSEL #2	
TUG	Gerard McAllister	TUG	Marjorie McAllister
COMPANY	Hoegh Autoliners	COMPANY:	
IMO No.	9684990	OFFICIAL No.	
FLAG	Norway	FLAG	
TYPE	Car Carrier	TYPE	
CLASS	PCTC	CLASS	
LENGTH	200m	LENGTH	
BREADTH	36m	BREADTH	
DWT	21,980	GROSS	76,420
MAX DRAFT	30.32m	DEPTH	
YEAR BUILT	2016	YEAR BUILT	
ENGINE	Single Diesel	ENGINE	
RUNNING GEAR	R.H. Fixed	RUDDER	
BOW THRUSTER		BOW THRUSTER	
STERN THRUSTER		STERN THRUSTER	
BALLAST/LOADED	Loaded		
PILOT #1	Daniel Zorovich (Harbor)	PILOT #1	
PILOT #2	Timothy Newman (S.H)	PILOT #2	
CAPTAIN		CAPTAIN	
OOW/MATE		OOW/MATE	
FORWARD DRAFT	31' 02"		
AFT DRAFT	31' 02"		
MEAN DRAFT	31' 02"		
AIR DRAFT	148' 11"		

STATUS REPORT

WEATHER: Wind: West @ 18.08 Knots, Gusting: 26.6 Knots, Clear Visibility

TIDE/CURRENT: Ebb (Approximately) -0.34 Feet above MLLW at Port Newark at 2301 LMT

Current: Near Slack at 2052 LMT

Tidal Currents: Port Newark

Slack Water	Max. Current		Slack Water	Max. Current		Slack Water	Max. Current		Slack Water	Max. Current		Slack Water
	Time	Knots		Time	Knots		Time	Knots		Time	Knots	
12/30												
1042	1340	0.91	1712	1826	-0.18	2052						

INCIDENT SUMMARY:

The Hoegh Tracer failed to answer engine orders resulting in a possible grounding in Newark Bay.

INCIDENT DESCRIPTION:

Capt Daniel Zorovich, Harbor Pilots, stated in his written report that while backing from Berth 23 Port Newark, he stopped the engine and requested a Dead Slow Ahead bell. He stated that there was not a reduction in the vessel’s sternway. He then went to Slow Ahead and again there was no result. He requested a Full Ahead bell and there was a minimal amount of reduction in sternway. He then asked for the starboard anchor to be dropped. He reported that the anchor was not dropped.

Note: It was reported by Capt. Timothy Newman that the anchor was not dropped, and that Capt. Zorovich retracted his anchor command when the vessel came to a stop.

Capt. Zorovich concluded to state that the vessel came to a stop very close to the mud bank on the edge of the channel.

Capt. Zorovich stated the “there were no apparent issues” and that the vessel proceeded to Bay Ridge anchorage out of caution to have a dive team survey the running gear.

Lastly Capt. Zorovich stated that Buoy 18 was extinguished and made it hard to judge the edge of the channel. Capt. Newman’s report confirmed the report given by Capt Zorovich with the above additional note

and it proceeded to Bay Ridge anchorage with no further issues other than dragging anchor. Capt. Newman took the conn after the first attempt and re-anchored the vessel.

USCG and VTS were properly notified of the events in question in this report.

Work/ Rest Periods

Hour	00/01	01/02	02/03	03/04	04/05	05/06	06/07	07/08	08/09	09/10	10/11	11/12
12/30	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest	
Hour	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24
12/30	Rest	Rest	Rest	Rest	Rest	Work	Work	Work	Work	Work	Work	Work

Note: Above times include travel to and from the vessels.

DAMAGE APPRAISAL: NONE REPORTED

CONCLUSION:

Facts:

- The vessel Hoegh Tracer did not answer engine orders while departing Port Newark Berth 23.
- The Master of the vessel stated that the engine failed to come ahead and instead went to All Stop.
- Repeated attempts to slow the vessels sternway failed.
- The command to drop the anchor was not followed.
- The vessel possibly grounded on the mud bank on the east side of the channel.
- There were gusty strong winds out of the west for the time period in question.

Conclusions:

- The vessel failed to answer engine orders.
- The vessels personnel failed to drop the starboard anchor when ordered.
- There were strong winds effecting the vessel.
- Damage from the possible grounding is not known at this time.

NJ Maritime Pilot and Docking Pilot Commission
Case: 2025.12 M/V Hoegh Tracer
Date: January 16, 2026

RECOMMENDATIONS:

Further investigation by USCG and Class Society recommended. The cause of the engine malfunction has yet to be determined. The question as to why the anchor was not dropped appears to be a more important issue and reflects on the training, number of qualified personnel on the bow at the anchor and their work rest periods. This incident should be considered a casualty by Class and a Corrective Action report issued.

If I may be of any additional service in this matter, please advise.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Mark T. Clark".

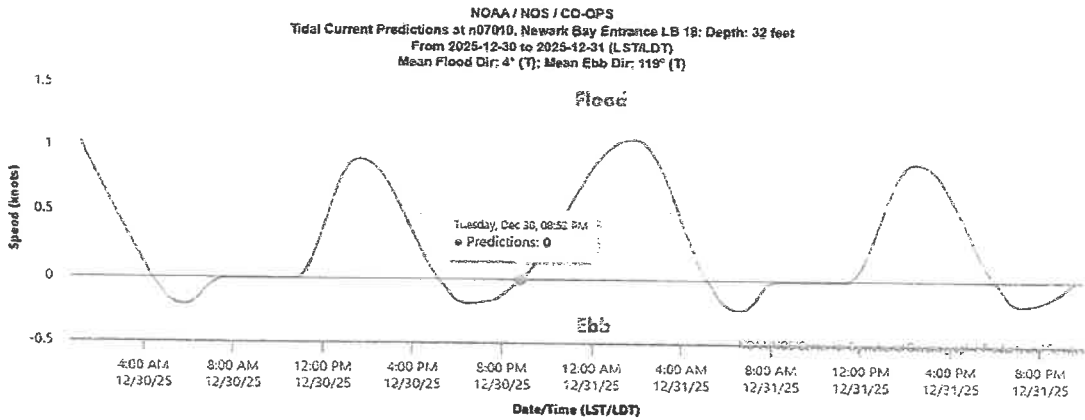
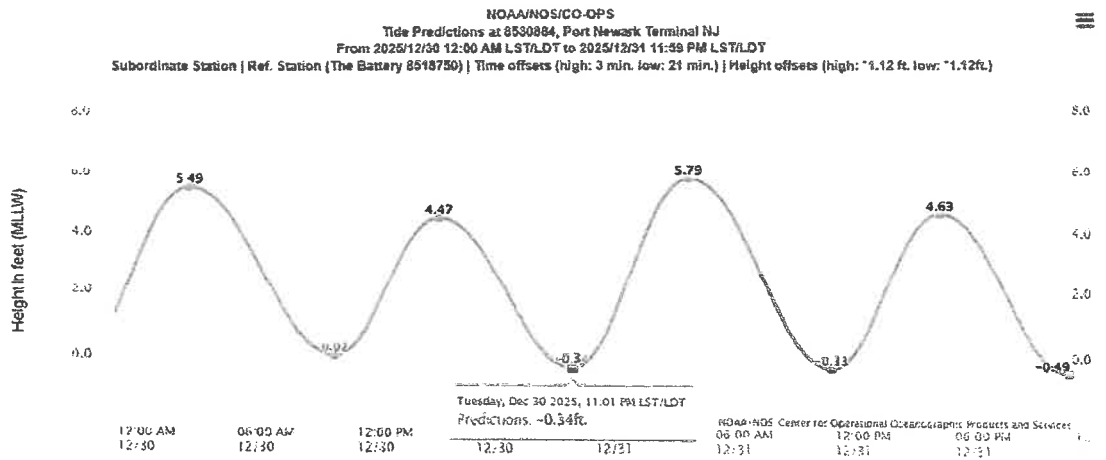
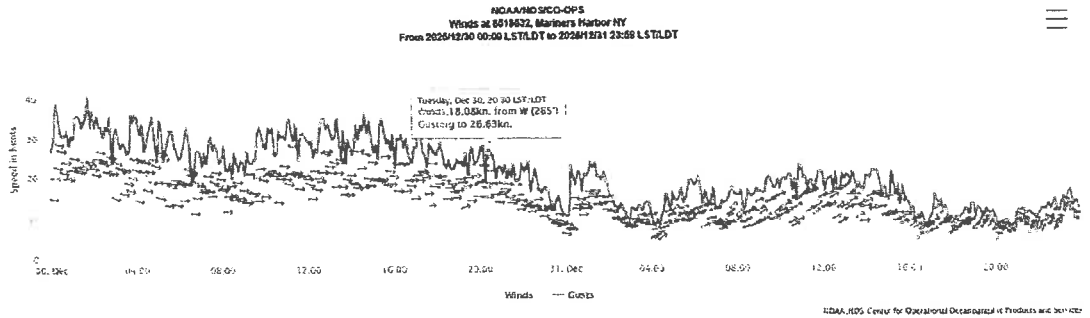
Capt. Mark T. Clark, Marine Investigator #903
N.J. Maritime Pilot & Docking Pilot Commission

NJ Maritime Pilot and Docking Pilot Commission
Case: 2025.12 M/V Hoegh Tracer
Date: January 16, 2026



Name	HOEGH TRACER
Vessel type	Car carrier / Large
IMO	9684990
MMSI	258628000
Callsign	LAUL7
Flag	Norway
Year built	2016
Draft (summer)	10.318 meters
Deadweight (DWT)	21,983 tonnes
Length overall (LOA)	200 meters
Width (beam)	36 meters

NJ Maritime Pilot and Docking Pilot Commission
 Case: 2025.12 M/V Hoegh Tracer
 Date: January 16, 2026



Disclaimer: The predictions from NOAA Current Predictions are based upon the latest information available as of the date of your request.

NJ Maritime Pilot and Docking Pilot Commission
Case: 2025.12 M/V Hoegh Tracer
Date: January 16, 2026

Appendix

Interview: None Conducted

Internet:

<http://www.marinetraffic.com>

<http://maritime-connector.com>

<http://www.shipspotting.com>

NOAA Tides and Currents (<http://tidesandcurrents.noaa.gov>)

NOAA Fisheries-Vessel Documentation (<http://www.st.nmfs.noaa.gov>)

NOAA Chart 12327, 12333 & 12324 (<http://www.charts.noaa.gov>)

RESOLUTION TO APPROVE THE APOINTMENT OF A NEW DOCKING PILOT
APPRENTICE COREY M. TOSCANO

WHEREAS, Pursuant to N.J.A.C. 16:64-5.2 Corey M. Toscano is an apprentice on the list of qualified apprentices for entry into the Docking Pilot Apprentice training program, and

WHEREAS, Metro Pilots Association has expressed a need to call him into duty, and

WHEREAS, the Commission concurs with the need for the additional Docking Pilot Apprentice.

NOW THEREFORE BE IT RESOLVED BY the New Jersey Maritime Pilot and Docking Pilot Commission that Corey M. Toscano be appointed into the Docking Pilot Apprentice Training Program of Metro Pilots Association effective February 17, 2026.

BE IT FURTHER RESOLVED that the Commission's staff is hereby authorized to issue the appropriate credentials to Corey M. Toscano.

Stuckey, Andre (CPILAXS)

From: Jonathan Miller <capt3915@yahoo.com>
Sent: Friday, January 30, 2026 10:16 AM
To: Stuckey, Andre (CPILAXS)
Cc: Corey Toscano
Subject: Corey Toscano

CAUTION: This e-mail originated from outside of NJ TRANSIT. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We would like to swear in Corey Toscano March 17 please? If possible and it is Metro Pilots intent at that time to start him as an apprentice.

Regards,

Captain Jon Miller
443-690-8148



The New Jersey Maritime Pilot & Docking Pilot Commission

One Penn Plaza East * 9th Floor * Newark, NJ 07105

Tele: (973) 491-7693 * Fax: (973) 491-4352

Email: astuckey@njtransit.com

Commission Advisory

February 24, 2026

#26-001

As New Jersey State Licensed Pilots and Registered Apprentices, you are tasked with a broad range of duties that require precision and expertise. Your primary responsibility is to take command of vessels entering or departing the port, including navigating through confined channels.

As the person in charge of the safe navigation of the vessel, you must perform many tasks that demand high levels of concentration and attention to detail. These include but are not limited to:

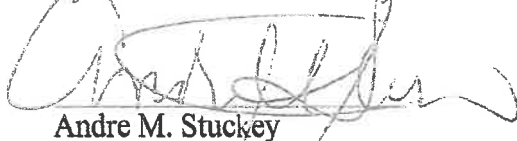
1. *Determining the best navigational course and speed, considering other traffic, water depth, and environmental conditions.*
2. *Monitoring and using piloting tools effectively, including but not limited to radar systems, ECDIS, and VHF.*
3. *Directly maneuvering the ship or advising the ship's captain on maneuvers during docking and undocking operations.*
4. *Communicating effectively with port authorities, and national and international shipping personnel.*

It has come to attention of the New Jersey Maritime Pilot and Docking Pilot Commission that the constant presence of alarms sounding on the bridge of a vessel is a constant source of distraction. These distractions may result in:

1. *Potential break-in the concentration needed by the pilot and bridge team for safe maneuvering of the vessel;*
2. *If addressed properly by the vessels crew attention is taken away from needed and required task; and*
3. *The constant sounding of the alarms may cause fatigue and indifference which could potentially lead to delays in response to an actual incident or emergency.*

The New Jersey Maritime Pilot and Docking Pilot Commission strongly advise that you address the issue of alarm signals during your Master-Pilot exchange by requesting that only necessary alarms be active during pilotage maneuvers.

By Order of the New Jersey Maritime Pilot and Docking Pilot Commission



Andre M. Stuckey
Executive Director

Commissioners: Timothy J. Dacey * Nicholas Fixmer * Bjoern Kils * Dana Mrtinotti * Charles Wowkanech
Staff: Andre M. Stuckey, Executive Director * Shahima Hudson, Administrator



UNCLASSIFIED



International Naval Review 250 (INR250)

Navy Anchorage Laydown/Port Loading

28 Jan 2026





More PortSide pier space and boat action

Since our first business plan of 2005, PortSide has planned to support the workboat sector, especially tugs with B-to-B services:

1. tugboat dock n shop, a place for crew change, access to potable water and dumpster.
2. This supports the working waterfront – especially the boats of the marine highway planned for BMT.
3. Supports our pipeline to marine careers by showing people the tugs, their crew, #tuglife.
4. More site activation, making a living museum of the working waterfront.
5. Provides PortSide revenue via a % of grocery purchases at Food Bazaar.

Space for visiting vessels the public can board

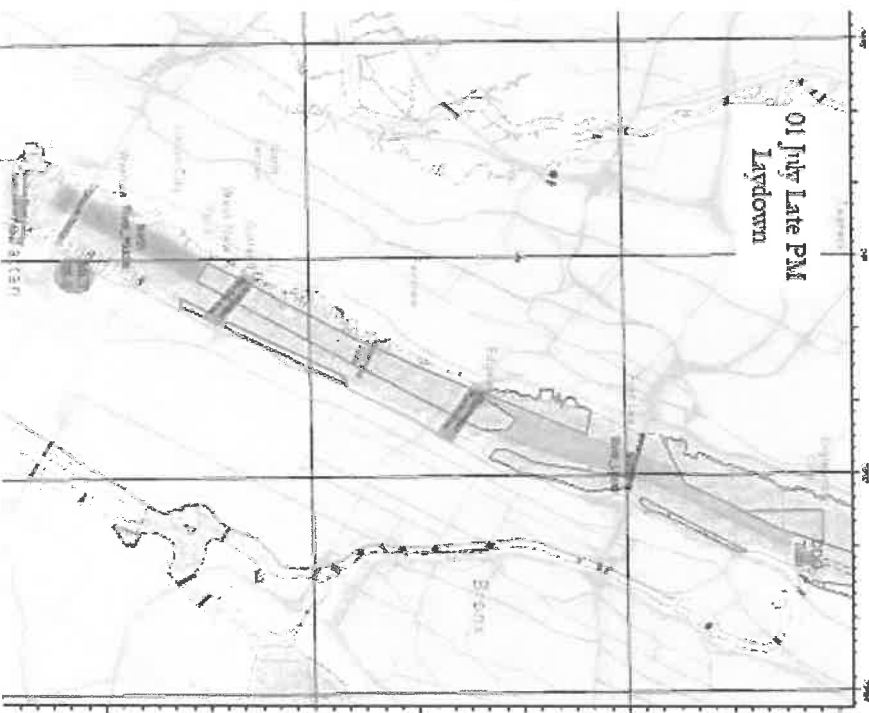
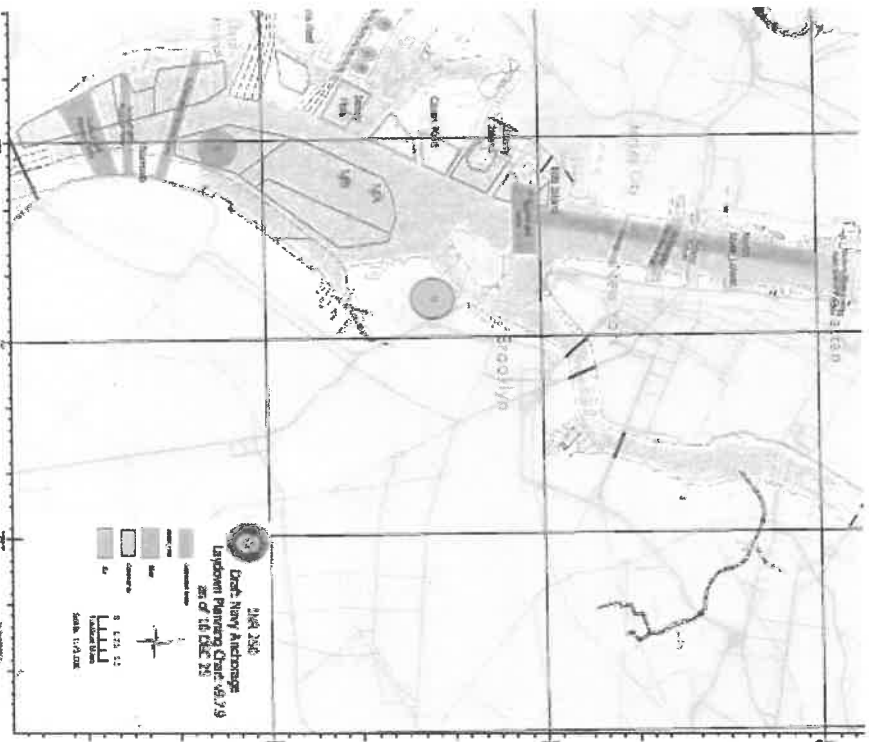
1. Commercial vessels: dinner/party boats, harbor tours, fishing excursions and whale watching
2. More educational/cultural vessels than we can host alongside our ship.





UNCLASSIFIED

Port Overview Laydown – 01 July 2026



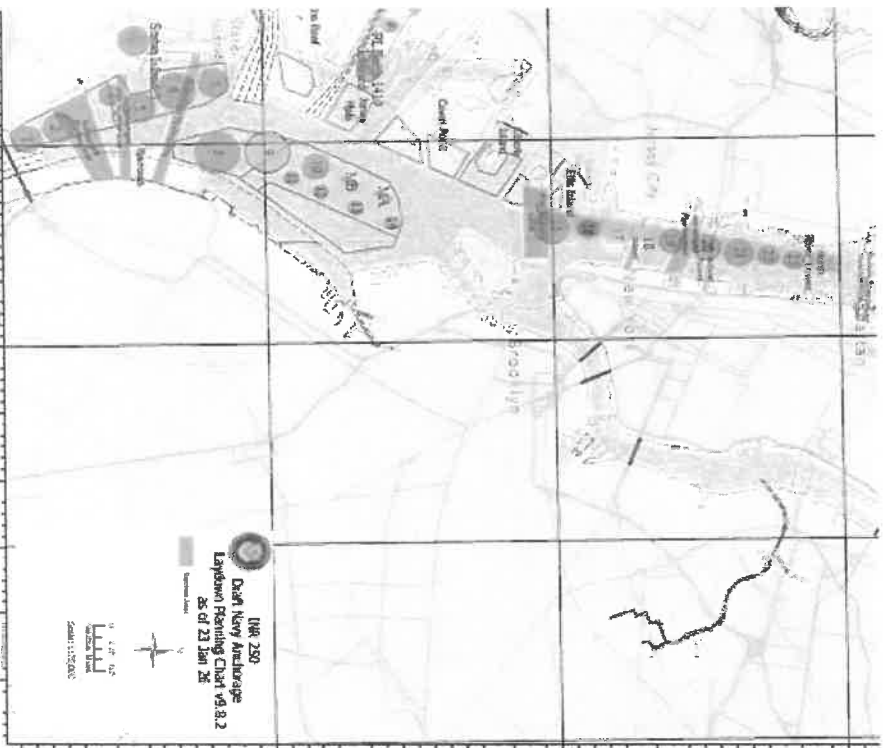
- 4 Ship Movements
- 2 Sea → 4-Pt Moor
- 1 Sea → Anchor
- 1 Sea → Berth

Total = 4 (3
anchored/moored)

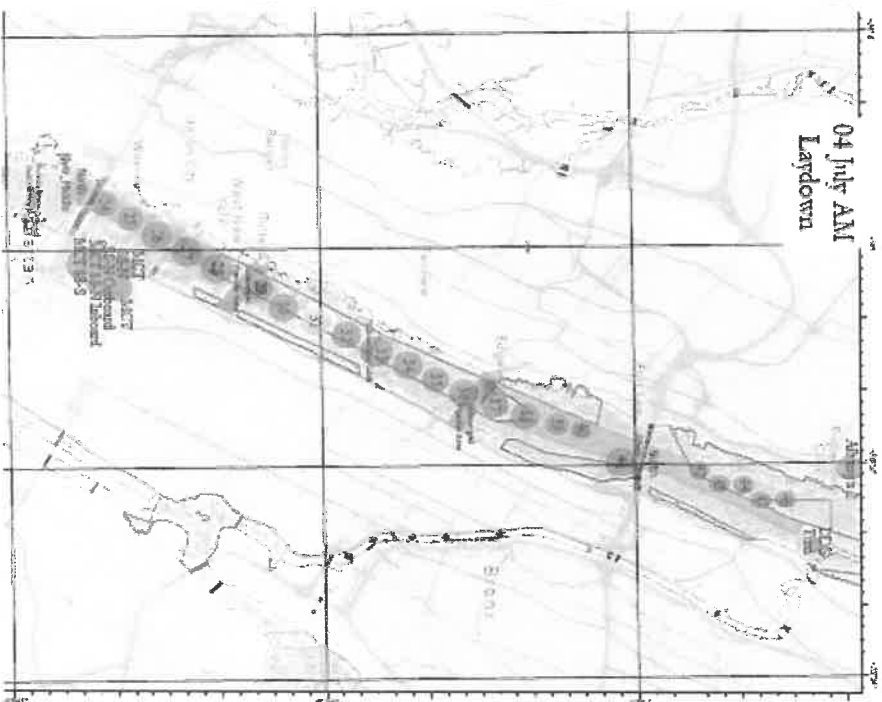


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Port Overview Laydown – 03 July 2026



Foundry to Fleet...



UNCLASSIFIED

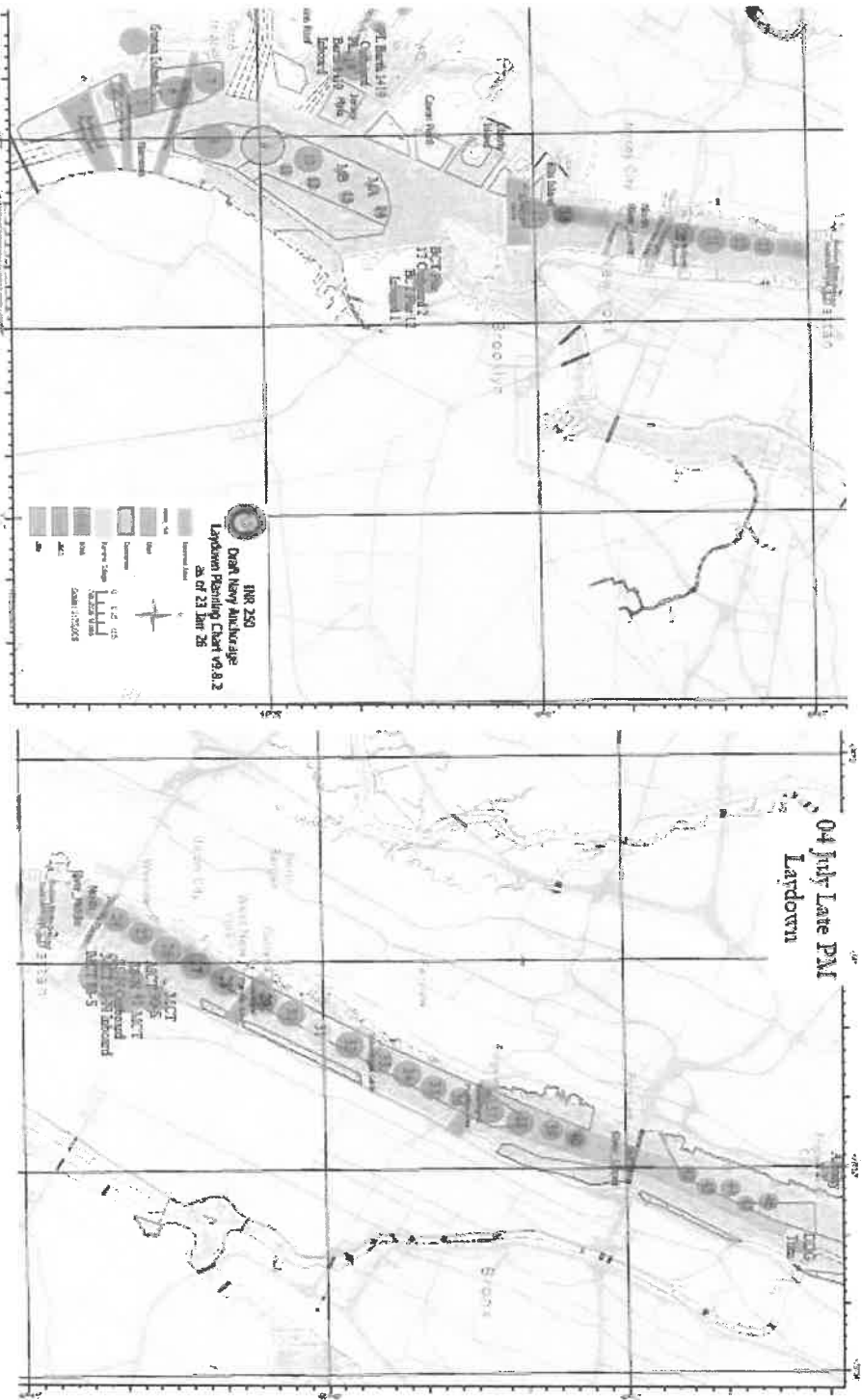
...Forged to Fight

- 22 Ship Movements
- 19 Sea → Anchor
- 3 Sea → Berth
- Total = 52 (46 anchored/moored)



Port Overview Laydown – 04 July 2026

UNCLASSIFIED



- 5 Ship Movements
- 2 Anchor → Sea
- 3 Anchor → Berth

Total = 50 (41
anchored/moored)

Foundry to Fleet...

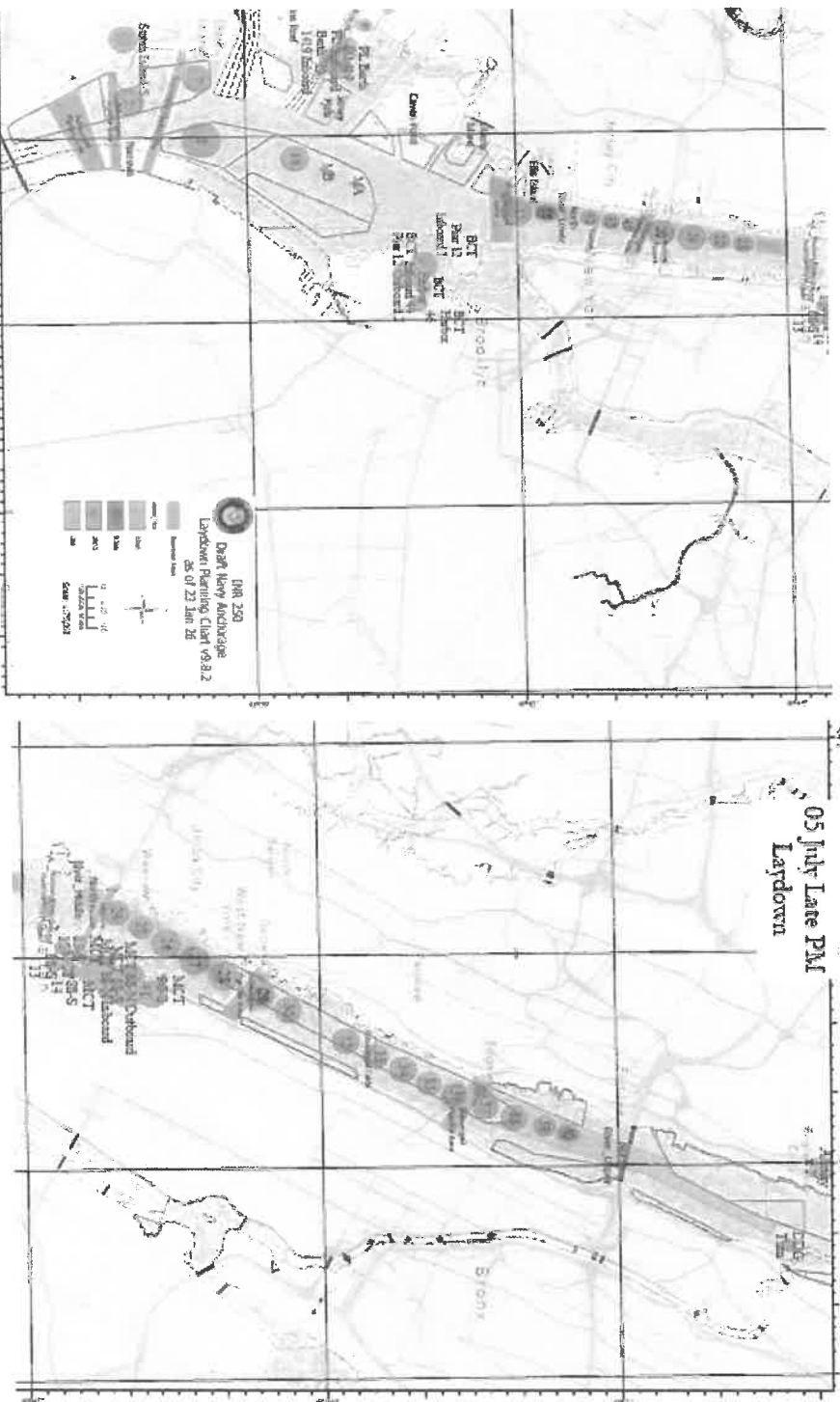
UNCLASSIFIED

...Forged to Fight



UNCLASSIFIED

Port Overview Laydown – 05 July 2026



- 9 Ship Movements
- 2 Anchor → Sea
- 7 Anchor → Berth

Total = 48 (32

anchored/moored based on confirmed berthing)

(Note: QMIII Anchor → Sea)



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Departure Plan 06 - 09 July 2026



- 06 July: (3 Anchor→Sea)
- FS TONNERRE L 9014
 - INS OZ SA'AR 6
 - INS NAHSHON LSV

- 07 July: (2 Anchor→Sea)
- HMS DUNCAN D 37
 - BAP TACNA ARL 158

- 08 July:
- As many Navy ships depart as possible
 - Coordinating w/ Sail4th to develop consolidated departure plan to provide to Pilots for assessment
 - Priority departure to large-deck and SNMG-1 ships, and ships berthed in Cruise Terminals and Stapleton/Bay Ridge Flats Anchorages

- 09 July:
- Remaining ships depart



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BACKUP

Foundry to Fleet...

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...Forged to Fight



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Navy Anchorage Plan/Port Loading



Leading up to 04 Jul INR

- 17-30 Jun: 4-Point Moor Installation Operations
- 01 Jul PM: 4 Ships Arrive (1 Anchor, 2 Moored, 1 Berth)
- 02 Jul AM: 11 Ships Arrive (10 Anchor, 1 Berth)
- 02 Jul PM: 15 Ships Arrive (14 Anchor, 1 Berth)
- 03 Jul AM: 9 Ships Arrive (9 Anchor)
- 03 Jul PM: 13 Ships Arrive (10 Anchor, 3 Berth)
- 04 Jul AM: Total of 52 ships in NYC Harbor (46 Anchored/Moored and 6 at Berth)

After INR

- 04 Jul PM: 2 Ships depart (Anch 17-18), 3 ships go to berth (Anch 1-2, 19) (QMill departs Anch 9 after fireworks)
- 05 Jul: 2 Ships depart (Anch 6, 31), 7 ships go to berth (Anch 4, 11-14, 44, 46) (**worst case scenario - 32 ships remain @ anchor/moor**)
- 06 Jul: 3 Ships departs (Anch 15, 22-23) (**29 ships remain @ anchor/moor**)
- 07 Jul: 2 Ships depart (BCT and Anch 5) (**28 ships remain @ anchor/moor**)
- 08 Jul: As many remaining ships as possible depart based on prioritization; any remaining ships depart 09 Jul
- 09-12 Jul: 4-Point Moor De-Install Operations

UNCLASSIFIED

Daily News

Opinion

NYC waterfront needs a new navigator



The Brooklyn Marine Terminal in Red Hook, Brooklyn. (Caroline Rubinstein-Willis/Mayoral Photography Office)

By **TOM FOX**

PUBLISHED: December 29, 2025 at 5:00 AM EST

The NYC Economic Development Corp. (EDC) has done a poor job with our city's marine infrastructure and maritime industries. Mayor-elect Zohran Mamdani should end EDC's control of our waterfront and re-establish a professional maritime planning and management entity as our city has had for most of its history.

In 1991, EDC was created and given a maritime contract to manage and develop the city's waterfront. EDC is a real estate development entity, and its oversight has resulted in deteriorating marine infrastructure and a diminished maritime industry, which are critical for the city's future economy, environment, and emergency preparedness.

- **Manhattan Cruise Terminal**

By 1998, the Manhattan Cruise Terminal's (MCT) four piers were removed from Hudson River Park and transferred to EDC. In 2008, EDC leased two piers to Vornado Realty for a convention center complex. They operated on Pier 94 but seldom used Pier 92 which a city inspection found unusable in 2019. Vornado claimed EDC was responsible for pier maintenance and stopped paying rent, yet in 2023 was allowed to build a movie studio on Pier 94, despite local community and elected official opposition.

In 2023, EDC committed to improve and electrify Pier 90. However, has delayed electrification and announced a multi-billion dollar rebuild of MCT which will remove Pier 90 and extend Piers 88 and 92 to accommodate vessels carrying 7,000 passengers while cities like Amsterdam and Venice have banned mega cruise ships. EDC's failure to apply for the required congressional authorization to lengthen the piers could delay the project two years.

- **Staten Island's North Shore**

EDC's redevelopment of Staten Island's North Shore was a fiasco. In 2005, they announced plans to redevelop maritime sites adjacent to the Staten Island Ferry Terminal with a shopping mall and the largest observation wheel in the world. The \$590 million wheel was abandoned, and EDC has stated that the mall is only 50% occupied.

- **NYC Ferry**

Rezoning stimulated high-rise residential development on working waterfronts in Greenpoint, Williamsburg and Long Island City, which private ferry operators were encouraged to service. In 2015, EDC established NYC Ferry, copying local operators service models and vessels, but chose a California company to operate 19 newly built city-owned vessels with public operating subsidies.

A city comptroller's audit reported that EDC failed to account for \$224 million spent to initiate the service, and by 2019 their proposed \$6.60/passenger subsidy became \$10.73. EDC maintained regular ferry schedules during COVID-19 and subsidies rose to \$14.57/passenger by 2022. The private company operating NYC Ferry declared bankruptcy in 2024.

EDC recently announced a \$15 two-day unlimited NYC Ferry pass competing with private maritime tour operators who pay living wages, lease public property, and generate payroll and sales taxes. Why should city taxpayers subsidize tourists?

- **Brooklyn Marine Terminal**

For 20 years, EDC talked about moving freight on our waterways to reduce the truck traffic clogging our city streets, deteriorating infrastructure, and fouling our air. This September, EDC announced a \$3.4 billion plan to redevelop the Brooklyn Marine Terminal (BMT) as a Blue Highway hub to transport produce and packages by water. However, they traded “as is” the 187-acre, state-of-the-art, city-owned container port at Howland Hook in Staten Island, for the Port Authority’s 122-acre BMT with millions in deferred maintenance.

The Port Authority was required to keep BMT in working order. Yet EDC failed to recover deferred funding and used BMT’s deterioration as rationale to employ a state General Project Plan (GPP) to sidestep public review and approvals. EDC’s BMT redevelopment budget includes hundreds of millions in unrelated expenses, yet major commitments in Atlantic Terminal’s GPP never materialized.

- **Moving Forward**

The Mamdani administration should establish a professional maritime development, management, and construction entity that assumes EDC’s maritime contract, but with greater public accountability. A not-for-profit Maritime Development Corp. (MDC) led by experienced professionals who understand operations, the challenges of in-water construction and opportunities to grow our maritime industry.

MDC would celebrate our maritime heritage, redevelop maritime industrial areas, streamline public waterfront construction and maintenance, improve workforce development, contribute to resiliency and emergency preparedness, and grow commercial maritime industries through public/private partnerships.

The Harbor and the Erie Canal made New York City an economic powerhouse. Our waterways can once again stimulate economic growth by moving packages, produce, building material and people in a cost-effective, energy-efficient, and environmentally beneficial manner.

Fox is a Worldwide Ferry Safety Association board member. He was a founding partner of New York Water Taxi and president of Interferry, an international trade association.

UNITED NEW YORK SANDY HOOK PILOTS' BENEVOLENT ASSOCIATION
AND
UNITED NEW JERSEY SANDY HOOK PILOTS' BENEVOLENT ASSOCIATION

March 6, 2026

ATTENTION: All Agents and Clients

SUBJECT: Sandy Hook Pilots' Guidance on Power Limiting Devices

The Sandy Hook Pilots have received numerous inquiries regarding the requirements for Engine Power Limiters (EPLs) and Shaft Power Limiters (SHaPoLis) for vessels calling at the Port of New York and New Jersey.

The U.S. Coast Guard has issued guidance on this matter through Policy Letter CG-ENG 01-24. More recently, the Captain of the Port released Marine Safety Information Bulletin (MSIB) 26-002, which specifically addresses vessels calling at the Port of NY/NJ. Both U.S. Coast Guard documents are attached for reference.

In addition, a letter from the Sandy Hook Pilots is included to summarize the most relevant points from the two Coast Guard policy documents.

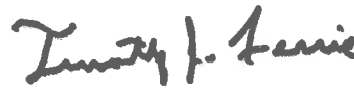
In short, all vessels entering, departing, or transiting within the Port of New York and New Jersey are required to override any Engine Power Limiter (EPL) or Shaft Power Limiter (SHaPoLi) prior to the pilot boarding the vessel.

If a vessel raises this issue during pre-arrival communications or at any point thereafter, please provide the attached documents to the vessel.

Please reach out to us or our Operations Manager, Rizwan Raza, with any questions.



Captain James H. Mahlmann
President
United New York Sandy Hook
Pilots' Benevolent Association



Captain Timothy J. Ferrie
President
United New Jersey Sandy Hook
Pilots' Benevolent Association

ATTACHMENTS:

- A – USCG Policy Letter CG-ENG 01-24
- B – USCG MSIB 26-002
- C – SHPA Guidance for Power Limiters

UNITED NEW YORK SANDY HOOK PILOTS' BENEVOLENT ASSOCIATION
AND
UNITED NEW JERSEY SANDY HOOK PILOTS' BENEVOLENT ASSOCIATION

To: Ships Ordering Sandy Hook Pilots in the Port of NY/NJ
Via: NY/NJ Port Agents and Vessels
Subject: Engine Power Limiters and Other Impediments to Full Power on Demand

The Sandy Hook Pilots are honored to serve vessels operating in the Port of New York and New Jersey and are committed to ensuring the highest standards of navigational safety. The United States Coast Guard and the States of New York and New Jersey require vessel operators to employ all available means to prevent navigational accidents. Consistent with this requirement, the Coast Guard issued Policy Letter 01-24 (April 10, 2024) and Marine Safety Information Bulletin 26-002 (February 20, 2026) [attached] addressing the operational impacts of environmental mitigation controls on shipboard propulsion systems. We take this opportunity to briefly address the new MSIB issued by the Coast Guard:

1. Coast Guard guidance emphasizes that, regardless of any devices, systems, or operational practices that may alter a vessel's maneuvering characteristics or limit engine output for emissions or efficiency purposes, safe navigation must not be compromised. In accordance with 33 CFR §164.11(k), the pilot must be informed of any condition that affects or alters the vessel's maneuvering performance.
2. The Port of New York and New Jersey, including the Ambrose and Sandy Hook entrance channels, consists of confined, congested, and heavily trafficked waterways that require immediate and reliable propulsion response. Environmental mitigation provisions, including SOLAS Chapter V, Regulation 34, are intended for unrestricted waters and are not applicable within such constrained pilotage waters.
3. To ensure compliance with federal and state safety requirements, any engine power or shaft power limiter—mechanical, electronic, or procedural—or any policy, setting, or operational restriction that could delay or limit full propulsion response must be fully deactivated, bypassed, or overridden prior to pilot boarding. This action must be completed sufficiently in advance to eliminate any residual delay in engine response. This applies to both inbound, outbound, and intraport passages.
4. If any limitation to full ahead or astern propulsion capability remains, or if full engine responsiveness cannot be assured, this condition must be reported at the time of ordering a pilot or immediately upon discovery and must be clearly



Marine Safety Information Bulletin

Commander
Coast Guard Sector New York
212 Coast Guard Drive
Staten Island, NY 10305

MSIB Number: 26-002
Date: February 20, 2026
Contact: Mr. John Hillin
E-mail: John.J.Hillin@uscg.mil

Sector New York Power Output Restriction Device Guidance

This bulletin highlights the potential navigational hazards arising from a reduction in a ship's propulsion power. This includes situations involving engine malfunctions, as well as the use of an Engine Power Limiter (EPL) or Shaft Power Limiter (SHaPoLi) for compliance with MARPOL Annex VI energy efficiency regulations. Despite additional guidance in CG-ENG Policy Letter 01-24 confirming power limiter override does not constitute a MARPOL VI violation when securing the safety of a ship, some vessel Masters have refused a Pilot's request to do so while transiting restricted waters.

This failure to ensure full power is available upon request compromises navigational safety. If a ship's propulsion system is deemed a safety risk, enforcement action may be initiated under the Ports and Waterways Safety Act, including deficiencies, fines, or detentions [see 46 USC § 70002, 33 CFR § 1.07 and 33 CFR § 160.111(c)].

Due to heavy commercial and recreational vessel traffic and restricted waters in the Port of New York and New Jersey, the Hudson River, and the Port of Albany, maximum vessel maneuverability is essential. Therefore, to ensure safe navigation, Masters of vessels equipped with an EPL or SHaPoLi should override the limiter to make full propulsion power available before arriving to the Precautionary Area in the approaches to New York Harbor, and prior to departing berth within the Sector New York area of responsibility.

If the crew is unable to override the power limiter, the vessel's reduced power capability presents a navigational risk. In this situation, the Master must take the following actions:

- Immediately report the reduced power as a hazardous condition in accordance with 33 CFR § 160.216.
- Conduct a safety-focused voyage planning meeting with the Pilot before arrival. This meeting is essential to discuss the vessel's diminished handling characteristics and establish a safe passage plan under the existing power constraints.

Questions regarding this Bulletin may be addressed to Mr. John Hillin at U.S. Coast Guard Sector New York, (571) 607-2598, or John.J.Hillin@uscg.mil.

JONATHAN A. ANDRECHIK
Captain, U.S. Coast Guard
Captain of the Port, New York and New Jersey

U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
United States Coast Guard

2703 Martin Luther King Jr. Ave. SE
Washington DC 20593-7509
Staff Symbol: CG-ENG
Phone: (202) 372-1355
Fax: (202) 372-1925
Email: CGENG@uscg.mil

16670
CG-ENG
Policy Letter 01-24
April 10, 2024

A handwritten signature in black ink, appearing to read "D. H. Cost".

From: D. H. Cost, CAPT
COMDT (CG-ENG)

To: Distribution

Subj: GUIDANCE REGARDING DEVICES THAT ALTER MANEUVERING
CHARACTERISTICS OF SHIPS TO ENSURE SAFE OPERATION IN WATERS
OF THE UNITED STATES

Ref: (a) IMO Resolution MEPC.335(76), 2021 Guidelines on the Shaft / Engine Power
Limitation System to Comply with the EEXI Requirements and Use of a Power
Reserve
(b) IMO Resolution MEPC.375(80), 2023: Amendments to the 2021 Guidelines on the
Shaft / Engine Power Limitation System to Comply with the EEXI Requirements
and Use of a Power Reserve
(c) IMO Circular MEPC.1/Circ.850/Rev.3, Guidelines for Determining Minimum
Propulsion Power to Maintain the Manoeuvrability of Ships in Adverse Conditions
(d) IMO Resolution A.601(15), Recommendation on the Provision and the Display of
Manoeuvring Information on Board Ships

1. **PURPOSE.** This policy letter provides guidance to Captains of the Port (COTPs), Officers in Charge of Marine Inspection (OCMIs), and maritime stakeholders regarding devices that alter the maneuvering characteristics of ships operating in U.S. territorial waters, including considerations to ensure safe navigation and the guidance necessary to comply with 33 CFR § 164.11 (k).
2. **DIRECTIVES AFFECTED.** None.
3. **ACTION.** U.S. Coast Guard units and maritime stakeholders including ship agents, owners, and operators should be aware of how these devices impact ship maneuverability and take action, as necessary, to ensure safe operations in U.S. waters.
4. **BACKGROUND.**
 - a. As of November 1, 2022, existing ships and those which have undergone a major conversion must comply with the Energy Efficiency Existing Ship Index (EEXI) regulations found in MARPOL Annex VI. One option to achieve compliance is to reduce maximum ship speed or power either by permanently de-rating the engine or through installation of an overridable Engine Power Limiter (EPL) or Shaft Power Limiter (SHaPoLi), guidance for which can be found in references (a) and (b). Additionally,

Subj: GUIDANCE REGARDING DEVICES THAT
ALTER MANEUVERING CHARACTERISTICS OF
SHIPS TO ENSURE SAFE OPERATION IN WATERS OF
THE UNITED STATES

16703
CG-ENG
Policy Letter 01-24
April 10, 2024

cards and wheelhouse posters is vital to safe navigation in restricted waters. Specific guidance for the pilot card and wheelhouse poster can be found in reference (d).

5. **GUIDANCE.** This guidance is intended to provide a framework for decision-making regarding the use of devices that have the potential to negatively impact ship maneuverability and in no way precludes operators from following rules of good seamanship to ensure the safety of their ship and the waterway. If an evaluation of the ship's maneuvering characteristics leads to concern for safe navigation, appropriate additional safety measures may be required to ensure the ship can safely transit through the restricted waterway. However, if an EPL or SHaPoLi is used, overriding the system may be a viable option to mitigate risks. When considering the various types of devices, the following guidance is provided:
- a. Ships with a permanent power modification must update pilot cards and wheelhouse posters to reflect maneuverability with the device installed.
 - b. 33 CFR § 164.11 (k) requires pilots to be informed of all ship maneuvering characteristics. If the ship's maneuvering characteristics indicated on the pilot card and wheelhouse poster were not updated following installation of an EPL/SHaPoLi system or acceleration-limiting program, the ship is not in compliance with this regulation. **As such, the system or program must be overridden prior to entry into U.S. territorial waters.** If override is not feasible, the COTP, in consultation with the pilots, may require additional measures to ensure the safety of the ship and the port during the ship's restricted water transit. Operators of ships who have not updated these documents are advised to engage with local pilots and the COTP well in advance of entry into port to avoid delays by ensuring all required safety measures are in place.
 - c. If the pilot card and wheelhouse poster do not reflect maneuverability when the EPL/SHaPoLi system is in the override condition, the system should not be overridden except in an emergency. Additional safety measures should be considered by the COTP, OCMI, pilots, or other authorities prior to entry into U.S. territorial waters if a determination is made that power above the EPL/SHaPoLi setpoint is necessary for the restricted waters transit.
 - d. If a determination is made that additional power above the EPL/SHaPoLi set point is necessary to safely transit in restricted waters and an updated pilot card and wheelhouse poster for the EPL/SHaPoLi override condition is onboard, an EPL/SHaPoLi may be overridden. The override procedure must be completed well in advance of when it is determined to be necessary for safe operation while navigating in restricted waters. Discretion should be exercised when considering override of a mechanical EPL/SHaPoLi versus the addition of other operational safety measures to assist with underpowered ships.
 - e. Ships should follow the guidance in references (a) and (b) for recording and reporting EPL/SHaPoLi override and reserve power usage to the flag state and/or Recognized Organization (RO). U.S. flagged ships shall make reports to Flag State Control (CVC-4) at FlagStateControl@uscg.mil. EPL/SHaPoLi override and reserve power usage by any ship in U.S. waters must also be reported to the cognizant OCMI. Contact information for each OCMI can be found on the Coast Guard's [Prevention Directory Contact List](#).

Stuckey, Andre (CPILAXS)

From: Kyle Weist <kyle.weist@nypilotcommission.org>
Sent: Monday, March 9, 2026 10:54 AM
To: Stuckey, Andre (CPILAXS); JMahlmann@SandyHookPilots.com; Timothy Ferrie
Subject: FW: New Legislation

CAUTION: This e-mail originated from outside of NJ TRANSIT. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Morning Andre, Captains,

Just sharing for awareness that SHPA 5-year rate schedule for 2028 has been introduced into the NY State Senate. Will brief the Board tomorrow on it and start drafting the letter of 'support' from BOC. Have a great week.

Very Respectfully,

Kyle Weist
Executive Director
Board of Commissioners of Pilots of the State of New York
One Battery Park Plaza, 31st Floor
New York, N.Y. 10004
212.425.5027 office
484.269.1389 cell
kyle.weist@nypilotcommission.org

From: Caley Taratus <caley@roffegroup.com>
Sent: Friday, March 6, 2026 4:25 PM
To: Kyle Weist <kyle.weist@nypilotcommission.org>
Subject: New Legislation

Kyle,

The legislation below was added to your file for review.

If you have any questions or comments, please just let us know.

Best,

Caley

S 9389 SCARCELLA-SPANTON Same as A	A10497 Fall Same as S 9389 SCARCELLA-SPANTON
10497 Fall	Navigation Law
ON FILE: 03/06/26 Navigation Law	TITLE....Relates to base pilotage tariffs at Sandy Hook, Sands
TITLE....Relates to base pilotage tariffs at	Point and Execution Rocks
Sandy Hook, Sands Point and Execution	03/06/26 referred to transportation
Rocks	

1	50 to 99.99	\$1234
2	100 to 499.99	$\$(12.43 \times \text{P.U.})$
3	500 to 1649.99	$\$((\text{P.U.} - 500) \times 1.67) + 6217$
4	1650 and up	$\$((\text{P.U.} - 1650) \times 4.70) + 8225$
5	(iv) Effective January first, two thousand twenty five, the following	
6	rate table shall be used to calculate base pilotage tariffs:	
7	0 to 24.99	\$874
8	25 to 49.99	\$1029
9	50 to 99.99	\$1271
10	100 to 499.99	$\$(12.81 \times \text{P.U.})$
11	500 to 1649.99	$\$((\text{P.U.} - 500) \times 1.72) + 6403$
12	1650 and up	$\$((\text{P.U.} - 1650) \times 4.85) + 8472$
13	(v) Effective January first, two thousand twenty six, the following	
14	rate table shall be used to calculate base pilotage tariffs:]	
15	0 to 24.99	\$900
16	25 to 49.99	\$1060
17	50 to 99.99	\$1309
18	100 to 499.99	$\$(13.19 \times \text{P.U.})$
19	500 to 1649.99	$\$((\text{P.U.} - 500) \times 1.77) + 6595$
20	1650 and up	$\$((\text{P.U.} - 1650) \times 5.00) + 8726$
21	[(vi)] (ii) Effective January first, two thousand twenty-seven, the	
22	following rate table shall be used to calculate base pilotage tariffs:	
23	0 to 24.99	\$927
24	25 to 49.99	\$1092
25	50 to 99.99	\$1348
26	100 to 499.99	$\$(13.59 \times \text{P.U.})$
27	500 to 1649.99	$\$((\text{P.U.} - 500) \times 1.82) + 6793$
28	1650 and up	$\$((\text{P.U.} - 1650) \times 5.15) + 8988$
29	<u>(iii) Effective January first, two thousand twenty-eight, the follow-</u>	
30	<u>ing rate table shall be used to calculate base pilotage tariffs:</u>	
31	0 to 24.99	\$946
32	25 to 49.99	\$1114
33	50 to 99.99	\$1386
34	100 to 499.99	$\$(14.41 \times \text{P.U.})$
35	500 to 1649.99	$\$((\text{P.U.} - 500) \times 1.92) + 7201$
36	1650 and up	$\$((\text{P.U.} - 1650) \times 5.40) + 9438$
37	<u>(iv) Effective January first, two thousand twenty-nine, the following</u>	
38	<u>rate table shall be used to calculate base pilotage tariffs:</u>	
39	0 to 24.99	\$965
40	25 to 49.99	\$1136
41	50 to 99.99	\$1427
42	100 to 499.99	$\$(15.27 \times \text{P.U.})$
43	500 to 1649.99	$\$((\text{P.U.} - 500) \times 2.02) + 7633$
44	1650 and up	$\$((\text{P.U.} - 1650) \times 5.65) + 9910$
45	<u>(v) Effective January first, two thousand thirty, the following rate</u>	
46	<u>table shall be used to calculate base pilotage tariffs:</u>	
47	0 to 24.99	\$984
48	25 to 49.99	\$1159
49	50 to 99.99	\$1470
50	100 to 499.99	$\$(16.19 \times \text{P.U.})$
51	500 to 1649.99	$\$((\text{P.U.} - 500) \times 2.12) + 8091$
52	1650 and up	$\$((\text{P.U.} - 1650) \times 5.90) + 10406$
53	<u>(vi) Effective January first, two thousand thirty-one, the following</u>	
54	<u>rate table shall be used to calculate base pilotage tariffs:</u>	
55	0 to 24.99	\$1004
56	25 to 49.99	\$1182
1	50 to 99.99	\$1514
2	100 to 499.99	$\$(17.16 \times \text{P.U.})$

Maintaining appropriate tariff levels for pilotage services is necessary to reflect changes in operational costs, industry standards, and economic conditions. This legislation establishes a structured schedule of tariff adjustments over several years, ensuring that rates remain predictable and transparent for both pilots and the shipping industry.

By creating a multi-year schedule of tariff updates, this bill provides long-term stability for maritime operations while supporting the continued availability of highly skilled pilotage services essential to the safety and efficiency of maritime commerce in New York State.

PRIOR LEGISLATIVE HISTORY:

New bill.

FISCAL IMPLICATIONS FOR STATE AND LOCAL GOVERNMENTS:

None.

EFFECTIVE DATE:

This act shall take effect immediately.

Caley Taratus

Director of Legislative Affairs
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Albany, NY 12210
Direct 518.432.7841 | Fax 518.463.0416
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The Roffe Group of Robinson+Cole

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The New Jersey Maritime Pilot & Docking Pilot Commission

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Email: astuckey@njtransit.com

Commission Advisory

February 24, 2026

#26-001

As New Jersey State Licensed Pilots and Registered Apprentices, you are tasked with a broad range of duties that require precision and expertise. Your primary responsibility is to take command of vessels entering or departing the port, including navigating through confined channels.

As the person in charge of the safe navigation of the vessel, you must perform many tasks that demand high levels of concentration and attention to detail. These include but are not limited to:

1. *Determining the best navigational course and speed, considering other traffic, water depth, and environmental conditions.*
2. *Monitoring and using piloting tools effectively, including but not limited to radar systems, ECDIS, and VHF.*
3. *Directly maneuvering the ship or advising the ship's captain on maneuvers during docking and undocking operations.*
4. *Communicating effectively with port authorities, and national and international shipping personnel.*

It has come to attention of the New Jersey Maritime Pilot and Docking Pilot Commission that the constant presence of alarms sounding on the bridge of a vessel is a constant source of distraction. These distractions may result in:

1. *Potential break-in the concentration needed by the pilot and bridge team for safe maneuvering of the vessel;*
2. *If addressed properly by the vessels crew attention is taken away from needed and required task; and*
3. *The constant sounding of the alarms may cause fatigue and indifference which could potentially lead to delays in response to an actual incident or emergency.*

The New Jersey Maritime Pilot and Docking Pilot Commission strongly advise that you address the issue of alarm signals during your Master-Pilot exchange by requesting that only necessary alarms be active during pilotage maneuvers.

By Order of the New Jersey Maritime Pilot and Docking Pilot Commission

Andre M. Stuckey
Executive Director

Stuckey, Andre (CPILAXS)

From: Gateway Development Commission <press@gatewayprogram.org>
Sent: Tuesday, February 24, 2026 2:34 PM
To: Stuckey, Andre (CPILAXS)
Subject: Gateway Development Commission Resumes Hudson Tunnel Project Construction

CAUTION: This e-mail originated from outside of NJ TRANSIT. Do not click links or open attachments unless you recognize the sender and know the content is safe.

View this email in your browser



FOR IMMEDIATE RELEASE

February 24, 2026

Contacts:

Molly Beckhardt – mbeckhardt@gatewayprogram.org; 917-586-3622

Jake McNichol – jake.mcnichol@gatewayprogram.org; 609-658-0648

**GATEWAY DEVELOPMENT COMMISSION RESUMES HUDSON
TUNNEL PROJECT CONSTRUCTION**

Newark/New York – The Gateway Development Commission (GDC) announced today that construction of the Hudson Tunnel Project (HTP) is resuming this week. Nearly 1,000 jobs that were impacted by a construction pause that began on February 6 will be restored.

GDC is funding this construction work using approximately \$235 million the Commission received from the federal government earlier this month.

“Hundreds of workers will return to GDC’s construction sites in New York and New Jersey. This is great news for these workers, the hundreds of thousands of riders who take the train to New York City every day, and the entire region, but we cannot take our eyes off the ball. We need every federal dollar accounted for in our grant and loan agreements to build this tunnel,” **Alicia Glen, New York GDC Commissioner and Co-Chair** said. “I’m grateful for the many elected leaders, including Leader Schumer and Governor Hochul, who have fought for the project, as well as the united front of business and labor

While work on GDC's active construction projects resumes, two major procurements for work on the Hudson River Tunnel and New Jersey Surface Alignment contracts will remain on hold until GDC regains access to all \$15 billion in federal grants and loans that has been paused since October 1, 2025. Both of these contracts were scheduled for award in late 2025/early 2026.

The HTP is an urgent investment in America's passenger rail network that involves building a new train tunnel connecting New York and New Jersey and rehabilitating the existing tunnel, which has been in service since 1910 and is a source of chronic delays for hundreds of thousands of daily riders. More than \$1 billion has been invested in construction of the HTP since ground broke in 2023.

The HTP is funded by fully executed federal grant and loan agreements between the U.S. Department of Transportation and GDC. GDC continues to cooperate with its federal funding partners while exploring all avenues for restoring full funding for the HTP to ensure it is delivered on scope, schedule, and budget.

###

The Gateway Program is the most urgent major infrastructure program in the country – a comprehensive set of rail investments that will improve commuter and intercity services, add needed resiliency, and create new capacity for the busiest section of the Northeast Corridor (NEC). The NEC is the most heavily used passenger rail line in the country hosting more than 2,200 train movements and 800,000 passenger trips daily.

[Click Here for More Gateway Program News](#)

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UNITED NEW YORK SANDY HOOK PILOTS' BENEVOLENT ASSOCIATION
AND
UNITED NEW JERSEY SANDY HOOK PILOTS' BENEVOLENT ASSOCIATION

March 6, 2026

ATTENTION: All Agents and Clients

SUBJECT: Sandy Hook Pilots' Guidance on Power Limiting Devices

The Sandy Hook Pilots have received numerous inquiries regarding the requirements for Engine Power Limiters (EPLs) and Shaft Power Limiters (SHaPoLis) for vessels calling at the Port of New York and New Jersey.

The U.S. Coast Guard has issued guidance on this matter through Policy Letter CG-ENG 01-24. More recently, the Captain of the Port released Marine Safety Information Bulletin (MSIB) 26-002, which specifically addresses vessels calling at the Port of NY/NJ. Both U.S. Coast Guard documents are attached for reference.

In addition, a letter from the Sandy Hook Pilots is included to summarize the most relevant points from the two Coast Guard policy documents.

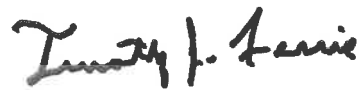
In short, all vessels entering, departing, or transiting within the Port of New York and New Jersey are required to override any Engine Power Limiter (EPL) or Shaft Power Limiter (SHaPoLi) prior to the pilot boarding the vessel.

If a vessel raises this issue during pre-arrival communications or at any point thereafter, please provide the attached documents to the vessel.

Please reach out to us or our Operations Manager, Rizwan Raza, with any questions.



Captain James H. Mahlmann
President
United New York Sandy Hook
Pilots' Benevolent Association



Captain Timothy J. Ferrie
President
United New Jersey Sandy Hook
Pilots' Benevolent Association

ATTACHMENTS:

A – USCG Policy Letter CG-ENG 01-24

B – USCG MSIB 26-002

C – SHPA Guidance for Power Limiters



Marine Safety Information Bulletin

Commander
Coast Guard Sector New York
212 Coast Guard Drive
Staten Island, NY 10305

MSIB Number: 26-002
Date: February 20, 2026
Contact: Mr. John Hillin
E-mail: John.J.Hillin@uscg.mil

Sector New York Power Output Restriction Device Guidance

This bulletin highlights the potential navigational hazards arising from a reduction in a ship's propulsion power. This includes situations involving engine malfunctions, as well as the use of an Engine Power Limiter (EPL) or Shaft Power Limiter (SHaPoLi) for compliance with MARPOL Annex VI energy efficiency regulations. Despite additional guidance in CG-ENG Policy Letter 01-24 confirming power limiter override does not constitute a MARPOL VI violation when securing the safety of a ship, some vessel Masters have refused a Pilot's request to do so while transiting restricted waters.

This failure to ensure full power is available upon request compromises navigational safety. If a ship's propulsion system is deemed a safety risk, enforcement action may be initiated under the Ports and Waterways Safety Act, including deficiencies, fines, or detentions [see 46 USC § 70002, 33 CFR § 1.07 and 33 CFR § 160.111(c)].

Due to heavy commercial and recreational vessel traffic and restricted waters in the Port of New York and New Jersey, the Hudson River, and the Port of Albany, maximum vessel maneuverability is essential. Therefore, to ensure safe navigation, Masters of vessels equipped with an EPL or SHaPoLi should override the limiter to make full propulsion power available before arriving to the Precautionary Area in the approaches to New York Harbor, and prior to departing berth within the Sector New York area of responsibility.

If the crew is unable to override the power limiter, the vessel's reduced power capability presents a navigational risk. In this situation, the Master must take the following actions:

- Immediately report the reduced power as a hazardous condition in accordance with 33 CFR § 160.216.
- Conduct a safety-focused voyage planning meeting with the Pilot before arrival. This meeting is essential to discuss the vessel's diminished handling characteristics and establish a safe passage plan under the existing power constraints.

Questions regarding this Bulletin may be addressed to Mr. John Hillin at U.S. Coast Guard Sector New York, (571) 607-2598, or John.J.Hillin@uscg.mil.

JONATHAN A. ANDRECHIK
Captain, U.S. Coast Guard
Captain of the Port, New York and New Jersey

UNITED NEW YORK SANDY HOOK PILOTS' BENEVOLENT ASSOCIATION
AND
UNITED NEW JERSEY SANDY HOOK PILOTS' BENEVOLENT ASSOCIATION

To: Ships Ordering Sandy Hook Pilots in the Port of NY/NJ
Via: NY/NJ Port Agents and Vessels
Subject: Engine Power Limiters and Other Impediments to Full Power on Demand

The Sandy Hook Pilots are honored to serve vessels operating in the Port of New York and New Jersey and are committed to ensuring the highest standards of navigational safety. The United States Coast Guard and the States of New York and New Jersey require vessel operators to employ all available means to prevent navigational accidents. Consistent with this requirement, the Coast Guard issued Policy Letter 01-24 (April 10, 2024) and Marine Safety Information Bulletin 26-002 (February 20, 2026) [attached] addressing the operational impacts of environmental mitigation controls on shipboard propulsion systems. We take this opportunity to briefly address the new MSIB issued by the Coast Guard:

1. Coast Guard guidance emphasizes that, regardless of any devices, systems, or operational practices that may alter a vessel's maneuvering characteristics or limit engine output for emissions or efficiency purposes, safe navigation must not be compromised. In accordance with 33 CFR §164.11(k), the pilot must be informed of any condition that affects or alters the vessel's maneuvering performance.
2. The Port of New York and New Jersey, including the Ambrose and Sandy Hook entrance channels, consists of confined, congested, and heavily trafficked waterways that require immediate and reliable propulsion response. Environmental mitigation provisions, including SOLAS Chapter V, Regulation 34, are intended for unrestricted waters and are not applicable within such constrained pilotage waters.
3. To ensure compliance with federal and state safety requirements, any engine power or shaft power limiter—mechanical, electronic, or procedural—or any policy, setting, or operational restriction that could delay or limit full propulsion response must be fully deactivated, bypassed, or overridden prior to pilot boarding. This action must be completed sufficiently in advance to eliminate any residual delay in engine response. This applies to both inbound, outbound, and intraport passages.
4. If any limitation to full ahead or astern propulsion capability remains, or if full engine responsiveness cannot be assured, this condition must be reported at the time of ordering a pilot or immediately upon discovery and must be clearly

U.S. Department of
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United States
Coast Guard



Commandant
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16670
CG-ENG
Policy Letter 01-24
April 10, 2024

A handwritten signature in black ink, appearing to read "D. H. Cost".

From: D. H. Cost, CAPT
COMDT (CG-ENG)

To: Distribution

Subj: GUIDANCE REGARDING DEVICES THAT ALTER MANEUVERING
CHARACTERISTICS OF SHIPS TO ENSURE SAFE OPERATION IN WATERS
OF THE UNITED STATES

Ref: (a) IMO Resolution MEPC.335(76), 2021 Guidelines on the Shaft / Engine Power
Limitation System to Comply with the EEXI Requirements and Use of a Power
Reserve
(b) IMO Resolution MEPC.375(80), 2023: Amendments to the 2021 Guidelines on the
Shaft / Engine Power Limitation System to Comply with the EEXI Requirements
and Use of a Power Reserve
(c) IMO Circular MEPC.1/Circ.850/Rev.3, Guidelines for Determining Minimum
Propulsion Power to Maintain the Manoeuvrability of Ships in Adverse Conditions
(d) IMO Resolution A.601(15), Recommendation on the Provision and the Display of
Manoeuvring Information on Board Ships

1. **PURPOSE.** This policy letter provides guidance to Captains of the Port (COTPs), Officers in Charge of Marine Inspection (OCMIs), and maritime stakeholders regarding devices that alter the maneuvering characteristics of ships operating in U.S. territorial waters, including considerations to ensure safe navigation and the guidance necessary to comply with 33 CFR § 164.11 (k).
2. **DIRECTIVES AFFECTED.** None.
3. **ACTION.** U.S. Coast Guard units and maritime stakeholders including ship agents, owners, and operators should be aware of how these devices impact ship maneuverability and take action, as necessary, to ensure safe operations in U.S. waters.
4. **BACKGROUND.**
 - a. As of November 1, 2022, existing ships and those which have undergone a major conversion must comply with the Energy Efficiency Existing Ship Index (EEXI) regulations found in MARPOL Annex VI. One option to achieve compliance is to reduce maximum ship speed or power either by permanently de-rating the engine or through installation of an overridable Engine Power Limiter (EPL) or Shaft Power Limiter (SHaPoLi), guidance for which can be found in references (a) and (b). Additionally,

cards and wheelhouse posters is vital to safe navigation in restricted waters. Specific guidance for the pilot card and wheelhouse poster can be found in reference (d).

5. **GUIDANCE.** This guidance is intended to provide a framework for decision-making regarding the use of devices that have the potential to negatively impact ship maneuverability and in no way precludes operators from following rules of good seamanship to ensure the safety of their ship and the waterway. If an evaluation of the ship's maneuvering characteristics leads to concern for safe navigation, appropriate additional safety measures may be required to ensure the ship can safely transit through the restricted waterway. However, if an EPL or SHaPoLi is used, overriding the system may be a viable option to mitigate risks. When considering the various types of devices, the following guidance is provided:
- a. Ships with a permanent power modification must update pilot cards and wheelhouse posters to reflect maneuverability with the device installed.
 - b. 33 CFR § 164.11 (k) requires pilots to be informed of all ship maneuvering characteristics. If the ship's maneuvering characteristics indicated on the pilot card and wheelhouse poster were not updated following installation of an EPL/SHaPoLi system or acceleration-limiting program, the ship is not in compliance with this regulation. **As such, the system or program must be overridden prior to entry into U.S. territorial waters.** If override is not feasible, the COTP, in consultation with the pilots, may require additional measures to ensure the safety of the ship and the port during the ship's restricted water transit. Operators of ships who have not updated these documents are advised to engage with local pilots and the COTP well in advance of entry into port to avoid delays by ensuring all required safety measures are in place.
 - c. If the pilot card and wheelhouse poster do not reflect maneuverability when the EPL/SHaPoLi system is in the override condition, the system should not be overridden except in an emergency. Additional safety measures should be considered by the COTP, OCMI, pilots, or other authorities prior to entry into U.S. territorial waters if a determination is made that power above the EPL/SHaPoLi setpoint is necessary for the restricted waters transit.
 - d. If a determination is made that additional power above the EPL/SHaPoLi set point is necessary to safely transit in restricted waters and an updated pilot card and wheelhouse poster for the EPL/SHaPoLi override condition is onboard, an EPL/SHaPoLi may be overridden. The override procedure must be completed well in advance of when it is determined to be necessary for safe operation while navigating in restricted waters. Discretion should be exercised when considering override of a mechanical EPL/SHaPoLi versus the addition of other operational safety measures to assist with underpowered ships.
 - e. Ships should follow the guidance in references (a) and (b) for recording and reporting EPL/SHaPoLi override and reserve power usage to the flag state and/or Recognized Organization (RO). U.S. flagged ships shall make reports to Flag State Control (CVC-4) at FlagStateControl@uscg.mil. EPL/SHaPoLi override and reserve power usage by any ship in U.S. waters must also be reported to the cognizant OCMI. Contact information for each OCMI can be found on the Coast Guard's [Prevention Directory Contact List](#).

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The New Jersey Maritime Pilot & Docking Pilot Commission

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Email: astuckey@njtransit.com

March 9, 2026

Captain Jonathan Andrechik
United States Coast Guard
212 Cost Guard Drive
Staten Island, NY 10305

Re: Proposal to Relocated the COLOREGS Demarcation Line
33- CFR 80 Atlantic Coast First District 80.165 (New York Harbor)

Dear Captain Andrechik,

On behalf of the New Jersey Maritime Pilot and Docking Pilot Commission (Commission) I respectfully submit this request for your consideration and approval of the United New York and New Jersey Sandy Hooks Pilots' Benevolent Associations proposal to relocate the demarcation line delineating those waters upon which mariners shall comply with the International Regulations for Preventing Collisions at 1972 (COLREGS) and those waters upon which mariners shall comply with the Inland Navigation Rules for the New York Harbor.

The current demarcation line runs from East Rockaway Inlet Breakwater Light to Sandy Hook Light. Historically, before the adoption of the 1972 COLREGS, this line extended from Navesink Highlands Light to the Ambrose Light Ship and then to the Cupola opposite the Marine Parkway Bridge. This placement ensured that vessels approaching the port from Sea would adhere to International Rules before transitioning to Inland Rules upon entering the pilot boarding grounds and navigating the narrow entrance channels to the Port of New York and New Jersey.

Since the adoption of the 1972 COLREGS, several significant changes have altered the geographic and operational landscape of this area. The Gedney Channel, once the primary route for vessels bound to and from Perth Amboy, has been abandoned in favor of the deepened Sandy Hook Channel Bay Reach. The Swash Channel, once the compulsory passage for towing vessels, is rarely used due to the increased size of modern tows and the flexibility they have to use the Ambrose Channel. The most impactful change was the 2008 extension of the Ambrose Channel to accommodate NEOPANAMAX vessels, placing the RW "A" Morse Alpha buoy near the historic position of the Ambrose Light Ship.

Despite these profound changes, the COLREGS Demarcation Line has remained static. As a result, the line now cuts across the two key navigational routes, Ambrose and Sandy Hook Channels, creating a situation where vessels within these confined waterways are subject to conflicting rule sets. These conflicts and ambiguities impose operational complexity and safety risks, as vessels navigating these narrow channels must switch between International and Inland Rules depending on their location.

These inconsistencies can lead to confusion, undermine the uniformity intended by the COLREGS and potentially degrade navigation safety in this vital waterway. These inconsistencies could be avoided by relocating the COLREGS Demarcation Line.

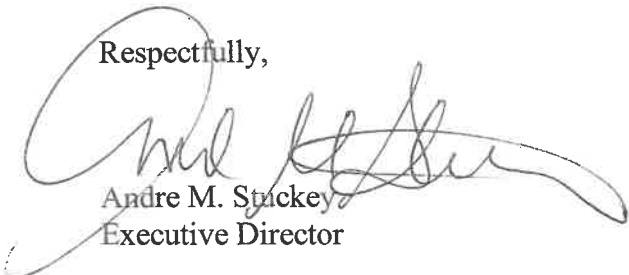
In addition to concerns regarding the conflicting application of International and Inland Rules of the Road, practical complications have also emerged following the allision of the container ship *Dali* with the Francis Scott Key Bridge. In response to increased scrutiny by the States of New York and New Jersey and the U.S. Coast Guard, vessels experiencing engine, generator, propulsion, or steering issues often require escort tugs during transit into the harbor. However, due to the requirements of 46 CFR 15.1101(a)(2)(i), the crews of towing vessels under 200 GRT (500 GT) on near-coastal voyages within 200 miles offshore—and those of any size operating solely on inland waters—are not required to meet the STCW certification standards. As a result, escort tugs frequently lack the necessary certification to operate seaward of the current COLREGS Demarcation Line.

The COLREGS Demarcation Line should be relocated to align with the current operational and geographic realities in the approaches to New York Harbor and to resolve the unnecessary uncertainties in applying the Inland and International Rules.

The Commission fully supports the proposal to amend 33 CFR § 80.165 to have the new Demarcation Line as a **line from Highlands Light (LLNR 35025) to the Jones Inlet Light (LLNR 30890), which intersects the RW “A” Morse Alpha Buoy.**

We believe that this adjustment would not only bring regulatory clarity and ensure that vessels transiting narrow channels are uniformly subject to the Inland Rules while those operating in the approaches to New York follow the International Rules but would also facilitate critical tug escort and assist operations during engine or steering casualties.

Respectfully,



Andre M. Stuckey
Executive Director

CC: New Jersey Maritime Pilot and Docking Pilot Commission
Board of Commissioners of Pilots of the State of New York
United New York & New Jersey Sandy Hook Pilots Benevolent Association