

WASHINGTON STATE
BOARD OF PILOTAGE COMMISSIONERS
MEETING AGENDA

June 15, 2023

2901 3rd Avenue, Seattle, WA 98121 – 4th Floor Rainier Conference Room
and

Via Teams #206.531.0324, participation code: 928096063#

(Public comment accepted at the discretion of the Chair and prior to the end of the meeting)

1300 Call to order

REGULAR MEETING

1. BPC Staff Report
2. BPC Chair Report
3. Activity Reports (5 minutes each)
 - a. U.S. Coast Guard (USCG)
 - b. Pacific Merchant Shipping Association (PMSA)
 - c. The Northwest Seaport Alliance (NWSA)
 - d. Port of Grays Harbor (PGH)
 - e. Puget Sound Pilots (PSP)

OLD BUSINESS

4. Board Action – MSOs
 - a. *MORNING LENA* 03/07/2023 PS Continued from May Meeting
 - b. *MATSON ANCHORAGE* 03/10/2023 PS Continued from May Meeting

NEW BUSINESS (Public comment accepted)

Pilot's Report of Incident

- a. ***NAVIOS CENTAURUS*** **06/06/2023** **PS**
5. Board Action – MSOs
 - a. *DISCOVERY PRINCESS* 05/14/2023 PS
 - b. *MATILDE V* 05/14/2023 PS
 - c. *GLOVIS CRYSTAL* 05/19/2023 PS
 - d. *CATALINA* 05/21/2023 PS
 - e. *VISION* 05/24/2023 PS
 - f. *GSL ELENI* 05/24/2023 PS
 - g. *APL PARIS* 05/31/2023 PS

1430 15-MINUTE BREAK

6. Board Action – May 18, 2023 Meeting Minutes
7. Board Action – Committee Recommendations:
 - a. Trainee Evaluation Committee (TEC)
 - i. Proposed Rulemaking –WAC 363-116-078 Pilot Training Program
 - ii. Other Committee Updates
8. Board Action – Request for Vessel Exemption:
 - a. Motor Yacht *GRANKITO* Returning (64 FT, 76 GT) Interim
 - b. Motor Yacht *NOORDERZON* New (118 FT, 276 GT) Interim
 - c. Motor Yacht *FIGARO* New (130 FT, 335 GT) Interim

- d. Motor Yacht *ARROWHEAD* Returning (113 FT, 193 GT) Interim
- e. Motor Yacht *LOHANKA* New (132 FT, 427 GT) Interim
- f. Motor Yacht *TESS* Returning (120 FT, 244 GT)
- g. Motor Yacht *ST. EVAL* Returning (114 FT, 215 GT) Interim
- h. Motor Yacht *SEA GYPSY* New (54 FT, 64 GT)**

9. Board Action – Pilot/Trainee Physical Examination Reports

10. Tug Escort Rulemaking – Updates

11. Committee Reports:

- a. Diversity, Equity & Inclusion Committee (DEIC)
- b. Pilotage Safety Committee (PSC)
- c. Oil Transportation Safety Committee (OTSC)
- d. Vessel Exemption Committee (VEC)
- e. Pilot Exam Committee (PEC)

12. Upcoming Regular Meeting Dates:

<p>Thursday July 20, 2023 – 1000 Hybrid Options (Teams/2901 Building)</p>	<p>Thursday August 17, 2023 – 1000 Hybrid Options (Teams/2901 Building) (KPI Workshop #3)</p>
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13. Public Comment

14. Adjourn

Industry Update To WA State Board of Pilotage Commissioners June 15, 2023 Meeting

Vessel Arrivals Down 12% YTD Through May

✚ Containers down 26	✚ Car Carriers up 37
✚ Bulkers down 58	✚ Tankers down 15
✚ General down 9	✚ ATB's down 10
✚ RoRo down 7	✚ Passenger down 16

The **double digit percentage decrease** in arrivals correlates closely to the percentage falloff in pilotage assignments which has decreased over 10% from 2022 YTD through April (May wasn't available at time of this writing). For context, *if a similar reduction was applied to the authorized number of pilots (56) it would result in a reduction of 5.98 pilots.* There are of course other factors to be considered.

Quiet Sound and ECHO

ECHO announced the start of slowdowns for 2023 on June 1st with verification that Southern Resident Killer Whales were detected. ECHO provided a handout which we passed on to carriers and agents. Quiet Sound is still finalizing 2023 slowdown plans but currently focused on a start time in October; PMSA serves on the leadership committee and co-chairs the vessel work group.

Pilot Service Supply, Demand, Delays

(Repeated as issues still exist)

With decreasing ship calls and assignments and a review of key factors, we continue to recommend a deeper dive into daily supply/demand meaning how many pilots are on watch AND available either on assignment or resting and what the demand is (number and type of assignments). If the number of pilots available on a daily basis is less than half of the pilots, then it is relevant to determine why and what can be done to increase on-watch availability.

JOC - ILWU Job Action Further Energizes West Coast Cargo Diversions

Peter Tirschwell | Jun 7, 2023, 12:30 PM EDT

The port disruptions on the US West Coast that as of Wednesday were nearly a week long have rewarded beneficial cargo owners (BCOs) for their foresight in diverting freight imports to the East and Gulf coasts...It is one of the inexplicable but dependable realities that disruption on the docks will accompany negotiations for a new West Coast longshore labor agreement; it has been this way consistently since the 1990s and shippers have come to know exactly what to expect. Once again, they were not wrong.

And every time this happens another certainty materializes: Not all of the diverted freight returns. **That is why the US market share of West Coast ports, especially for all-important Asian imports, is in long-term decline.**

Investment by East Coast ports, East Coast population growth and the Panama Canal expansion have played their role. But labor disruption has been the catalyst for shippers to seek alternatives to the West Coast.

Having diverted goods away from the West Coast, shippers typically like what they see: Ports up and down the East and Gulf coasts that have invested significantly to handle growth, are customer-focused, take fluidity seriously and have experienced virtually no labor disruption since the late 1970s. It is not atypical at an East Coast shipping conference for local leaders of the International Longshoremen's Association (ILA) to raise their

hand -- not to ask a question, but to make a statement to shippers in the room. And that statement is to express gratitude for their business and make a commitment to keeping their cargo moving. You would never hear that on the West Coast.

The Pacific Maritime Association (PMA) referenced this specifically in a statement issued on Monday after several days of disruption: "The ILWU's coast-wide work actions since June 2 are forcing retailers, manufacturers and other shippers to ship cargo away from the West Coast in favor of ports on the Atlantic and Gulf coasts. **Much of the diverted cargo may never return to the West Coast.**" ...It continues: "ILWU job actions drive business and jobs away to other parts of the country, and further erode confidence in West Coast ports."

Explore maritime careers for a big pay off

<https://www.seattletimes.com/sponsored/explore-maritime-careers-for-a-big-pay-off/>

May 17, 2023 By Seattle Propeller Club

Even though the Pacific Northwest is surrounded by many different bodies of water, not many individuals consider what that translates to in terms of nautical occupations. Getting out on the water usually means a day of play. Yet all kinds of employees are needed to keep the marine industry afloat, both out on the water and back on land. From entry level to midcareer to jobs that pay up to \$223,000 annually (according to ZipRecruiter) at sea or on the shore, there's a career to suit a variety of needs and wants.

Twenty-two-year-old Colette Royer plans to become a Washington State Ferry captain, which pays an annual average salary of \$98,430 according to Salary.com. She's currently enrolled in the [Seattle Maritime Academy](#) and will graduate this June and then participate in an at-sea internship...When asked if she thought she could get a job right away after her internship, Royer says, "Definitely. They have a desperate need for people in maritime."

Protect the viability of Puget Sound's working waterfronts

<https://www.seattletimes.com/opinion/protect-the-viability-of-puget-sounds-working-waterfronts/>

June 4, 2023 By [Kristin Ang](#) and [Toshiko Hasegawa](#) *Special to The Seattle Times*

Eight years ago, the Ports of Seattle and Tacoma formed The Northwest Seaport Alliance (NWSA), a new model where the two former competitors jointly manage marine terminals to better compete in the global shipping market. The formation aimed to make transformative investments that ensure the future of marine cargo jobs, business activity, and access to markets around the world.

Industrial properties along the Seattle waterfront and Tacoma Tideflats generate significant economic benefits for our state. Seattle's zoned industrial lands, which provide 30% of the city's tax revenue and only take up 12% of the space, provide reliable revenue and economic growth to meet our region's needs. As port leaders we are keenly aware that waterfront property in both harbors is a limited resource and under constant threat of encroaching development...After more than a year of negotiations with the city of Seattle, Mayor Bruce Harrell released a reasonable compromise proposal that protects the interests of industry and residents alike. We are glad that the mayor recognizes maritime value as demonstrated through his 2023 Maritime and Industrial Lands legislative package.

State roads chief: Transportation system is on 'glidepath to failure'

<https://washingtonstatestandard.com/2023/05/22/state-roads-chief-transportation-system-is-on-glidepath-to-failure/>

BY: [JERRY CORNFIELD](#) - MAY 22, 2023

Gov. Jay Inslee voiced similar concerns, saying lawmakers dumped too much money into new projects and too little into preserving existing roads. Legislators counter that spending decisions reflect bipartisan agreement. Washington's roads czar is warning that the state transportation system is "on a glidepath to failure" after lawmakers put too much money into building new projects and not enough into upkeep. Secretary of Transportation Roger Millar said this "misalignment" in the latest budget makes it likely the state will continue to fall behind on its highway maintenance responsibilities.

Partial Container Tallies for April 2023

As a reminder to our readers, we only cite the container volumes reported by the ports we survey. Unless otherwise indicated, the container numbers appearing in this report represent TEUs.

In a May 8 news release, the National Retail Federation's Global Port Tracker (GPT) projected that April would see 1.73 million inbound loads enter the thirteen U.S. ports it surveys. That, the GPT calculates, would represent a 23.4% fall-off from a year earlier. It would also represent a 1.1% decline from the 1.75 million inbound loads GPT counted in pre-pandemic April 2019.

As for what the ports themselves are saying, the individual stories are highly mixed. Substantial year-over-year declines were common. The most noticeable differences were in the comparisons with April 2019.

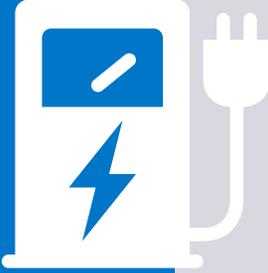
Starting with the **Port of Los Angeles**, inbound loads in April (343,689) were down 24.7% from a year earlier and down 4.7% from pre-pandemic April 2019. Outbound loads (88,202) were down 11.7% year-over-year. Remarkably, April's tally of outbound loads was down 43.3% from April 2019, as the port has focused more on recycling empty containers. Total traffic of both loaded and empty containers so far this year (2,525,204) represents a 29.3% dip from the same period last year but also a 14.3% decline in the total volume of containers handled in the first four months of 2019.

The **Port of Long Beach** reported handling 313,444 inbound loads in April, a 21.8% fall-off from a year earlier but just a 1.4% dip from the 317,883 inbound loads the port handled in April of pre-pandemic 2019. Outbound loads (122,663) were up 0.6% year-over-year but down 0.9% from April 2019. YTD, total traffic through the Southern California port amounted to 2,377,375 loads and empties, down 27.5% from the same period last year and down 2.4% from the same months in 2019.

At the **Port of Oakland**, inbound loads in April (70,140) were down 16.8% year-over-year and down 13.1% from April 2019. Actually, April saw the Northern California port handle the fewest inbound loads in any April since 2013. Outbound loads (63,193) were off by 3.9% from a year earlier and down 20.3% from April 2019. April's outbound loads were the fewest in any April since 2003. Total container traffic YTD (677,814) was down 14.3% from a year earlier and down 18.2% from April 2019.

Import loads this April at the **Northwest Seaport Alliance Ports of Tacoma and Seattle** (85,339) fell by 14.1% from a year earlier and were down 24.2% from April 2019. Outbound loads (47,121) rose by 1.1% from the previous April but were down 42.0% from the 81,305 outbound loads the ports handled in April 2019. Total container traffic YTD, including domestic shipments involving Hawaii and Alaska, were down 21.9% from the same period last year and by 27.4% from the first four months of pre-plague 2019.

NUMBER OF THE MONTH



157,000

Truck Chargers Needed by 2030

(Electric Vehicle Charging Infrastructure Assessment – AB 2121; California Energy Commission; Presentation at South Coast Air Quality Management District May 2023 Board Retreat)



April Tallies Continued

Since 2019, the two San Pedro Bay ports have extended their dominance of containerized import traffic through the five major U.S. West Coast ports. In the first four months of 2019, the Ports of LA and Long Beach held a 77.4% share. In the same months this year, their share has grown to 80.5%.

Across the border in British Columbia, the **Port of Vancouver** sustained a 21.6% year-over-year drop in inbound loads in April. Those 140,744 inbound loads were also down 3.0% from April 2019. Outbound loads from Canada's chief Pacific Coast gateway (74,924) were up 20.6% from a year earlier while also being down 23.1% from April 2019. Total container traffic YTD (988,937) was 15.0% below the same period a year ago and down 12.8% from the first four months of 2019.

In the Pacific far north, the **Port of Prince Rupert** continues to perform poorly relative to its own history. Inbound loads in April (28,103) were down 47.6% from a year earlier and down 45.6% from April 2019. Outbound loads (9,984) were off by 20.2% year-over-year and down 51.2% from April 2019. Total container traffic at the British Columbia port YTD (239,082) was down 31.9% from a year earlier and off by 30.9% from the first four months of 2019.

Back East, the **Port of Savannah** handled 195,679 inbound loads in April, down 20.8% from the same month a year earlier but up 11.4% from pre-pandemic April 2019. Outbound loads at the Georgia port (118,277) were down 5.6% year-over-year as well as down 8.8% from April 2019. Total container traffic (loads and empties) year-to-date

through April (1,593,073) were down 15.2% from the same period in 2022 but up 5.0% from the first four months of 2019.

Inbound loads at the **Port of Charleston** in April (101,024) fell by 28.2% from a year earlier but were 15.2% above the volume seen in April 2019. Outbound loads (62,062) were meanwhile 11.7% higher than in April 2022 but down 15.3% from April 2019. Total container traffic YTD (823,842) was down 16.4% from the same months last year but up 2.7% from the first four months of 2019.

The nation's sixth busiest container port, the **Port of Virginia**, reported 118,964 inbound loads in April, down 16.6% from a year earlier and also down 0.3% from April 2019. Outbound loads (91,471) were off by 8.2% year-over-year but up 7.1% from April 2019. Total container traffic year-to-date (1,050,575) was off by 12.2% from the same period last year but up 10.1% from the first four months of 2019.

Container traffic on the Gulf Coast also slowed down in April. Inbound loads at **Port Houston** (140,720) were down 13.7% from a year earlier but still up a remarkable 39.8% from April 2019. Outbound loads (110,318) were down 4.0% year-over-year but up 3.4% from April 2019. Total container traffic YTD at the Texas port (1,241,910) was only up 0.3% from last year but up 31.2% from 2019.

We Make Cargo Move



The Port
OF HUENEME



For the Record: Complete March 2023 TEU Numbers

Exhibits 1-3 provide the details on inbound and outbound loads as well as total container traffic (loads plus empties) through the North American ports this newsletter surveys.

The National Retail Federation's Global Port Tracker reported on May 8 that the thirteen U.S. ports it monitors handled 1.62 million in bound loads in March. That represents a gain of just 0.6% over the 1.61 million inbound loads the Global Port Tracker that those same ports handled in March of 2019. Their numbers largely jibe with those for the sixteen U.S. ports we survey. Those ports report 1,700,279 Inbound loads in March, a 0.4% (+6,554) bump over March 2019.

For all the discussion the past three years about diversions away from West Coast ports, it is worth observing that, at least in March, the seven U.S. West Coast ports we track handled 1.2% (+9,345) more inbound loads than they had in the last March before the plague. By contrast, the nine Atlantic Coast ports we survey saw inbound loads fall off by 2.7% (-21,914) from March 2019. The big gainer, though, was the Gulf Coast (+22.2%, +19,123), powered by a steep run-up in inbound traffic through Port Houston.

Exhibit 1	March 2023 - Inbound Loaded TEUs at Selected Ports					
	Mar 2023	Mar 2022	Mar 2021	Mar 2020	Mar 2019	2023/2019 % Change
Los Angeles	319,962	495,196	490,115	220,255	297,187	7.7%
Long Beach	279,148	427,280	408,172	234,570	247,039	13.0%
San Pedro Bay Totals	599,110	922,476	898,287	454,825	544,226	10.1%
Oakland	60,311	94,271	97,536	67,035	74,714	-19.3%
NWSA	79,264	126,211	142,931	84,035	117,007	-32.3%
Hueneme	11,862	12,086	9,060	4,005	5,703	108.0%
San Diego	7,520	6,072	6,448	7,584	7,072	6.3%
USWC Totals	758,067	1,161,116	1,154,262	617,484	748,722	1.2%
Boston	8,118	4,867	11,338	11,326	11,856	-31.5%
NYNJ	286,142	442,976	393,159	271,511	282,981	1.1%
Maryland	39,983	43,005	38,938	40,522	43,700	-8.5%
Virginia	105,315	148,932	130,066	99,129	107,040	-1.6%
S. Carolina	91,694	132,203	113,867	76,019	92,875	-1.3%
Georgia	170,295	211,297	249,395	147,034	186,369	-8.6%
Jaxport	25,972	27,337	29,754	22,629	30,202	-14.0%
P. Everglades	29,424	36,285	32,387	29,960	28,507	3.2%
Miami	43,363	47,838	47,320	33,887	38,690	12.1%
USEC Totals	800,306	1,094,740	1,046,224	732,017	822,220	-2.7%
New Orleans	7,994	8,018	10,469	13,696	13,179	-39.3%
Houston	133,912	152,553	134,259	88,302	109,604	22.2%
USGC Totals	141,906	160,571	144,728	101,998	122,783	15.6%
Vancouver	115,375	164,624	169,141	111,341	130,472	-11.6%
Prince Rupert	30,556	47,044	49,135	29,820	43,122	-29.1%
British Columbia Totals	145,931	211,668	218,276	141,161	173,594	-15.9%

Source Individual Ports



March 2023 TEU Numbers Continued

Exhibit 2	March 2023 - Outbound Loaded TEUs at Selected Ports					
	Mar 2023	Mar 2022	Mar 2021	Mar 2020	Mar 2019	2023/2019 % Change
Los Angeles	98,276	111,781	122,899	121,146	158,924	-38.2%
Long Beach	133,512	114,185	139,710	145,442	131,436	1.6%
San Pedro Bay Totals	231,788	225,966	262,609	266,588	290,360	-20.2%
Oakland	65,635	69,878	94,169	83,782	88,202	-25.6%
NWSA	51,759	54,740	72,875	79,395	86,856	-40.4%
Hueneme	2,444	4,278	1,246	1,001	1,425	71.5%
San Diego	630	962	496	256	311	102.6%
USWC Totals	352,256	355,824	431,395	431,022	467,154	-24.6%
Boston	6,002	2,373	8,505	6,513	6,645	-9.7%
NYNJ	117,924	119,248	126,699	136,780	130,038	-9.3%
Maryland	21,678	21,294	21,736	21,450	20,589	5.3%
Virginia	100,472	95,803	94,846	90,761	89,282	12.5%
S. Carolina	59,771	69,017	79,077	73,077	77,704	-23.1%
Georgia	118,101	109,372	135,283	136,774	155,083	-23.8%
Jaxport	50,304	49,430	52,434	40,167	45,740	10.0%
Port Everglades	36,336	35,408	32,158	33,217	37,351	-2.7%
Miami	24,954	30,182	32,080	31,703	38,947	-35.9%
USEC Totals	535,542	532,127	582,818	570,442	601,379	-10.9%
New Orleans	19,283	18,358	22,551	27,944	26,364	-26.9%
Houston	119,824	108,541	106,745	114,972	118,295	1.3%
USGC Totals	139,107	126,899	129,296	142,916	144,659	-3.8%
Vancouver	64,851	63,604	90,784	92,768	103,472	-37.3%
Prince Rupert	14,848	12,763	17,648	15,520	17,832	-16.7%
British Columbia Totals	79,699	76,367	108,432	108,288	121,304	-34.3%

Source Individual Ports



March 2023 TEU Numbers Continued

Exhibit 3		March 2023 - YTD Total TEUs					
	Mar 2023	Mar 2022	Mar 2021	Mar 2020	Mar 2019	2023/2019 % Change	
Los Angeles	1,837,094	2,682,033	2,592,430	1,799,749	2,208,734	-16.8%	
NYNJ	1,791,032	2,386,415	2,136,180	1,756,978	1,792,845	-0.1%	
Long Beach	1,721,325	2,460,659	2,376,128	1,682,920	1,806,723	-4.7%	
Georgia	1,184,387	1,381,816	1,348,476	1,077,865	1,152,447	2.8%	
Houston	934,031	903,383	751,199	773,087	694,167	34.6%	
Virginia	794,162	872,919	799,009	654,365	708,297	12.1%	
Vancouver	707,767	835,841	932,963	734,855	843,039	-16.0%	
NWSA	679,820	901,234	896,725	788,881	932,289	-27.1%	
South Carolina	609,741	721,269	647,382	593,865	597,933	2.0%	
Oakland	503,332	602,053	631,055	581,664	612,150	-17.8%	
Montreal	361,694	411,471	413,249	417,378	409,310	-11.6%	
JaxPort	310,349	314,075	348,264	306,662	338,358	-8.3%	
Miami	281,855	309,343	317,051	276,982	291,368	-3.3%	
Port Everglades	271,309	277,639	261,637	269,059	264,356	2.6%	
Maryland	265,182	246,523	250,273	252,239	266,138	-0.4%	
Prince Rupert	187,543	250,395	271,564	237,989	248,251	-24.5%	
Philadelphia	184,127	186,218	169,630	159,604	140,485	31.1%	
Halifax	127,334	126,465	n/a	n/a	n/a	n/a	
New Orleans	112,417	102,199	131,122	159,235	150,169	-25.1%	
Hueneme	70,069	69,557	52,234	48,828	33,428	109.6%	
Boston	52,316	55,262	57,249	70,550	71,883	-27.2%	
San Diego	38,727	40,167	39,030	38,938	36,385	6.4%	
Portland, Oregon	32,573	36,000	19,766	8,761	20	∞	

Source Individual Ports



March 2023 TEU Numbers *Continued*

Weights and Values

Here we offer an alternative to the customary TEU metric for gauging containerized trade. The percentages in **Exhibits 4 and 5** represent U.S. West Coast shares of the box trade through mainland U.S. ports. They are derived from data compiled by the U.S. Commerce Department from documentation submitted by the importers/exporters of record. Both exhibits provide ongoing evidence of the shrinking role West Coast ports have played in handling the nation's containerized trade, especially with respect to shipments arriving from East Asia.

Prior to the onset of the COVID-19 pandemic in early 2020,

the USWC share of the volume of all containerized import tonnage arriving at mainland U.S. ports was normally higher than this March's 33.5% share. In March 2019, for example, America's Pacific Coast ports accounted for 34.3% of containerized import tonnage. The year before that the USWC share was 34.6%. Over the past twelve months, the decline has been especially abrupt, most notably at the San Pedro Bay ports, whose combined share of the import trade fell to 24.2% this March from 28.6% a year earlier. Still, March did see an uptick from February as the two Southern California ports reported their highest share of containerized import tonnage since last August.

Exhibit 4 Major USWC Ports Shares of U.S. Mainland Ports Worldwide Container Trade, March 2023

	Mar 2023	Feb 2023	Mar 2022
Shares of U.S. Mainland Ports Containerized Import Tonnage			
USWC	33.5%	31.3%	38.1%
LA/LB	24.2%	21.7%	28.6%
Oakland	3.3%	3.5%	3.1%
NWSA	3.8%	3.8%	4.3%
Shares of U.S. Mainland Ports Containerized Import Value			
USWC	38.1%	37.3%	43.1%
LA/LB	29.5%	28.1%	33.6%
Oakland	2.6%	2.8%	3.0%
NWSA	4.7%	5.1%	5.2%
Shares of U.S. Mainland Containerized Export Tonnage			
USWC	32.0%	31.5%	34.8%
LA/LB	20.1%	19.2%	19.7%
Oakland	5.5%	5.5%	6.5%
NWSA	5.7%	5.9%	5.7%
Shares of U.S. Mainland Containerized Export Value			
USWC	27.0%	25.8%	28.1%
LA/LB	17.6%	16.2%	16.8%
Oakland	5.6%	5.6%	6.7%
NWSA	3.1%	3.2%	3.4%

Source: U.S. Commerce Department.

Exhibit 5 Major USWC Ports Shares of U.S. Mainland Ports Containerized Trade with East Asia, March 2023

	Mar 2023	Feb 2023	Mar 2022
Shares of U.S. Mainland Ports Containerized Import Tonnage			
USWC	53.9%	49.8%	58.2%
LA/LB	42.0%	36.8%	46.3%
Oakland	4.4%	4.6%	3.6%
NWSA	6.3%	6.4%	7.0%
Shares of U.S. Mainland Ports Containerized Import Value			
USWC	60.2%	57.4%	61.9%
LA/LB	48.1%	44.3%	49.2%
Oakland	3.3%	3.6%	3.6%
NWSA	7.5%	8.1%	7.8%
Shares of U.S. Mainland Containerized Export Tonnage			
USWC	52.8%	51.8%	57.1%
LA/LB	33.9%	32.6%	35.5%
Oakland	8.0%	7.8%	9.4%
NWSA	9.9%	10.2%	10.4%
Shares of U.S. Mainland Containerized Export Value			
USWC	55.7%	53.8%	54.2%
LA/LB	36.9%	34.0%	34.9%
Oakland	10.5%	10.7%	10.9%
NWSA	7.0%	7.6%	7.4%

Source: U.S. Commerce Department.



March 2023 TEU Numbers *Continued*

In pre-pandemic March 2019, the USWC share of containerized import tonnage from East Asia stood at 53.6%, with the two San Pedro Bay ports accounting for a 39.5% share. Oakland (4.8%) and the NWSA (8.2%) also handled a larger portion of the trade than they did this March. Looking back a bit further, March 2018 saw the USWC ports handle 53.0% of the import trade from East Asia, while Los Angeles and Long Beach combined for a 40.6% slice of the trade. Despite the massive number of import containers USWC ports have handled during the pandemic, market share has continued to erode...until this March. Of course, one month does not a trend make, but we would be remiss in not pointing out that the San Pedro Bay ports' share of containerized imports from East Asia jumped to 42.0% in March, their highest share since last July's 43.5% share.

The story is the same in dollar value terms. The USWC

share of the value of containerized imports from East Asia in March was 60.2%, up from 57.4% in February and the highest monthly share since last July. Similarly, the 48.1% share held by the Ports of Los Angeles and Long Beach in March was their highest share since last July.

The Top Three U.S. Container Ports

Exhibit 6 reveals the number of inbound loads through the nation's three busiest container ports since January 2019. Not surprisingly, the numbers have been trending lower since last spring. Please note the one-month lag in data from the Port of New York/New Jersey.

On the other side of the trade ledger, **Exhibit 7** reveals how the overall volume of outbound loads leaving the three major U.S. gateways has been waning since before the start of the pandemic, largely due to the fall-off in volumes through the Port of Los Angeles.

Exhibit 6

Inbound Loads at Ports of LA, Long Beach, and PNYNJ

Source: Individual Ports

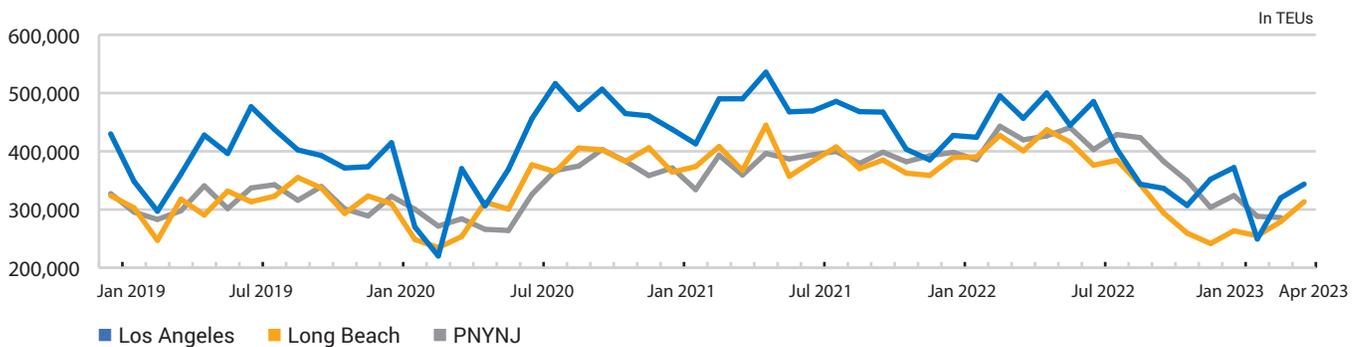
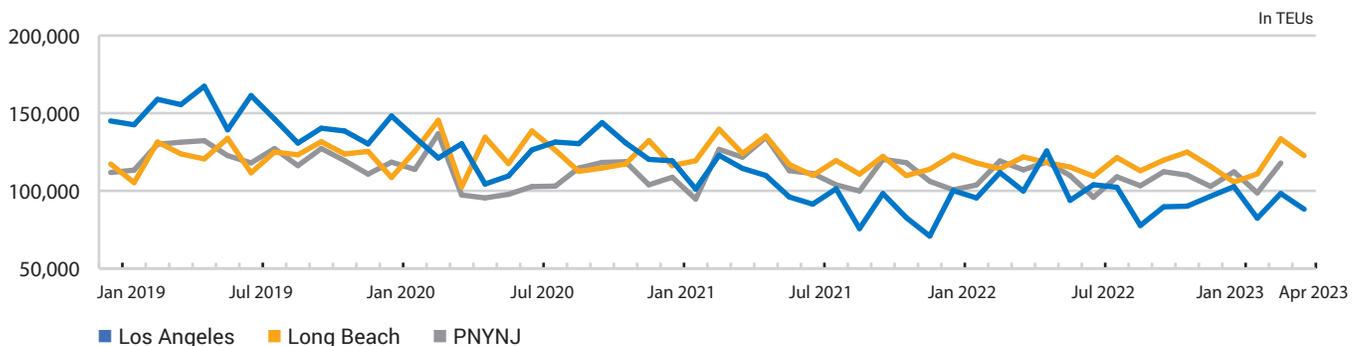


Exhibit 7

Outbound Loads at Ports of LA, Long Beach, and PNYNJ

Source: Individual Ports





March 2023 TEU Numbers Continued

Container Traffic in the Pacific Northwest

While head-to-head comparisons between the Northwest Seaport Alliance Ports of Tacoma and Seattle and the Port of Vancouver across the border in British Columbia can be misleading, they can also be illuminating. Both gateways promote their proximity to East Asia over the major ports in California. That presumed advantage is apt to recede, however, as more of North America's transpacific trade shifts from Northeast Asia to Southeast Asia and eventually the nations that abut the Indian Ocean. For the time being, though, Vancouver has been seeing its edge in import traffic widen, as **Exhibit 8** shows.

Taking a closer look at the past decade of container traffic through Vancouver, **Exhibit 9** reveals an unmistakable parallel with the big USWC ports: Inbound loads have been gradually rising while outbound loads have been sliding.

Exhibit 10 offers a parallel view of container traffic at the Northwest Seaport Alliance ports.

Ever since the Ports of Tacoma and Seattle began operating in concert as the Northwest Seaport

Exhibit 8

Containerized Import Traffic at NWSA and Port of Vancouver

Source: Northwestern Seaport Alliance, Port of Vancouver

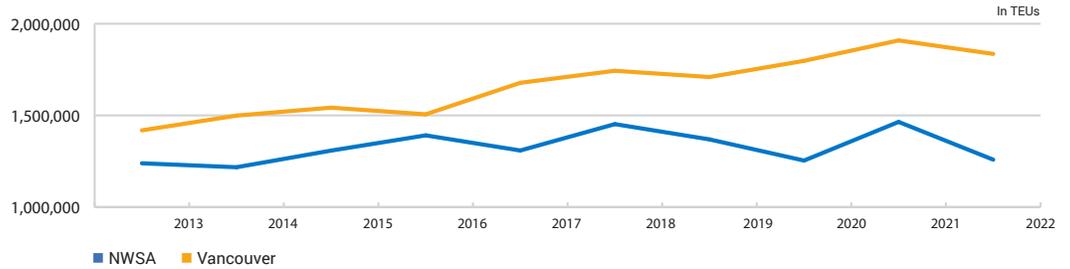


Exhibit 9

Container Traffic at Port of Vancouver

Source: Port of Vancouver

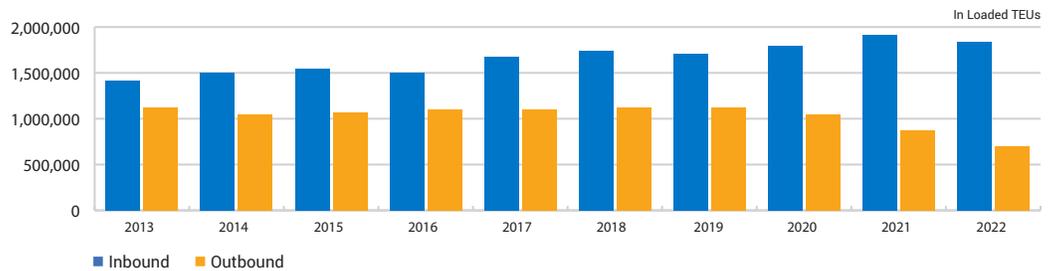


Exhibit 10

Container Traffic at Northwest Seaport Alliance

Source: Northwest Seaport Alliance, Ports of Tacoma and Seattle

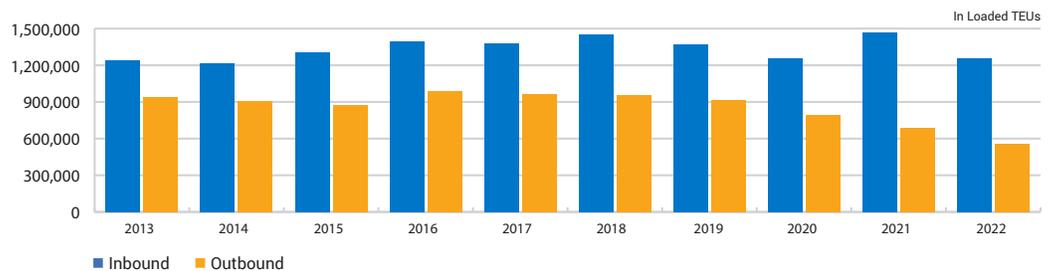
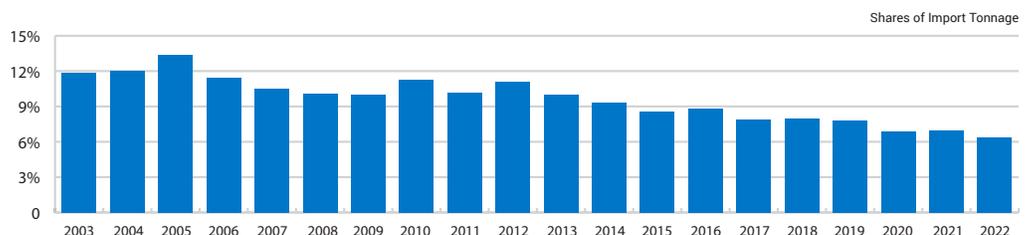


Exhibit 11

NWSA Share of U.S. Containerized Imports from East Asia

Source: U.S. Commerce Department





March 2023 TEU Numbers *Continued*

Alliance in August 2015, the two Washington State ports have seen a decline in their joint share of all containerized trade passing through mainland U.S. ports. In 2010, Tacoma and Seattle together had a 7.1% share of all containerized tonnage passing through U.S. mainland ports. Last year, that share was 3.9%. Actual tonnage in 2022 was down 7.0% from 2010.

In terms of the NWSA ports' share of containerized imports from East Asia, the top year was 2005, when the Ports of Seattle and Tacoma jointly accounted for 13.4% of that trade. See **Exhibit 11**.

Recyclable Exports

We have talked about this before, but here are some confirming numbers from CalRecycle, the California agency charged with mitigating the problem of waste. In its latest report (December 19, 2022), the agency reported that 12.2 million short tons of recyclable materials were exported from California ports to international markets in 2021. Compared to 2020, tonnage was down 9.8%, a fall-off of 1.2 million short tons. Over the preceding decade, exports of recyclables plummeted by 45.6% from the 22.4 million short tons reported in 2011. The biggest reason for the drop was that exports to China plunged from 13,288,131 short tons in 2011 to just 610,325 short tons in 2021. See **Exhibit 12**.

Recyclable materials exported from California ports in 2021 had a vessel value of about \$5.890 billion. The CalRecycle report states that recyclable materials accounted for "22 percent of the 55.8 million tons of all material exported from California".

Agricultural Exports

The outlook for agricultural exports from California's farms and fields is not looking good. Blame the weather, mostly. After a prolonged drought that prompted many growers to conserve water by planting fewer crops, this past winter brought a series of torrential storms that dumped largely unprecedented precipitation on the state's fields and mountains. Judging from media reports, it appears that the term "pineapple express" has been retired in favor of "atmospheric rivers".

The rains caused severe flooding, notably in farming communities in the lower Central Valley and in Monterey County. In Tulare County, some 75,000 dairy cattle had to be relocated to higher ground. Waterlogged fields have hampered normal farming operations. Ironically, before the deluge, some of the state's almond growers were ripping out trees in order to reserve their limited water supplies. As a result, as the *Manteca/Ripon Bulletin* reported late last month, California's almond acreage declined in 2022 for the first time in 25 years.

Betcha Didn't Know This

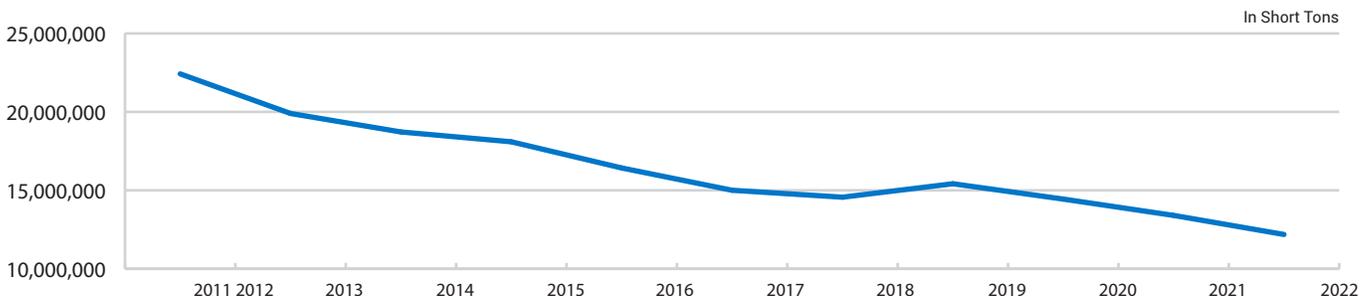
What was the principal cargo carried aboard the first U.S. ship to call at a Chinese port? A set of silver flatware from Paul Revere's shop in Boston? Coonskin hats from Kentucky? Muskets from the Springfield Amory?

No, oddly enough, the *Empress of China*, the three-masted, square-rigged sailing ship that left New York on February 22, 1784, bound for Canton, was loaded mainly with ginseng. About 30 tons of the stuff harvested from the Appalachian and Ozark regions and then, as now, thought

Exhibit 12

Oceanborne Exports of Recyclable Materials from California

Source: CalRecycle





March 2023 TEU Numbers

Continued

to possess therapeutic properties. The ship also carried some \$30,000 in Spanish silver pesos.

Although commonly associated with Asia, ginseng (or at least its *panax quinquefolius* variety) is native to eastern North America. Native Americans had long used it as a stimulant and to treat headaches, fever, indigestion, and infertility. Alas, the wild plant has been over-harvested and now is considered endangered.

Last year, the U.S. exported 259,750 kilograms of ginseng by sea, almost all of which went to China, Hong Kong, and Taiwan. Another 113,399 kilos were shipped abroad by air. Just over 70% of those airborne shipments went to Hong Kong and Taiwan. Not surprisingly, the suspension of scheduled passenger air service between the U.S. and China during the pandemic caused air-freighted ginseng exports to China to collapse from 54,597 kg in 2019 to 7,246 kg last year. Nearly all U.S. ginseng exports originate in Wisconsin.

There is a moral somewhere here. The first American shipment to China was an agricultural commodity. 239 years later, our top maritime export to China is also an agricultural commodity, oil seeds.

So much for the impact of more than two centuries of industrialization on America's seaborne export trade.

Jock O'Connell's Commentary: The Fickle Promise of Offshore Wind Energy

It seems it's periodically necessary to remind California's legions of visionaries that this is a state where even the most modest public works proposal is guaranteed to draw more litigants than the Oakland A's draw fans.

My sermon this month is prompted by all the excitement being generated (pun unintended) by the plans to install wind farms in two areas off the Golden State's coast, far enough out so the sight of them would hopefully not offend the sensibilities of those with beachfront property.

At the moment, ports along the California coast are vying to become the onshore base for those enormous offshore wind turbines that are expected to help power the state's all-electric future.

The Port of Humboldt in Northern California is pitching itself as the support facility for the offshore wind farm designed for Humboldt Bay, one of two offshore leases the federal government auctioned off this past December.

The other lease, off Morro Bay in Central California, has drawn an ambitious proposal from the Port of Long Beach, which earlier this month unveiled plans for a massive floating facility where wind turbines would be manufactured and serviced. The \$4.7 billion Pier Wind facility, as it's being dubbed, would cover 400 acres.

Perhaps now that the Port of Oakland's Howard Terminal is apparently no longer on the chopping block, the East Bay port may formulate its own bid.

Protecting Blue Whales and Blue Skies
Vessel Speed Reduction Incentive Program
 A partnership for cleaner air,
 safer whales, and a quieter ocean
www.bluewhalesblueskies.org



Commentary Continued

Unlike offshore wind turbines anchored to the seabed, the geology of the deep waters off the West Coast will necessitate floating structures that would tower higher than Monsieur Eiffel's edifice in Paris.

These soaring turbines would be held in place by teams of specially trained dolphins tugging on silken ropes. The electricity being generated would be beamed up to an array of geosynchronous satellites that would, in turn, redirect the power to panels placed on the roofs of every private residence, public building, and commercial structure statewide.



Okay, maybe not. But as is the case with many of the green energy proposals being floated these days, the aspirations of politicians and bureaucrats seem invariably to run well ahead of the hard labor of the engineers responsible for punching through technological barriers. In few instances is the prayerful conviction that the appropriate technologies will ripen at just the right moment more evident than with respect to delivering all this new offshore energy to end-users.

As a February 2023 U.S. Department of Energy report makes clear, energy harvested from offshore turbines will have to come ashore and be integrated into the state's already stressed landside power distribution grid. The report reviewed 30 studies of electricity generation and transmission on the West Coast. It concluded that the existing onshore transmission grid, especially in Northern California, "is insufficient to integrate offshore wind from current BOEM [Bureau of Ocean Energy Management] lease and call areas".

Is this shortfall in connective capacity being aggressively addressed? Perhaps it is. But it is certainly not encouraging that California Energy Commission Chair David Hochschild failed to say a single word about the lamentably deficient grid during his fifteen-minute keynote address to the Pacific Offshore Wind Summit in Sacramento on May 9.

Which gets us back to the most fundamental obstacle to achieving the state's zero-emission goals. As it turns out, the most daunting barriers are not technological at all. Rather, to paraphrase James Carville's famously succinct

1992 advice to then presidential candidate Bill Clinton: It's the politics, stupid.

If the notion of bouncing electricity off of satellites seems whimsical, I would submit that the alternative – the necessarily massive and hugely expensive upgrade and expansion of the state's existing power distribution grid – is equally fraught with fancy.

Why? Because even the most ardent supporters of green power initiatives are profoundly uncomfortable with high-capacity transmission lines strutting across the landscape. Property owners

in the path of power lines will predictably have issues as will those passionate about the fate of various species of wildlife, endangered or not. Using a metaphor that itself begs for extinction, a recent CNBC report observed that "building transmission lines in the U.S. is like herding cats".

Still, time and civic aspirations march on, often with ludicrously ambitious timetables.

An April 17 article in the *American Journal of Transportation* quoted the Director of Development at the Humboldt Bay Harbor District as expecting the port to conclude its permitting process in 2024 and to begin construction of wind turbine facilities in 2027.

That may put the port in the position of being all dressed up with nowhere to go. Consider the timetables being identified by a key government agency for satisfying all of the relevant federal, state, tribal, county, municipal, and neighborhood authorities. A May 2023 California Energy Commission report scoping out the various regulatory hurdles estimated "it could take between 6 and 10 years for a project developer to obtain all the needed federal approvals, 4 to 6 years to obtain the state approvals, and 2 to 3 years to obtain local approvals before construction could begin". And that's to build structures that would be miles out to sea and conveniently out-of-sight.

Presumably, the paper chase would be pursued concurrently.

If the Energy Commission's schedule seems excessively long, consider the state's high-speed rail project.



Commentary Continued

It's now been four decades since then President Ronald Reagan proudly told the Japanese Diet in November 1983 that California, impressed by "your highly successful bullet train" would be building a high-speed rail link of its own between Los Angeles and San Francisco. Today, it's still chugging its way through the Central Valley, a veritable piñata of political folly.

(Still, there may be an upside to the otherwise deplorable delays. By the long-off day the train finally pulls into San Francisco, people might actually want to again visit the City by the Bay.)

So, while ports understandably wish to capitalize on the largesse now being made available by federal and state electrification policies and programs, there is the danger that large components of the state's electric power infrastructure may wind up sitting idle as the expanded transmission lines – the core of the system – awaits completion.

Carts and horses, you know.

Disclaimer: The views expressed in Jock's commentaries are his own and may not reflect the positions of the Pacific Merchant Shipping Association.

A Politburo for a New Era

By Thomas Jelenić, Vice President, Pacific Merchant Shipping Association

With the California Air Resources Board's (CARB) decision to adopt the Advanced Clean Fleets (ACF) Rule, California is moving effortlessly into the carbon-free era of goods movement. For the uninitiated, ACF will radically remake the California trucking industry, but as I've discussed before¹, the impact to port drayage will be immediate and intense. Listening to commentary from California policy makers, it is clear that there are challenges that may arise over the next 10 years or more, but according to policy makers the State will rise to meet those problems. In any

\$600 Million

Cost to build Cunard's latest state of the art cruise ship: The Queen Anne.

(Source: "AMEM Communication: Cruise Ships on Order 2016-2027)

\$502 Million

Cost to the City and Port of Long Beach, as well as former operators of the Queen Mary, have spent or need to spend to keep the Queen Mary safe and operational.

For only **\$100 million more**, Long Beach could build its own state of the art cruise ship and actually make money off of it.

A Politburo for a New Era *Continued*

I am not optimistic. California continues to ignore short-term planning in favor of large ambitious goals, which have two main features: “being audacious” and progress being unmeasurable in the near term. Here are three examples of why I am so concerned:

Project 800 was announced by CARB with much fanfare in December 2020. The goal was “to support the deployment of zero-emission trucks serving California ports by setting a goal of 800 zero-emission (ZE) drayage truck orders in 2021”. The program was such a big deal when launched, there was a 7-½ hour webinar with guest appearances by several legislators and state-wide elected officials. A website was set up to track progress of the program. Two and half years later there are currently 86 ZE trucks serving the ports of Los Angeles and Long Beach² according to the Port of Los Angeles’ April Gate Move Analysis (latest available as of this writing) and the tracking website has disappeared. While the program was tracked, it was showing over 700 orders for zero-emissions trucks, and then, along with the website, all references to the program vanished. That has left so many unanswered questions. Where are the other 700+ trucks? Has State money been spent on those 700+ orders and, if so, to what result? It is not even clear that the 86 ZE trucks in the Drayage Truck Registry, which completed 0.8% of truck moves, were even part of Project 800. No one that I have asked, including CARB staff, seems to know anything about the program. You would be forgiven for thinking that results of such a broad program would be communicated to the public and used to inform rule development.

A second concern is the basis on which the ACF rule was adopted. According to numbers obtained from CARB’s EMFAC database³, CARB projects that over 1,750 ZE trucks will be deployed *next year*. By 2025, that number is supposed to grow to almost 4,500 trucks to be deployed in California. Yet, with a nearly three-year lead time and program specifically designed to deploy ZE drayage trucks, the 100-unit mark is barely being scratched. That, of course, goes hand in hand with the non-existent infrastructure that is needed to support ZE trucks. It has become clear that both public and private infrastructure to support that number of trucks will take years to decades for the utilities to deliver, yet ACF is premised on thousands of trucks in the near term.

The final concern to raise is the incredible mismatch between what the ACF rule will impose and the likely resources that will be available, primarily through its accompanying rule, Advanced Clean Trucks. The ports of Los Angeles and Long Beach did an excellent job describing the discontinuity in the new adopted rules in a formal letter to CARB.⁴ As that letter points out, Advanced Clean Trucks will only require approximately 230 trucks to be manufactured for California in 2024. But analysis of the Drayage Truck Registry data indicates that up to 3,500 trucks may be needed in the first year of ACF (which also represents a significant mismatch from CARB’s number of nearly 1,750 trucks for the entire State!). Given that ACF creates a capped legacy fleet that can only be supplemented with ZE trucks and average drayage fleet turnover of 15%, the only thing that may save California from a trucking capacity crisis is a recession. Should we thank God that cargo volumes are down 30%?

As California officials talk about this regulatory milestone, the focus is on meeting the needs ten years from now. The success of the program in the near-term is a given. Yet, the trucks necessary to meet goals a mere six months from now do not exist. The infrastructure to support the trucks does not exist. The energy to power the infrastructure is not available. The disconnect between what Advanced Clean Fleets envisions and the reality on the ground has become so strong that port staff raise serious concerns while some port executives praise the effort. Listening to California officials talk about future hurdles and how we will collectively rise to meet the challenge is reminiscent of the apparatchiks of the Soviet Union talk about the success of the next five-year agriculture plan while people stood in line for bread. California seems to have mastered delivering plans without delivering results, a politburo for a new era.

1. <https://www.pmsaship.com/wp-content/uploads/2022/07/West-Coast-Trade-Report-July-2022.pdf>
2. <https://kenticio.portoflosangeles.org/getmedia/452bad8c-4e16-490f-bab6-155b061866bb/POLA-Monthly-Gate-Move-Analysis>
3. PMSA search performed on May 23, 2023 at <https://arb.ca.gov/emfac/emissions-inventory/be38e54de18db215deeb9b40434024786b02c69e>
4. <https://www.arb.ca.gov/lists/com-attach/93-acf2022-BmAFagdoVWdXPQIW.pdf>



In Memoriam – Rick Cameron

By Thomas Jelenić, Vice President, Pacific Merchant Shipping Association

When I joined the Port of Long Beach as an intern in 1997, Rick Cameron was my senior. He had taken on the role of Environmental Specialist Assistant, having been the intern before me. As befitting a person of his rank in a building that was deficient in so many areas (it was generally believed that the emergency stairs would be the first part of the building to fail in a major earthquake), Rick took the spot (you couldn't call it a cubicle) next to the kitchenette. His chair sat in the hallway, his desk was essentially a shelf, and he could reach the Planning Division's sink or coffee without getting up from his seat. As terrible as that may sound (and it was), Rick could enjoy the fact that he no longer occupied the intern spot which was so narrow you could not stand from your seat and the only light was a small desk lamp clamped to a cubicle wall (that was now my privilege).

Despite my lowly place, Rick was a mentor. As someone studying engineering, many planning concepts were befuddling to me (process? just build it!). As a planner by nature, Rick understood the process and took the time to explain laws like the Tidelands Trust Act and the California Coastal Act. Laws that I would later understand as underpinning the special role that California ports have in meeting the needs of all Californians while minimizing the impact of industrial operations. It is a surprisingly tough balancing act; the California ports have been

placed in trust for the people of California with local jurisdictions that have local concerns (like Long Beach) but are supposed to administer the trust consistent with the statewide concerns and principles embodied in laws like the Tidelands Trust Act and the California Coastal Act. Rick understood that balance and demonstrated his leadership in implementing it.

That leadership and his support helped make my career possible. I worked for him when he became Manager of Environmental Planning. With Heather Tomley, now one of Long Beach's Managing Directors, we were Rick's deputies when he became Director. Naturally, Rick continued to rise becoming Deputy Executive Director. When my career brought me to PMSA, Rick's support continued. My career and work have been intimately tied to Rick's. For that, I am lucky.

Leaders at California's ports come and go. Some of those leaders were principled and understood this fine balancing act. Many, unfortunately, served the interest of others. I am happy to say that Rick always and faithfully served the Port of Long Beach, understanding the balance between the needs of the people of California and our local community. We are poorer without him, and I will miss him.



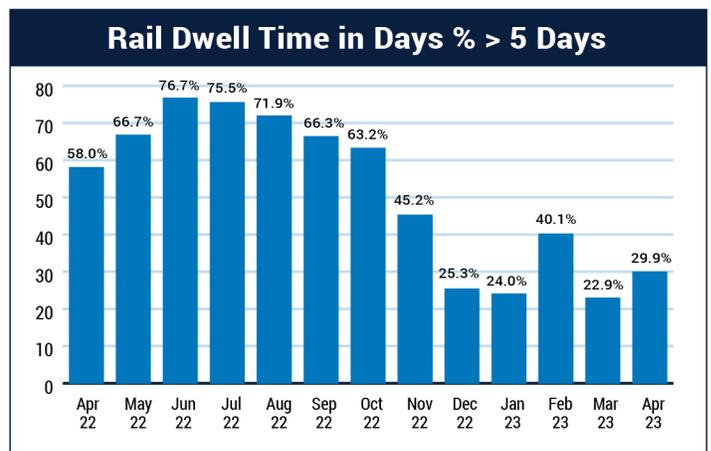
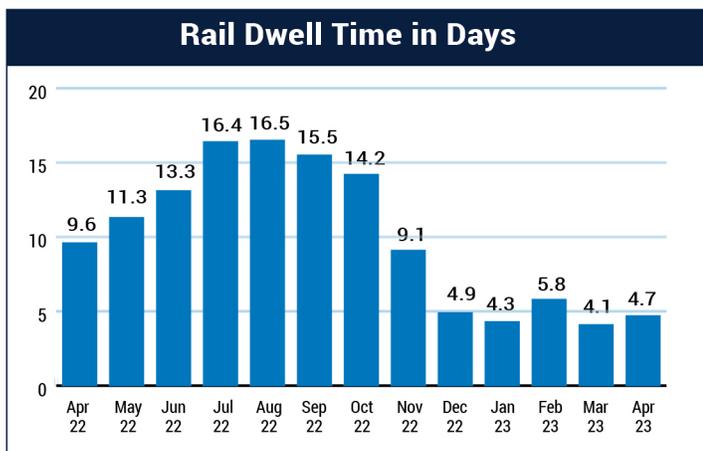
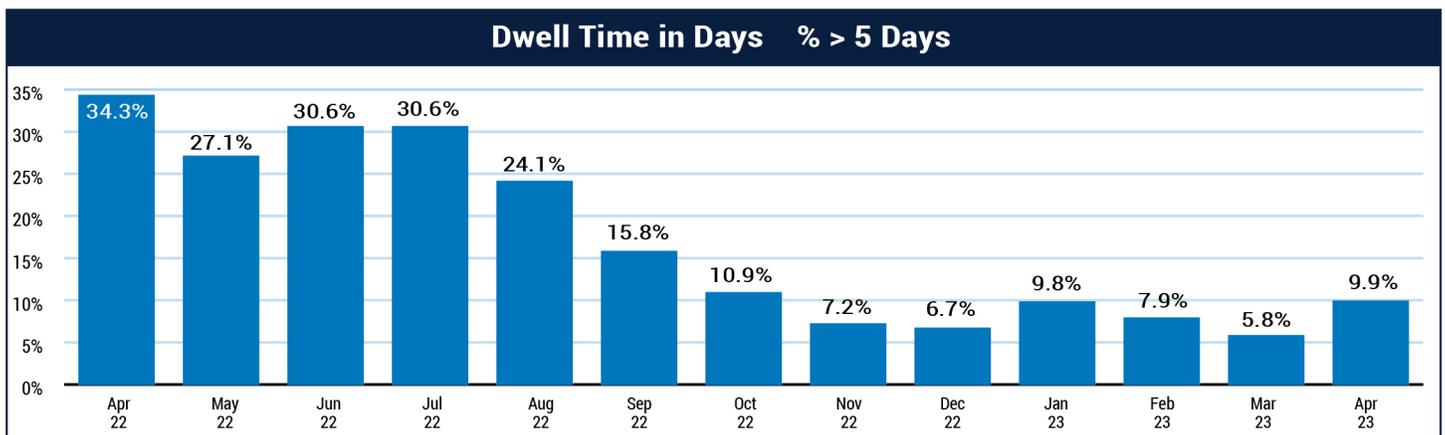
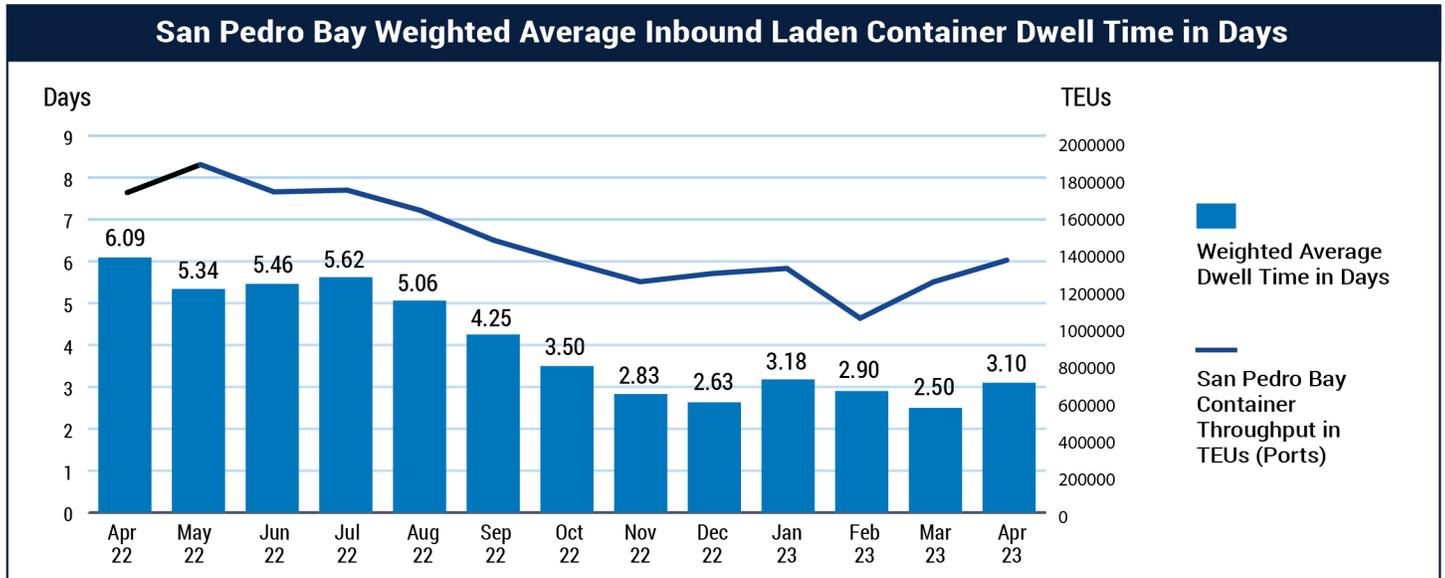
Moving Day and Night

24/7 operation is critical to the future of the supply chain.





Container Dwell Time Is Up in April



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**State of Washington
Pilotage Commission
June 15, 2023**

Grays Harbor District Report

There were 7 arrivals in May for a total of 20 jobs. Year to date there have been 42 arrivals for a total of 117 jobs. There are 6 vessels scheduled for June: 2 liquid bulk, 1 RoRo and 3 dry bulkers.

Terminal 2 Expansion

The first two silo slips are scheduled to be poured June 12th through June 17th. The final two silos slips are scheduled to be poured June 17th through June 23rd. Estimates are for 1 to 2 concrete trucks per hour throughout the slip pour.

Aspiration

AGP will be installing a new aspiration system at their Terminal 2 operation from June 19th to June 24th. This installation should coincide with the four new silos also under construction at Terminal 2. The Port's M&R Crew are getting training on the operation and maintenance of the new equipment.

Terminal 4 Expansion

The Port Commissioners passed a resolution designating Grays Harbor's first Tax Increment Area at a Special Meeting on May 31, 2023. This action secured a critical piece of the Terminal 4 Expansion's funding plan.

PUGET SOUND PILOTAGE DISTRICT ACTIVITY REPORT PAGE 1

May-2023

The Board of Pilotage Commissioners (BPC) requests the following information be provided to the BPC staff **no later than two working days prior to a BPC meeting** to give Commissioners ample time to review and prepare possible questions regarding the information provided.

Activity

Total pilotage assignments:	589	Cancellations:	8
Total ship moves:	581	Cont'r:	173
		Tanker:	142
		Genl/Bulk:	76
		Other:	190
Assignments delayed due to unavailable rested pilot:	7	Total delay time:	17.5h
Assignments delayed for efficiency reasons:	6	Total delay time:	7.5h
Billable delays by customers:	36	Total delay time:	88
Order time changes by customers:	111		
2 pilot jobs:	43	Reason:	PSP GUIDELINES FOR RESTRICTED WATERWAYS
Day of week & date of highest number of assignments:	Saturday 5/27		28
Day of week & date of lowest number of assignments:	Tuesday 5/2		8
Total number of pilot repositions:	107	Upgrade trips	20
		YTD	91
3 consecutive night assignments:	22	YTD	115

Callback Days/Comp Days

	Starting Total	Call Backs (+)	Used (-)	Burned (-)	Ending Total
Licensed	2580	56	36		2600
Unlicensed	17			10	7
Total	2597	56	36	10	2607

On watch assignments 530 Call back assignments 59 CBJ ratio 10.01%

Pilots Out of Regular Dispatch Rotation (pilot not available for dispatch during "regular" rotation)

A. Training & Continuing Education Programs

Start Dt	End Dt	City	Facility	Program Description	Pilot Attendees
4-May	5-May	Seattle	PMI	Intensive Ship Handling	BOU(2on*), NEW(2off), SOR(1on*,1off)
5-May	15-May	Lyon, FR	Pt. Revel	Manned Model	ANT(4on*,6off), KLA(5on*,5off),
8-May	9-May	Seattle	PMI	Azipod training	GRK(2off), VEL(2off)
					*On watch Off watch ** paired to assign.
					12 18

B. Board, Committee & Key Government Meetings (BPC, PSP, USCG, USACE, Port & similar)

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees
1-May	1-May	Seattle	USCG	FCP	COL*
2-May	2-May	Des Moines	PSP	Outreach	BOZ*
2-May	2-May	Seattle	PSP	Pilot Safety Committee	ANA, SCR*
3-May	3-May	Seattle	PSP	Outreach	MCG
3-May	3-May	Seattle	PSP	Harbor Safety	KAL
3-May	3-May	Seattle	BPC	OTSC	BOU**
9-May	9-May	Seattle	PSP	Refman	KEN*, LOB*, NIN*, SID, STA*
9-May	9-May	Seattle	PSP	Outreach	BEN, MCG, VON
9-May	9-May	Seattle	PSP	Onboarding	COL
10-May	10-May	Seattle	PSP	Outreach	VON

PUGET SOUND PILOTAGE DISTRICT ACTIVITY REPORT PAGE 2

11-May	11-May	Seattle	USCG	JHOC	VON*			
12-May	12-May	Seattle	PSP	Outreach	COL			
15-May	15-May	Seattle	BPC	BPC Exam	BEN			
16-May	16-May	Seattle	USCG	FCP	COL			
17-May	17-May	Seattle	BPC	TEC	BEN, ANT*, NIN*			
17-May	17-May	Seattle	BPC	BPC Prep	BEN, ANT*			
18-May	18-May	Seattle	BPC	BPC	BEN*, ANT*			
18-May	18-May	Seattle	PSP	Quiet Sound	SEA**			
18-May	18-May	Seattle	PSP	WRAS	KAL			
23-May	23-May	Seattle	PSP	Quiet Sound	KAL*, SEA			
24-May	24-May	Yukon Hbr.	MSC	Ladder Safety	BEN**			
24-May	24-May	Seattle	PSP	Outreach	KNU, NIN			
25-May	25-May	Seattle	PSP	BOD	COR*, GRK, HAM, HUP, KLA, MYE			
30-May	31-May	Seattle	PSP	President	GRK(2off)			
					* On Watch	Off Watch	** paired to assign.	
					15	25	3	

Safety/Regulatory

Outreach

Administrative

C. Other (i.e. injury, not-fit-for-duty status, COVID risk)

Start Dt	End Dt	REASON	PILOT	
1-May	12-May	NFFD	KEP	11
1-May	26-May	NFFD	BRU	25

PSP Efficiency Measures

Combined an inter-port assignments with harbor shift 10 times
 Combined meetings or training with revenue assignments 3 times
 Combined cancellations with revenue assignments 0 times
 Utilized immediate repo rule 5 times. This allowed A pilot to be assigned on the Seattle side quicker than on the PA side.
 Reduced call time between 1830-0759 allowed 10 pilots to be assigned, while prior rules would not have allowed for this.
 Reduced call times between 1830-0759 reduced the 3&O type jobs 17 times

Month	Jobs	Pilot Delay Hours	CBJ Ratio	Combined Inter-Port and Harbor shift jobs	Three and Out	NFFD or Covid			
JAN	555	45	13%	10	22	62			
FEB	466	40.5	12%	5	24	67			
MAR	534	35.35	12%	14	23	61			
APR	494	25.25	10%	6	24	55			
MAY	589	25	10%	10	22	36			

Puget Sound District Activity Report Dashboard

2023 May

Licensed Pilots
Including President

53

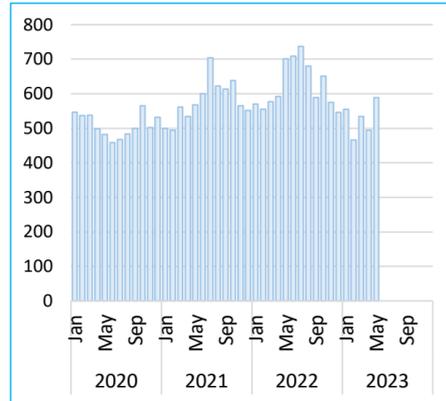
PS District
Trainees

6

Captain Riddle was licensed on May 18, 2023, bringing licensed pilot count to 53.

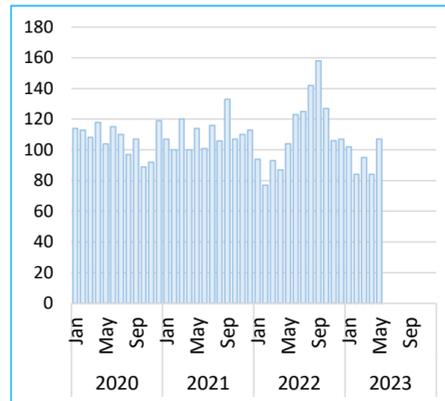
Total Assignments

589



Repositions

107



Licensed Pilots w/o Pres 52

Pilots NFFD entire month 1

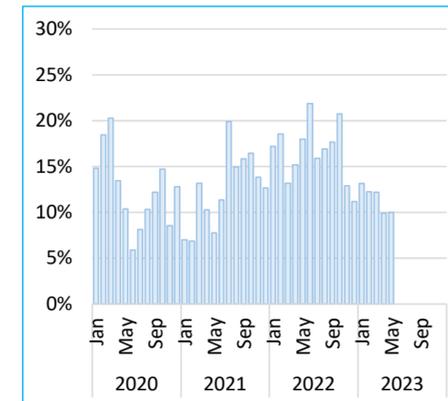
Available Pilots 51



Off-Watch Assignments

(Callbacks)

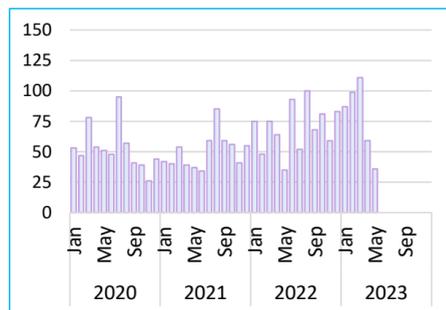
10%



Comp Days Used

(Licensed Pilots)

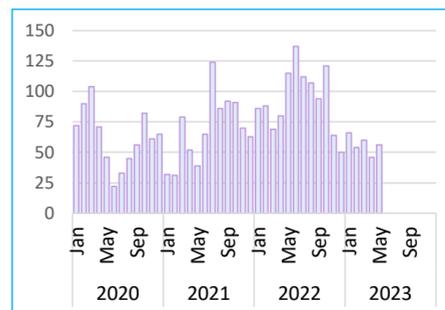
36



Comp Days Earned

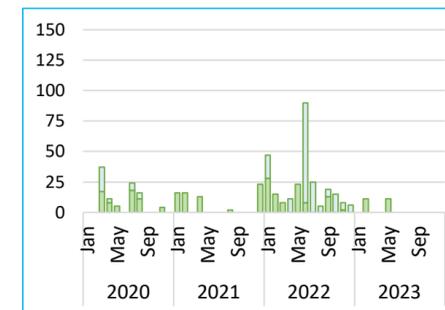
(Callbacks)

56



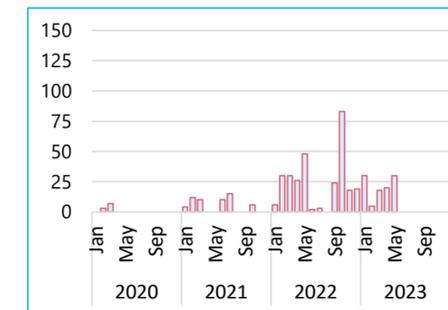
COVID Days* 0

NFFD Days* 11



Training Days

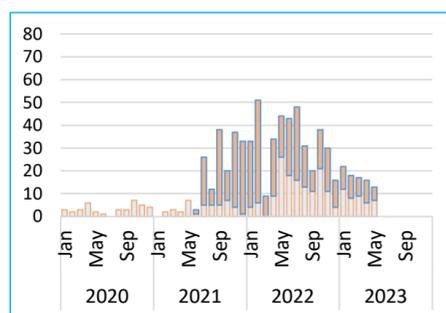
30



* count days if pilot(s) not NFFD whole month

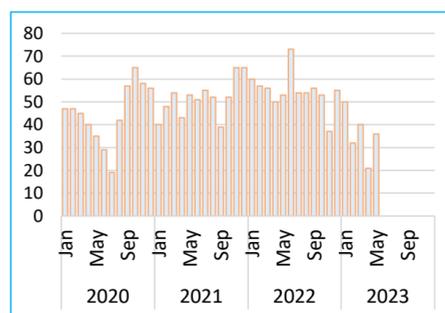
Pilot Delays (Count)
combined total

13



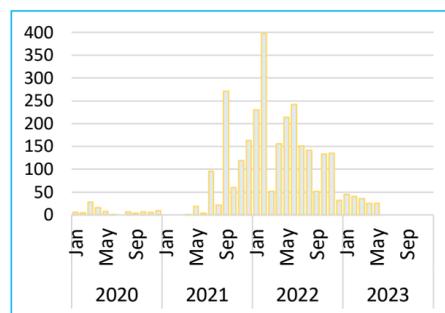
Billable Delays (Count)
by Customers

36



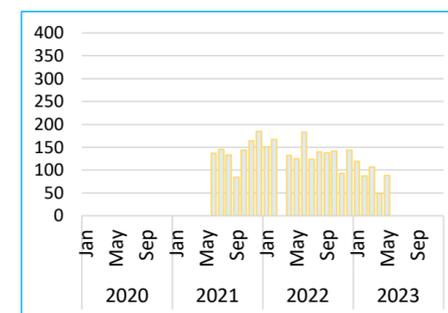
Pilot Delay Hours Total
Pilot Shortage & Efficiency

25 hrs



Billable Delay Hours
by Customers

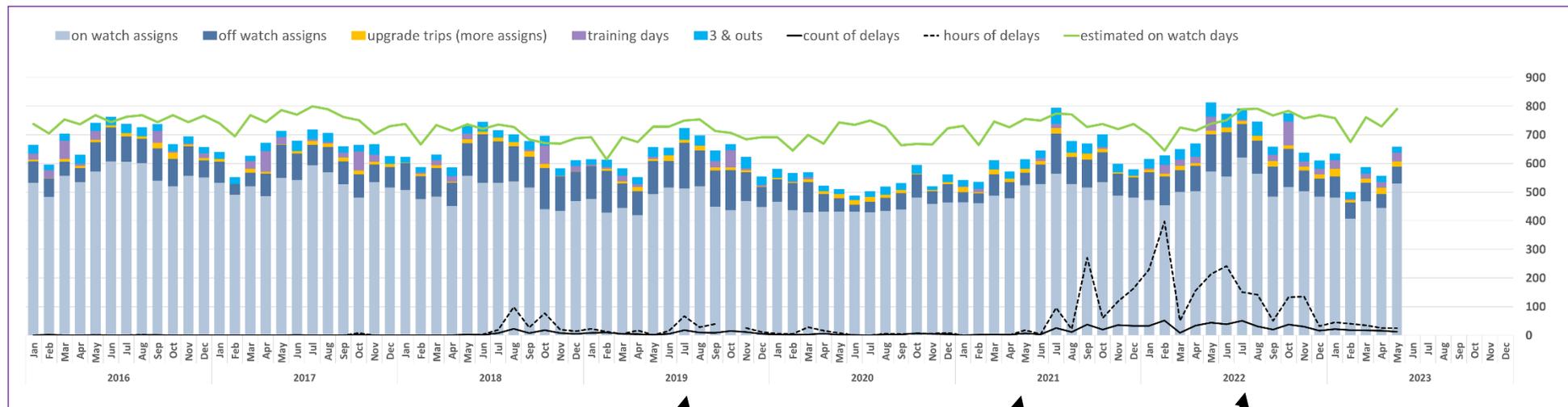
88 hrs



efficiency delay counts stacked on top
of pilot shortage delay counts on bottom

pilot delay hours not separated into
efficiency & pilot shortage components

Puget Sound District pilot availability, pilotage assignments and additional duties, and delays January 2017 – May 2023



2018 BPC Policies/RCW 88.16.103 Effective Date 7/28/2019

- 10 hours minimum rest to obtain 8 hours sleep (increased from 8 hrs) eliminates round trip cruises
- 13-hour limit on multiple harbor shifts (limits options for multiple assignments)
- Three-and-out rule requiring additional rest after 3 consecutive night assignments) (already a PSP practice)
- For purposes of rest calculations assignment time includes travel time

WAC 363-116-081 Rest period.

Revised effective 4/19/2021

Made definition of "assignment" consistent: call time to check in time. Prior to this sometimes travel time was used instead of call time. Lengthens assignments.

WAC 363-116-081 Rest period.

Revised effective 7/24/2022

Allows "multiple assignments" (instead of "multiple harbor shifts"), as long as total duration does not exceed 13 hours (improves dispatch efficiency.)

This is a revised version of a chart shared at the previous Board Meeting in May. It includes additional information in response to various questions and comments received, and also incorporates some general fine tuning. The purpose of the chart is to depict visually the monthly supply and demand of pilots and show periods when there have been an increased amount of delays.

- Additional duties besides pilotage assignments have been added.
- January through May 2023 data has been added.
- Dates of rule changes have been added.
- Availability is calculated more precisely:
 - Unlicensed days of new and retiring pilots are subtracted.
 - Summer PPW (Peak Period Work) additional on watch days are added.
 - Correction: Pilots are not on watch 50% of the year. They are on watch 49.6% of the year.

June 14, 2023

Revised and reposted same day to clarify RCW and WAC and WAC effective dates.



PUGET SOUND PILOTS
Protecting Puget Sound Since 1935

Pilot Transfer Arrangement Safety Newsletter



June 2023

JAPANESE PILOT FATALITY

On May 5th, at 0530 in the morning, a 69 year old Japanese pilot fell in the water while boarding the passenger vessel DIAMOND PRINCESS. A message was received by the Nagasaki coastguard station from the pilot boat stating that a pilot had fallen into the water while boarding the ship. The cruise vessel reportedly launched a boat which took the pilot from the water. He was pronounced dead two hours after the accident. The cause of the accident is not known.

At least 4 fatalities have occurred this year alone during the pilot transfer process worldwide.

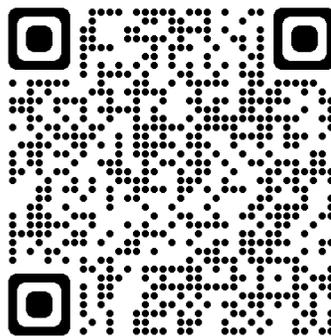
With cruise ship season now in full swing please be mindful of non-compliant arrangements and report them via the PilotLadderSafety app.

In 2022, PSP had 7 cruise ship PilotLadderSafety reports, 4 from the Carnival Splendor and 2 from the Eurodam. Both vessels received letters from PSP requiring corrective actions be taken for their PTA.

FRENCH PTA AWARENESS VIDEO

“20 Years of Accidentology” The French Maritime Pilots Association today launched a very impressive and useful instruction video on the safe and correct use of pilot ladder arrangements. Many thanks to the French pilots for this contribution to pilot ladder safety!

Pilot Boarding - Accidentology (2001-2021) - French Maritime Pilots' Association - YouTube

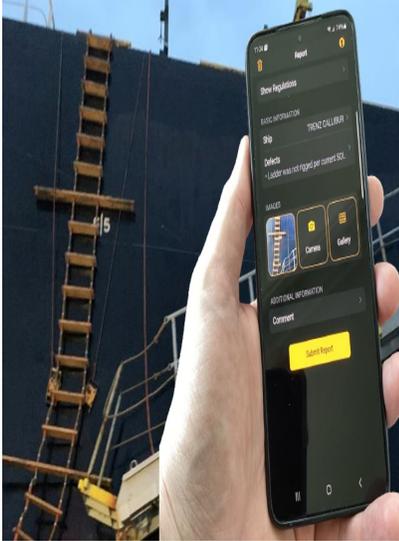


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PILOT LADDER SAFETY REPORTS

- 218 Total reports thru 5/31/23
- 40 Reports 1/1/23-5/31/23
- Containership 38%
- Bulker 29%
- Tanker 18%
- Ro-Ro 6%
- Cruise ship 3%
- Pilot Ladder 40%
- Combo Ladder 24%
- Side port 9%



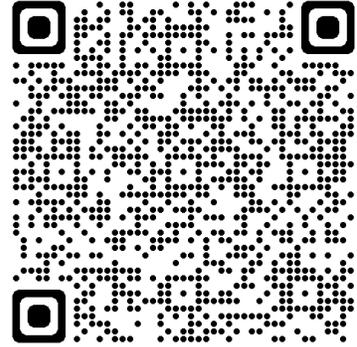
GERMAN PILOTS USING APP TO TRACK DATA

On behalf of the German Maritime Pilots' Association

The German Maritime Pilots' Association launched a new app in December 2022 to help German Maritime Pilots report defects and incidents on pilot ladders quickly and easily. This app is a great safety asset and will help improve safety for Pilots and prevent future accidents.

Marine-Pilots.com

PSP's PTA Safety Committee has been in contact with the GMPA and are sharing best practices for collecting data, ease of use for pilots, and how to best share information on non-compliant PTA's.



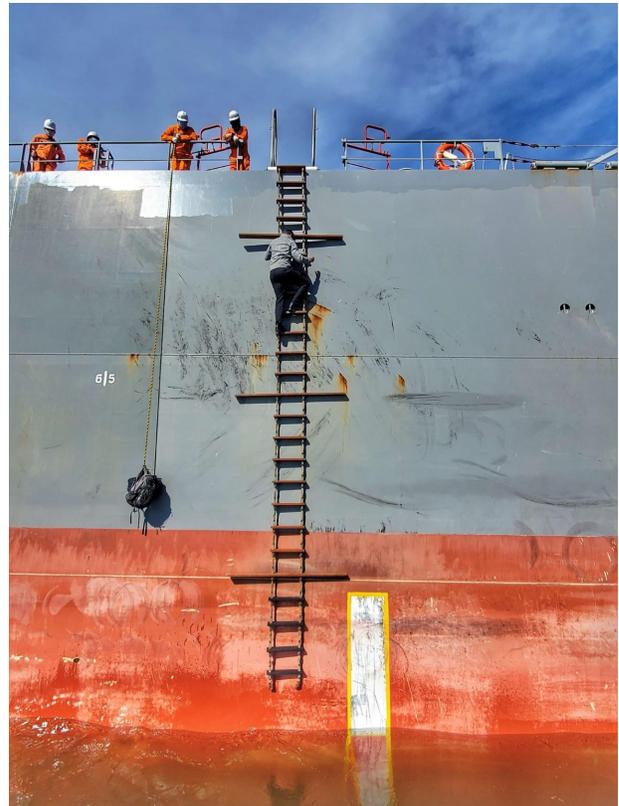
KELLEHER JOINS PTA SAFETY COMMITTEE

Capt. Kelleher has joined the Pilot Transfer Arrangement (PTA) Safety Committee.

This committee is made up of Captains Carlson, Anacker, Bendixen, Hannuksela, Kelleher, with additional help from Captain Grieser.

The purpose of this committee is help educate industry and others on proper Pilot Transfer Arrangements by way of documenting non-compliant arrangements with the PilotLadderSafety app. Then through direct contact with captains or agents on how to provide correct access to the vessel. Reports are also sent to the BPC which then provide them to the Harbor Safety Committee and the USCG after removing any pilot specific identification.

Any questions, concerns, or comments are always welcome and we would like to again thank all pilots that have submitted reports. These reports are making a difference and are helping to ensure that pilot transfers are done properly, which in turn ensures the safety of pilots worldwide.



BPC REPORT TO USCG ON NON-COMPLIANT PTA'S

Reports of Dangerous Pilot Transfer Arrangements -- To be Reviewed by Pilot Safety Committee
State of Washington Board of Pilotage Commissioners

Date	Vessel Name	Flag	Type	Photo(s)?	Notification	Description	Admin Note(s)
03/17/2023	DUBAI GALACTIC	MHL	Bulker	NO		Retrieval line at or below 4th step or leading aft 5,8,10. Captain notified of deficiency and issue corrected prior to disembarking.	
03/19/2023	MIDNIGHT GLORY	MHL	Tanker	NO		Retrieval line at or below 4th step or leading aft 5,8,10; When rigging Pilot noticed deficiency Reported to Master. Corrected prior to disembarking.	
03/20/2023	OCEAN BAO	HKG	Bulker	YES		Missing stanchion on lower platform. Retrieval line below 5th step. Retrieval line leading aft could get hooked on pilot boat.	
03/21/2023	PACIFIC HONOUR	PRT	General Purpose	YES		Retrieval line at or below 4th step or leading aft	
03/27/2023	SCRUB ISLAND	HKG	Bulker	NO		Accommodation Ladder not secured to ship's side 3,4,5,8,10; Accommodation lower platform not horizontal 1,2,3,5,8,10; Ladder not rigged 1 m above the water, Rigged approx 4 m above water. Notified Master of all non-compliance's and we're corrected prior to disembarking.	
03/30/2023	SPRING BREEZE	PAN	Bulker	NO		Steps/spreader bent, crooked, uneven spacing/loose 2,4,5,8,10; Retrieval line at or below 4th step or leading aft 5,8,10; Unsafe Intermediate Hold Down for Ladder or Accommodation 3,4,5,8,10; Ladder not secured or improperly/loosely secured 1.5m above lower platform 4,5,8,10	

The above reports were emailed to the following addresses at USCG on 04/08/2023

[Port State Control: D13-SMB-SectorSeattle-PSCAdmin@uscg.mil](mailto:PortStateControl-D13-SMB-SectorSeattle-PSCAdmin@uscg.mil)

[Domestic Vessels: SecSeaDispatch@uscg.mil](mailto:DomesticVessels:SecSeaDispatch@uscg.mil)

Bettina Maki | Program Analyst | State of WA Board of Pilotage Commissioners
d: 206.515.3647 | 2901 Third Ave, Ste 500 | Seattle, WA 98121 | www.pilotage.wa.gov

Ladder safety references available at BPC web site

<https://pilotage.wa.gov/safetybulletins.html>

- 1) IMCO Res. A.426 for vessels constructed 1979-1999*
- 2) IMO Res. A.889(21) for vessels constructed 1999-2012*
- 3) Resolution MSC99(73) renumbering Regulation 17 as Regulation 23 for vessels constructed after July 2002*

*Suspended-For Reference Only

- 4) SOLAS Regulation V/23
- 5) IMO A.1045(27)
- 6) ISO 799-1_2019
- 7) IMO MSC.1/Circ.1331 Gangways
- 8) MSC.1/Circ.1428 Pilot Ladder Poster
- 9) IMO Res. A.1108 (29)
- 10) MSIB 21-20, Change 2

Reports of Dangerous Pilot Transfer Arrangements -- To be Reviewed by Pilot Safety Committee
State of Washington Board of Pilotage Commissioners

Date	Vessel Name	Flag	Type	Photo(s)?	Notification	Description	Admin Note(s)
04/03/2023	SM LONG BEACH	KOR	Container	NO		No mechanical device to lock powered winch reels 5,8,10 Master notified ladder reel must be secured with mechanical device (pin or turnbuckle). Master notified reel had drilled out hole that could be utilized.	
04/07/2023	SEAMAX MYSTIC	MHL	Container	YES		Pilot Ladder: Weight of ladder rests on step/spreader due to hold down device pin, railing or deck tongue 2,4,5,8,10; Side Pilot Port: Improper Rigging 3,4,8,10; Ladder Winch Reel: Improper rigging 4,5,8,10	
04/12/2023	MSC BRUNELLA	PMD	Container	YES		Pilot Ladder: Weight of ladder rests on step/spreader due to hold down device pin, railing or deck tongue 2,4,5,8,10; Retrieval line at or below 4th step or leading aft 5,8,10; Other (please specify in comments below	
04/17/2023	PLUTO LEADER	PAN	RORO	NO		Ladder Winch Reel - Pilot ladder not secured independent of winch reel 5,8,10 Reel was pinned but ladder not independently secured to deck; Steel slide below reel to deck edge prevents proper means to secure ladder; Next port call, Master will be informed.	
04/19/2023	ONE PARANA	HKG	Container	YES		Deck tongue or other clamping hold down arrangement. Ladder not made fast to the ship by line.	
04/19/2023	EVER SALUTE	SGP	Container	NO		Side Pilot Port, Improper Rigging 3,4,8,10 Ladder extends to deck above and was not fastened to the side of the ship 1.5 meters above the boarding platform. Spreader rests against opening of Pilot port and twists into the open door when climbing.	
04/22/2023	UNI BULKER	HKG	Bulker	YES		Retrieval line at or below 4th step or leading aft 5,8,10	

The above reports were emailed to the following addresses at USCG on 05/11/2023.

[Port State Control: D13-SMB-SectorSeattle-PSCAdmin@uscg.mil](mailto:PortStateControl-D13-SMB-SectorSeattle-PSCAdmin@uscg.mil)

[Domestic Vessels: SecSeaDispatch@uscg.mil](mailto:DomesticVessels:SecSeaDispatch@uscg.mil)

Bettina Maki | Program Analyst | State of WA Board of Pilotage Commissioners
d: 206.515.3647 | 2901 Third Ave, Ste 500 | Seattle, WA 98121 | www.pilotage.wa.gov

Ladder safety references available at BPC web site

<https://pilotage.wa.gov/safetybulletins.html>

- 1) IMCO Res. A.426 for vessels constructed 1979-1999*
- 2) IMO Res. A.889(21) for vessels constructed 1999-2012*
- 3) Resolution MSC99(73) renumbering Regulation 17 as Regulation 23 for vessels constructed after July 2002*

*Suspended-For Reference Only

- 4) SOLAS Regulation V/23
- 5) IMO A.1045(27)
- 6) ISO 799-1_2019
- 7) IMO MSC.1/Circ.1331 Gangways
- 8) MSC.1/Circ.1428 Pilot Ladder Poster
- 9) IMO Res. A.1108 (29)
- 10) MSIB 21-20, Change 2

**PILOT
TRANSFER
ARRANGEMENT
SAFETY
COMMITTEE**

LADDERSAFETY@pspilots.org

- Capt I. Carlson
- Capt S. Anacker
- Capt S. Bendixen
- Capt M. Hannuksela
- Capt N. Kelleher
- Capt K. Grieser

Additional Info:

Dispatch screen:

- Pilot Information tab:
- Ladder Safety

Here you will find a link to the PilotLadderSafety app along with additional links to regulatory information and requirements regarding PTA's.

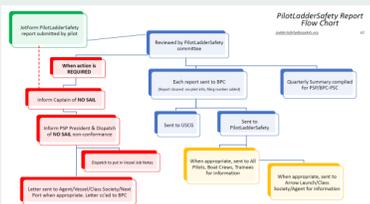
Dispatch screen:

-Vessel Name*

—When an “*” follows a vessel name there is an important note regarding that vessel. Moving forward if a letter has been sent to a vessel for a non-compliant PTA or there is a known PTA hazard, an “*” will be placed next to the vessel. In the vessel notes pertinent PTA info will be listed. If the pilot requires additional information, request from Dispatch to email you the Non-Compliant PTA letter .

PilotLadderSafety Report Flow Chart:

-This is the defined process for all submitted PilotLadderSafety reports.



PILOTLADDERSAFETY.COM

Pilot Ladder Safety – Do It Right The First Time. Every day around the world, maritime pilots board and disembark ships using pilot ladder arrangements. When the pilot ladder is not used properly, a routine procedure can turn into a critical hazard . There are some very good reasons for using the pilot ladder in the correct way: The safety of the pilot and the structural integrity of the pilot ladder. The aim of this website is to increase Pilot Ladder Safety awareness by showing good practice on the rigging and safe use of the pilot ladder. Through this site, by sharing information, news and feedback about good practice, we can raise the standards of Pilot Ladder Safety – Do It Right The First Time.



HIGHLIGHTED LADDER REPORT

We will highlight a submitted PilotLadderSafety Report in this section each newsletter!

Saturday, April 8, 2023

NON-COMPLIANT TRANSFER ARRANGEMENT

Date: Friday, April 7, 2023

Vessel Name: SEAMAX Mystic

IMO #: 9732606

Flag State: MHL

Vessel Type: Containership

Master Notified: Yes

Pilot: [REDACTED]

Geographic Location: Pilot Station

Wind / Sea State / Visibility: W'y 5-10

Day/Night: Night

Boarding/Disembarking: Boarding

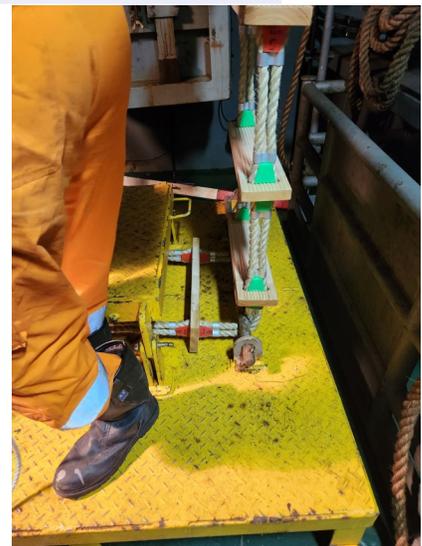
Port/Starboard: Starboard

Non-Compliance: Pilot Ladder Side Pilot Port Ladder Winch Reel

Pilot Ladder: Weight of ladder rests on step/spreader due to hold down device pin, railing or deck tongue 2,4,5,8,10

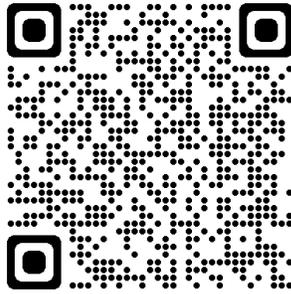
Side Pilot Port: Improper Rigging 3,4,8,10

Ladder Winch Reel: Improper rigging 4,5,8,10



BROKEN STANCHION WHILE BOARDING

While boarding the Aries Pearl the main deck hand-hold stanchion “broke” (deteriorated) when the pilot grabbed ahold of it. Fortunately there were no injuries. This is a reminder that just about anything can fail, even the most unlikely parts of the Pilot Transfer Arrangement. This was shared with PSP from the Hawaii Pilots and another example of how all WC Pilot groups are working together to increase pilot safety.



QR Code: USCG Safety Alert on Handhold Stanchions



USNS FISHER AND BOB HOPE CORRECTIVE ACTION

The USNS Fisher and USNS Bob Hope arrived in Puget Sound mid May with known non-compliant trap door arrangements.

Thanks to our continued efforts to share PTA information between WC Pilot groups we were notified by COLBAR that PS was their next arrival port. Captains Carlson and Bendixen reached out to both Captains and agents of the vessels and were able to share best practices and expectations in order to facilitate a safe pilot boarding.

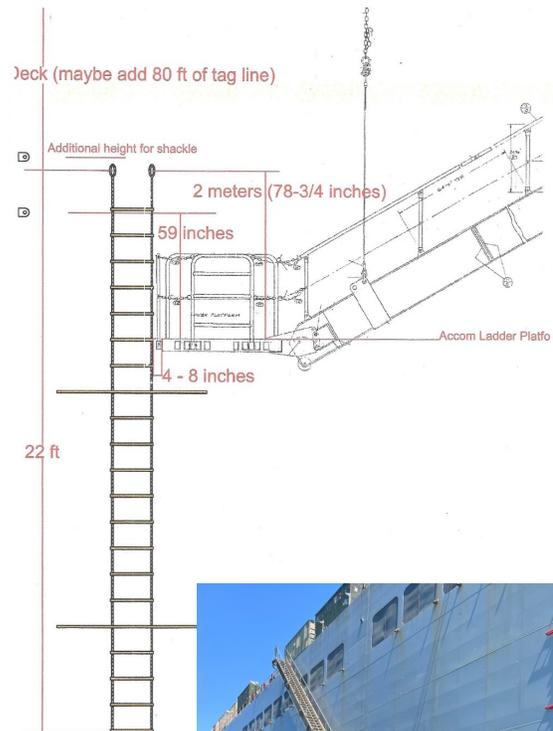
Additional information was shared to the vessel on how to resolve the known issue for this class of vessel. The USNS Bob Hope, which has been a regular caller in PS provided technical drawings to resolve the issues and we were able to provide those to the USNS Fisher.

After a well intended but failed modification while in PS on the USNS Fisher which was approved by ABS (attached photo), the APA, MSC and MARAD have all become involved. Capt Bendixen visited the USNS Fisher and had a thorough in person conversation with the Capt and email correspondence with their port engineer. PSP provided additional tech-

nical drawings, examples of successful modifications, and pertinent regulations.

We continue to share information with all parties in the hopes that the entire vessel class will correct their PTA's.

PSP has also contacted the pilots at the USNS Fisher's next port of call in Australia to inform them of the situation.



After mod: Not 5m above water!

