

WA State Board of Pilotage Commissioners

Industry Update: June 22, 2021 BPC Meeting

Vessel Arrivals

YTD Through First Five Months – Now Comparing to Depressed COVID Numbers Last Year

- + Overall arrivals **down 3**
- + Containers **up 2** (New weekly service numbers showing up now)
- + Bulkers **up 29**
- + Car Carriers **up 16**
- + Tankers/ATB's **down 47**

Container Vessels at Anchor or Drifting – Supply Chain Disruptions

- ✓ A significant number of container vessels are still at anchor off of LA/LB or at anchor or drifting off the Bay Area.
- ✓ PNW gateway has also led to container vessels at anchor but not as many. Complaints have come in from the public but the Coast Guard explanation for temporarily using some of these anchorages (Holmes Harbor being the best example) seems to have at least partially addressed the concerns. PMSA also fielded questions with the same explanation in addition to explaining underwater noise concerns.
- ✓ Worth Repeating Again: Eastbound rail capacity limitations, containers out of service sitting at anchor, increase in transloading leaving increasing numbers of 20's and 40's near port instead of points East, temporary off terminal loaded container storage in LA/LB and other efforts being made to address the backlog.

Cruise Season Prep at Anchor To Compete with Container Ships?

- + The exemption from the Passenger Services Act had led to the plan for a cruise ship season here starting in late July.
- + Cruise ship preparation including getting crews COVID procedure compliant and prepared for their duties will likely take place starting later this month.
- + Cruise ship anchorage use/demand will likely compete with container ships. As of this writing, there are discussions with the Coast Guard, NWSA, Port of Seattle, Cruise ship agents, and others working on contingencies to manage the likely anchorage demand surge.

Two more carriers suspend trans-Pacific calls in Oakland

Bill Mongelluzzo, Senior Editor | Jun 07, 2021 5:40PM EDT <https://www.joc.com/node/3677261>

Two more trans-Pacific carriers have joined Zim Integrated Shipping Services in suspending some of their calls to Oakland due to congestion as port staff meets with terminal operators and the longshore union to expedite the hiring and training of additional dockworkers. A spokesman for Hapag-Lloyd told JOC.com Monday that later this month the carrier will drop its trans-Pacific westbound calls in Oakland, with the plan being to return those services to the Northern California port around mid-August if the congestion now vexing the gateway is cleared.

Also, according to schedules posted on the website of CMA CGM, some trans-Pacific Oakland calls were dropped last month, and some others scheduled through August will be omitted. [Zim announced last week that Oakland was being dropped](#) from its expedited North China to West Coast service due to congestion issues at the Northern California port. That service will continue to call in Los Angeles, which has also experienced congestion problems this year. However, due to record import volumes since last summer, the Southern California ports experienced continuous vessel backlogs and terminal congestion. Trans-Pacific carriers attempted to relieve some of the congestion in Southern California with two new services that called Oakland inbound, rather than Los Angeles.

Fresh Covid-19 Outbreaks in Asia Disrupt Global Shipping, Chip Supply Chain

Outbreak at one of the world's busiest ports leads to global shipping delays

By Stella Yifan Xie, Costas Paris, & Stephanie Yang - Wall Street Journal

<https://www.wsj.com/articles/the-global-logistics-logjam-shifts-to-shenzhen-from-suez-11623403801>

HONG KONG—As Western economies roar back to life, a fresh wave of Covid-19 clusters in Asia—where vaccination campaigns remain in their early stages—is creating new bottlenecks in the global supply chain, threatening to push up prices and weigh on the post-pandemic recovery. An outbreak at one of the world's busiest ports in southern China has led to global shipping delays, while infections at key points in the semiconductor supply chain in Taiwan and Malaysia are [worsening a global chip shortage](#) that has hindered production in the auto and technology industries. [Low vaccination rates across Asia](#) could keep in place social distancing rules and travel bans, which would disrupt manufacturing and suppress consumer spending.

How bad are global shipping snafus? Home Depot contracted its own container ship as a safeguard

PUBLISHED SUN, JUN 13 2021 8:00 AM EDT [Melissa Repko@MELISSA_REPKO](mailto:Melissa.Repko@MELISSA_REPKO)

- Home Depot has reserved its own ship, bought merchandise on the spot market and flown in power tools as it copes with supply chain headaches.
- The pandemic has created complexities that have ricocheted across the globe, from congested ports to soaring consumer demand.
- One of the most recent challenges is a Covid-19 outbreak in southern China.

China's Trade Boom Continues in May

By Bloomberg News (Bloomberg) — June 7, 2021 With assistance from Tomoko Sato, Lin Zhu and Tom Hancock.

China's exports continued to surge in May, although at a slower pace than the previous month, fueled by strong global demand as more economies around the world opened up. Imports soared, boosted by rising commodity prices...What Bloomberg Economics Says...The downside surprise in China's May exports — following weaker new export orders — suggests external demand is starting to moderate. To be sure, the pace of gains was still robust, providing further support for the production-led recovery. But it may not be quite so strong beyond the second quarter. -Eric Zhu, China economist...The data may have been distorted by fewer working days in May due to the five-day Labor Day holiday. There were also [disruptions](#) at one of China's busiest [ports](#) from late May due to a Covid-19 outbreak, which could have impacted the data.

Don't shoot the carrier

Container lines cannot be held responsible for all that ails the supply chain

Lloyd's List

<https://lloydslist.maritimeintelligence.informa.com/LL1137145/Dont-shoot-the-carrier>

Record freight rates and delays are the result of a system under pressure in the midst of a pandemic. When the cost of a lean supply chain is paid in a lack of resilience, shippers need to look to their own housekeeping and not just blame carriers.

A First Glimpse at the TEU Tallies for April

Note: *The ports we survey take from a few days to a few weeks to report their container trade statistics. Because West Coast ports are generally much more agile in compiling and releasing their monthly TEU counts than are ports elsewhere in the country, these “First Glimpse” numbers are necessarily incomplete and may give a misleading indication of the latest trends.*

Let us start by agreeing to pay little heed to all those press releases announcing ginormous year-over-year leaps in April’s containerized import numbers. April 2020 was the pits, and nearly every port did exceptionally well this April by comparison. The more illuminating question is how each port’s figures compared with their TEU counts for April in the pre-pandemic year of 2019, when the only thing skewing maritime trade flows were those tariffs supposedly geared to restoring America’s greatness. So, for those ports which have thusfar reported their April 2021 TEU tallies, here’s how they stack up with April 2019.

At the Port of Los Angeles, inbound loads this April (490,127 TEUs) were up a remarkable 35.9% over the 360,745 loads the port discharged in April 2019. However, export loads (114,449 TEUs) were not merely down by 26.4% from the 155,533 export loads recorded two years earlier, but this April was the worst April for laden outbound containers at LA since 2006, when the port

exported just 113,399 loaded TEUs. Overall, LA handled 946,966 total TEUs this April, 28.65% more than the 736,466 TEUs the port handled in April 2019.

At the Port of Long Beach, inbound loaded TEUs (367,151 TEUs) this April were up 15.5% over the same month two years earlier when 317,883 loads arrived at the port. Outbound loads, though, crept up just 0.2%. Total TEU traffic (loads plus empties) jumped 18.2% to 746,188 from 628,122.

At the Port of Oakland, inbound loads (100,096 TEUs) were up 24.0% from 80,702 TEUs in April 2019, while outbound loads slipped by 0.2%. Overall, Oakland handled 0.9% more total TEUs this April (217,993) than it did two years earlier (216,002).

Up in the Pacific Northwest, the Northwest Seaport Alliance Ports of Tacoma and Seattle handled 120,145 inbound loaded TEUs this April, a 6.7% improvement over April 2019. Outbound loads were way off over the same period, by 27.5%.

Across the border, Vancouver received 171,687 inbound loaded TEUs in April, an 18.3% bump over April 2019. Outbound loads, however, were down by 10.1% from two years earlier. The other British Columbia port we track, Prince Rupert, stood out in April as the only major Pacific



Protecting Blue Whales and Blue Skies

Vessel Speed Reduction Incentive Program

A partnership for cleaner air,
safer whales, and a quieter ocean

2021 program underway
ourair.org/air-pollution-marine-shipping



A First Glimpse at the TEU Tallies for April Continued

Coast port that saw its inbound traffic collapse from last year. Moreover, its total of 28,051 laden import TEUs this April was down 46.8% year-over-year but also down by 45.7% from April 2019. Even worse, this April's loaded import TEU count at Prince Rupert was the lowest in any April dating back to 2013.

Back East, Boston's April saw the arrival of 9,865 loaded TEUs, down 19.4% from two years earlier, while its 6,669 outbound loads were off by 14.0%. Down in the Southeast, Charleston's 105,954 inbound loaded TEUs this April were 19.8% higher than the 87,675 inbound loads the South Carolina port managed two years earlier. Outbound loads, however, hardly changed. The port handled just 38 more outbound loads this April than it had two years ago. Total

container traffic this April amounted to 225,136 TEUs, 10.0% more than crossed Charleston's docks two years earlier.

On the Gulf Coast, Houston handled 143,265 inbound loaded TEUs this April, a 42.4% jump from the same month two years ago. Its outbound loads (91,766 TEUs) were down by 14.0% from April 2019.

Regionally, the Big Five U.S. West Coast ports handled 1,077,519 inbound loaded TEUs this April, up 34.6% from last April but a more modest gain of 23.6% over April 2019. Outbound loads this April totaled 376,546 TEUs, down 14.4% from the number of outbound loads in April 2019.

Deconstructing the March 2021 TEU Numbers

Please note: *The TEU tallies cited here are not derived from forecasting algorithms or the partial information available from U.S. Customs and Border Protection but instead represent the actual TEU counts reported by the major North American seaports we survey each month. The U.S. mainland ports we monitor collectively handle over 90% of the container movements at continental U.S. ports.*

March began a period when the usual year-over-year comparisons of TEU counts are all but meaningless. The COVID-19 outbreak severely stunted world trade as well as global economic output to the extent that even a minuscule rebound in trade would yield absurdly high growth numbers. So for this and at least the next couple of months, we will be offering two sets of comparative statistics. **Exhibit 1** contrasts inbound loads this March not only with the numbers from last March but also with the volumes reported in the more normal or at least pre-pandemic March of 2019. (Exhibit 2 will provide the same dual comparisons for outbound loads.)

Exhibit 1 displays the complete inbound loaded container traffic numbers for March as reported by the sixteen mainland U.S. and two British Columbian ports we track. Inbound loads for all eighteen ports totaled 2,544,968 TEUs, up 60.5% from a year earlier. But, since world trade in March of last year was deformed by the onset of the

COVID-19 pandemic, the more remarkable statistical display can be found in the columns that contrast containerized imports this March with March in the pre-plague year of 2019. Here we see clearer evidence of just how dramatic the recent import surge has been, with the number of inbound loaded TEUs in March 37.2% higher than in March of 2019. The difference was 690,438 more TEUs for the U.S. and British Columbia ports we monitor and 645,757 more inbound loads at the sixteen ports on the American side of the border.

The bulk of the surge's burden fell on the five major USWC ports, which collectively saw a 54.3% jump in inbounds since March 2019. Less extreme but still substantial were the 27.2% and 17.9% increases at East and Gulf Coast ports.

Meanwhile, containerized exports, as **Exhibit 2** reveals, continued to spiral lower. **Exhibit 3** amply attests to just how much busier the North American port have become in the past two years.

Weights and Values

We appreciate that the TEU is the container shipping industry's preferred metric. Here, though, we offer two alternative measures – the declared weight and the declared value of the goods housed in those TEUs. The



Exhibit 1 March 2021 - Inbound Loaded TEUs at Selected Ports

	Mar 2021	Mar 2020	% Change	Mar 2019	% Change	Mar 2021 YTD	Mar 2020 YTD	% Change	Mar 2019 YTD	% Change
Los Angeles	490,115	220,255	122.5%	297,187	64.9%	1,340,608	905,011	48.1%	1,075,426	24.7%
Long Beach	408,172	234,570	74.0%	247,039	65.2%	1,146,183	793,123	44.5%	873,742	31.2%
San Pedro Bay Totals	898,287	454,825	97.5%	544,226	65.1%	2,486,791	1,698,134	46.4%	1,949,168	27.6%
Oakland	97,538	67,035	45.5%	74,714	30.5%	255,141	218,472	16.8%	226,586	12.6%
NWSA	139,914	84,035	66.5%	117,007	19.6%	355,087	278,573	27.5%	345,291	2.8%
USWC Totals	1,135,739	605,895	87.4%	735,947	54.3%	3,097,019	2,195,179	41.1%	2,521,045	22.8%
Boston	11,338	11,326	0.1%	11,856	-4.4%	27,470	36,350	-24.4%	35,641	-22.9%
NYNJ	393,159	271,511	44.8%	282,981	39.9%	1,098,727	894,599	22.8%	905,849	21.3%
Maryland	38,938	40,522	-3.9%	43,700	-10.9%	121,079	122,660	-1.3%	129,856	-6.8%
Virginia	130,066	99,129	31.2%	107,040	21.5%	371,117	305,572	21.4%	322,154	15.2%
South Carolina	113,867	76,019	49.8%	92,875	22.6%	291,244	254,862	14.3%	258,649	12.6%
Georgia	249,395	147,034	69.6%	186,369	33.8%	671,717	505,803	32.8%	545,637	23.1%
Jaxport	29,754	22,629	31.5%	30,202	-1.5%	85,744	75,455	13.6%	86,225	-0.6%
Port Everglades	32,387	29,960	8.1%	28,507	13.6%	88,093	84,062	4.8%	83,598	5.4%
Miami	47,320	33,887	39.6%	38,690	22.3%	140,092	106,668	31.3%	110,101	27.2%
USEC Totals	1,046,224	732,017	42.9%	822,220	27.2%	2,895,283	2,386,031	21.3%	2,477,710	16.9%
New Orleans	10,471	13,696	-23.5%	13,165	-20.5%	30,721	40,111	-23.4%	33,409	-8.0%
Houston	134,259	92,434	45.2%	109,604	22.5%	348,271	283,272	22.9%	291,875	19.3%
USGC Totals	144,730	106,130	36.4%	122,769	17.9%	378,992	323,383	17.2%	325,284	16.5%
Vancouver	169,140	111,341	51.9%	130,472	29.6%	476,982	369,148	29.2%	430,336	10.8%
Prince Rupert	49,135	29,820	64.8%	43,122	13.9%	137,305	134,721	1.9%	132,361	3.7%
BC Totals	218,275	141,161	54.6%	173,594	25.7%	614,287	503,869	21.9%	562,697	9.2%
US/BC Totals	2,544,968	1,585,203	60.5%	1,854,530	37.2%	6,985,581	5,408,462	29.2%	5,886,736	118.7%
US Total	2,326,693	1,444,042	61.1%	1,680,936	38.4%	6,371,294	4,904,593	29.9%	5,324,039	119.7%
USWC/BC	1,354,014	747,056	81.2%	909,541	48.9%	3,711,306	2,699,048	37.5%	3,083,742	20.4%

Source Individual Ports



Exhibit 2 March 2021 - Outbound Loaded TEUs at Selected Ports

	Mar 2021	Mar 2020	% Change	Mar 2019	% Change	Mar 2021 YTD	Mar 2020 YTD	% Change	Mar 2019 YTD	% Change
Los Angeles	122,899	121,146	1.4%	158,924	-22.7%	343,434	403,821	-15.0%	446,472	-23.1%
Long Beach	139,710	145,442	-3.9%	131,436	6.3%	375,380	379,624	-1.1%	354,010	6.0%
San Pedro Bay Totals	262,609	266,588	-1.5%	290,360	-9.6%	718,814	783,445	-8.2%	800,482	-10.2%
Oakland	94,169	83,782	12.4%	88,202	6.8%	232,904	239,904	-2.9%	231,389	0.7%
NWSA	70,154	79,395	-11.6%	86,856	-19.2%	186,889	214,359	-12.8%	225,325	-17.1%
USWC Totals	426,932	429,765	-0.7%	465,418	-8.7%	1,138,607	1,237,708	-8.0%	1,257,196	-9.4%
Boston	8,505	6,513	30.6%	6,645	28.0%	19,371	19,245	0.7%	18,226	6.3%
NYNJ	126,699	136,780	-7.4%	130,038	-2.6%	330,135	369,069	-10.5%	355,229	-7.1%
Maryland	21,736	21,450	1.3%	20,589	5.6%	61,204	61,860	-1.1%	55,092	11.1%
Virginia	94,846	90,761	4.5%	89,282	6.2%	267,000	250,923	6.4%	243,872	9.5%
South Carolina	79,077	73,077	8.2%	77,704	1.8%	214,425	215,817	-0.6%	203,539	5.3%
Georgia	135,283	136,774	-1.1%	155,083	-12.8%	359,693	384,687	-6.5%	384,716	-6.5%
Jaxport	52,434	40,167	30.5%	45,740	14.6%	139,456	120,559	15.7%	125,322	11.3%
Port Everglades	32,158	33,217	-3.2%	37,351	-13.9%	92,740	101,313	-8.5%	103,677	-10.5%
Miami	32,080	31,703	1.2%	38,947	-17.6%	85,710	101,070	-15.2%	108,426	-21.0%
USEC Totals	582,818	570,442	2.2%	601,379	-3.1%	1,569,734	1,624,543	-3.4%	1,598,099	-1.8%
New Orleans	22,551	27,944	-19.3%	26,364	-14.5%	66,955	78,574	-14.8%	70,957	-5.6%
Houston	106,745	114,972	-7.2%	118,295	-9.8%	286,279	344,608	-16.9%	292,716	-2.2%
USGC Totals	129,296	142,916	-9.5%	144,659	-10.6%	353,234	423,182	-16.5%	363,673	-2.9%
Vancouver	90,784	92,784	-2.2%	103,472	-12.3%	244,087	255,842	-4.6%	287,739	-15.2%
Prince Rupert	17,648	15,520	13.7%	17,832	-1.0%	46,396	44,396	4.5%	46,665	-0.6%
BC Totals	108,432	108,304	0.1%	121,304	-10.6%	290,483	300,238	-3.2%	334,404	-13.1%
US/Canada Total	1,247,478	1,251,427	-0.3%	1,332,760	-6.4%	3,352,058	3,585,671	-6.5%	3,553,372	-5.7%
US Total	1,139,046	1,143,123	-0.4%	1,188,101	-4.1%	3,061,575	3,285,433	-6.8%	3,218,968	-4.9%
USWC/BC	535,364	538,069	-0.5%	586,722	-8.8%	1,429,090	1,537,946	-7.1%	1,591,600	-10.2%

Source Individual Ports



Deconstructing the March 2021 TEU Numbers Continued

percentages in the following exhibits are derived from data compiled by the U.S. Commerce Department that are published with a five-week time-lag.

Exhibit 4: USWC Ports and the Worldwide Container Trade

Exhibit 4 shows how the three major USWC gateways have been faring with respect to their respective shares of containerized imports discharged at mainland U.S. seaports in March. However, we hasten to remind readers that the major USWC port complexes do not entirely monopolize the container trade through ports in the states of California, Oregon, and Washington. San Diego and Port Hueneme are both important conduits for refrigerated containers laden with fresh fruit imports from Central and South America. And Portland (the one in Oregon) is making strides in re-establishing itself as a container port, with the number of total TEUs handled in this year's first quarter up 125.6% from last year. Still, the Big Five did handle 94.9% of the containerized tonnage imported and 95.8% of the containerized tonnage exported through all USWC ports in this year's first quarter.

Altogether, USWC ports – big and small – handled 38.1% of all containerized imports that arrived at America's mainland ports in the first quarter. That was up from 35.1% a year earlier, which was unchanged from USWC share of containerized imports in the first quarter of 2019. Those same USWC ports handled 34.1% of all containerized export tonnage through U.S. mainland ports in the first quarter, down from 35.0% a year earlier and from 38.2% in the first quarter of 2019.

Exhibit 3 March 2021 Total TEUs (Loaded and Empty) Handled at Selected Ports

	Mar 2021	Mar 2020	% Change	Mar 2019	% Change
Los Angeles	2,592,431	1,799,749	44.0%	2,208,734	17.4%
Long Beach	2,376,128	1,682,920	41.2%	1,806,723	31.5%
NYNJ	2,136,180	1,756,978	21.6%	1,792,845	19.2%
Georgia	1,348,476	1,077,865	25.1%	1,152,447	17.0%
Vancouver	932,962	734,855	27.0%	843,039	10.7%
NWSA	881,794	788,882	11.8%	932,288	-5.4%
Manzanillo	827,407	704,453	17.5%	752,325	10.0%
Virginia	799,008	654,365	22.1%	708,297	12.8%
Houston	751,199	773,087	-2.8%	694,167	8.2%
South Carolina	647,330	593,865	9.0%	597,933	8.3%
Oakland	631,121	581,573	8.5%	612,151	3.1%
Montreal	413,249	417,378	-1.0%	409,310	1.0%
JaxPort	348,264	306,662	13.6%	338,358	2.9%
Miami	317,051	276,982	14.5%	291,368	8.8%
Lazaro Cardenas	296,246	275,928	7.4%	341,727	-13.3%
Prince Rupert	274,085	237,990	15.2%	248,253	10.4%
Port Everglades	261,637	269,059	-2.8%	264,356	-1.0%
Maryland	250,273	252,239	-0.8%	266,138	-6.0%
Philadelphia	169,630	159,604	6.3%	140,485	20.7%
New Orleans	131,118	159,235	-17.7%	152,099	-13.8%
Boston	57,249	70,550	-18.9%	71,883	-20.4%
US/Canada Total	15,319,185	12,593,838	21.6%	13,530,874	13.2%
US Mainland Only	13,698,889	11,203,615	22.3%	12,030,272	13.9%

Source Individual Ports



Deconstructing the March 2021 TEU Numbers Continued

Exhibit 4 USWC Ports Shares of Worldwide U.S. Mainland, March 2021

	Mar 2021	Feb 2021	Mar 2020
Shares of U.S. Mainland Ports Containerized Import Tonnage			
LA/LB	27.5%	28.4%	21.7%
Oakland	3.8%	3.8%	4.0%
NWSA	5.2%	3.7%	4.9%
Shares of U.S. Mainland Ports Containerized Import Value			
LA/LB	34.2%	35.5%	28.2%
Oakland	3.1%	3.6%	3.7%
NWSA	6.5%	4.9%	6.7%
Shares of U.S. Mainland Containerized Export Tonnage			
LA/LB	19.0%	19.5%	20.9%
Oakland	6.9%	6.6%	6.5%
NWSA	7.2%	6.6%	7.3%
Shares of U.S. Mainland Containerized Export Value			
LA/LB	19.7%	20.3%	20.7%
Oakland	7.2%	7.9%	7.0%
NWSA	4.3%	3.9%	4.0%

Source: U.S. Commerce Department.

Exhibit 5: USWC Ports and the East Asia Trade

Exhibit 5 displays the shares of U.S. container trade involving the Far East handled by the major USWC ports. While the Big Five continue to dominate USWC containerized trade with the Far East, their shares are slipping. First quarter 2021 data show the Big Five handling 98.4% of all USWC import tonnage and 97.4% of all USWC export tonnage involving the Far East. Those shares were down, though, from the 99.4% of exports and 98.4% of imports they had handled in the last relatively normal first quarter in 2019.

In the year's first quarter, all of the ports in California, Oregon, and Washington handled 56.7% of all containerized imports that arrived from the Far East at

Exhibit 5 USWC Ports Shares of U.S. Mainland Trade With East Asia, March 2021

	Mar 2021	Feb 2021	Mar 2020
Shares of U.S. Mainland Ports' East Asian Container Import Tonnage			
LA/LB	45.0%	46.2%	41.9%
Oakland	3.9%	4.6%	5.0%
NWSA	7.9%	5.7%	8.7%
Shares of U.S. Mainland Ports' East Asian Container Import Value			
LA/LB	50.9%	52.0%	48.5%
Oakland	3.7%	4.3%	4.8%
NWSA	9.4%	7.0%	11.2%
Shares of U.S. Mainland Ports' East Asian Container Export Tonnage			
LA/LB	30.1%	32.2%	37.4%
Oakland	8.9%	8.4%	10.5%
NWSA	11.5%	10.5%	12.7%
Shares of U.S. Mainland Ports' East Asian Container Export Value			
LA/LB	33.7%	38.2%	42.9%
Oakland	12.0%	12.4%	12.8%
NWSA	8.4%	7.5%	8.3%

Source: U.S. Commerce Department.

U.S. mainland ports. That was up from 54.6% a year earlier and from 56.1% in the first quarter of 2019.

On the export side of the ledger, all USWC ports handled 52.1% of all containerized export tonnage bound for the Far East from America's mainland ports. That was down sharply from 61.4% a year earlier and from a 60.8% share in March of 2019.

Who's #1?

The Port of Los Angeles was the nation's busiest container port in March 2021, having handled 957,599 total TEUs (loads and empties) that month. The neighboring Port of Long Beach ran a competitive second with 840,387 total TEUs. Together, the San Pedro Bay complex managed to process 1,797,986 TEUs, a



Deconstructing the March 2021 TEU Numbers Continued

staggering 85.9% leap over last March's abyss but also up 14.4% from the 1,571,050 total TEUs they had handled in February. In third came the Port of New York/New Jersey (PNYNJ) with 789,776 TEUs. Fourth place went to Savannah with 498,065 total TEUs. The NWSA Ports of Tacoma and Seattle ran fifth among the U.S. ports we track with a total of 330,175 TEUs in March.

The Port of Los Angeles was also the nation's busiest port during the first quarter of the year, with 2,592,431 total TEUs. Second was Long Beach with 2,376,128 TEUs, while PNYNJ placed third with 2,136,180 TEUs. Remarkably, the two San Pedro Bay ports handled 1,485,890 more TEUs in this year's first quarter than they had in the same period last year. That increase alone was greater than the 1,348,476 total TEUs that passed through the Port of Savannah in this year's first quarter.

For nitpickers who believe empty boxes shouldn't count, Los Angeles remained in the lead with 613,014 loaded TEUs crossing its docks in the month of March. In second place with 547,882 loads was the Port of Long Beach, easily ahead of PNYNJ's 519,858 total TEUs. Savannah was well behind with 384,678 laden TEUs.

In the category of inbound loads discharged in March, Los Angeles (490,115 TEUs) exceeded Long Beach (408,172 TEUs) and PNYNJ (393,159 TEUs). The tally of inbound loads at Savannah was 249,395 TEUs.

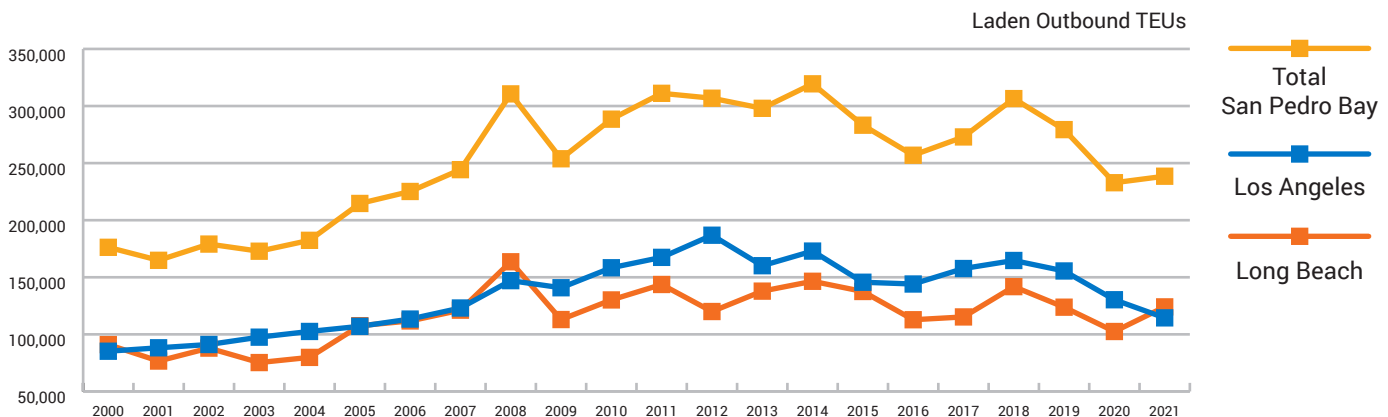
It's where we start talking about exports that the rankings start moving around. In terms of outbound loads in March, the most fascinating news is not that Savannah (135,283 TEUs) again bested PNYNJ (126,699 TEUs), but that the Georgia port also topped the Port of Los Angeles (122,899 TEUs), while falling shy of Long Beach (139,710 TEUs).

For the first quarter, Long Beach handled the most outbound loads (375,380 TEUs). That beat Savannah's 359,693 outbound loads as well as the 343,434 outbound loads that sailed from Los Angeles and PNYNJ's 330,135 outbound loads.

San Pedro Bay's Lackluster History in the Container Export Trade

For all of the media attention usually lavished on the two big Southern California ports, the nation's busiest port complex actually comes up relatively short in its support of the nation's maritime export trade. That was again evident in the latest data. In the case of the Port of Los Angeles, one would have to go all the way back to 2006 before finding an April in which fewer outbound loaded TEUs sailed from the port than was the case this year. The port's peak April for exports was in 2012, when it sent out 186,838 loaded TEUs in April 2012. Meanwhile, the Port of Long Beach's history with export container has been bumpier in recent years, with the 124,069 laden outbound

Exhibit A Month of April Container Exports from San Pedro Bay Port
Source: Port of Los Angeles





Deconstructing the March 2021 TEU Numbers [Continued](#)

TEUs handled this April actually up very slightly from the 123,804 TEUs the port handled in the same month two years earlier. Still, the highest export total ever reported in the month of April at Long Beach was back in 2008, when 163,577 loaded TEUs sailed from the port. The two ports' combined share of all containerized export tonnage leaving mainland U.S. ports peaked in 2008 at 26.9%. In the first quarter of this year, that share had dipped to 19.3%.

Containerized Exports Considered

Awhile back, there was an effort to float the cockamamie theory that, since the country's seaports were being flooded with containers laden with imported goods, there should somehow be a commensurate increase in outbound containers actually loaded with U.S. goods. Evidently, a journalist at one of the business news networks thought that exports and imports were opposite sides of the same coin. We disparaged this notion when it first appeared along with a set of spurious figures about the dollars of agricultural exports that allegedly were being denied passage abroad by shipping lines and terminal operators at the Ports of Los Angeles and Long Beach. As much as industry analysts have sought to push back against these bizarre notions (and the hefty dollar figures inappropriately derived from them), these bizarre views continue to be bandied about.

So, while awaiting a second vaccine dose to take effect, we took a look at what the U.S. exports to markets in the Far East. The top ten two-digit commodity classifications typically account for two-thirds of the value of all U.S. exports to that region of the world. In the pre-pandemic year of 2019, those ten commodity groups held a 67.4% share of the \$354.33 billion in U.S. exports to the Far East.

Now, what was the containerized share of the export value of those ten commodities groups? \$34.72 billion or 14.5% in 2019.

One thing to remember: Lots of stuff travels abroad in containers but, generally, it's not the most valuable stuff American industry sells to the world. Of those top ten commodity groups exported to the Far East in 2019, 53.2% got there by air, the mode of transport that usually handles the more expensive, time-sensitive commodities. Fixating on containerized trade can lead to mistaken ideas about what the country exports and what can be

done to encourage more exports.

Pity the American Soybean Exporter

If you start with the premise that the world is conspiring against you and that things have never been worse, then you have to be pretty ingenious about finding ways to dismiss as failure what everyone else would regard as hard evidence of success. Take, for example, the dreadful plight of soybean exporters now pleading their woeful case before Congress, the Federal Maritime Commission, and a largely compliant farmland media. Tonnage-wise, containerized soybean exports in this year's first quarter totaled 1,558,922 metric tons, a 14.3% increase over the same period last year and a 24.2% improvement from the first quarter of 2019. But, apparently, that's not good enough for those eager to incite federal investigations into the allegedly predacious behavior of foreign-owned ocean carriers and terminal operators.

Of course, the baleful bleating heard from the farm belt could be more perverse. Pork belly producers have likewise been bellyaching about a shortage of shipping containers in the Midwest, despite the fact that containerized exports of pork bellies (HS 020329) in this year's first quarter were up 44.6% over the more normal first quarter of 2019.

Equally incomprehensible are the moans of America's dairypersons, whose first-quarter containerized exports only increased by 28.2% from the same period in 2019.

Meanwhile, U.S. ports shipped 13,109,227 metric tons of soybeans in bulk during first quarter of this year. (That's over eight times the soybeans that were simultaneously exported in containers.) First quarter bulk shipments this year were up by 57.0% from last year's first quarter and by 20.2% from the first quarter of 2019. Even though ports in Louisiana traditionally account for the majority of America's soybean exports, 2,497,252 metric tons or 26.9% of the U.S. total passed through USWC ports in the first quarter. And of those soybeans shipped from USWC ports this year, over seventy percent went not through any of the big USWC gateways but rather through three much smaller ports on the Washington side of the Columbia River: Kalama, Longview, and Vancouver.



Jock O'Connell's Commentary: Circuses, We Must Have Our Circuses

At a time when the indispensable role the nation's seaports play in supplying the needs of American industry and consumers has probably never been more manifest to the general public, public officials in two of California's port cities are stumbling toward decisions that could impose crippling burdens on two of the state's most economically vital transportation assets.

Such is the allure of circuses and carnival barkers. Never mind that our ports are struggling to handle unprecedented volumes of containerized cargo, while simultaneously complying with ever more strict (and costly) environmental regulations. We must have our diversions, especially diversions that are seen to flatter municipal pride.

Who will rid us of this queen?

In Southern California, the Port of Long Beach, North America's second busiest container port, is in danger of being saddled with the responsibility for maintaining a rusting relic of a bygone age.

In a blog posted earlier this month, longtime California political affairs columnist Dan Walters cited former Long Beach mayor Ernie Kell's line about the Queen Mary, the famed cruise ship the city acquired in 1967, as "a tombstone in a cemetery no one wants to visit."

Unfortunately, city leaders in Long Beach continue to whistle past that same graveyard.

Linking the fabled and then still seaworthy ocean liner to the city's identity must have seemed like a great idea at the time. Postcards displaying the city's numerous oil wells were not likely to induce either tourism or business investment as much as an object of nostalgia for a time and place that could not have had less to do with the reality of a fast-growing port city at the end of the 710 freeway. It was if Lake Havasu over in Arizona foolishly imagined around the same time that acquiring a crumbling bridge over the River Thames would bring a bit of London's panache to the desert.

Fast forward through decades in which the Queen Mary project was serially mismanaged and in which

maintenance was endlessly deferred. Now the city is eager to divest itself of the dilapidated amusement by foisting it off on the Port of Long Beach before it (the ship) goes hull up, the logic apparently being that the Queen Mary is a ship and that ports should know something about ships. Whether the Port of Long Beach has either the personnel or the depth of financial resources to manage what would likely be a half billion-dollar restoration project with no precedent for profit is much less apparent.

The move is drawing sharp opposition from the shipping lines that use the port, fearing, with ample reason, that funds needed to keep the port competitive will instead be siphoned off to keep the Queen Mary afloat.

The latest assessment of the Queen Mary's condition is that it may well founder before anyone has a chance to end its long embarrassing sojourn among the Southern Californians. Stephen Payne, who designed the Queen Mary 2, Cunard's current flagship, has reportedly warned that the liner could sink if attempts were made to tow her to a dry dock.

That evidently has not deterred Long Beach Mayor Robert Garcia from his desire to keep the ship in town. As he insisted to a reporter for the Long Beach Post last week: "The Queen Mary is bringing people from across the world to Long Beach...we must preserve it, honor it, and live up to the promise that we made 50 years ago."

However, he also conceded the city was sailing into a very stiff wind. "The city has been trying to get the Queen Mary right for 40-plus years, certainly since it's been from one leaseholder to the next, and for all of us that want that preservation to happen, it's hard to see," he told the Post's Kelly Puente. "There's been attempt, after attempt, after attempt, including currently, and it has not succeeded to the point where there has been the right partner and the right preservation plan in place."

Whether post-pandemic tourists from around the world or even from Pacoima are driven to visit Long Beach to view an artifact of an era in which dinner attire involved



Commentary Continued

ensembles more elegant than ripped jeans and ballcaps perched askew is a question the mayor might usefully ponder.

In a development reminiscent of a Marx Brothers comedy, the city's cavalier treatment of the Queen Mary also seems to have kicked off a diplomatic ruckus with Scotland, where the vessel was built in 1934. It seems the notoriously tetchy Scots have taken umbrage at the dishonor being accorded to what they regard as a prime example of Scotland's past accomplishments as a shipbuilding powerhouse.

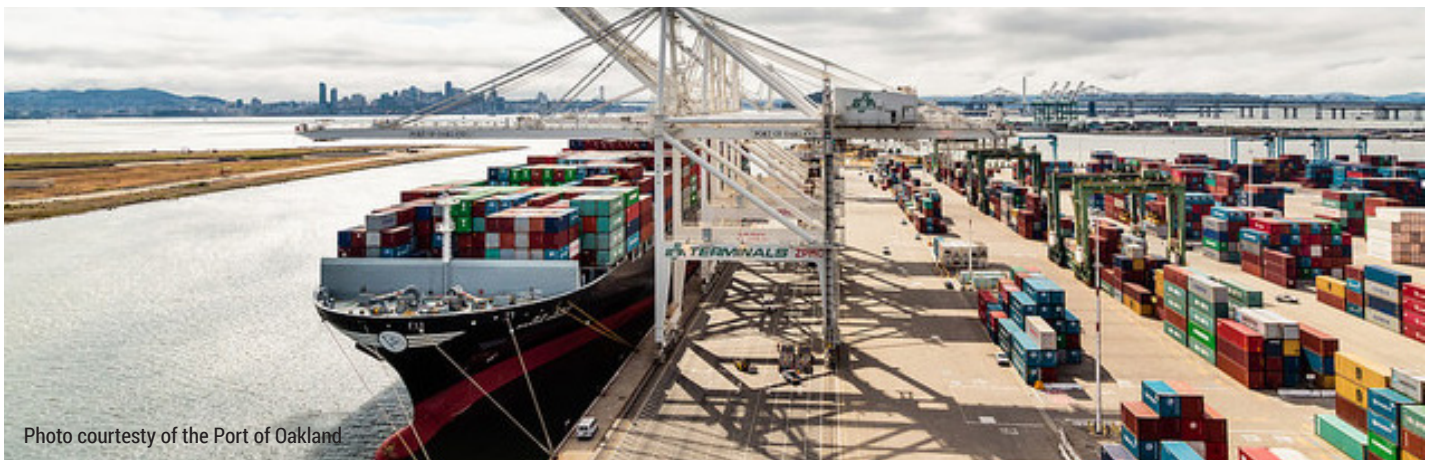
The emerging consensus of nearly everyone who has studied the ship's condition is that decades of mismanagement and deferred maintenance have left the Queen Mary without an economically or structurally viable future. As a profitable investment opportunity, there is no there there.

Baseball at the Scrap Yard

Which brings us to Oakland, where Major League Baseball has lately adopted a variation on the gimmick rule of putting a runner on second base to start extra innings, the ostensible objective of which is to hasten the game's conclusion. What MLB has done – in hopes of stampeding local leaders into approving the Oakland A's bid to build a new waterfront stadium – is to direct its East Bay franchise to explore other municipalities to which the team may move if the locals aren't forthcoming. The list of alternate sites would presumably be comprised of cities not yet fleeced by the billionaires who control Major League Baseball.

One obvious problem is that each time the team's designated huckster (DH) has a public statement to make, the share of the ballpark's cost to be borne by the taxpaying public goes up. Those keeping score at home will recall that the A's DH began his pitch some years back with a solemn cross-my-heart promise that any new ballpark would be built entirely with private financing. We'll do it the way the Giants did across the Bay, he said back then. Yup. Just like Oakland is indistinguishable from San Francisco.

Anyone needing a reminder of how poorly a public stake in a sports palace can turn out does not have to look very far. Desperate to retain the National Basketball Association franchise it had pilfered from Kansas City back in the 1980s, the City of Sacramento committed its taxpayers to a \$273 million investment in the construction of the fancy-schmancy Golden 1 Center, the high-tech home of the Sacramento Kings. That \$272 million, according to a report in the May 19 *Sacramento Bee*, represented about half the costs of the \$558 million arena. The city borrowed the money in 2015 against future city parking revenues, which not surprisingly tumbled during the pandemic and which may never return to pre-pandemic levels. As the *Sacramento Bee* has previously reported, the city owes \$18.4 million annually on the arena. With the take from city-owned garages and parking meters down sharply, there are genuine fears the city will have to dip into the general fund to cover its obligations to bond holders. And that means less money available for basic city services to its residents, who have meanwhile been souring on a franchise that has failed to make the play-offs the





Commentary *Continued*

past fifteen seasons. (For non-fans, making the NBA postseason playoffs is only slightly more exclusive than the participation trophies handed out to Little Leaguers.)

Other critics have addressed the Oakland ballpark financing scheme in great detail, while they and others have been highly dubious about the problem of safely getting fans to the stadium. Unlike the A's current homefield, the waterfront venue is not well served by public transport or even parking lots. Much of the discussion, though, involves the question of whether the A's proposal is compatible with maritime operations at the Port of Oakland. That issue can be viewed narrowly or broadly. A 2019 report commissioned by the A's and conducted by Mercator International found that the port's container handling activities could continue to grow despite the presence of the proposed new neighbor. In effect, the argument was that future TEU volumes could be met at new and existing terminals without the use of Howard Terminal. That report, of course, was prepared prior to the pandemic and therefore before surging imports engulfed ports up and down the West Coast.

But the real issue is decidedly not whether Howard Terminal is an expendable port asset. Nor is it really whether the Port of Oakland can accommodate itself to the ballpark per se. The key issue instead is whether those presumably well-heeled and probably well-connected folks who will move into the thousands of luxury condos the A's are planning to build next to the stadium could ever accommodate themselves to the presence of a major working port. How much homeowner litigation does it take to hamstring a port? That question, rather than whether there will be enough acreage available to grow the port's container business, constitutes the most direct threat to the port's viability.

But perhaps a compromise benefiting both Long Beach and Oakland can be found. Maybe, with regular subsidies from the City of Long Beach and the Government of Scotland, the A's can be persuaded to moor a refurbished Queen Mary at their Howard Terminal colosseum.

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

Which Way Forward?

**By Thomas Jelenić, Vice President,
Pacific Merchant Shipping Association**

The Clean Trucks Program is at risk of collapse. That may be a surprise to some people. For others, it may be expected. But the reasons that are putting the Clean Trucks Program at risk are unexpected. The risk is not due to a failure of having commercially-viable zero-emissions technology today or the preposterous cost of the program. Rather, the program is at risk now due to a series of moves so aggressive that it has left the other side with no room to maneuver other than to up the ante.

The Clean Air Action Plan (CAAP) is premised on multiple assumptions that underlie the approach taken. One was the idea that in the absence of a State regulatory framework to advance emission reductions that the ports of Los Angeles and Long Beach needed to act jointly to achieve long-term reductions. Another premise was that while the two ports competed against each other on commercial terms, a successful environmental program required consistency between the two ports. Cargo interests essentially treat the ports of Los Angeles and Long Beach as a single gateway. Different environmental standards for a truck or ship that moves between 13 terminals in a single gateway would risk a race to the bottom in terms of environmental standards or impose unbearable friction in a system stretched to the limit during a pandemic-induced consumer goods surge. Finally, the CAAP acknowledges that independent truck owner-operators do not have the financial wherewithal to purchase new, \$300,000-\$500,000 zero-emission trucks of sub-standard capability that cost 10 times as much as the secondary/tertiary market used trucks currently deployed.

Problems started from the get-go of the updated CAAP. Knowing they would never solve the question of reducing truck emissions unless they achieved zero emissions, the ports eagerly committed to a zero-emission goal. Of course, the plan was not grounded in proven technology, but aspirational technological development. The updated CAAP set a path to an end goal with no known path to get there. Since the technology pathway, cost, and speed were unknowable, the CAAP was instantly the victim

Which Way Forward Continued

of critics arguing that the goals could be accomplished faster if only there was a will. But the saving grace was that no one could upstage their goal, at the time the most aggressive in the nation. The ports walked to the brink and established an unassailable position. Of course, a regulator with actual regulatory authority will not be outdone and the California Air Resources Board (CARB) has now upstaged the ports' plans.

CARB has committed to a program that accelerates the transition of trucks providing drayage service by banning new diesel trucks from serving the ports in 2023. That would be one year before (2024) California requires that truck manufacturers begin selling zero-emission trucks in California. During one public workshop on their proposal, CARB staff identified laudable goals for transitioning trucking to zero emissions. Their principles included focusing on the largest fleets that were highly capitalized. Doing so would build the market for zero emission trucks and help create a secondary zero-emission truck market in later years when the focus would shift to smaller fleets that acquired used trucks for their operation. Sound principles. CARB staff then announced that their focus for accelerated action would be trucks providing drayage services to California ports; trucks that do not meet any of the principles they had thoughtfully articulated.

Many speculate that CARB's proposal was to goad even faster action out of the ports. With the Clean Trucks Fee on hold due to the pandemic and port staff publicly stating that it will go into effect in 2022, CARB has adopted a maximalist position that will, no doubt, force the ports to act faster. However, while that "soft ban," as it is often referred to, seems like a solid approach to drive new technology into the market, it also drives a stake through the funding program. Government agencies, whether CARB, SCAQMD, or the ports, are prohibited by law from providing grant funds to comply with regulatory requirements. There is a real legal question about the ability of the ports to disburse incentive money in light of such a program. As a result, once CARB adopts the 2023 requirement later this year, the ability for the ports to spend the proceeds of any Clean Trucks Fee may well evaporate with the Clean Trucks Program.

It is important to underline this point. CARB is pushing for implementation of the Clean Trucks Fee; many California elected officials are also pushing hard for the Clean Trucks Fee. California is proposing a regulatory framework that could prohibit Clean Trucks Fees from being spent on new trucks. Worse, now that CARB has proposed a timeline for beginning the zero-emission transition in a mere two years, it would be political suicide for them to acknowledge the incompatibility of their regulatory proposal with the Clean Trucks Program and step back from the brink.

No doubt, the two ports are developing a response. That may be the reason that the much-awaited comprehensive road map to zero-emissions is so delayed. It may also indicate that no path exists that incorporates all of these public commitments: joint action, funding for trucks, coordination with regulatory agencies. But, so far, not much has been said in any of the public workshops on this topic. In an apparent sign of public frustration, the Port of Long Beach Board gave a public dressing down to the Port of Los Angeles at their April board meeting, even suggesting the possibility of divergent programs. So much for joint action.

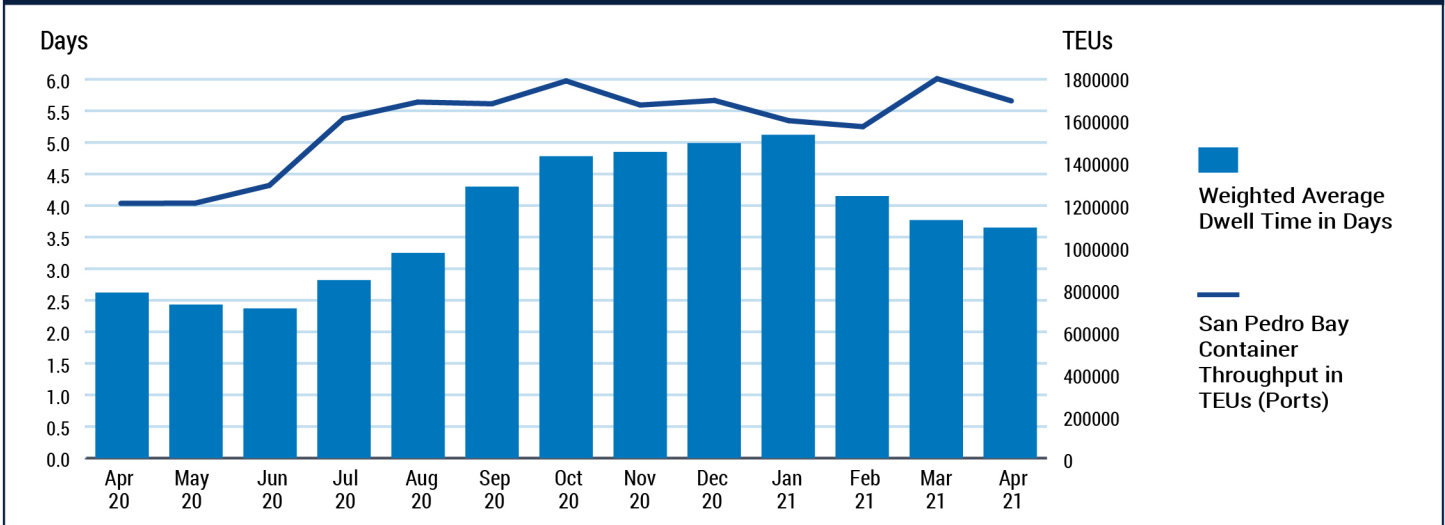
The Ports may also be struggling with whether there is any longer a compelling reason for continuing their effort now that their proposed program has been entirely superseded by CARB. I can only assume, as an inveterate cynic, that if they do proceed it would be to mitigate pandemic-induced congestion through cargo diversion.

Unfortunately, each stakeholder has anted up without regard for where that will leave their "partners." The commitments knock out key portions of the program. More importantly, the statements have been made in such a public manner that any climb down is impossible. Obviously, something will move forward, politics will prevent nothing from happening. But it is not clear that the joint Clean Trucks Program that was laid out in the Clean Air Action Plan will be moving forward.

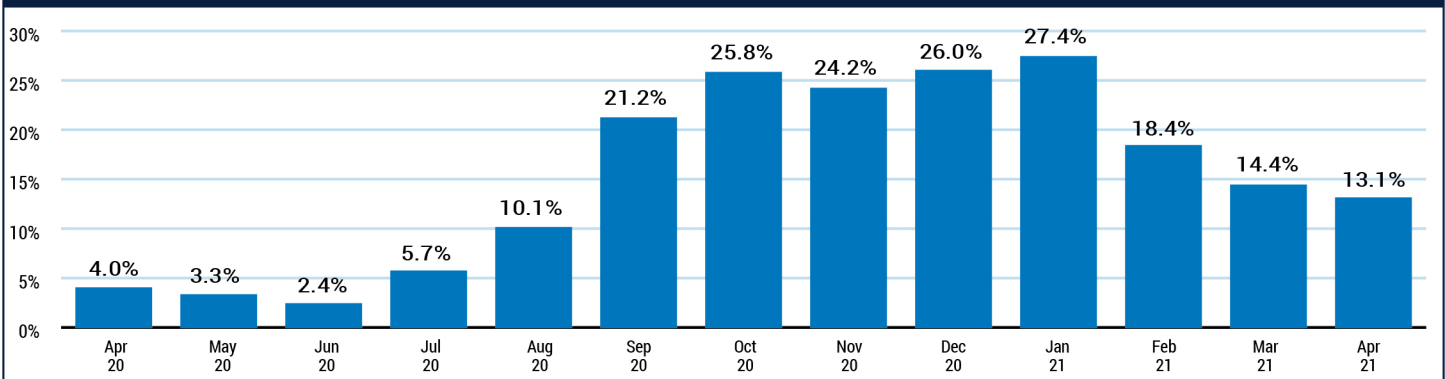


Import Dwell Time Is Down For April; Rail Dwell Time Is Up

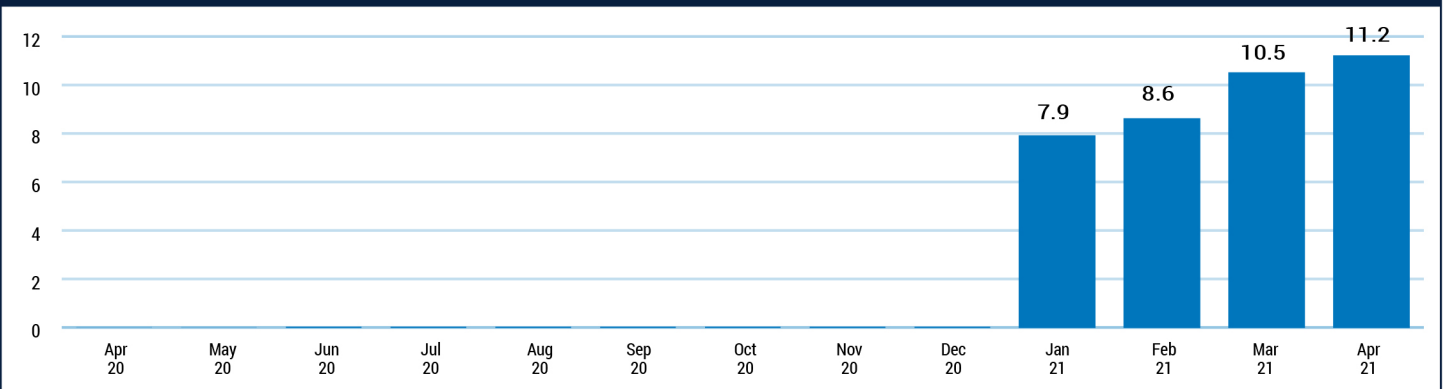
San Pedro Bay Weighted Average Inbound Laden Container Dwell Time in Days



Dwell Time in Days % > 5 Days

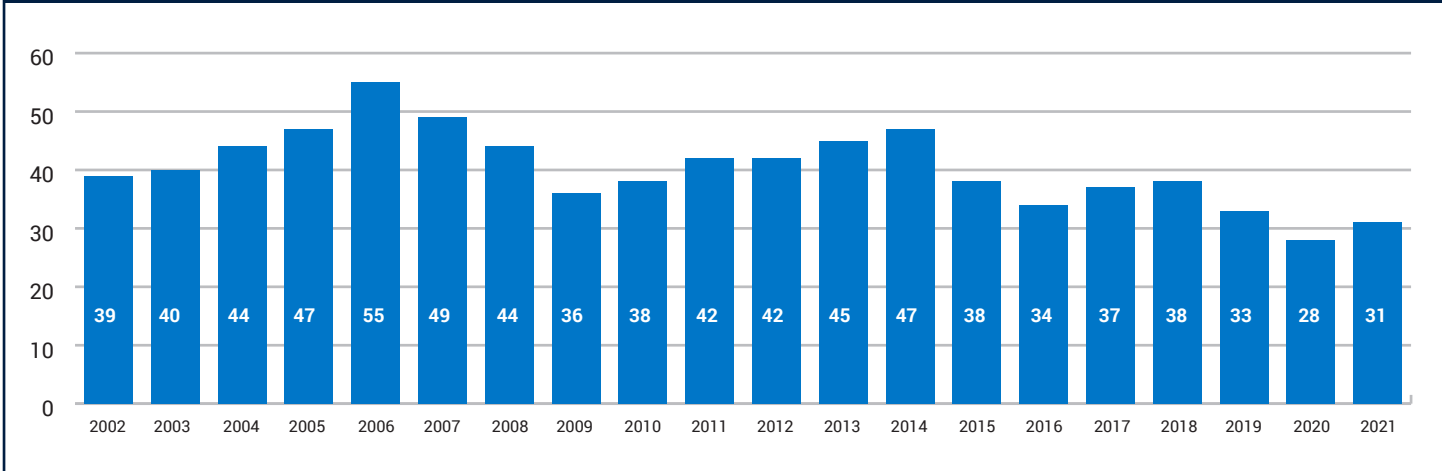


Rail Dwell Time in Days





Average Number of Trains Running Per Day on the Alameda Corridor



Interested in membership in PMSA?

Contact Laura Germany for details at: lgermany@pmsaship.com or 510-987-5000.

PMSA Copyright © 2021
It is prohibited by law to forward this publication to any other person or persons. This material may not be re-published, broadcast, rewritten or distributed without written permission from PMSA. Follow PMSA on Twitter @PMSAShip and Facebook.

PUGET SOUND PILOTAGE DISTRICT ACTIVITY REPORT

May-2021

The Board of Pilotage Commissioners (BPC) requests the following information be provided to the BPC staff **no**

Activity						
Total pilotage assignments:	568	Cancellations:	20			
Total ship moves:	548	Cont'r:	221	Tanker:	139	Genl/Bulk: 112 Other: 76
Assignments delayed due to unavailable rested pilot	7	Total delay time:		18.5hours		
2 pilot jobs:	40	Reason: PSP GUIDELINES FOR RESTRICTED WATERWAYS				
Day of week & date of highest number of assignme	SAT 5/29					28
Day of week & date of lowest number of assignmer	TUE 5/4, MON 5/10, TUE 5/11					11
Total number of pilot repositio	114	Upgrade trips	13	YTD	65	
3 consecutive night assignmen	34	YTD	139			

Callback Days/Comp Days					
	Starting Total	Call Backs (+)	Used (-)	Burned (-)	Ending Total
Licensed	2325	39	37		2327
Unlicensed	611			65	546
Total	2936				2873

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

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

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees
3-May	3-May	Seattle	PSP	Joint Diversity Committee	VON
4-May	4-May	Seattle	PSP	President	KLA
7-May	7-May	Seattle	PSP	First Class Pilotage Quals	BEN, COL
10-May	10-May	Seattle	PSP	Arrow Safety	MYE, NIN
10-May	10-May	Seattle	PSP	Data Alalytics	HAM, SEA
11-May	11-May	Seattle	PSP	BOD	ANA, COL, GRD, GRK, KLA, NEW
12-May	12-May	Seattle	PSP	Outreach - Sunset Club	BEN
12-May	12-May	Seattle	PSP	Efficiency	ANA, SEA
13-May	13-May	Seattle	PSP	Foss Maritime	BOU
17-May	17-May	Seattle	PSP	Reference Manual	KEN, LOB, MCG, MCN, NIN
18-May	18-May	Seattle	PSP	Outreach - Shilshole Yacht Club	BOZ
24-May	24-May	Seattle	PSP	President	KLA

24-May	24-May	Seattle	BPC	TEC	ANT, BEN, SCR
24-Apr	24-Apr	Seattle	BPC	BPC PREP	ANT, BEN, SCR
25-Apr	25-Apr	Seattle	BPC	BPC	ANT, BEN, SCR
26-May	26-May	Seattle	PSP	Outreach-Maritime Career Fair	BOZ
28-May	28-May	Seattle	PSP	Joint Diversity Committee	BEN, VON

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

Start Dt	End Dt	REASON	PILOT
1-May	3-May	ETO	ANT, KNU, MCG, MOT
4-May	4-May	ETO	CAI
11-May	17-May	ETO	BOU, COL, MYE, SEA
25-May	31-May	ETO	KEN, MEL, NEW, SOR

Presentations

If requesting to make a presentation, provide a brief explanation of the subject, the requested amount of time

- ⌚ *Presentations may be deferred if prior arrangements have not been made.*
- ⌚ *The Board may also defer taking action on issues being presented with less than 1 week notice prior to a schedule Board Meeting to allow adequate time for the Commissioners and the public to review and prepare for discussion.*

Other Information (Any other information requested or intended to be provided to the BPC)

**State of Washington
Pilotage Commission
June 22, 2021**

Grays Harbor District Report

In May we had 4 arrivals for a total of 14 jobs in addition to 3 barges. The arrivals were: 2 dry bulk, 1 liquid bulk and 1 military RORO. The outlook for June arrivals is 6 vessels: 4 dry bulk and 2 liquid bulk. YTD May 2021 there have been 25 arrivals for a total of 74 jobs.

Terminal Maintenance

Summer is usually a very busy time for repairs and maintenance. This summer is no exception. Below are the highlights of what is going on at the Marine Terminals. As you can see, there is a lot going on in July.

Terminals 3 and 4 Fender System Repair. Terminal 3 is complete. Terminal 4 work will start in August.

Dock Damage. Repair work to install new beam on Jet Array Nozzle will begin in late July.

Cargo Yard Light Pole Repair. Replaced 3 light poles and retrofitted 11 fixtures with LED lighting.

Terminal Maintenance Dredging. Round 2 dredging will begin-mid July for Terminals 1, 2, & 4.

Terminal 3 Downstream Dolphin Replacement. Scheduled to begin mid-July.

Jet Array Pump Mount. Scheduled to be completed mid-July

Pilot Boat VEGA

Next big projects are getting line cutters installed and pilot fall arrest system designed. Plan is to get some good use with the Vega this summer.

Business Development

Work continues on marketing study for the recently acquired 55-acre, former 520 Pontoon site adjacent to PGH Terminal 4.

Pacific Northwest Renewables (PNWR) wood pellet plant. Building permit submitted to City of Hoquiam. WEDFA bonding approval obtained. The site engineering and design continues.

Export Logs. Deliveries remain strong and mid- July vessel planned.

BWC Terminals (Formerly Contanda) liquid bulk storage. Tank conversion underway for new product line.

REG (Biodiesel Plant). Transportation differential has shifted from rail to small tankers thus the increase in tanker arrivals bringing canola oil from Canada.



NEWS RELEASE

150 Technology Lane, Elma, WA 360.482.1600 www.satsop.com

Alissa Shay, Manager of Business Development 360.482.1651 or ashay@portgrays.org

FOR IMMEDIATE RELEASE

June 11, 2021

Lynch Creek Farm to expand centerpiece production at Satsop Business Park

ELMA, WA. – Expanding businesses need to look no further than the Satsop Business Park for turnkey warehouse space, which is exactly what Lynch Creek Farm did as they looked to expand their production. At Tuesday’s meeting, the Port of Grays Harbor Commission approved an amendment to Lynch Creek Farm’s lease extending the initial term and adding a nonexclusive option to lease an adjacent section of warehouse space.

Last June, the Port Commission approved a lease at the Park with Lynch Creek Farm, a hand crafter of traditional and decorated Christmas wreaths, fresh centerpieces, and other holiday gifts, for 40,000 square feet of storage space in the Olympic View Warehouse, with a nonexclusive option for an additional 49,600 square feet. Following a successful 2020 holiday season, Lynch Creek announced plans to expand their centerpiece production operation at the Park, thereby exercising their option.

Beginning July 1, 2021, Lynch Creek will occupy a total of 89,600 square feet of the 255,000 square foot facility. The centerpiece production line is expected to employ 120 people during peak production season, September through December.

“Lynch Creek Farm is a perfect addition to the growing companies here at the Satsop Business Park and we are hopeful their success will mean further growth opportunities and job creation for the Park and the community,” shared Port Commissioner Phil Papac. “We look forward to a long-term partnership and we are confident the Park’s assets will be beneficial to them for years to come.”

“It has been a pleasure working with the staff at the Park and Lynch Creek Farm is really looking forward to expanding here,” stated Lynch Creek Farm CEO Andy Hunter.

“Satsop has everything we need to continue to expand our existing business and plenty of room to grow for the future.”

Satsop Business Park, a facility of the Port of Grays Harbor, is less than 2 hours southwest of Seattle and 2 hours north of Portland. Located in scenic Grays Harbor County in Elma, Washington, the 1,800-acre mixed-use business and industrial park is approximately 30 minutes from Olympia and the I-5 Corridor. Boasting much of the only Class A office space in Coastal Washington, the business park offers a wide variety of commercial office space from single office suites with views of the Olympic Mountains to full turnkey buildings. With over 500,000 square feet in available warehousing and manufacturing space, the Satsop Business Park is the premier place to do business on the Coast.



Lynch Creek Farm will be relocating and expanding their centerpiece production line to Satsop Business Park's Olympic View Warehouse July 1st. Lynch Creek will be utilizing 89,600 square feet of the Olympic View Warehouse. 165,000 square feet of the Warehouse space remains available.



Agenda – Joint Diversity Committee (JDC)

Wednesday June 10, 2020, 1pm – 3pm

Remote – Call In and Skype Options

Conference Bridge: (206)389-8599, Code: 2062643552#

Skype: Invite in Email

1. Welcome

Attendees: Sheri Tonn (BPC), Linda Styrk (PSP), Eric vonBrandenfels (PSP), Tim Farrell (BPC), Emily Reiter (Saltchuk), Sara Thompson (Ecology), Mark Gleason (USI), Pat Ninburg (PSP), Jaimie Bever (BPC)

2. Approve April 23, 2020 Meeting Minutes

No corrections or additional comments – approved.

3. Review Final Draft of Diversity Program and Action Plan

Linda liked the condensed and defined nature of the new document, adding that the new graphic will provide a lot of info. Sheri liked Actions/Initiatives for the past 5 years and the next 5 years. The general consensus of the committee was that the final draft was ready to be incorporated into the 2019 BPC Annual Report and that the edits provided by BPC Commissioner Farrell would be considered for next year's plan.

4. Review Exam Information

Comparison of Exam Information Between San Francisco and Washington State

The committee spent some time comparing information regarding exam applicants in San Francisco and in Washington state. Several observations were made including differences in age, work experience, and geographic location. The consensus was that there was less overlap between the two districts than anticipated.

Webinars for Pilot Aspirants and Exam Applicants

The committee discussed offering several webinars leading up to an exam to provide a forum for aspiring pilots and individuals applying for the exam to ask questions and get information. Sheri suggested a webinar or virtual meeting a couple of months prior to an exam for a structured Q&A session, perhaps with

newly licensed pilots providing insight. Eric like this idea. The group also discussed adding two more webinar/Q&A sessions: one to specifically answer questions prior to the exam about the applicant process, and one after the application process as closed regarding the exam process. Eric also suggested another webinar specifically for recruiting. For the upcoming 2021 Exam, a webinar in October/November would be ideal. Tim suggested annual webinars.

WA State Exam Statistical Data

The group reviewed and made suggestions data visualizations prepared by BPC Program Analyst Bettina Maki. The reports look at statistical data from previous WA state exams. Additional topics discussed included nepotism in the industry and systemic racism as barriers to maritime careers.

5. Next Steps in Implementing Plan

Wrap up

The committee decided to move forward collect exam stats starting with the 2018 exam going forward. Members discussed possible legislative help in order to increase minority representation in the pilot corps including exploring an apprenticeship program. A good first step would be to look at the apprenticeship programs in Alaska and New York.

Next Meeting

End of July/Early August.

Meeting adjourned.



STATE OF WASHINGTON
BOARD OF PILOTAGE COMMISSIONERS

2901 Third Avenue, Suite 500 | Seattle, Washington 98121 | (206) 515-3904 | www.pilotage.wa.gov

Meeting Minutes – Oil Transportation Safety Committee (OTSC)

February 1, 2021, 10:00am – 12:00pm

Conference Call/MS Teams

Attendees via Teams: Jaimie Bever (Chair/BPC), Sara Thompson (Ecology Alternate/BPC), Blair Bouma (Pilot/PSP), Eleanor Kirtley (Marine Environment/BPC), Charlie Costanzo (Tug Industry/AWO), Sheri Tonn (Ex-officio/BPC), Senator Joseph Williams (Tribal/Swinomish), Tom Ehrlichman (Tribal/Swinomish), Bettina Maki (Staff/BPC), Laird Hail (Advisor/USCG), Bob Poole (Oil Industry/WSPA), Mark Homeyer (Tug Industry Alternate/Crowley), and Rein Attemann (Environment Alternate/Washington Environmental Council).

Absent: Jason Hamilton (Other/BPC)

1. Welcome

Chair Bever welcomed everyone to the meeting.

2. Approval of October 10, 2020 Meeting Minutes

There were no changes recommended for the minutes. Chair Bever informed the group that the minutes would be provided to the Board as information for the February 18, 2021 meeting.

3. Updates Since Last Meeting

Chair Bever reported that the OTSC's Environment Alternate representative Blair Engelbrecht (Puget Soundkeeper) will be stepping down from her position on the committee due to scheduling changes. Jaimie welcomed Rein Attemann (Washington Environmental Council) who has stepped in as Blair's replacement.

Chair Bever reminded the group that the Board made the decision to continue with definition of oil previously adopted for the Interpretive Statement. The reason was the lack of a clear legislative directive, which was not provided in ESHB 1578, to deviate from Ecology's definition. For now, even though the directive may occur further down the road, the definition of oil should be the same for both the Board and Ecology while working through the directives of ESHB 1578.

Ecology will be hosting another Risk Model webinar on February 10, 2021 between 1300 and 1500.

This webinar will focus on the vessel encounter module of the Risk Model. Chair Bever will send the link to OTSC members. Fred Felleman (Environment/Friends of the Earth) mentioned that San Juan County was conducting their own drift study and will be releasing their report soon.

Tom Ehrlichman (Tribal/Swinomish) acknowledged that Ecology had been sending a great deal of notifications inviting comments for updates to oil spill contingency plans. Swinomish were overwhelmed with providing comments in the short time originally given by Ecology. He wanted to alert everyone that Ecology extended the comment period. Sara Thompson (Ecology Alternate/BPC) responded that there was a different distribution list for those types of updates and that if any OTSC members were interested, she could send links to sign up.

Chair Bever mentioned that the Board had finalized the 2021 meeting schedule. She will send the schedule to OTSC members when she sends the links to Ecology's next webinar. She will also include the link to the other Ecology distribution lists mentioned above.

4. Updates on Synopsis of Changing Vessel Traffic Trends

Sara Thompson (Ecology Alternate/BPC) gave a presentation to the Board at the January 21, 2021 meeting regarding the status of the Synopsis of Changing Vessel Traffic Trends. The OTSC received the slides from that presentation for reference as she walked the committee through an overview of that presentation. The presentation slides are available on the Board's website in the meeting materials found at <https://pilotage.wa.gov/2021---2022.html>.

Sara began with some background information regarding the synopsis. The main focus of the presentation to the Board was to look at the deliverables in the Scope of Work between the Board and Ecology and to talk about the methods being used, and more specifically the manual method, which is when Ecology reviews the Advanced Notice of Transfer (ANT) data and tries to match it up with AIS data for all vessels included in the synopsis.

Fred Felleman (Environment/Friends of the Earth) acknowledged the extensive work needed for the manual method. He then asked about utilization of anchorages for bunkering, adding that they didn't seem to be looking at changes in transits between anchorages and whether or not they are bunkering. He wondered if there was a way to include transfer data to and from anchorages using the manual method. He also wondered if the tug and the relationship to the barge were known, as well as where and how much they transferred and where they were going, they would also know if it was being escorted. The only vessels missing from the database would be those transiting through the area from Alaska or Canada, where the transfer isn't happening within WA waters.

Sara Thompson (Ecology Alternate/BPC) explained on how Ecology was sorting and displaying that information, walking the committee through the columns on the data spreadsheet, including to and from anchorage locations. Fred Felleman (Environment/Friends of the Earth) wondered if that meant that they would only know anchorage use if there was a transfer. Sara responded yes and suggested that to get at the info Fred was looking for, Ecology would need to do a separate occupancy study,

like the trend synopsis. Fred then asked some additional questions for clarification regarding transits in Haro Strait and inbound/outbound laden vessels. Sara clarified that vessels in the area will not show up in the trend synopsis unless they are transiting in the study area.

Eleanor Kirtley (Marine Environment/BPC) was also looking for clarification regarding the data collected. A lengthy conversation followed regarding what data was being captured and the different ways the data sheet could be sorted for specific information requests. Conversations included inbound/outbound transits, areas captured in the data, and laden/unladen assumptions.

A question arose of whether the Board should define a transit as laden only if the vessel is fully loaded, or if any load size should be considered a laden transit. Blair Bouma (Pilot/PSP) replied that any time a tank vessel goes to a load port, it is going to be loaded, and that is what matters for practical operations, like escorting. Some vessels may be loading and some may be discharging. A group discussion followed regarding assumptions of laden/unladen. Sara Thompson (Ecology Alternate/BPC) wondered if OTSC or Board should make the call. Chair Bever thought the OTSC could make the call to provide clarification. Sheri Tonn (Ex officio/BPC) agreed, adding that it might be little in the weeds for the Board. Sara will discuss it with her team and report back to the OTSC.

Tom Ehrlichman (Tribal/Swinomish) wondered if Senator Williams (Tribal/Swinomish) had any comments or questions. Senator Williams agreed with Fred Felleman that it shouldn't be that difficult to get an accurate count of transits and felt it was important information. He also expressed support for changing the definition of laden per the conversations above. Tom Ehrlichman had some questions regarding vessels engaged in bunkering and the study coverage timeline. He made a request for the data spreadsheet that Sara Thompson (Ecology Alternate/BPC) presented during the meeting adding that the conversation was hard to follow while seeing only portions of the data on the screen. He requested that the spreadsheet be stamped draft and circulated to the OTSC. Sara warned that the document is revised constantly. She was hesitant to share it because of that. Chair Bever wondered if Ecology and Swinomish could meet separately to go through the document. Sheri Tonn (Ex officio/BPC) expressed concern about a draft being taken as something more concrete, adding that it seemed premature to share the data. A lengthy dialog followed regarding the distribution of the document as well as additional questions regarding the data.

Sheri Tonn concluded that it seemed to her that the purpose of the presentation was to review the method and that the next step would be for Ecology to actually work on a written description of the method, followed by a comparison between the written method and the data. She acknowledged that a lot of information had been provided to the committee at the meeting, but that it was intended to be more of an introduction. She was concerned that there was too much focus on the data than the methodological process of gathering the data. She wondered if another meeting was needed for the methodological process once Ecology has put it in writing. Sara Thompson (Ecology Alternate/BPC) suggested a session at the OTSC to go through the same method presentation that Ecology presented to the Board. After additional group discussion, it was decided that Swinomish would work with Ecology to obtain the data spreadsheet and that Ecology would

offer the presentation at a separate OTSC meeting for those members who were interested.

5. Discussion Regarding Data Collection

Chair Bever reported that the original idea for this agenda item was to discuss the status of the data collection. Sara Thompson (Ecology Alternate/BPC) has provided an update from Ecology's standpoint. Regarding the BPC's Tank Vessel Movement Form, it is still being submitted by Centerline and Vane Brothers. BPC has talked to Marine Exchange and determined that they are unable to obtain the necessary data to determine laden/unladen. A conversation about USCG data and software followed.

6. Discussion Regarding BPC Risk Management

The state has released a new Risk Management database. The BPC will assign risks to the committees related to the Board's various programs. The OTSC will spend twenty minutes or so at each meeting discussing Risk Management and identifying risks to be reported by BPC to the state's database for monitoring or resolution. Chair Bever warned that the discussion about risk can get very big very fast and that the committee was being asked to look at risks that were within the agency's control. Oil Transportation Safety with respect to ESHB 1578 will be the risk focus. The Risk Model will address many of the possible risks and the committee can work through those when the time comes. Eleanor Kirtley (Marine Environment/BPC) asked for written instruction from the state definitions of risk and what the state was looking for exactly. She was concerned that the committee might conflate and confuse topics, making them bigger issues than they need to be. She also suggested that meeting materials make it very clear if a recommendation is being asked of the committee.

7. Next Steps

Chair Bever will poll the committee to see who is interested in a smaller meeting with Ecology to see the presentation as discussed earlier in the meeting. Regarding next full OTSC meeting, she suggested mid to late Spring.

The meeting concluded with a conversation regarding OTSC roles and responsibilities. Tom Ehrlichman (Tribal/Swinomish) suggested that they would be in favor of the committee meeting again sooner, after digesting the method. He acknowledged the scope for the trend synopsis was already approved but that he was interested in implementation. He also had questions regarding what the Board was asking of the OTSC regarding the Synopsis of Changing Vessel Traffic Trends. Chair Bever clarified that the Board did not ask the OTSC to help develop the scope for the synopsis. The Board was not asking the OTSC for recommendations or specific input. The idea was to put information in front of OTSC for members to bring information back to the communities they represent. Further down the road, the Board will likely ask the OTSC to help digest the information from the synopsis. Sheri Tonn (Ex officio/BPC) saw no problem with further review of the methodology but suggested that it would be hard to change at this point. However, thoughts on how to display the data will be helpful. Chair Bever added that questions regarding the scope should go straight to the Board, not the OTSC since the scope was not approved by the OTSC. The meeting was adjourned.

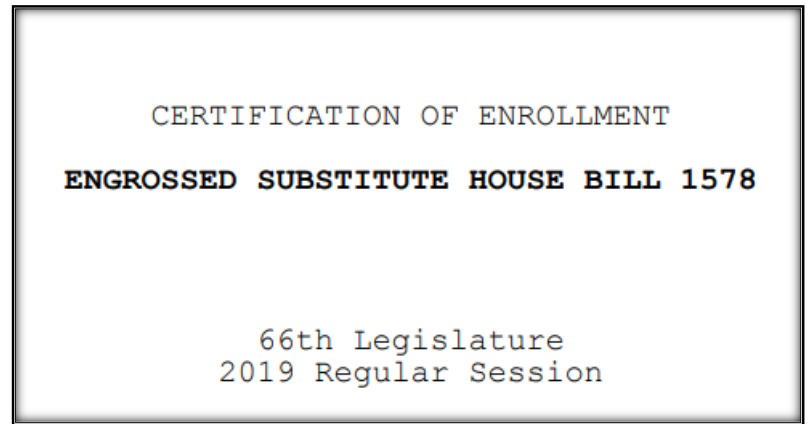


June BPC Update: Vessel Trend Synopsis

Routes for vessels newly under escort requirement

Background Information

ESHB 1578



- ESHB 1578 Section 3 (1)(d)(ii): “By December 31, 2021, complete a synopsis of changing vessel traffic trends”
- Synopsis will compare a year of pre-bill implementation data to a year of post-bill implementation data

Background Information

SOW Deliverables

Synopsis of Changing Vessel Traffic Trends

Scope of Work

1. Route selection (Rosario and Haro) and number of vessel transits pre-and post-bill implementation for the following vessel types.
 - a) vessels that newly fall under an escort requirement
 - b) deep draft and tug traffic that have no additional escort requirement
 - c) vessels that are providing bunkering or refueling services
2. Review of tugs engaged in escorting including number of transits, names of vessels, and operating companies.
3. Number of oil transfers per terminal and per anchorage pre- and post-bill implementation.
4. A review of the last 5 years of existing vessel transit data,



Background Information

SOW Timeline: 2021

Synopsis of Changing Vessel Traffic Trends

Scope of Work

- **November 4:** Ecology delivers initial draft synopsis to BPC
- **December 2:** Ecology delivers final draft to BPC
- **December 31:** BPC publishes the Synopsis and submits to the legislature



Routes for vessels newly under escort requirement

(Likely laden and unknown – excludes likely unladen and engaged in bunkering)

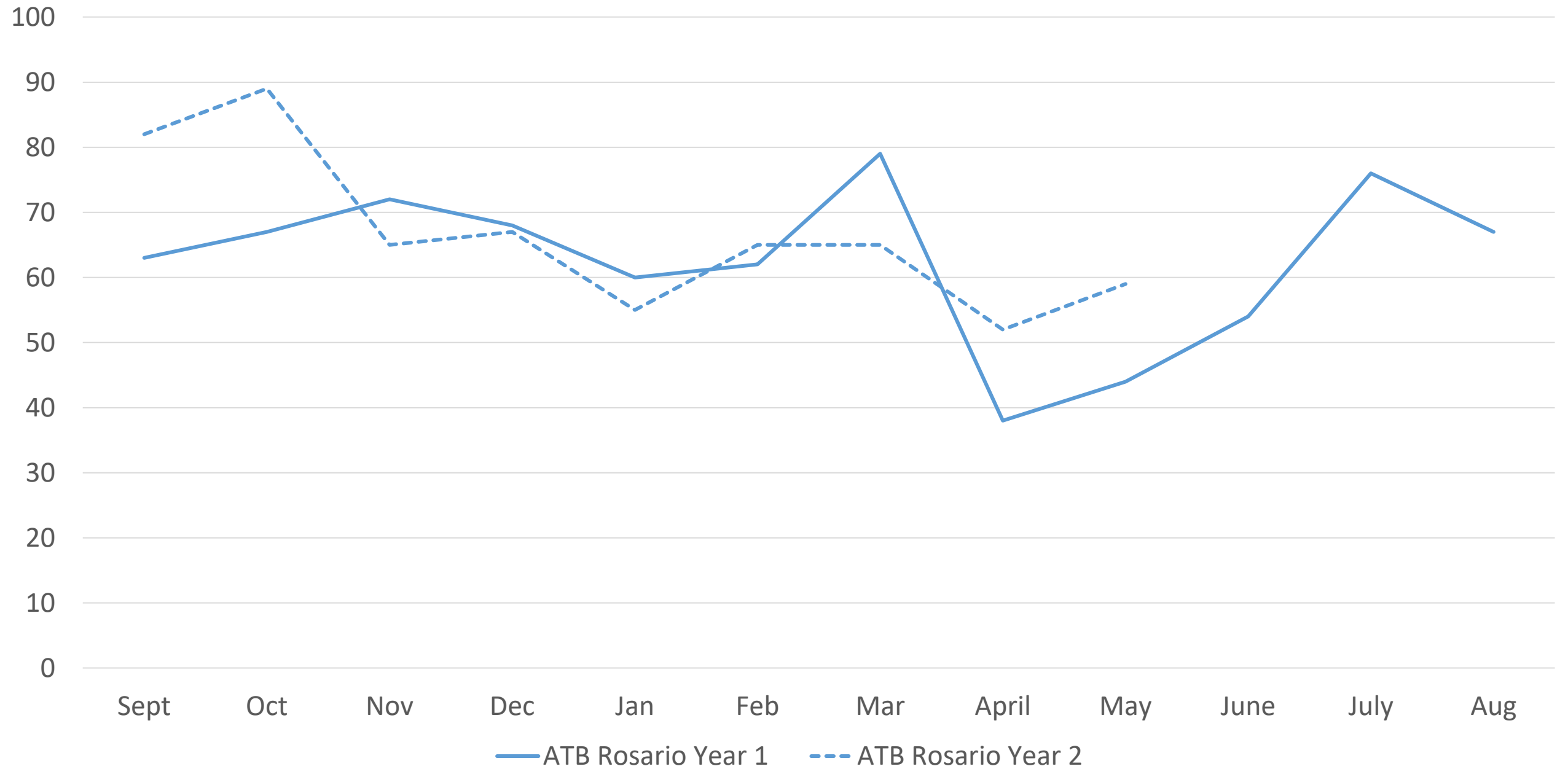
- **> 5,000 ATB**
 - Rosario Year 1 and 2
 - Haro Year 1 and 2
- **>5,000 Barge**
 - Rosario Year 1 and 2
 - Haro Year 1 and 2
- **<40,000 Tanker**
 - Rosario Year 1 and 2
 - Haro Year 1 and 2

* This update will display graphical observations on transits of vessels newly under escort requirement, but will not analyze why these transit route were selected.



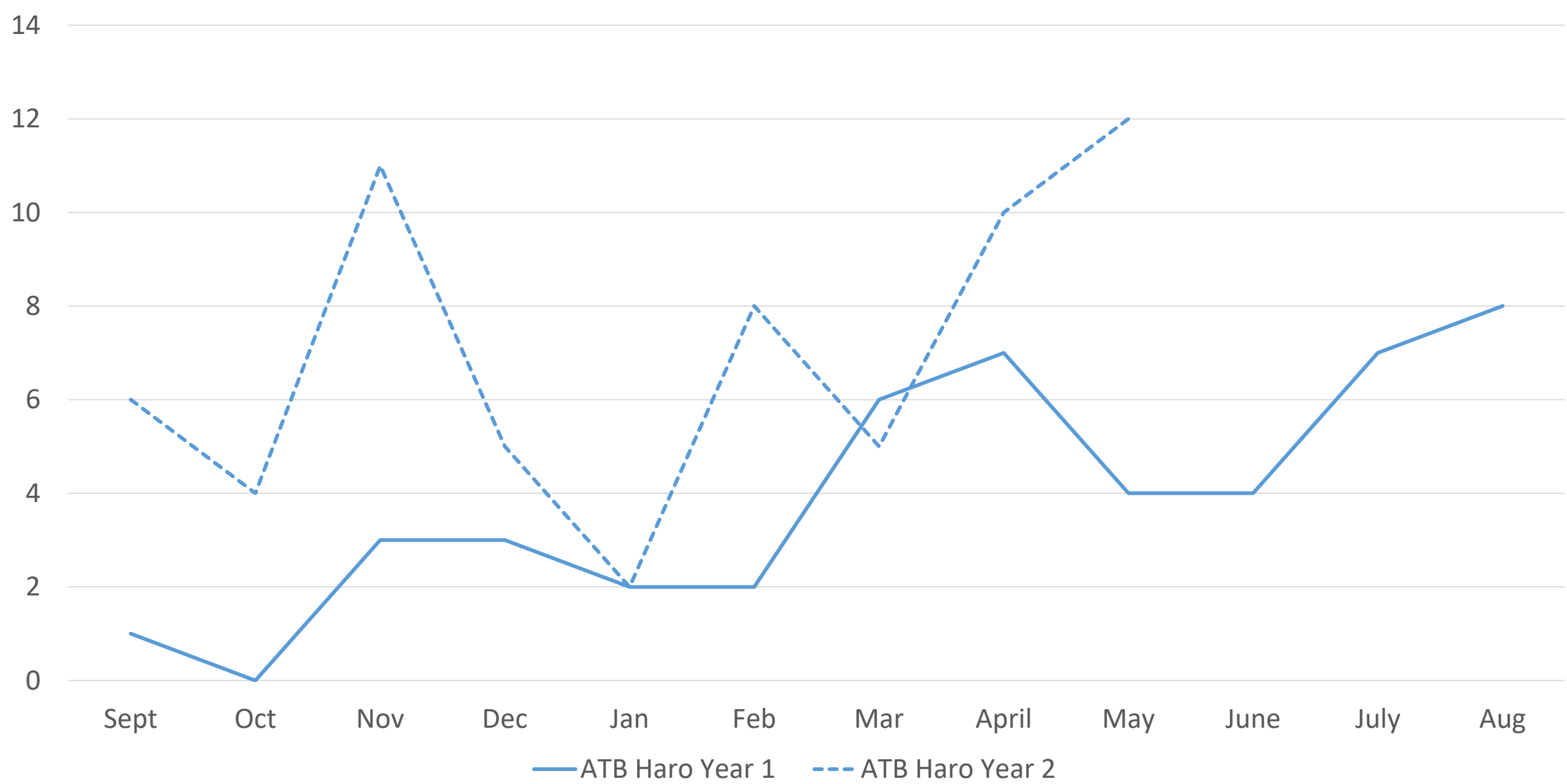
DRAFT RESULTS: ATBs Year 1 and 2 - Rosario transits

(includes likely laden and unknown - excludes likely unladen & bunkering transits)

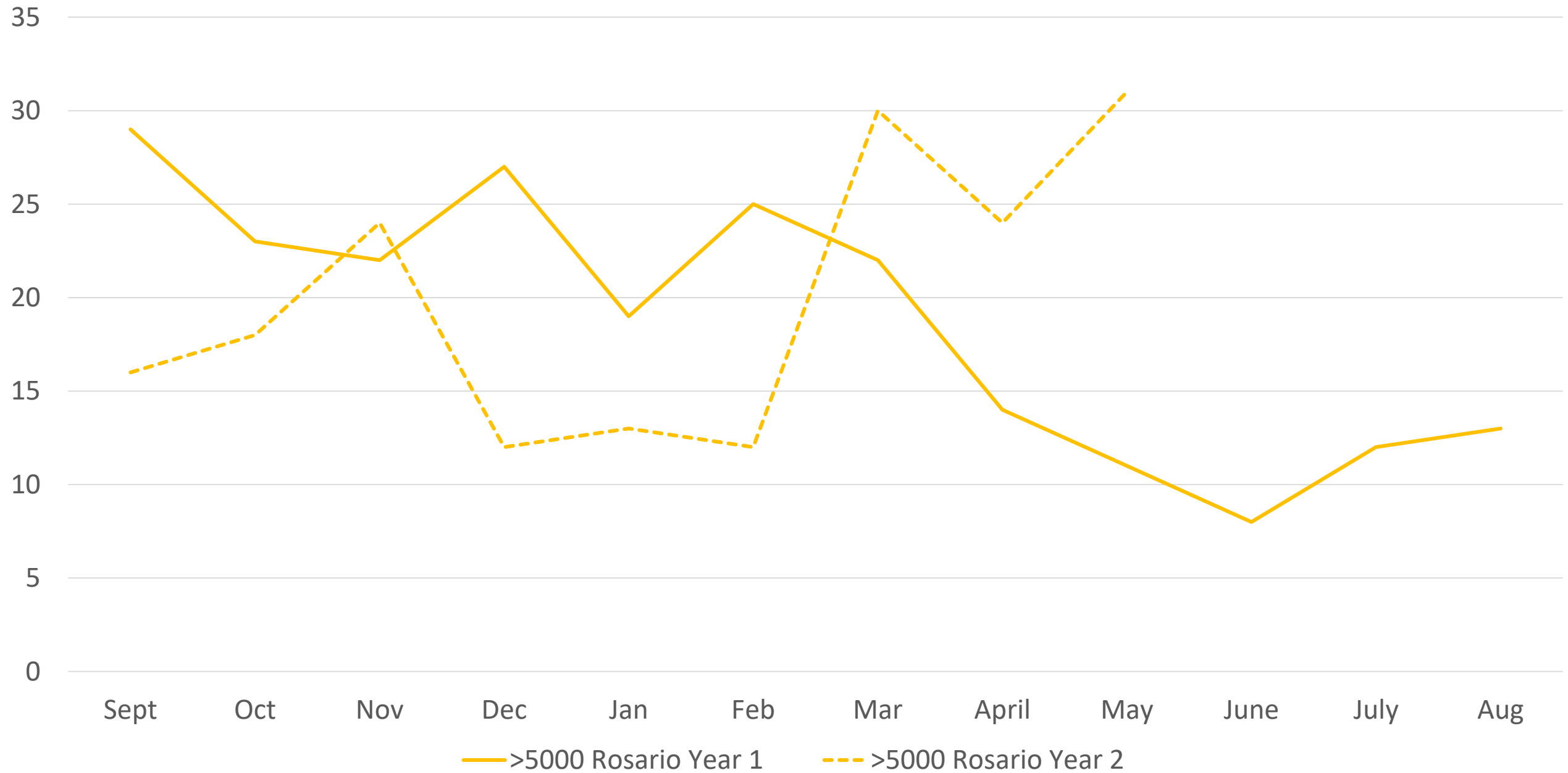


DRAFT RESULTS: ATBs Year 1 and 2 - Haro transits

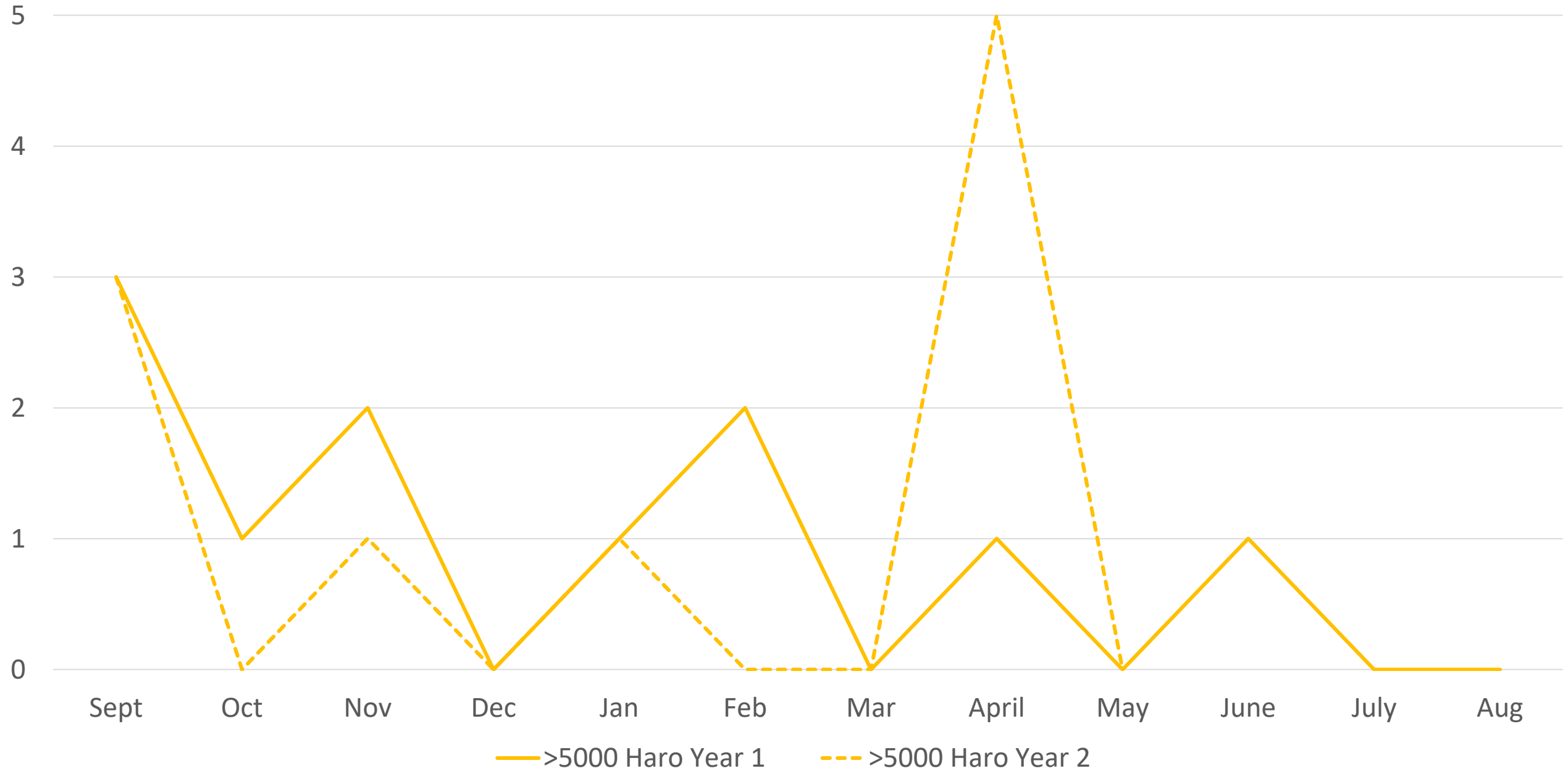
(includes likely laden and unknown - excludes likely unladen & bunkering transits)



DRAFT RESULTS: Barges (> 5,000) Year 1 and 2 - Rosario transits
(includes likely laden and unknown - excludes likely unladen & bunkering transits)



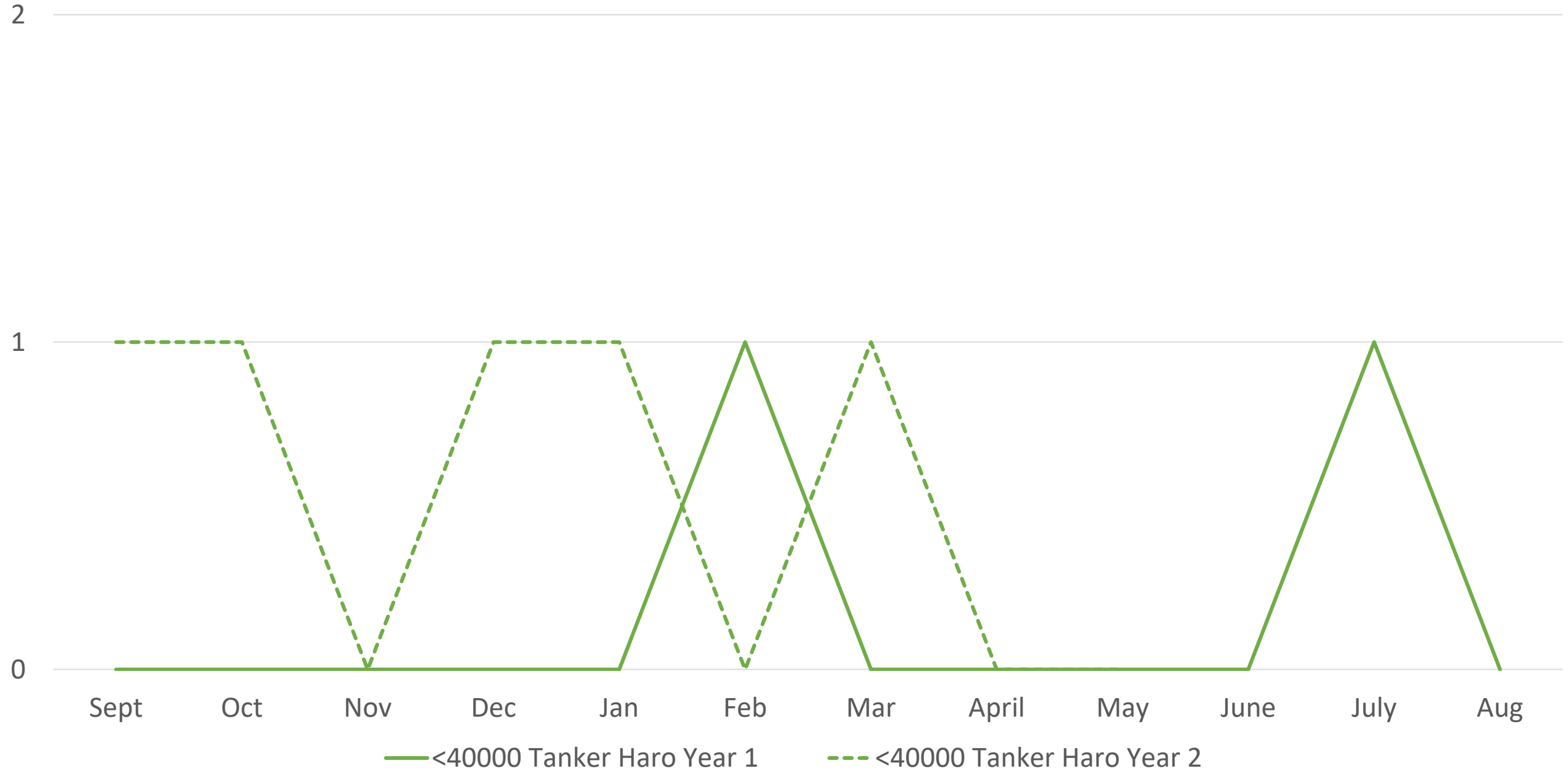
DRAFT RESULTS: Barges (> 5,000) Year 1 and 2 - Haro transits
(includes likely laden and unknown - excludes likely unladen & bunkering transits)



DRAFT RESULTS: < 40,000 Tanker Year 1 and 2 - Rosario transits
(includes likely laden and unknown - excludes likely unladen & bunkering transits)



DRAFT RESULTS: < 40,000 Tanker Year 1 and 2 - Haro transits
(includes likely laden and unknown - excludes likely unladen & bunkering transits)

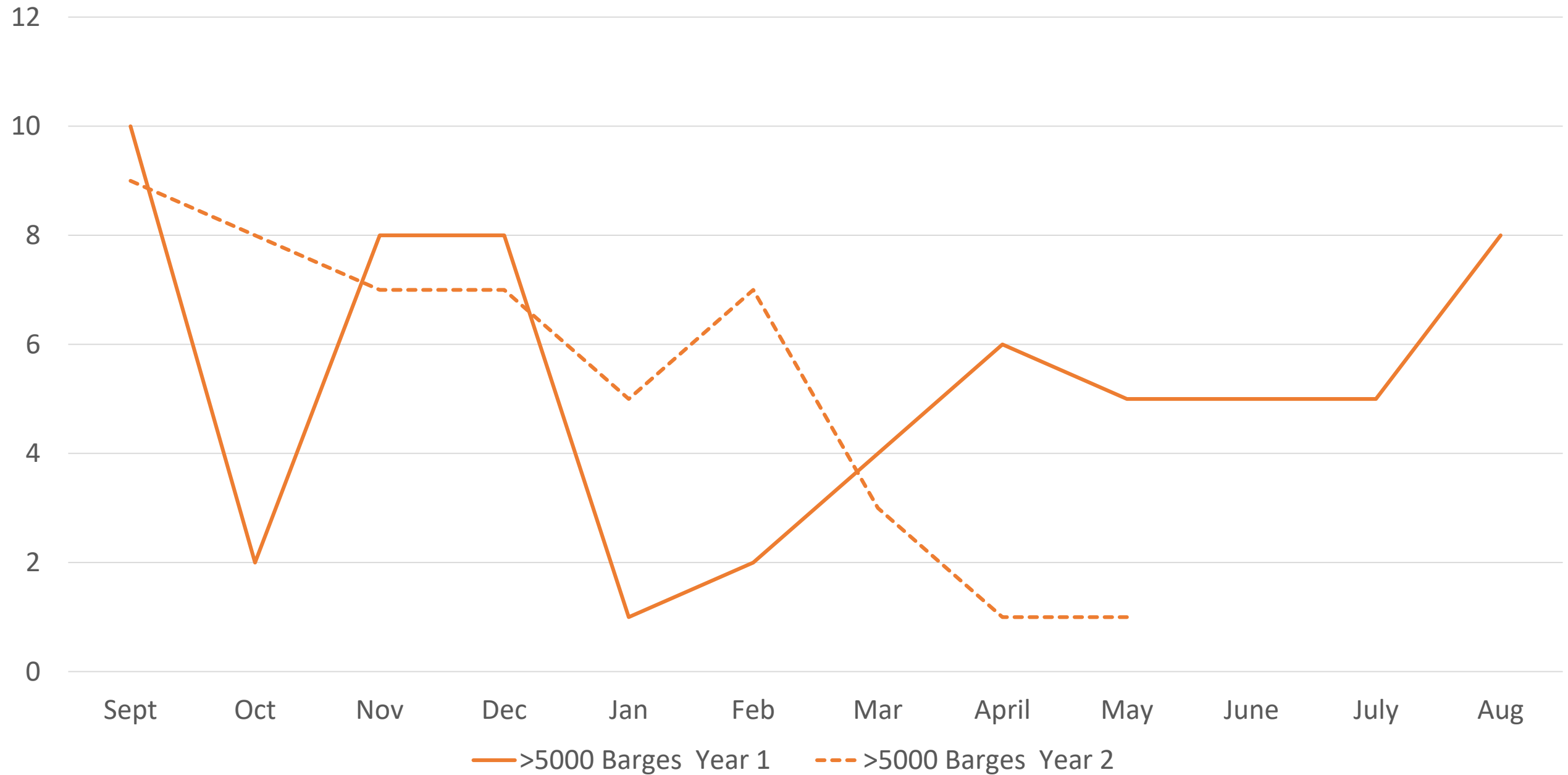


Routes for vessels engaged in bunkering

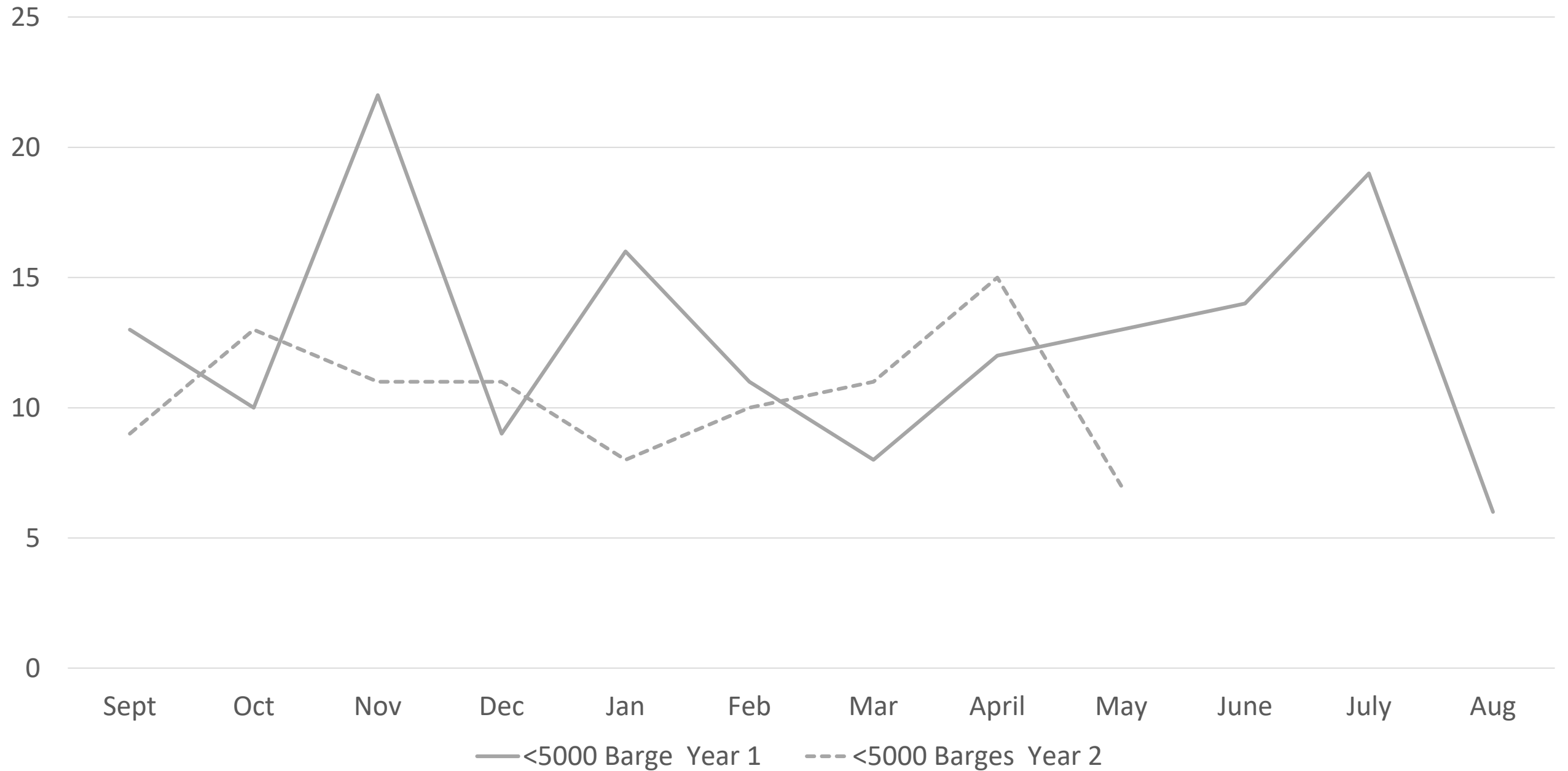
- >5,000 barges engaged in bunkering Rosario Year 1 and 2
- <5,000 barge engaged in bunkering Rosario Year 1 and 2



DRAFT RESULTS: Rosario Transits of Barges
(> 5,000) Engaged in Bunkering



DRAFT RESULTS: Rosario Transits of Barges
(< 5,000) Engaged in Bunkering



Next Steps

- Continue work on Vessel Trend Synopsis
- Provide updated versions of these graphics in the monthly Board packet





STATE OF WASHINGTON
BOARD OF PILOTAGE COMMISSIONERS

2901 Third Avenue, Suite 500 | Seattle, Washington 98121 | (206) 515-3904 | www.pilotage.wa.gov

Meeting Minutes – Pilot Safety Committee (PSC)

March 25, 2021, 1 pm to 3 pm

Attendees

John Scragg (BPC/PSP), Sheri Tonn (BPC), Jaimie Bever (BPC), Jason Hamilton (BPC), Eleanor Kirtley (BPC), Ivan Carlson (PSP), Scott Anacker (PSP), Mike Folkers (PGH), Mike Moore (PMSA), Andrew Drennen (Conoco-Philips), Bettina Maki (BPC)

1. Review of Minutes of previous meeting on 01/13/2021

The minutes were reviewed and approved by the committee with a few corrections.

2. COVID 19 Safety Concerns

Ivan Carlson gave an update. Approximately 90% of Puget Sound Pilots have received at least one vaccination and many have already received both shots.

There was a recent possible exposure on the Manoa. One of their crew members had been removed in Honolulu due to Covid, and then the vessel arrived in Puget Sound 6 days later. Dr. Jarris of Discovery Health was quite concerned. The solution was to identify the seven crew members who would be in close proximity to the pilot and have those crew members tested before the pilot got on board. Dr. Jarris went out and tested them using self-test kits and the results were negative. The pilot then boarded after Dr. Jarris left the vessel. Later the entire crew was tested in Tacoma and all tested negative.

Jason Hamilton asked if the 90% vaccination rate was due to a coordinated effort or more the result of each pilot acting on their own. Ivan explained that it was mostly through the pilots' individual efforts, though they were helped by receiving some leftover doses from Discovery Health and also one of the pilots constantly shares information with the others on where they might be able to receive vaccines as the rollout progresses. In addition, Sandy Bendixen forwards all vaccine-related information to the trainees.

Mike Moore reported that LA/Long Beach seems to have had a greater incidence of COVID in their maritime workforce than we have had in our region. He described the impacts of illness and absenteeism on the training pipeline and the subsequent cascade of effects on workforce readiness going forward. We are doing well in comparison.

Mike Folkers reported that Grays Harbor is not experiencing any issues with COVID. One pilot is completely vaccinated and one trainee has received one shot. Dock workers have been receiving leftover shots, getting vaccinated sooner than they might otherwise.

3. NTSB Levant report

John Scragg thought the Commission did a good job in their response to the incident, in that there were no surprises in the NTSB report, and what the Commission required the pilot to do dovetailed perfectly into any issues brought up by the NTSB.

Sheri Tonn noted that the NTSB report had nothing on sleep inertia, something that the Commission addressed very well.

Both John and Sheri remarked on the NTSB analysis of the lighting conditions, something that was not covered in the Commission analysis.

Mike Moore asked how the lessons learned are shared amongst the pilot corps. John described that the white paper prepared by the pilot involved in the incident is distributed to all pilots and trainees, as are the investigative reports. Additionally, there is a Bridge Resource Management refresher course that all pilots are required to complete every five years. Though the schedule has been disrupted by Covid, it's getting back on track now. John mentioned that in addition to BRM refresher, there are Electronic Navigation and PPU courses.

Andrew Drennen asked if the vessel involved in the incident was ECDIS-only or if it was still using paper charts? He noted that one of the reports mentioned an alarm from the ECDIS about shallow water. He observed that despite the powerful tools offered by ECDIS, it is not always fully utilized if paper charts are also available.

4. Rest rule exception reports

The rest rule exception reports for both PSP and Grays Harbor were reviewed. Ivan will check with dispatch for additional information on the PSP rest rule exceptions. The PSP rest rule exceptions reports are automatically generated and provided to the BPC staff. The Grays Harbor rest rule exceptions report is compiled by Bettina using the dispatch data. Ivan observed that there was a positive trend for Grays Harbor given that there were no exceptions in the 4th quarter of 2020, the most recent quarter included in the analysis, which seemed to show the transition and adaptation to the new rest rules. Ivan also described the learning curve that has occurred at PSP around multiple harbor shifts since implementation of the rule – that sometimes scheduling has been too optimistic (ultimately leading to exceptions to the 13 hour rule) and that expectations are becoming more realistic and conservative.

John asked the committee what they felt the committee's role should be in responding to the information about rest rule exceptions. Jaimie Bever emphasized that the committee should serve a monitoring function for rest rule compliance. Sheri Tonn agreed and felt the focus should be on long term trends and that a calendar year of data could be presented to the board annually. John thought 2020 was an unusual year and that 2021 might serve as a better baseline. Sheri felt that even though 2020 was unusual, it can still be a good first year of data shared with the board, given that it is the first year since the new rule was adopted. Mike Moore also thought the quarterly data could be shared directly with the board in the Activity reports, and Sheri agreed.

5. Risk Management Brainstorming

Jaimie Bever shared a document about how the state defines risk management. The main takeaway from the enterprise risk management model is that the risks are driven by goals. So when we are brainstorming risks for this particular program of the Board (Pilot Safety) the best way to start is to look at some of our goals and proceed from there. Again, risk management is becoming an ongoing process instead of an annual work product.

Starting with the goals of safe and efficient pilotage from the committee charter, the group had a productive discussion about risks and risk mitigation related to those goals. It was felt that a good next step would be to revisit the rest recommendations from Dr. Czeisler and update our progress and decision making around the recommendations. Bettina will update the existing document for the next meeting.

6. Maximum Assignment Time

Bettina presented some preliminary data using a one-year sample of Puget Sound District assignments to inform the discussion of maximum assignment duration. The data showed 91% of assignments having a duration of less than 13 hours (with 13 hours serving as a simplified stand-in for Dr. Czeisler's very complex recommendations about maximum assignment duration). The 9% of assignments longer than 13 hours mostly fell into three groups: 1) Assignments to and from Canada (usually ATBs), 2) tankers traveling to and from refineries, and 3) loaded bulkers traveling from Tacoma to the Pilot Station. The group discussed the information and how to mitigate the long assignment durations.

For the Tacoma assignments, one solution being considered is to change pilots in Seattle. But those are only about 15% of the long assignments. Many of the other assignments seem unable to be completed inside the recommended timeframes. Eleanor Kirtley pointed out that the Fatigue Management Committee previously considered an extended rest period (12 hours instead of 10 hours) after long assignments like these.

Ivan reminded the committee that our goal is progress and continuous improvement — reducing risk rather than completely eliminating risk. Therefore, looking at the long-duration Tacoma assignments would be a good start. He suggested that the next PSP Board meeting agenda should include a discussion of the long assignments from Tacoma (loaded bulkers) and the idea of switching pilots in Seattle on the way to the pilot station if the assignment is at risk of being longer than 13 hours, for example if there has been a delay in leaving Tacoma.

John suggested the Canada assignments might be looked at by a sleep expert, to consider the unique nature of the task, which for example can involve a long drive to British Columbia, then a six-hour nap on board the vessel, then taking the conn and navigating the vessel for 4-5 hours, then docking and traveling home. Andrew inquired if there might be time savings in running a boat out of Bellingham as an alternative to driving? John said that weather factors made that option not viable.

There was a discussion of whether 13 hours maximum assignment duration was an acceptable starting point for this discussion, given that Dr. Czeisler's recommendations are for 12 hours maximum *or less* depending on time of day, with some exceptions that allow for 13 hours. Scott Anacker felt it was an okay starting point and mentioned that already efforts are made to limit bridge time to 8 hours. The committee was interested in seeing a more detailed breakdown of the North Sound tanker assignments to better understand how bridge time and travel time contribute to the assignment duration.

Mike Moore and Andrew Drennen asked how often fatigue had been implicated in past incidents. The answer seemed indeterminate and they both advocated for consistent documentation of fatigue factors (like 3 and out, assignment duration, rest rule compliance, etc.) even if they are not factors in an incident, in order to have a trailing indicators data set. Andrew added that ultimately the focus must be on developing leading indicators and using that information to mitigate safety risks in a predictive manner.

7. Pilot Ladder Safety

Previously the committee had decided that the MSO (Marine Safety Occurrence) mechanism would be a good way to document the many pilot ladder safety issues that pilots encounter. But on second thought there is concern that the MSO process is not the right tool for the job. There is a phone app available for documenting unsafe pilot ladders but even this can be too cumbersome. Sandy Bendixen is developing a different reporting form for dangerous ladders. It is already difficult to get pilots to report these incidents and so something very easy and efficient is needed. Bettina asked about data sharing amongst the various pilotage organizations, in order to get the largest data set possible. Scott Anacker said it would indeed be helpful for our region and British Columbia to share information. Ivan agreed it would be great to share with other pilot organizations any data we can gather. Bettina wondered if the white cards could be used to screen every vessel, even though it would be difficult to give details beyond “compliant” or “noncompliant”.

It was noted by John and Andrew that pilots will often be told that an unsafe ladder is “grandfathered in” but that is usually not true. The cutoff date is July 1, 2012, and if the ship was built after that date, then the ladder is *not* “grandfathered in”. Scott shared that international data reveals at least 10% of pilot ladders are unsafe and probably many more than that depending on how strictly the standards are interpreted. He also emphasized that photos are very useful in documenting dangerous ladders. Andrew asked if the video on the pilot boat can capture photos of the ladders? Ivan said the camera is usually covered in salt spray unfortunately. Scott has had the deckhand take the picture on a cell phone and forward it.

Scott and John felt the APA (American Pilots Association) would be the logical clearinghouse for data on dangerous ladders. Scott emphasized that it is important to act on this issue while there is currently momentum around it. Sheri supports the effort wholeheartedly and the committee is very interested in hearing more from Sandy Bendixen about a new reporting form.

8. Wrap-up/Meeting Schedule Review/Next Meeting

- Rest rule exceptions data by calendar year to be reported to Board annually starting with 2020.
- More data on long-duration tanker assignments was requested.
- Update the matrix of rest recommendations with the latest committee actions and decision making, to inform risk management work.
- Ivan will bring issue of long-duration jobs to the PSP Board and will seek input on the possibility of switching pilots in Seattle, especially if a vessel has been delayed leaving Tacoma.
- There is interest in hearing more from Sandy Bendixen regarding dangerous ladder reporting.

The meeting was adjourned at 2:45 pm and the next meeting scheduled for June 9, at 1pm.