



STATE OF WASHINGTON BOARD OF PILOTAGE COMMISSIONERS

BPC Mission: to ensure against the loss of lives, loss of or damage to property and vessels, and to protect the marine environment by maintaining efficient and competent pilotage service on our State's inland waters.

THE BPC PILOTAGE QUARTERLY

Fall 2024



Announcements

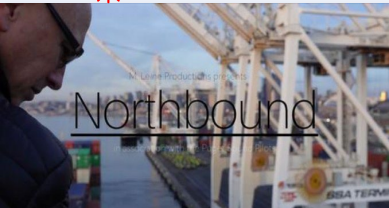
 **Podcast Alert!**



Courtesy of Marine Exchange

The [Marine Exchange of Puget Sound](#) has launched a daily [podcast](#) to provide “essential information you need to start your day”. Check it out for updates on vessel movements, weather conditions, and more.

 **Video Alert!**

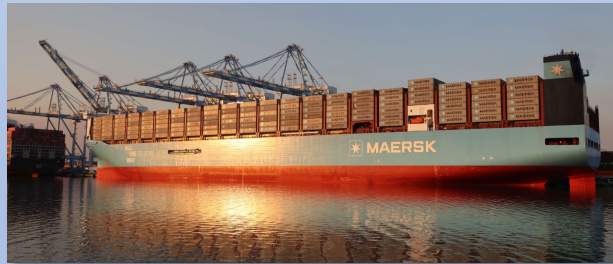


Courtesy of and thanks to M. Leine Productions

Join Puget Sound pilot Captain Pat Ninburg on a transit from Seattle to Port Angeles. Hear about his pilotage journey and get a first-hand look at piloting in the Pacific NW.

A Record Setting Arrival

Puget Sound pilots Captains Brusco and Bouma had the honor of piloting the Maersk *ALETTE* to and from Husky Terminal in Tacoma, WA. The *ALETTE* is the largest ship to call the South Harbor with a capacity for 16,592 TEUs. In addition to that record, the “*ALETTE* is the first dual-fuel vessel capable of sailing on green methanol to have called the gateway”, according to The NWSA.



Puget Sound Pilots undergo specialized Ultra Large Container Vessel (ULCV) simulator training to prepare to safely pilot these large ships in and out of the Puget Sound Pilotage District.

Learn more about this event at the link below. Image courtesy of The NWSA.
<https://www.nwseaportalliance.com/newsroom/northwest-seaport-alliance-welcomes-largest-ship-tacoma-harbor-which-also-operates-green>

Voluntary Commercial Vessel Slowdown

The Admiralty Inlet and North Puget Sound Voluntary Commercial Vessel Slowdown began October 6, 2024, as the Southern Resident Killer Whales were spotted in Puget Sound on October 5, 2024. According to Quiet Sound, the “Quiet Sound Program was created with the goal of reducing the acoustic impacts of large commercial vessels”. Find out more at <https://quietsound.org/admiralty-inlet-slowdown>.

QUIET SOUND 2024-2025

ADMIRALTY INLET & NORTH PUGET SOUND VOLUNTARY COMMERCIAL VESSEL SLOWDOWN

for the protection of endangered Southern Resident killer whales

DATES IN EFFECT
September 3rd, 2024 - January 12th, 2025
“The slowdown began when the orcas are confirmed in the slowdown zone.”

LOCATION
Admiralty Inlet and north Puget Sound.
The slowdown does not include Hood Canal.

SUGGESTED SPEED TARGETS
Speed through water when safe and feasible:
14.5 knots - vehicle carriers, cruise ships, container vessels
11.0 knots - bulkers, tankers, general cargo
10.0 knots - tugs running lite (not towing, pushing, or responding to emergency)
The slowdown does not include fishing or recreational vessels.



Map: Quiet Sound, NOAA and other contributors. This map is for general reference only.

Train-the-Trainer

In September, the BPC offered a session of the specially designed Train-the-Trainer course. Both current pilots and pilot trainees attended, as well as BPC Chair Sheri Tonn and BPC Training Program Manager Jolene Hamel. The course was developed and taught by Captain Jeff Slesinger, Delphi Maritime. The purpose of the course was to provide participants with knowledge and understanding of the training program as specified in WAC 363-116-078, using training program documents, and methods and techniques in on-the-job training and evaluation.



Pilots and Pilot Trainees attend a Train-the-Trainer session led by Captain Jeff Slesinger, Delphi Maritime (standing). BPC Chair Sheri Tonn in attendance as well (far right).

Washington state-licensed pilots are required to take Train-the-Trainer to qualify to train or evaluate pilot trainees. Once they have taken the course, they are considered Supervising Pilots. Pilot Trainees are also asked to take the course as it is helpful during the training program and starting out in their first year of piloting. Supervising pilots are considered volunteers of the BPC.

BPC Out and About

At the end of August, BPC Training Program Manager Jolene Hamel had the opportunity to accompany BPC Commissioner and Puget Sound pilot Captain Sandy Bendixen on a ride-along to bring car ship *GLOVIS COUGAR* down the Blair Waterway to berth in the Seattle Harbor.



Left: BPC Training Program Manager Jolene Hamel with GLOVIS COUGAR. Right: BPC Commissioner Eleanor Kirtley on a ride along with BPC Commissioner and Puget Sound pilot Captain Mike Anthony at the Port of Tacoma.



Then, in early October, the BPC's Marine Environment Representative Dr. Eleanor Kirtley, Green Marine, rode with BPC Pilot Representative Captain Mike Anthony on the transit of a container ship at the Port of Tacoma.

Ride-alongs are excellent opportunities for BPC board members and staff to get an up-close and in-depth view of work Washington State's pilots do every day. We thank Puget Sound Pilots for arranging these invaluable experiences!

New Executive Director at PSP

On October 1, 2024, Captain Scott Brewen took the helm at Puget Sound Pilots as their new Executive Director. Scott brings to this role a wealth of knowledge as a USCG Academy graduate, retired Commander in the U.S. Navy Reserve, and experienced leader in state government.

The BPC welcomes Scott! We look forward to working with him and to our future collaborations.



The BPC Pilotage Quarterly is a publication of the Board of Pilotage Commissioners. It is available online at www.pilotage.wa.gov. To join our distribution list, email PilotageInfo@wsdot.wa.gov, or call (206) 515-3904.

District Snapshots

Puget Sound



Retirements:

There were no retirements in the 3rd Quarter of 2024

License Upgrades to Unlimited:

Captain D. Melin – September
Captain K. Kridler - September
Congratulations, Captains!

Training Program:

Currently training are Captains Michelson, Wood, Sabbath, Shuler, Britton, Boullion, and Woodworth.



View from the bridge on Captain Billy Sturgell's first job as a licensed Puget Sound Pilot. Captain Sturgell was licensed in July.

Grays Harbor



Training Program:

Captain Ryan Campbell will begin training in Grays Harbor by May 1, 2025.



Washington State Board of Pilotage Commissioners

Quarterly Key Performance Indicators Dashboard

12 MONTHS ENDING: Sep 30, 2024

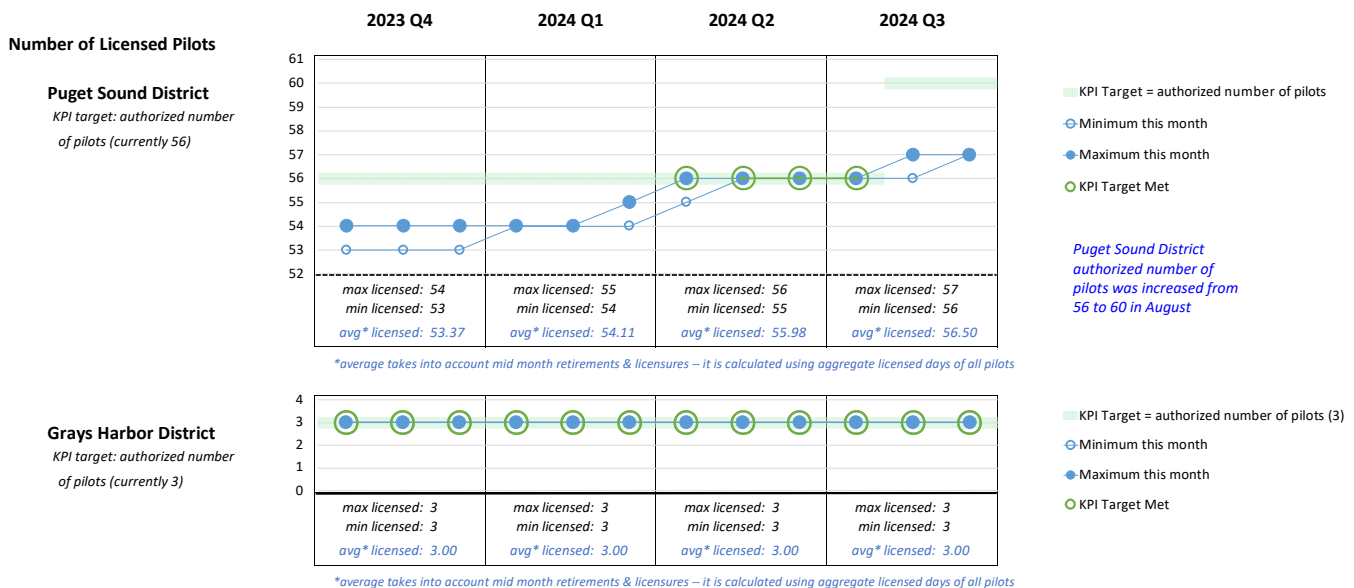
Safety

	2023 Q4	2024 Q1	2024 Q2	2024 Q3	
Rest Rule Exceptions					
Puget Sound District <i>KPI target: rate of 0.3% or less (3 or less per 1000 assigns)</i>	0.27% ✓ 1819 assigns 5 rest exc.	0.21% ✓ 1874 assigns 4 rest exc.	0.25% ✓ 2016 assigns 5 rest exc.	0.15% ✓ 1971 assigns 3 rest exc.	<i>This KPI counts rest rule exceptions, excluding rest rule exceptions associated with emergent situations. The most common emergent situation is a ship dragging anchor in severe weather.</i>
Grays Harbor District <i>KPI target: 1 or less per year</i>	0 ✓ 70 assigns 0 rest exc.	0 ✓ 74 assigns 0 rest exc.	0 ✓ 76 assigns 0 rest exc.	0 ✓ 54 assigns 0 rest exc.	<i>Rest rules require 1) that pilots have 10 hours rest between assignments, 2) that multiple assignments (e.g. harbor shifts) not exceed 13 hours total duration.</i> <i>The BPC Pilot Safety Committee reviews rest rule exceptions each quarter.</i>
Unsafe Transfer Arrangements Resulting in Fall or Injury <i>KPI target: 0</i>	0 ✓	0 ✓	0 ✓	0 ✓	<i>This KPI counts occurrences where a pilot or pilot trainee falls or is injured while embarking or disembarking a vessel with noncompliant transfer arrangement, or is physically endangered regardless of whether the incident results in physical injury.</i>
Pollution Incidents (Spills) with Pilot Error <i>KPI target: 0</i>	0 ✓	0 ✓	0 ✓	0 ✓	<i>This KPI counts occurrences where actual or apparent collision, allision or grounding or navigational occurrence results in environmental damage (pollution/spill), with pilot error a contributing factor.</i>
Other Incidents (Non-Pollution) with Pilot Error <i>KPI target: 0</i>	0 ✓	1 ✗ 01/02/24 MATE	1 ✗ 04/16/24 AMERICAN FREEDOM	1 ✗ 07/23/24 CAPE INTREPID	<i>This KPI counts occurrences where actual or apparent collision, allision or grounding or navigational occurrence results in personal injury or property damage, with pilot error a contributing factor. (Pilot injury associated with noncompliant transfer arrangements reported under Unsafe Transfer Arrangements.)</i>

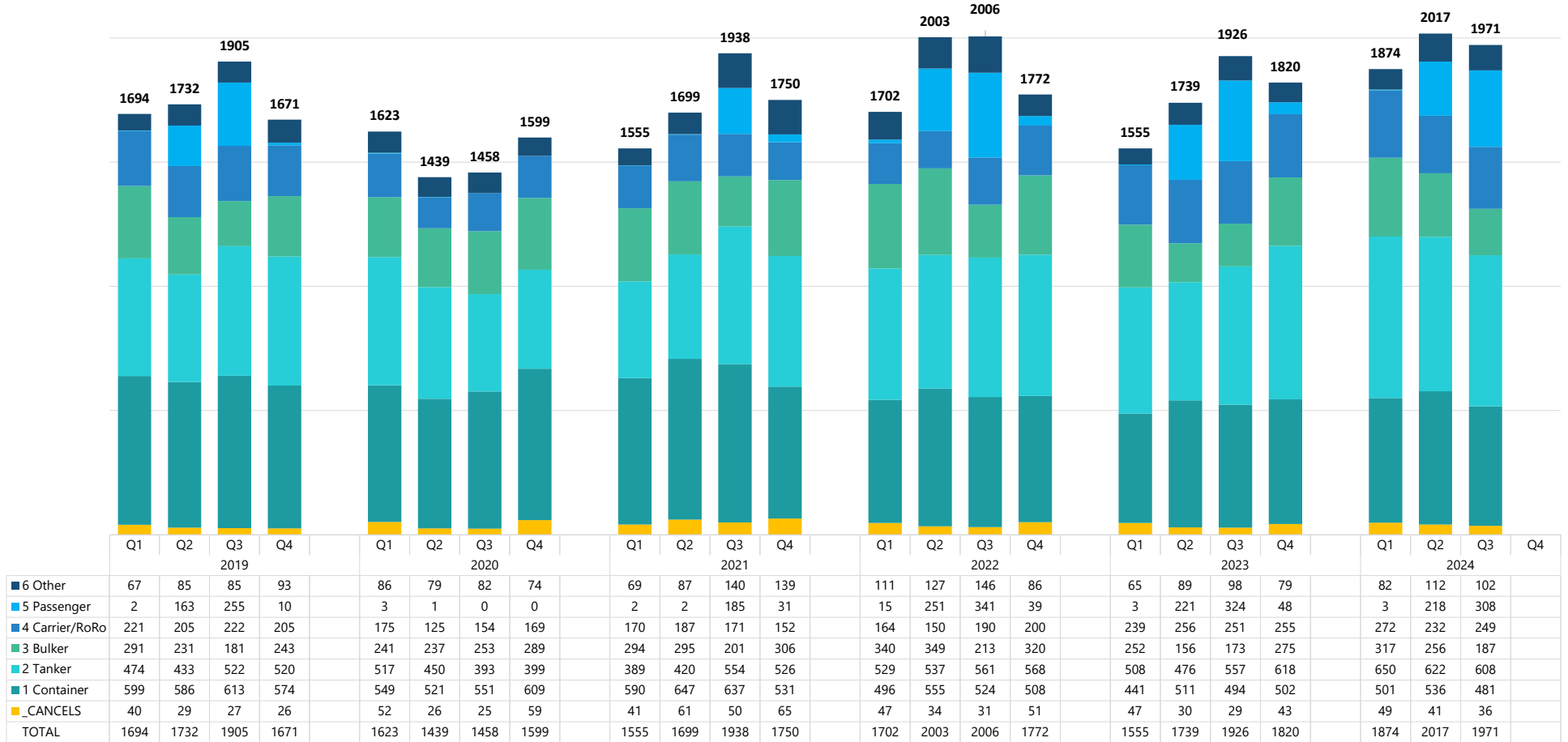
Diversity, Equity, and Inclusion

	2023 Q4	2024 Q1	2024 Q2	2024 Q3																														
DEI Committee Meetings (quarterly) <i>KPI target: 1 meeting per quarter or more</i>	NONE ✗	NONE ✗	May 16 ✓ DEI Steering Committee	NONE ✗																														
DEI Events Attendance and/or Sponsorship (yearly) <i>KPI target: 3 events per year or more</i>																																		
	<table border="1"> <thead> <tr> <th>Year</th> <th>Date</th> <th>Event</th> <th>Location</th> <th>Atten.</th> <th>Spons.</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>2023</td> <td>Oct 11-13</td> <td>Pride in Maritime</td> <td>Online</td> <td>✓</td> </tr> <tr> <td>2</td> <td>2023</td> <td>Oct 25-27</td> <td>Women Offshore Conference</td> <td>Galveston TX</td> <td>✓</td> </tr> <tr> <td>3</td> <td>2024</td> <td>Feb 29-Mar 2</td> <td>MARAD Women on the Water</td> <td>Buzzards Bay MA</td> <td>✓</td> </tr> <tr> <td>4</td> <td>2024</td> <td>Mar 15-16</td> <td>Women in Maritime Leadership</td> <td>Vallejo CA</td> <td>✓</td> </tr> </tbody> </table>	Year	Date	Event	Location	Atten.	Spons.	1	2023	Oct 11-13	Pride in Maritime	Online	✓	2	2023	Oct 25-27	Women Offshore Conference	Galveston TX	✓	3	2024	Feb 29-Mar 2	MARAD Women on the Water	Buzzards Bay MA	✓	4	2024	Mar 15-16	Women in Maritime Leadership	Vallejo CA	✓			
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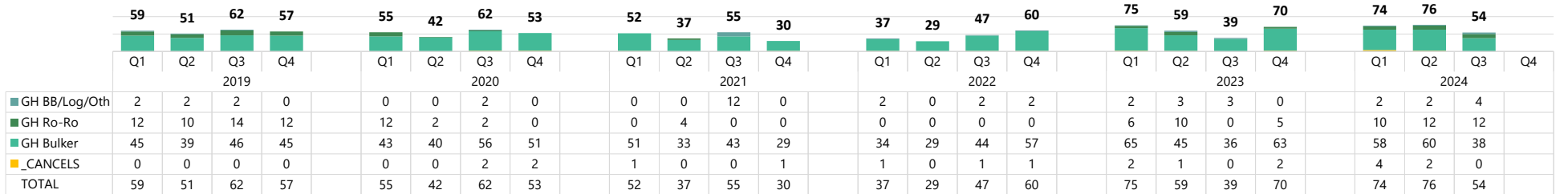
Pilot Training and Licensing



Puget Sound Pilotage District Assignments 2019-2024
quarterly, by vessel type, including cancellations



Grays Harbor Pilotage District Assignments 2019-2024
quarterly, by vessel type, including cancellations



Port of Grays Harbor

Pilotage Report

October 17, 2024

Pilotage Activity

There were a total of 7 arrivals in September (3 dry bulkers, 2 liquid bulkers, 1 logger and 1 RoRo) for a total of 15 jobs. Year to date, through September, there have been 78 arrivals for a total of 204 jobs.

The October schedule is full with another 7 arrivals scheduled so far: 1 liquid bulker, 1 RoRo and 5 dry bulkers.

Terminal 4 Expansion

The Port has received the necessary permits and all appeal periods have expired for the Terminal 4 Expansion Project. This project will include a second commodity export loading facility for our customer AGP. The project team began advertising the first construction contract on September 25, 2025 with a planned bid opening on October 25, 2024. We are planning a groundbreaking for the project on November 26, 2024.

Pilot Boat Vega

The VEGA encountered another setback. They successfully repaired the leaking sea chest and launched the boat again but discovered the freshwater tank was leaking. The leak occurred in an area that was not worked on earlier, so it wasn't apparent to the yard crew. The leak has been repaired by welding the hole and has passed two pressure tests. The boat returned to Westport on October 8, 2024.



**Port of
Grays Harbor**

On Washington's Pacific Coast

AGP[®]
A Cooperative

SAVE

the date

**TERMINAL 4 EXPANSION &
REDEVELOPMENT PROJECT**

**GROUND
BREAKING
& LUNCHEON**

TUESDAY, NOVEMBER 26TH

DETAILS

to follow in
formal invitation

PUGET SOUND PILOTAGE DISTRICT ACTIVITY REPORT

Sep-2024

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:	653				Cancellations:	9			
Total ship moves:	644	Cont'r:	156	Tanker:	203	Genl/Bulk:	90	Other:	195
Assignments delayed due to unavailable rested pilot:	13				Total delay time:	42.85	hours		
Assignments delayed for efficiency reasons:	14				Total delay time:	26.5	hours		
Billable delays by customers:	50				Total delay time:	127			
Order time changes by customers:	161								
2 pilot jobs:	21	Reason:	PSP GUIDELINES FOR RESTRICTED WATERWAYS						
Day of week & date of highest number of assignments:	SUN 9/29/24						33		
Day of week & date of lowest number of assignments:	MON 9/9/24						15		
Total number of pilot repositions	123	Upgrade trips	17	YTD	150				
3 consecutive night assignments:	47	YTD	387						

Callback Days/Comp Days					
	Starting Total	Call Backs (+)	Used (-)	Burned (-)	Ending Total
Licensed	2599	67	52		2614
Unlicensed	80			14	66
Total	2679				2680
On watch assignments		586	Call back assignments	67	CBJ ratio 10.26%

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-Sep	4-Sep	Seattle	Office-ppsp	Train the Trainer (BPC)	ANT*, CAS, FLE*, KEW*, KNU, MAM, SCS*, STU		
6-Sep	6-Sep	Seattle	PMI	Tanker Escort	BOU*, KEW, MAM, MAN		
9-Sep	14-Sep	Houston	Polar	BRM Class w/Polar Tankers	ANA(2on*, 3off), KEP(2on*, 3off)		
13-Sep	23-Sep			Manned Model	SEY(4on*, 6off)		
14-Sep	24-Sep	Houston	Polar	BRM Class w/Polar Tankers	KAL(5off), MYE(2on*, 3off)		
1-Sep	30-Sep			Upgrade Assignments On Duty	BOZ*, KNU*		
1-Sep	30-Sep			Upgrade Assignments Off Duty	BOS, HAM, KNU, KRI(5off), MCN, MEL, MOO, SCS, SID(3off)		
					* On Watch	Off Watch	** paired to assign.
					18	41	

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

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees
1-Sep	5-Sep	Seattle	PSP	Administrative	GRK(4on*)
3-Sep	3-Sep	Seattle	PSP	Rate Committee	GRK*, KLA, KNU, MCG
3-Sep	3-Sep	Seattle	PSP	UTC	GAL, HAM
3-Sep	3-Sep	Seattle	PSP	NWSA	LOB*, STA*
3-Sep	3-Sep	Seattle	PSP	IBU	JEN, MCN
4-Sep	4-Sep	Seattle	PSP	DEI	BOZ**, HAM
5-Sep	12-Sep	Seattle	PSP	Administrative	KLA(7off)

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees		
11-Sep	11-Sep	Seattle	PSP	Outreach	BOS, EKE, KEW, KLA, MAN		
11-Sep	11-Sep	Seattle	PSP	Ladder Safety	BEN, GRK, KEN*		
12-Sep	19-Sep	Seattle	PSP	Administrative	GRK(7on*)		
12-Sep	12-Sep	Seattle	PSP	Safety, Orca Sound	SEA**		
14-Sep	14-Sep	Seattle	PSP	Seaport Alliance	BOU		
15-Sep	15-Sep	Seattle	PSP	Rate Committee	GRK*, KLA*, KNU*, MCG		
16-Sep	16-Sep	Seattle	PSP	Rate Committee	KLA*, KNU*, MCG		
17-Sep	17-Sep	Seattle	PSP	BOD	GRK*, HAM*, HUP*, KLA*, MCG, MYE*		
18-Sep	18-Sep	Seattle	BPC	TEC	ANT, BEN*, KNU*		
19-Sep	19-Sep	Seattle	BPC	BPC	ANT, BEN*, KNU*		
18-Sep	18-Sep	Edmonds	PSP	Outreach	ROU*		
19-Sep	23-Sep	Seattle	PSP	Administrative	KLA(4on*)		
19-Sep	19-Sep	Seattle	USCG	Large Vessel Risk Assesment meeting	COL		
19-Sep	19-Sep	Seattle	BPC	BPC	ANT, BEN*, KNU*		
21-Sep	21-Sep	Seattle	PSP	Outreach	KEW**		
23-Sep	24-Sep	Seattle	PSP	President	KLA(2on*)		
25-Sep	25-Sep	Seattle	PSP	Administrative	KLA*		
25-Sep	25-Sep	Seattle	PSP	Rate Committee	GRK,* KLA*, KNU*, MCG		
26-Sep	27-Sep	Seattle	PSP	Administrative	COL(2off)		
28-Sep	28-Sep	Seattle	PSP	Outreach	BOZ**, HUP		
30-Sep	30-Sep	Seattle	PSP	Administrative-Pilot Station	JEN, MCG**		
					* On Watch	Off Watch	** paired to assign.
					42	35	5

Safety/Regulatory

Outreach

Administrative

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

Start Dt	End Dt	REASON	PILOT

Trailing 12 months revenue assignments
7,679
Call back job ratio during the last 12 months (Oct 2023-Sep 2024) 12.57%.

Puget Sound District Activity Report Dashboard

2024 September Last modified 10/16/2024

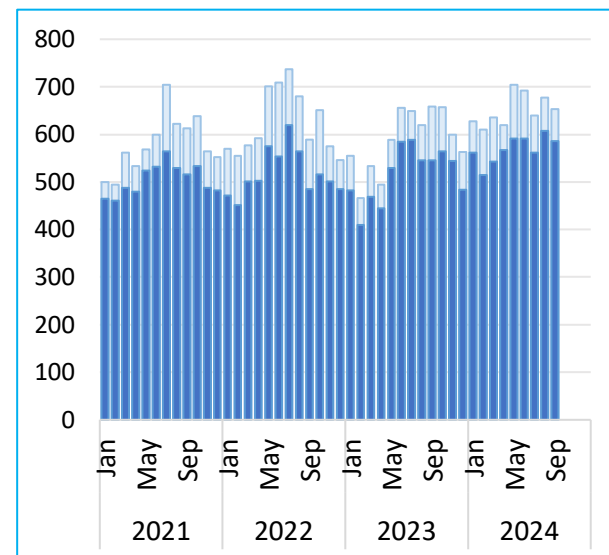
Licensed Pilots
Including President
57

No changes in September.

PS District
Trainees
4

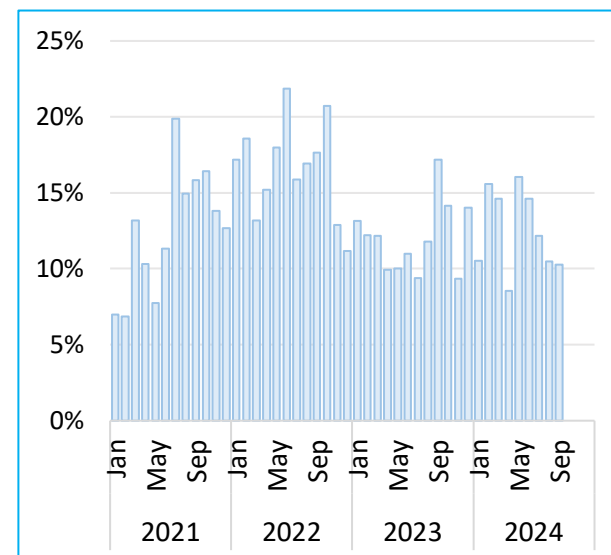
3 on stipend, and 1 off stipend
(1 new trainee started in Sept)

Monthly Total
Assignment Count
653

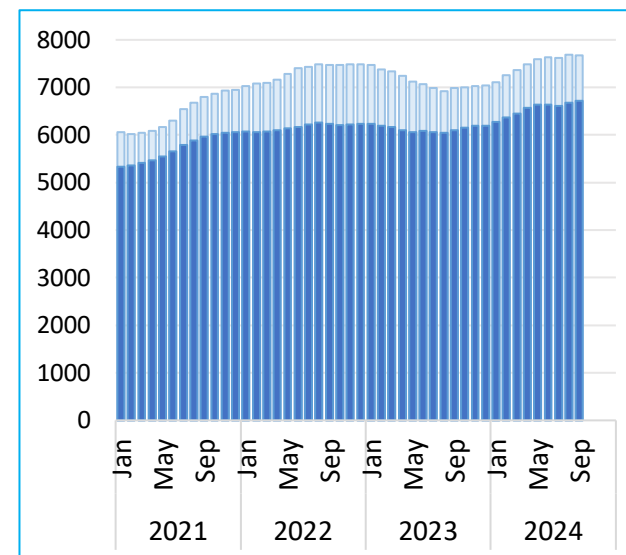


586 On-Watch (dk blue), 67 Off-Watch (lt blue)

Monthly Off-Watch
Assignment Percentage
10.3%

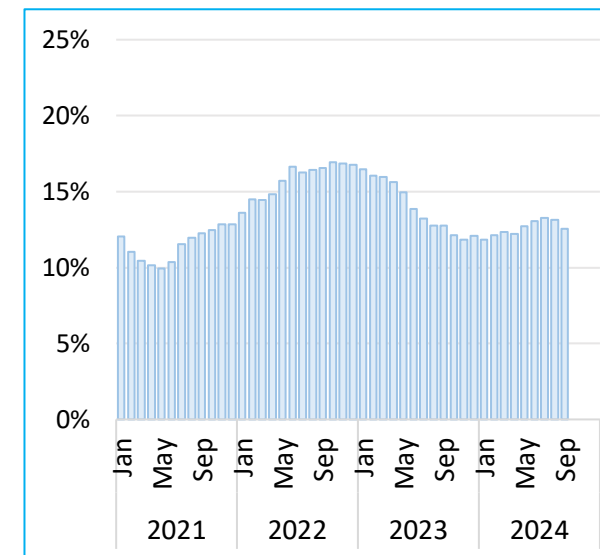


Trailing 12 Total
Assignment Count
7679



6715 On-Watch (dk blue), 964 Off-Watch (lt blue)

Trailing 12 Off-Watch
Assignment Percentage
12.6%



Licensed Pilots w/o Pres **56**
Pilots NFFD whole month **0**
Available Pilots **56**

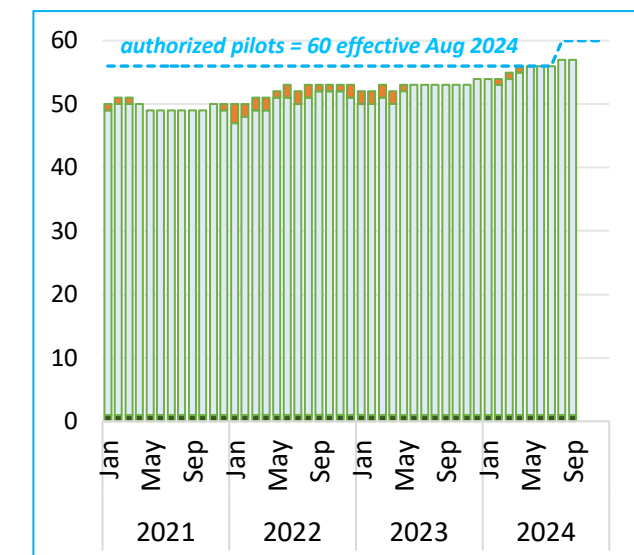
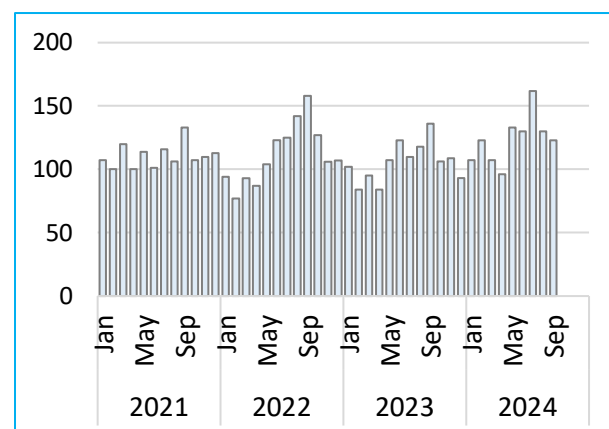
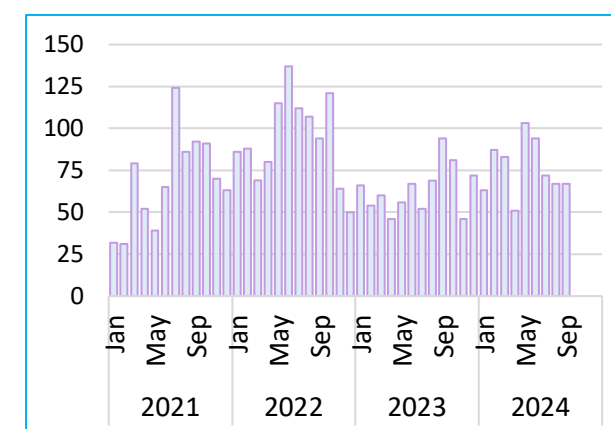


chart also includes president (1 pilot)

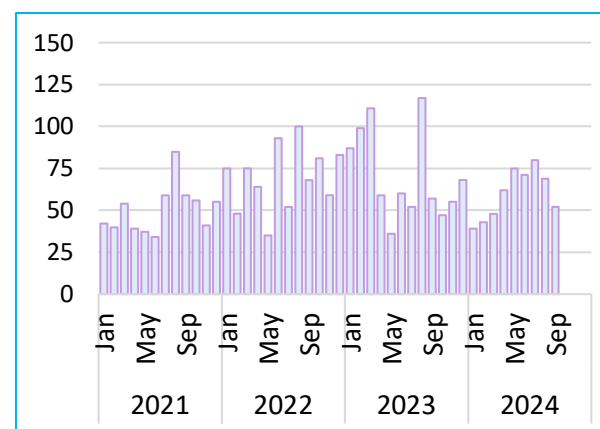
Repositions
123



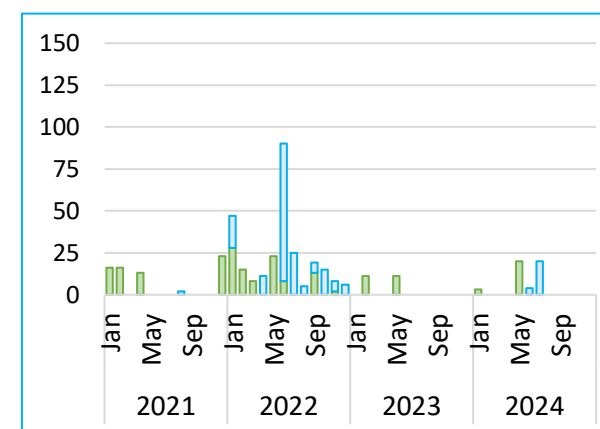
Comp Days Earned
(Callbacks)
67



Comp Days Used
(Licensed Pilots)
52

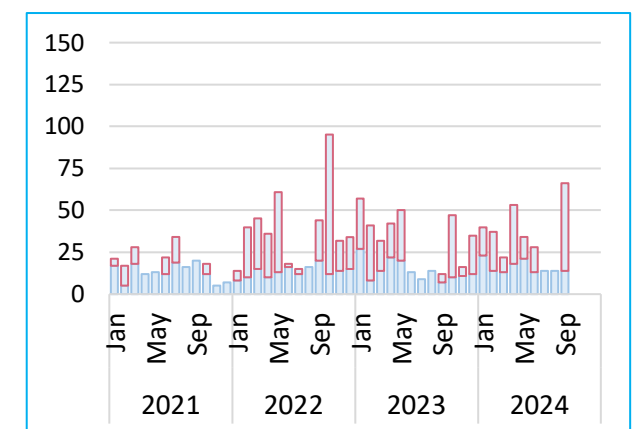


COVID Days* **0**
NFFD Days* **0**



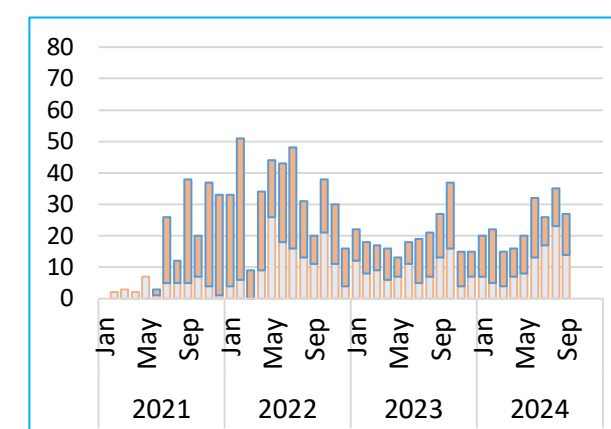
count of NFFD & Covid days if
pilot(s) not NFFD whole month

Training Days **42**
Upgrade Trips **17**



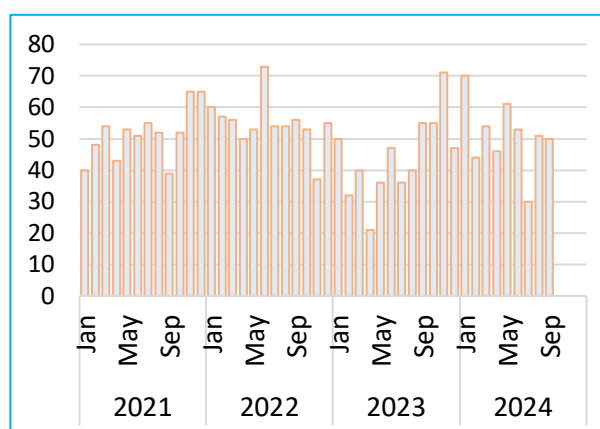
training days (red) stacked
on upgrade trips (blue)

Pilot Delays (Count)
combined total
27

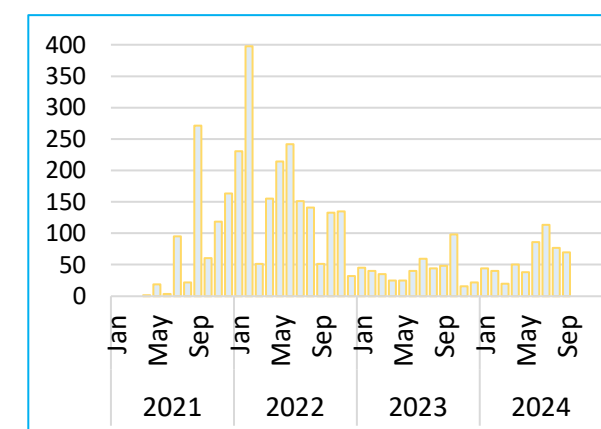


efficiency delay counts stacked on top
of pilot shortage delay counts on bottom

Billable Delays (Count)
by Customers
50

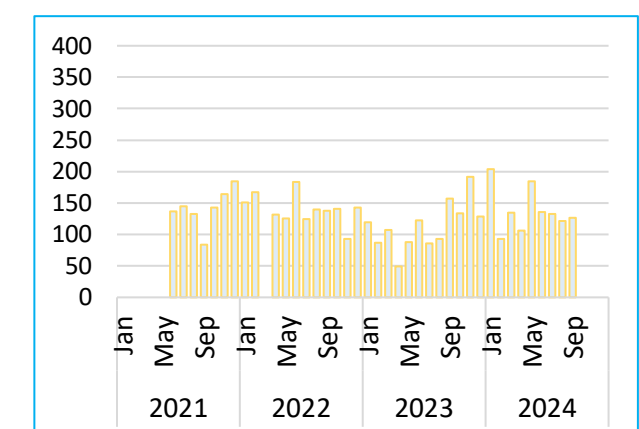


Pilot Delay Hours
(Pilot Shortage & Efficiency)
69.35 hrs



total pilot delay hours (not separated into
efficiency & pilot shortage components)

Billable Delay Hours
by Customers
127 hrs





WA State Board of Pilotage Commissioners Industry Update

October 17, 2024 Meeting

Arrivals Down 15 in Sept 2024 to Sept 2023 Comparison

✚ Containers down 3	✚ Car Carriers up 1
✚ Bulkers down 3	✚ Tankers up 3
✚ General & Other down 3	✚ ATB's up 1
✚ Cruise/Passenger down 6	✚ RoRo's down 1

Average Daily Arrivals, Assignments Compared to Number of Pilots on Watch

The YTD average number of arrivals per day is 7.1 and PSP monthly reports indicate an average of just over 21 assignments per day. PSP's watch schedule indicates 26.7 pilots scheduled for watch each day.

Pilot Service Efficiency: Safety First But Continuous Improvement Matters

In follow up to the safety committee discussions and BPC 065 proceedings summarized in the August 2024 BPC minutes, PMSA will submit a letter ensuring clarity of communication regarding several PMSA points that were commented on including staff analysis including comment on relevant WAC language: “The board will, from time to time, set the number of pilots to be licensed in each pilotage district of the state that is best calculated to optimize the operation of a safe, fully regulated, efficient, and competent pilotage service.” The intent of the letter is to clarify industry perspectives and facilitate thinking around continuous improvements to comply with state mandates which in turn will facilitate gateway operations.

ILA Suspends a Three Day Strike on October 3rd

ILA representing U.S. dockworkers at East/Gulf coast ports reached a deal to suspend a 3 day strike until Jan. 15 to provide time to negotiate a new contract. The temporary end to the strike came after ILA and the U.S. Maritime Alliance reached a tentative agreement on wages. Issues like automation remain to be negotiated. Any agreement has to be approved by union members as part of the ratification of a final contract.

Stormwater Draft Permit Would Significantly Impact NWSA and Statewide

Maritime entities continue to communicate significant issues with the Washington State Draft Stormwater permit – see September 25th submission to the U.S. Supreme Court (article below).

Quiet Sound Slowdown Started October 6th and will end January 12, 2025

This 2024 slowdown has the same parameters as last year but had a dynamic start triggered by the actual presence of SRKW in the slowdown area. PMSA sent to carrier and agent members.

Transmountain Pipeline Oil Exports and Tanker Calls to U.S.

PMSA will summarize conversations with operators of the terminal the pipeline serves and options for tankers with respect to bunkering (refueling) and cargo discharge.

California Governor Vetoes Maritime Safety Bill, Sparking Industry Concern

Mike Schuler October 4, 2024

<https://gcaptain.com/california-governor-vetoes-maritime-safety-bill-sparking-industry-concern/>

California Governor Gavin Newsom has vetoed Assembly Bill 1122, a piece of legislation aimed at enhancing maritime safety and port efficiency in the state. The bill, which passed almost unanimously in the state legislature, addressed concerns raised by the California Air Resources Board's (CARB) Commercial Harbor Craft rule. AB 1122 would have mandated that equipment like Diesel Particulate Filters (DPFs) on commercial vessels include a bypass-safety system and be certified safe by third-party experts. It also proposed allowing vessel operators to install CARB-mandated equipment during scheduled inspections to minimize service disruptions. These filters, while not commercially available for maritime engines, have been associated with fire risks in the trucking industry. The U.S. Coast Guard had previously expressed reservations about enforcing the CHC rule due to these safety concerns.

Businesses, Unions, and Agricultural Organizations Urge Mayors Bass and Richardson to Oppose Air District's Indirect Source Rule (ISR) for Seaports

<https://www.foodlogistics.com/transportation/ocean-ports-carriers/news>

The proposed Port ISR would result in capping cargo at the ports, negatively impacting port jobs and the regional economy. "There is broad agreement that it would be more effective and productive to forego an ISR and instead focus on an infrastructure program to support current and future needs related to zeroemissions infrastructure and equipment," says Thomas Jelenić, VP, Pacific Merchant Shipping Association. "The infrastructure alternative is a 'win-win' scenario that preserves jobs, the regional economy, and state and local tax revenues while also assuring the development of the infrastructure and equipment necessary to achieve emission reductions." "We are extremely proud of the environmental progress that has been made in infrastructure and equipment," says Thomas Jelenić, VP, Pacific Merchant Shipping Association.

Long Dock Strike That Wasn't—For Now

By [Mike Merritt, Postalley.com](https://www.postalley.com) <https://www.postalley.org/2024/10/07/the-long-dock-strike-that-wasnt-for-now/>

The East Coast and Gulf Coast longshore workers' strike that idled 36 ports and threatened the nation's economic recovery was over almost as quickly as it began. Two things were clear as soon as the 45,000 union members walked out last Tuesday: The union was prepared for a long fight over wages and automation, and the White House was going to side with the union and not use its legal tools to force them back to work.... Many companies had tried to stock up early on product in anticipation of the job action. In any case, the largest West Coast ports, Los Angeles and Long Beach, are jammed with cargo and would be hard-pressed to absorb more containers, said Jordan Royer, with the Pacific Maritime Shipping Association, which represents shipping lines...The Seattle and Tacoma ports, still struggling to rebound from a downturn during the pandemic, would welcome diverted cargo, as they did in earlier California labor disputes. Shipping disruptions during the pandemic showed that global logistics systems are tightly intertwined. Slowdowns in one region can quickly ripple through the supply chains.

Port of Tacoma and SSA File Writ of Certiorari with US Supreme Court

The Port of Tacoma and SSA have filed a Writ of Certiorari with the US Supreme Court on September 25th. The case involves a citizen lawsuit by Puget Soundkeeper Alliance. The petition was placed on the Supreme Court's docket, and it is [Case No. 24-350](#). A number of labor, agriculture, manufacturing, and ports will also be filing Amicus Briefs with the Court by the end of October supporting the arguments in the Writ of Certiorari. The argument to the Court is essentially whether it is appropriate for state regulations to be altered by citizen lawsuits in federal court. The case involves a lawsuit involving Washington State's Industrial Stormwater General Permit (ISGP). The new ISGP is set to go into effect January 1, 2025.



STATE OF WASHINGTON

BOARD OF PILOTAGE COMMISSIONERS

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

PROPOSED BOARD MEETINGS

2025 MEETING SCHEDULE

3rd Thursdays at 1000 except June & December

January	16
February	20
March	20
April	17
May	15
June	26
July	17
August	21
September	18
October	16
November	20
December	11