

WASHINGTON STATE  
BOARD OF PILOTAGE COMMISSIONERS  
**MEETING AGENDA**

June 21, 2022

**Teams Call #206.531.0324, participation code: 928096063#**

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

**1200 hours Call to order**

WAC 363-116-081 Rest Period

**PUBLIC HEARING**

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**REGULAR MEETING**

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

**NEW BUSINESS** *(Public comment accepted)*

3. Board Action – WAC 363-116-081 Rest Period
4. Board Action – May 19, 2022 Meeting Minutes
5. Board Action – Committee Recommendations:
  - a. Trainee Evaluation Committee (TEC)
    - i. Board Action – Licensure of PSPD Pilot Candidate: Captain Eric Michael
    - ii. Board Action – Pilot License Upgrade Program: Captains McGourty, Moore, Myers & Siddell
    - iii. Board Action – Training Program Agreement Grays Harbor District – Captain Colby Grobschmit
    - iv. Other Committee Updates
  - b. Vessel Exemption Committee (VEC)
    - i. Board Action – Guidelines: Pilotage Exemptions
    - ii. Other Committee Updates

**15 MINUTE BREAK**

6. Board Action – MSOs
  - a. *USNS BRITTIN*                      05/25/2022                      PS
7. Board Action – Request for Vessel Exemption:
  - a. Motor Yacht                      *ST. EVAL*                      Returning (114FT, 218 GT)                      Interim
  - b. Motor Yacht                      *TESS*                      Returning (120FT, 244 GT)
  - c. Motor Yacht                      *MIRABELLA*                      New (157FT, 418 GT)                      Interim
  - d. Motor Yacht                      *AWATEA*                      New (148FT, 499 GT)
  - e. Motor Yacht                      *KNIGHT*                      New (164FT, 499 GT)
  - f. Motor Yacht                      *GYRFALCON*                      Returning (73FT, 55 GT)                      Interim
8. Board Action – Pilot/Trainee Physical Examination Reports
9. Committee Reports:
  - a. Diversity, Equity & Inclusion Committee (DEIC)
  - b. Oil Transportation Safety Committee (OTSC)
  - c. Pilotage Safety Committee (PSC)
10. Confirmation of Next Regular Meeting Dates:

<b>Tuesday</b> July 19, 2022 – <b>1200</b> via Teams/TBD	<b>Tuesday</b> August 16, 2022 – <b>1200</b> via Teams/TBD
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*(Public comment accepted)*



WASHINGTON STATE  
BOARD OF PILOTAGE COMMISSIONERS

**NOTICE  
OF  
PUBLIC HEARING  
AND  
MONTHLY BOARD  
MEETING**

**A Public Hearing  
to consider WAC 363-116-081:  
REST PERIOD will commence  
at 1200 followed by the regular  
Monthly Board Meeting**

**Tuesday  
June 21, 2022**

**1200**

**Via MS Teams**

**Dial In:**

**206.531.0324**

**928096063#**

*To request a Teams video link,  
contact Jaimie Bever at  
[BeverJ@wsdot.wa.gov](mailto:BeverJ@wsdot.wa.gov) or at  
206.515.3887*

*If you are a person with a  
disability and need special  
accommodations, please contact  
Jolene Hamel at  
[HamelJ@wsdot.wa.gov](mailto:HamelJ@wsdot.wa.gov) or  
206.515.3904*

Meeting Materials are posted to our [website](#) (meetings tab) at least 24 hours in advance of each Board Meeting



# PROPOSED RULE MAKING

## CR-102 (December 2017) (Implements RCW 34.05.320)

Do NOT use for expedited rule making

CODE REVISER USE ONLY

OFFICE OF THE CODE REVISER  
STATE OF WASHINGTON  
FILED

DATE: April 20, 2022

TIME: 7:37 AM

WSR 22-09-077

**Agency:** Board of Pilotage Commissioners

- Original Notice
- Supplemental Notice to WSR \_\_\_\_\_
- Continuance of WSR \_\_\_\_\_

- Preproposal Statement of Inquiry was filed as WSR 22-06-007 ; or
- Expedited Rule Making--Proposed notice was filed as WSR \_\_\_\_\_; or
- Proposal is exempt under RCW 34.05.310(4) or 34.05.330(1); or
- Proposal is exempt under RCW \_\_\_\_\_.

**Title of rule and other identifying information:** (describe subject) WAC 363-116-081 Rest Period

**Hearing location(s):**

Date:	Time:	Location: (be specific)	Comment:
June 21, 2022	12:00pm	Virtual via MS Teams	Contact BPC to request video link at (206) 515-3904 or at PilotageInfo@wsdot.wa.gov

**Date of intended adoption:** June 21, 2022 (Note: This is **NOT** the **effective** date)

**Submit written comments to:**

Name: Jaimie C. Bever, Executive Director  
 Address: 2901 3<sup>rd</sup> Avenue, Suite 500, Seattle, WA 98121  
 Email: BeverJ@wsdot.wa.gov  
 Fax: (206) 515-3906  
 Other:  
 By (date) June 14, 2022

**Assistance for persons with disabilities:**

Contact Jolene Hamel  
 Phone: (206) 515-3904  
 Fax:  
 TTY:  
 Email: HamelJ@wsdot.wa.go  
 Other:  
 By (date) June 12, 2022

**Purpose of the proposal and its anticipated effects, including any changes in existing rules:** This rulemaking will amend the types of pilotage assignments subject to the requirement for ten hours rest with the opportunity for eight hours of sleep after completion of an assignment. Puget Sound Pilots (PSP) recently approved several measures to increase dispatching efficiency and pilot availability while observing State mandated rest rules. One of those measures is to allow a pilot to be dispatched to multiple assignments, as long as the combined duration of the assignments does not exceed thirteen hours. The Board adopted these changes via Emergency Rule at the March 17, 2022 Regular Monthly Meeting. This rulemaking initiative is to consider and codify that change.

**Reasons supporting proposal:** Currently, there is a pilot shortage in both the Puget Sound and Grays Harbor Pilotage Districts. Puget Sound Pilots adopted the measures listed above in order to enhance pilot availability, improve on-watch productivity, reduce need for "call-back" pilots, and adhere to expert recommended work/rest best practices.

**Statutory authority for adoption:** Chapter 88.16 RCW, Pilotage Act

**Statute being implemented:** Chapter 88.16 RCW, Pilotage Act

**Is rule necessary because of a:**

- Federal Law?  Yes  No
- Federal Court Decision?  Yes  No
- State Court Decision?  Yes  No

If yes, CITATION:

**Agency comments or recommendations, if any, as to statutory language, implementation, enforcement, and fiscal matters:** Discussions regarding proposed amendments to this rule will occur at regular session BPC meetings as well as the BPC's Pilot Safety Committee (PSC) meetings, with the initial language recommendation coming from the PSC. Public comments are welcome and encouraged. Upon review and consideration of recommended revisions, a public hearing will be scheduled pursuant to formal notice requirements

**Name of proponent:** (person or organization) Board of Pilotage Commissioners

- Private
- Public
- Governmental

**Name of agency personnel responsible for:**

	Name	Office Location	Phone
Drafting:	Board of Pilotage Comm.	2901 3 <sup>rd</sup> Avenue, Seattle, WA 98121	(206) 515-3904
Implementation:	Board of Pilotage Comm.	2901 3 <sup>rd</sup> Avenue, Seattle, WA 98121	(206) 515-3904
Enforcement:	Board of Pilotage Comm.	2901 3 <sup>rd</sup> Avenue, Seattle, WA 98121	(206) 515-3904

**Is a school district fiscal impact statement required under RCW 28A.305.135?**

- Yes  No

If yes, insert statement here:

The public may obtain a copy of the school district fiscal impact statement by contacting:

- Name:
- Address:
- Phone:
- Fax:
- TTY:
- Email:
- Other:

**Is a cost-benefit analysis required under RCW 34.05.328?**

- Yes: A preliminary cost-benefit analysis may be obtained by contacting:

- Name:
- Address:
- Phone:
- Fax:
- TTY:
- Email:
- Other:

- No: Please explain: RCW 34.05.328 does not apply to the adoption of these rules. The Board of Pilotage Commissioners is not a listed agency in RCW 34.05.328(5)(a)(i)

**Regulatory Fairness Act Cost Considerations for a Small Business Economic Impact Statement:**

This rule proposal, or portions of the proposal, **may be exempt** from requirements of the Regulatory Fairness Act (see chapter 19.85 RCW). Please check the box for any applicable exemption(s):

This rule proposal, or portions of the proposal, is exempt under RCW 19.85.061 because this rule making is being adopted solely to conform and/or comply with federal statute or regulations. Please cite the specific federal statute or regulation this rule is being adopted to conform or comply with, and describe the consequences to the state if the rule is not adopted.

Citation and description:

This rule proposal, or portions of the proposal, is exempt because the agency has completed the pilot rule process defined by RCW 34.05.313 before filing the notice of this proposed rule.

This rule proposal, or portions of the proposal, is exempt under the provisions of RCW 15.65.570(2) because it was adopted by a referendum.

This rule proposal, or portions of the proposal, is exempt under RCW 19.85.025(3). Check all that apply:

- RCW 34.05.310 (4)(b) (Internal government operations)
- RCW 34.05.310 (4)(c) (Incorporation by reference)
- RCW 34.05.310 (4)(d) (Correct or clarify language)
- RCW 34.05.310 (4)(e) (Dictated by statute)
- RCW 34.05.310 (4)(f) (Set or adjust fees)
- RCW 34.05.310 (4)(g) ((i) Relating to agency hearings; or (ii) process requirements for applying to an agency for a license or permit)

This rule proposal, or portions of the proposal, is exempt under RCW \_\_\_\_.

Explanation of exemptions, if necessary:

**COMPLETE THIS SECTION ONLY IF NO EXEMPTION APPLIES**

If the proposed rule is **not exempt**, does it impose more-than-minor costs (as defined by RCW 19.85.020(2)) on businesses?

- No Briefly summarize the agency's analysis showing how costs were calculated. \_\_\_\_\_
- Yes Calculations show the rule proposal likely imposes more-than-minor cost to businesses, and a small business economic impact statement is required. Insert statement here:

The public may obtain a copy of the small business economic impact statement or the detailed cost calculations by contacting:

- Name:
- Address:
- Phone:
- Fax:
- TTY:
- Email:
- Other:

**Date:** April 20, 2022

**Name:** Jaimie C. Bever

**Title:** Executive Director

**Signature:**



**WAC 363-116-081 Rest period.** (1) Pilots shall observe rest period requirements as set out in RCW 88.16.103 as now or hereafter amended. Pilots shall have a mandatory rest period of at least ~~((ten))~~ 10 hours with an opportunity for eight hours of uninterrupted sleep after completion of an assignment ~~((; excluding))~~ or multiple assignments ~~((within a harbor area, provided the combined total duration of assignment time does not exceed thirteen hours))~~.

(2) An assignment is a billable pilotage service, including cancellations and ship movements, regardless of duration.

(3) An assignment begins at call time and ends at check-in time and includes preparation time and travel time to and from the ship in addition to bridge time. Call time allows one to two hours of preparation before the start of travel time to the ship. Check-in time occurs when travel time from the ship is completed. In the Puget Sound Pilotage district travel times are documented in the Puget Sound pilots operating rules and may be reviewed by the board from time to time.

(4) When there are multiple assignments ~~((within a harbor area (multiple harbor shifts), call time is before the first harbor shift and check-in time occurs when the travel time has been completed after the final harbor shift. Harbor area geographic definitions outlined by the utilities and transportation commission are used to distinguish harbor shifts from other ship moves.~~

~~((5) Pilots shall not complete more than three consecutive night assignments, a night assignment being one in which)), the combined total duration of the assignments shall not exceed 13 hours. The total duration of multiple assignments shall be measured from the call time before the first assignment to check-in time after the final assignment.~~

(5) An assignment is a night assignment if any part occurs between 0100 and 0459 hours. After three consecutive nights with night assignments, pilots shall have a mandatory rest period of at least ~~((twelve))~~ 12 hours, including at least one period between 2000 and 0800 hours.

## April's Partial TEU Tallies

*A few ports have released their April container statistics. So, here's what we know so far about container traffic that month.*

For the sake of benchmarking expectations for April, the National Retail Federation's Global Port Tracker projected on May 6 that, when all the boxes are counted at the thirteen U.S. ports it monitors, import traffic will total 2.27 million laden TEUs, up 5.7% from the previous April. A somewhat different outlook comes from the McCown Report, which expects inbound traffic at the ten largest U.S. ports it monitors to increase by 7.1% over last April.

First question: Is the pace of eastbound transpacific trade slowing down? Are increasingly adverse economic conditions at home and lockdowns in China slowing the import trade from East Asia?

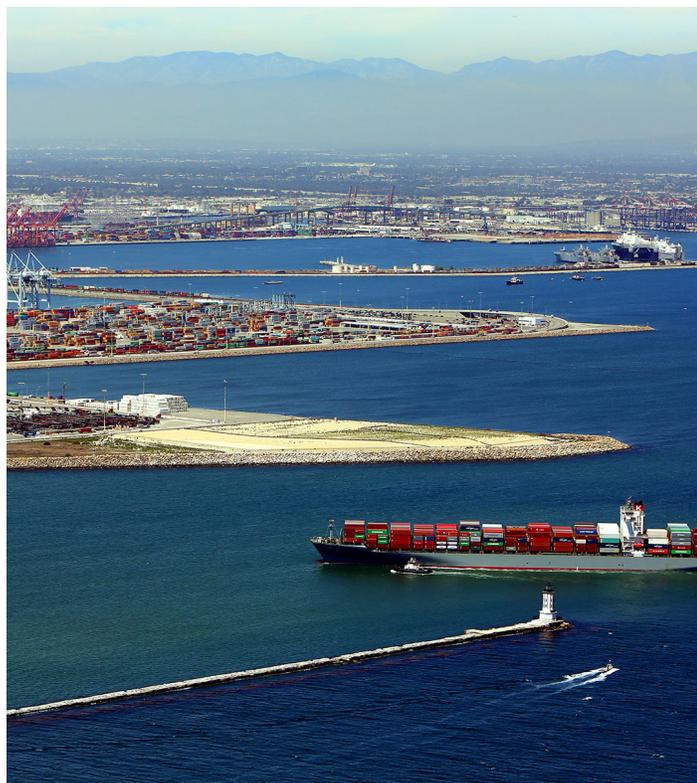


Photo courtesy of Port of Los Angeles

Let's start in California, where the pace of inbound loads in April at the **Ports of Los Angeles and Long Beach** (857,011 TEUs) slackened by 7.0% (-65,003 TEUs) from the previous month. Year-over-year, the number of inbound loads at the two ports was pretty much even with a year earlier, when the two combined to handle 857,278 laden inbound TEUs. The difference from last year was trivial: -0.03% or 273 fewer TEUs. At the Port of Oakland, inbound loads in April (84,303 TEUs) were down 10.6% from March. Meanwhile, import loads at the Ports of Tacoma and Seattle in April (99,291 TEUs) were off by 21.3% from March. Overall, the five major USWC ports handled 102,353 fewer inbound loads (-9.0%) in April than they had in March.

On a year-over-year basis, inbound loads at the Port of LA (456,208 TEUs) fell 6.9% shy of last year's volume of 490,127 TEUs. Outbound loads of 99,878 TEUs were down 12.7% from 114,449 TEUs a year earlier. Total container traffic at LA (counting loaded as well as empty boxes) was also down, dropping 6.3% to 887,357 TEUs from 946,966 TEUs in April of last year. Year-to-date, total container traffic through the port amounted to 3,569,391 TEUs, up 0.8% from the first four months of 2021.

Measured against April 2021, the 400,803 inbound loaded TEUs that arrived at Long Beach this April represented a 9.2% gain. Outbound loads, however, slipped by 1.8% to 121,876 TEUs. Overall container traffic at the port (820,718 loaded and empty TEUs) was up 10.0% from a year earlier. On a year-to-date basis, Long Beach has handled 3,281,377 loads and empties through April, up 5.1% from the same period a year earlier.

The **Port of Oakland** continues to suffer from fewer vessel calls in April. (March saw 83 ships call at the port, down from 93 a year earlier.) The Northern California maritime gateway reported a substantial fall-off in both inbound and outbound loads during the month. Inbound loads totaled 84,303 TEUs, down 17.3% from 101,886 TEUs a year earlier. Outbound loads were similarly off by 18.0%



## April's Partial Continued

to 65,834 TEUs from 80,290 TEUs. As for the politically sensitive topic of outbound empties, they were down 20.6% to 20,265 TEUs from 25,659 TEUs in April 2021. A 28.5% jump in inbound empties helped offset the declines, but total traffic in TEUs at the Bay Area port still dipped 15.0% to 188,495 TEUs from 221,838 TEUs a year earlier. YTD, total container traffic of 790,548 TEUs was down 7.3% from 2021.

Further north, the **Northwest Seaport Alliance Ports of Tacoma and Seattle** continued to see lower container volumes. Import loads in April were down 18.1% year-over-year, while export loads (46,600 TEUs) plunged by 22.0%. YTD, total international traffic (loads + empties) was down 3.3% to 941,558 TEUs, while domestic trade with Alaska and Hawaii) remained steady (226,312 TEUS this year vs. 226,853 TEUs in 2021).

Collectively, the five major USWC ports processed 4,222,996 inbound loaded TEUs in the first four months of this year, up 1.0% from 4,181,949 TEUs in 2021.

Unlike, the USWC ports, **Savannah** saw inbound loads increase between March and April. The gain at the Georgia port was 17.0% (+35,880 TEUs). Compared with April of 2021, inbound loads this April were up 4.5% to 247,177 TEUs from 236,479 TEUs. Outbound loads were down 2.2% year-over-year to 125,330 TEUs from 128,205 TEUs. Counting all containers, traffic through Savannah totaled 495,782 TEUs in April, up 6.3% from 466,333 TEUs a year earlier. YTD, total container moves through the port amounted to 1,877,598 TEUs, a 3.4% bump over 2021.

Elsewhere along the Atlantic Coast, **Virginia** saw inbound loads slip from March to April by 4.0% (-6,293 TEUs). However, inbound loads did edge up by 3.4% over last April, to 142,639 TEUs from 137,954 TEUs. Growth in outbound loads was a bit stronger at 4.2% to 99,589 TEUs from 95,618 TEUs a year earlier. All loads and empties handled by the port in April totaled 323,244 TEUs, a 12.9% year-over-year boost. Through the first four months of this year, total loads and empties passing through the port ran to 1,196,163 TEUs, a gain of 10.2% over 1,085,414 TEUs last year.

Meanwhile, the **Port of Charleston** posted a 6.4% (+8,527 TEUs) gain in inbound loads from March to April of this year. The South Carolina gateway also recorded a 28.0% year-over-year surge in inbound loads in April to 140,730 TEUs from 105,054 TEUs. Outbound loads, however, plummeted by 24.2% to 55,571 TEUs from 73,333 TEUs a year earlier. Total traffic through the South Carolina port in April came to 264,099 TEUs, up 17.3%. For the year-to-date, total container traffic amounted to 985,386 TEUs, a 12.9% increase over a year earlier.

**Houston** also recorded a 6.8% March to April increase in inbound loads. April's inbound loads (162,965 TEUs) were up 26.5% from the 128,834 TEUs recorded a year earlier, while outbound loads likewise surged by 25.2% to 114,860 TEUs from 91,766 TEUs. Total moves of loads and empties at the Texas port in April equaled 334,493 TEUs (+21.3% y/y) and 1,237,876 TEUs YTD (+20.5%).

## Protecting Blue Whales and Blue Skies

### Vessel Speed Reduction Incentive Program

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

[www.bluewhalesblueskies.org](http://www.bluewhalesblueskies.org)





## Exhibit 1

## March 2022 - Inbound Loaded TEUs at Selected Ports

	Mar 2022	Mar 2021	% Change	Mar 2020	% Change	Mar 2022 YTD	Mar 2021 YTD	% Change	Mar 2020 YTD	% Change
Los Angeles	495,196	490,115	1.0%	220,255	124.8%	1,346,476	1,340,608	0.4%	905,011	48.8%
Long Beach	427,280	408,172	4.7%	234,570	82.2%	1,206,949	1,146,183	5.3%	793,123	52.2%
<b>San Pedro Bay Total</b>	<b>922,476</b>	<b>898,287</b>	<b>2.7%</b>	<b>454,825</b>	<b>102.8%</b>	<b>2,553,425</b>	<b>2,486,791</b>	<b>2.7%</b>	<b>1,698,134</b>	<b>50.4%</b>
Oakland	94,271	97,536	-3.3%	67,035	40.6%	263,417	255,138	3.2%	218,472	20.6%
NWSA	126,711	142,931	-11.3%	84,035	50.8%	365,088	360,662	1.2%	278,573	31.1%
Hueneme	12,030	6,352	89.4%	4,005	200.4%	34,842	19,581	77.9%	13,980	149.2%
San Diego	6,072	6,448	-5.8%	7,584	-19.9%	20,156	19,946	1.1%	19,506	3.3%
<b>USWC Total</b>	<b>1,161,560</b>	<b>1,151,554</b>	<b>0.9%</b>	<b>617,484</b>	<b>88.1%</b>	<b>3,236,928</b>	<b>3,142,118</b>	<b>3.0%</b>	<b>2,228,665</b>	<b>45.2%</b>
Boston	4,867	11,338	-57.1%	11,326	-57.0%	13,876	27,470	-49.5%	36,350	-41.8%
NYNJ	442,976	393,159	12.7%	271,511	63.2%	1,226,730	1,098,727	11.7%	894,599	37.1%
Maryland	43,005	38,938	10.4%	40,522	6.1%	121,582	121,079	0.4%	122,660	-0.9%
Virginia	148,932	130,066	14.5%	99,129	50.2%	420,004	371,117	13.2%	305,572	37.4%
South Carolina	132,203	113,867	16.1%	76,019	73.9%	368,966	291,244	26.7%	254,862	44.8%
Georgia	211,297	249,395	-15.3%	147,034	43.7%	682,349	671,717	1.6%	505,803	34.9%
Jaxport	27,337	29,754	-8.1%	22,629	20.8%	73,725	85,744	-14.0%	75,455	-2.3%
Port Everglades	36,285	32,387	12.0%	29,960	21.1%	97,847	88,094	11.1%	84,062	16.4%
Miami	47,838	47,320	1.1%	33,887	41.2%	132,203	140,092	-5.6%	106,668	23.9%
<b>USEC Total</b>	<b>1,094,740</b>	<b>1,046,224</b>	<b>4.6%</b>	<b>732,017</b>	<b>49.6%</b>	<b>3,137,282</b>	<b>2,895,284</b>	<b>8.4%</b>	<b>2,386,031</b>	<b>31.5%</b>
New Orleans	8,018	10,469	-23.4%	13,696	-41.5%	25,678	30,283	-15.2%	35,605	-27.9%
Houston	152,553	134,259	13.6%	88,302	72.8%	437,087	348,271	25.5%	283,272	54.3%
<b>USGC</b>	<b>160,571</b>	<b>144,728</b>	<b>10.9%</b>	<b>101,998</b>	<b>57.4%</b>	<b>462,765</b>	<b>378,554</b>	<b>22.1%</b>	<b>318,877</b>	<b>45.1%</b>
Vancouver	164,624	169,141	-2.7%	111,341	47.9%	431,584	476,983	-9.5%	369,148	16.9%
Prince Rupert	47,044	49,135	-4.3%	29,820	57.8%	128,066	137,306	-6.7%	134,721	-4.9%
<b>British Columbia Total</b>	<b>211,668</b>	<b>218,276</b>	<b>-3.0%</b>	<b>141,161</b>	<b>49.9%</b>	<b>559,650</b>	<b>614,289</b>	<b>-8.9%</b>	<b>503,869</b>	<b>11.1%</b>
<b>US/BC Total</b>	<b>2,628,539</b>	<b>2,560,782</b>	<b>2.6%</b>	<b>1,592,660</b>	<b>65.0%</b>	<b>7,396,625</b>	<b>7,030,245</b>	<b>5.2%</b>	<b>5,437,442</b>	<b>36.0%</b>
<b>US Total</b>	<b>2,416,871</b>	<b>2,342,506</b>	<b>3.2%</b>	<b>1,451,499</b>	<b>66.5%</b>	<b>6,836,975</b>	<b>6,415,956</b>	<b>6.6%</b>	<b>4,933,573</b>	<b>38.6%</b>
<b>USWC/BC Total</b>	<b>1,373,228</b>	<b>1,369,830</b>	<b>0.2%</b>	<b>758,645</b>	<b>81.0%</b>	<b>3,796,578</b>	<b>3,756,407</b>	<b>1.1%</b>	<b>2,732,534</b>	<b>38.9%</b>

Source Individual Ports



## Exhibit 2

## March 2022 - Outbound Loaded TEUs at Selected Ports

	Mar 2022	Mar 2021	% Change	Mar 2020	% Change	Mar 2022 YTD	Mar 2021 YTD	% Change	Mar 2020 YTD	% Change
Los Angeles	111,781	122,899	-9.0%	121,146	-7.7%	307,408	343,434	-10.5%	403,821	-23.9%
Long Beach	114,185	139,710	-18.3%	145,442	-21.5%	355,180	375,380	-5.4%	379,625	-6.4%
<b>San Pedro Bay Totals</b>	<b>225,966</b>	<b>262,609</b>	<b>-14.0%</b>	<b>266,588</b>	<b>-15.2%</b>	<b>662,588</b>	<b>718,814</b>	<b>-7.8%</b>	<b>783,446</b>	<b>-15.4%</b>
Oakland	69,878	94,169	-25.8%	83,782	-16.6%	193,916	232,841	-16.7%	239,994	-19.2%
NWSA	54,740	72,875	-24.9%	79,395	-31.1%	137,813	191,589	-28.1%	214,358	-35.7%
Hueneme	3,740	1,588	135.5%	1,001	273.6%	10,574	4,921	114.9%	3,494	202.6%
San Diego	962	496	94.0%	256	275.8%	3,335	1,326	151.5%	814	309.7%
<b>USWC Totals</b>	<b>355,286</b>	<b>431,737</b>	<b>-17.7%</b>	<b>431,022</b>	<b>-17.6%</b>	<b>1,008,226</b>	<b>1,149,491</b>	<b>-12.3%</b>	<b>1,242,106</b>	<b>-18.8%</b>
Boston	2,373	8,505	-72.1%	6,513	-63.6%	8,265	19,371	-57.3%	19,245	-57.1%
NYNJ	119,248	126,699	-5.9%	136,780	-12.8%	323,693	330,135	-2.0%	369,069	-12.3%
Maryland	21,294	21,736	-2.0%	21,450	-0.7%	61,436	61,204	0.4%	61,860	-0.7%
Virginia	95,803	94,846	1.0%	90,761	5.6%	253,974	267,000	-4.9%	250,923	1.2%
South Carolina	69,017	79,077	-12.7%	73,077	-5.6%	178,028	214,425	-17.0%	215,817	-17.5%
Georgia	109,372	135,283	-19.2%	136,774	-20.0%	303,949	359,693	-15.5%	384,687	-21.0%
Jaxport	49,430	52,434	-5.7%	40,167	23.1%	133,872	139,456	-4.0%	120,559	11.0%
Port Everglades	35,408	32,158	10.1%	33,217	6.6%	96,622	92,740	4.2%	101,313	-4.6%
Miami	30,182	32,080	-5.9%	31,703	-4.8%	79,713	85,710	-7.0%	101,070	-21.1%
<b>USEC Totals</b>	<b>532,127</b>	<b>582,818</b>	<b>-8.7%</b>	<b>570,442</b>	<b>-6.7%</b>	<b>1,439,552</b>	<b>1,569,734</b>	<b>-8.3%</b>	<b>1,624,543</b>	<b>-11.4%</b>
New Orleans	18,358	22,551	-18.6%	27,944	-34.3%	55,117	67,027	-17.8%	78,574	-29.9%
Houston	108,541	106,745	1.7%	114,972	-5.6%	277,560	286,279	-3.0%	344,608	-19.5%
<b>USGC Totals</b>	<b>126,899</b>	<b>129,296</b>	<b>-1.9%</b>	<b>142,916</b>	<b>-11.2%</b>	<b>332,677</b>	<b>353,306</b>	<b>-5.8%</b>	<b>423,182</b>	<b>-21.4%</b>
Vancouver	63,893	90,784	-29.6%	92,768	-31.1%	166,899	244,087	-31.6%	255,842	-34.8%
Prince Rupert	12,763	17,648	-27.7%	15,520	-17.8%	38,292	46,397	-17.5%	44,635	-14.2%
<b>British Columbia Totals</b>	<b>76,656</b>	<b>108,432</b>	<b>-29.3%</b>	<b>108,288</b>	<b>-29.2%</b>	<b>205,191</b>	<b>290,484</b>	<b>-29.4%</b>	<b>300,477</b>	<b>-31.7%</b>
<b>US/BC Total</b>	<b>1,090,968</b>	<b>1,252,283</b>	<b>-12.9%</b>	<b>1,252,668</b>	<b>-12.9%</b>	<b>2,985,646</b>	<b>3,363,015</b>	<b>-11.2%</b>	<b>3,590,308</b>	<b>-16.8%</b>
<b>US Total</b>	<b>1,014,312</b>	<b>1,143,851</b>	<b>-11.3%</b>	<b>1,144,380</b>	<b>-11.4%</b>	<b>2,780,455</b>	<b>3,072,531</b>	<b>-9.5%</b>	<b>3,289,831</b>	<b>-15.5%</b>
<b>USWC/BC Total</b>	<b>431,942</b>	<b>540,169</b>	<b>-20.0%</b>	<b>539,310</b>	<b>-19.9%</b>	<b>1,213,417</b>	<b>1,439,975</b>	<b>-15.7%</b>	<b>1,542,583</b>	<b>-21.3%</b>

Source Individual Ports



## For the Record: March TEU Numbers

**Exhibits 1 and 2** display inbound and outbound loaded TEU traffic in March 2022 at the 20 North American ports we routinely survey. There are other ports that handle containers, but not all produce comparable data. These are the ones that do.

By our count (based on statistics the ports share with us), some 2,628,539 loaded TEUs were discharged at North American ports in March, a 2.6% (+67,757 TEUs) increase over a year earlier. Looking only at U.S. ports, the import volume totaled 2,416,871 loaded TEUs, a 3.2% (+74,365 TEUs) gain over the preceding March.

By way of comparison, the National Retail Federation's widely cited Global Port Tracker, which covers five fewer U.S. ports than we do, concluded in a May 6 press release that a record 2.34 million loaded inbound TEUs had arrived in March through the thirteen U.S. ports it monitors. That, says the NRF, represented a 3.2% increase over March 2021. That also topped the previous record of 2.33 million TEUs set in May 2021 for the number of loaded containers imported in any single month since NRF began tracking imports in 2002.

The 1,161,560 inbound loads in March that arrived at the seven U.S. West Coast ports we at PMSA monitor represented a 0.9% increase from a year earlier and an 88.1% increase over the third month of 2020, when trade was hobbled by the arrival of the COVID epidemic. Meanwhile, the nine East Coast ports we track handled 1,094,740 inbound loaded TEUs, a year-over-year gain of 4.6% but some 66,820 fewer TEUs than their USWC rivals handled.

During the first quarter of this year, the Port of New York/New Jersey processed a slightly greater number of inbound loads (1,226,730 TEUs) than did the Port of Long Beach (1,206,949 TEUs). Both, however, trailed the Port of Los Angeles (1,346,476 TEUs).

For the first quarter, USWC ports report having handled 3,236,928 inbound loaded TEUs, up 3.0% from the same period a year earlier. That USWC total exceeded the 3,137,282 loads that entered via USEC ports during the same period, even with a 8.4% year-over-year gain on the East Coast. Inbound loads through the two Gulf Coast

ports we track totaled 462,765 TEUs (+22.1% y/y), while the two ports in British Columbia we keep an eye on received 559,650 loaded TEUs (-8.9% y/y).

**Exhibit 2** displays the numbers of outbound loaded TEUs in March and YTD. Apart from the two smaller California ports we monitor, only three North American ports posted a year-over-year rise in outbound loads: Port Everglades (+10.1%), Virginia (1.0%), and Houston (1.7%).

Overall, the U.S. ports we track shipped 1,014,312 outbound loaded TEUs in March, an 11.3% fall-off from a year earlier. USEC ports easily dominated the nation's containerized export trade. Outbound loads shipped from USWC ports amounted to 355,286 TEUs, down 17.7% from the same month a year earlier. Meanwhile, 532,127 laden TEUs departed USEC ports, a decline of 8.7%. Outbound loads from the Gulf Coast totaled 126,899 TEUs (-1.9% y/y), while only 76,656 loaded TEUs left the two British Columbia ports, a drop of 29.3% from March 2021.

**Exhibit 3** shows the total (full + empty) YTD container traffic in the first quarter of 2022 for the U.S. and Canadian ports we watch. Not shown is that total container traffic (loads + empties) at USWC ports amounted to 6,790,430 TEUs, an increase of 2.8% over a year earlier. A slightly smaller number of TEUs (6,723,847) passed through USEC ports, a gain of 6.1%.

At the current pace, the USEC should soon overtake the USWC in terms of the numbers of TEUs handled. Though comparable historical statistics are either sketchy or difficult to track down, it is generally believed that West Coast ports first began to handle the majority of the nation's fast-growing container trade in the mid-1980s, as more and more of the world's manufacturing capacity decamped to East Asia and West Coast ports offered the most efficient and economical routes to markets throughout the United States. The balance of container trade between the coasts began to change again as billions of dollars invested in port development along the East and Gulf Coasts dramatically enhanced the capacity of those ports just as the expanded Panama Canal opened in the summer of 2016.



## Exhibit 3 March 2022 YTD Total TEUs

	Mar 2022 YTD	Mar 2021 YTD	% Change	Mar 2020 YTD	% Change
Los Angeles	2,682,034	2,592,430	3.5%	1,799,749	49.0%
Long Beach	2,460,659	2,376,128	3.6%	1,682,920	46.2%
<b>San Pedro Bay Ports</b>	<b>5,142,693</b>	<b>4,968,558</b>	<b>3.5%</b>	<b>3,482,669</b>	<b>47.7%</b>
NYNJ	2,386,415	2,136,180	11.7%	1,756,978	35.8%
Georgia	1,381,816	1,348,476	2.5%	1,077,865	28.2%
Houston	903,383	751,199	20.3%	773,087	16.9%
NWSA	901,234	896,725	0.5%	788,881	14.2%
Virginia	872,919	799,009	9.3%	654,365	33.4%
Vancouver	836,142	932,963	-10.4%	734,855	13.8%
South Carolina	721,269	647,330	11.4%	593,865	21.5%
Oakland	602,052	631,055	-4.6%	581,663	3.5%
Montreal	411,471	413,249	-0.4%	417,378	-1.4%
JaxPort	314,075	348,264	-9.8%	306,662	2.4%
Miami	309,343	317,051	-2.4%	276,982	11.7%
Port Everglades	277,638	261,637	6.1%	269,059	3.2%
Prince Rupert	250,394	271,566	-7.8%	237,989	5.2%
Maryland	246,523	250,273	-1.5%	252,239	-2.3%
Philadelphia	186,218	169,630	9.8%	159,604	16.7%
New Orleans	102,199	131,122	-22.1%	159,235	-35.8%
Hueneme	68,284	52,204	30.8%	48,828	39.8%
San Diego	40,167	39,030	2.9%	38,938	3.2%
Portland, Oregon	36,000	19,766	82.1%	8,761	310.9%
Boston	27,631	57,249	-51.7%	70,550	-60.8%
<b>US/Canada Total</b>	<b>16,017,866</b>	<b>15,442,536</b>	<b>3.7%</b>	<b>12,690,453</b>	<b>26.2%</b>
<b>US Total</b>	<b>14,519,859</b>	<b>13,824,758</b>	<b>5.0%</b>	<b>11,300,231</b>	<b>28.5%</b>

Source Individual Ports



## March 2022 TEU Numbers *Continued*

### Weights and Values

**Exhibit 4** displays the U.S. West Coast share of the weight and value of all containerized trade that passed through U.S. mainland ports in March, while **Exhibit 5** focuses on trade with East Asia. The percentages are derived from data compiled by the U.S. Commerce Department from documentation submitted by the importers and exporters of record. Commerce then makes the data publicly available with a time-lag of approximately five weeks after the reporting month.

**Exhibit 4** testifies not only to the declining USWC share of containerized imports through mainland U.S. ports but to the increased concentration of the trade through the San Pedro ports. Although March's import tonnage and value shares were higher than February's at the two

Southern California ports, the shares held by Oakland and the NWSA ports both slipped, especially when compared with the shares they had held in March 2021. Factoring in the box trade through the smaller Pacific Coast ports we track, the overall USWC share of U.S. mainland ports' import container trade with all other nations slid to 38.1% from 38.4% in tonnage terms and to 43.1% from 44.6% in value terms.

On the export front, all USWC ports large and small saw their combined share of containerized trade edge up to 34.8% from 34.4% in tonnage terms from a year earlier but drop to 28.1% from 29.8% in dollar value.

**Exhibit 5** displays the USWC shares of U.S. containerized trade with East Asia. Again, we see the San Pedro Bay

**Exhibit 4** Major USWC Ports Shares of U.S. Mainland Ports Worldwide Container Trade, March 2022

	Mar 2022	Feb 2022	Mar 2021
<b>Shares of U.S. Mainland Ports Containerized Import Tonnage</b>			
LA/LB	28.6%	26.6%	27.5%
Oakland	3.1%	3.5%	3.8%
NWSA	4.3%	5.0%	5.2%
<b>Shares of U.S. Mainland Ports Containerized Import Value</b>			
LA/LB	33.6%	32.9%	34.2%
Oakland	3.0%	3.1%	3.1%
NWSA	5.2%	5.4%	6.5%
<b>Shares of U.S. Mainland Containerized Export Tonnage</b>			
LA/LB	19.7%	19.9%	19.0%
Oakland	6.5%	6.8%	6.9%
NWSA	5.7%	5.8%	7.2%
<b>Shares of U.S. Mainland Containerized Export Value</b>			
LA/LB	16.8%	16.9%	17.6%
Oakland	6.7%	6.9%	7.2%
NWSA	3.4%	3.2%	4.3%

Source: U.S. Commerce Department.

**Exhibit 5** Major USWC Ports Shares of U.S. Mainland Ports Containerized Trade with East Asia, March 2022

	Mar 2022	Feb 2022	Mar 2021
<b>Shares of U.S. Mainland Ports Containerized Import Tonnage</b>			
LA/LB	46.3%	41.7%	45.0%
Oakland	3.6%	4.6%	3.9%
NWSA	7.0%	7.9%	7.9%
<b>Shares of U.S. Mainland Ports Containerized Import Value</b>			
LA/LB	49.2%	47.0%	50.9%
Oakland	3.6%	3.9%	3.7%
NWSA	7.8%	7.8%	9.4%
<b>Shares of U.S. Mainland Containerized Export Tonnage</b>			
LA/LB	35.5%	35.9%	30.1%
Oakland	9.4%	10.0%	8.9%
NWSA	10.4%	10.7%	11.5%
<b>Shares of U.S. Mainland Containerized Export Value</b>			
LA/LB	34.9%	35.9%	33.7%
Oakland	10.9%	12.0%	12.0%
NWSA	7.4%	7.8%	8.4%

Source: U.S. Commerce Department.



### March 2022 TEU Numbers Continued

ports gain market share while Oakland and the NWSA ports both saw declines. Collectively, the three major West Coast gateways handled 56.9% of all containerized import tonnage that entered U.S. mainland ports from the Far East in March, up from 56.8% a year earlier. However, the Big Five's combined share of the value of containerized imports from East Asia tumbled to 60.6% from 64.0% in March 2021.

#### Hay!

We couldn't help but notice a paragraph that was dropped – apropos of almost nothing in an article that was otherwise all about almonds – in the April 20 edition of *The New York Times*. The paragraph read: "Hay farmers, who send bales across the Pacific to feed livestock in Asia, are not even bothering to cut their crops this year, given the near-impossibility of finding room on ships."

Strangely, *The Times* reporter offered no corroborating evidence. No aggrieved hay farmer or an exasperated shipper was quoted. Nor was there any indication of where the non-harvest took place.

Thinking that the fellow from *The Times* may have been hornswoggled during his brief sojourn among almond growers in California's Central Valley, we decided to check out the claim about unharvested hay. First, we looked at the latest available hay export data from the federal government, which we summarize in Exhibits 6 and 7.

Exhibit 6

Hay, Alfalfa Containerized Export Tonnage from USWC Ports: First Quarter, 2010-2022

Source: U.S. Commerce Department

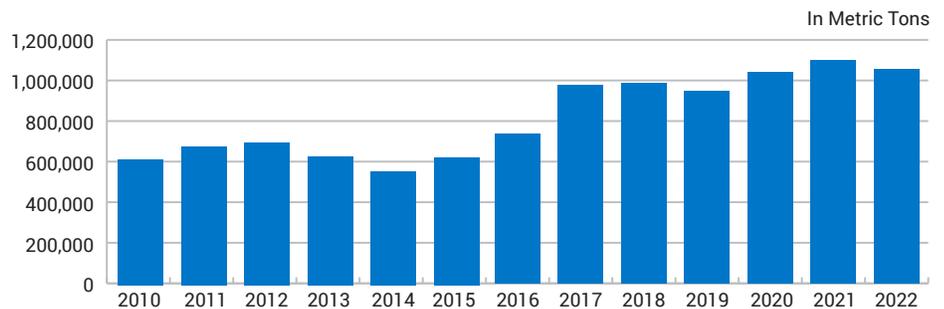
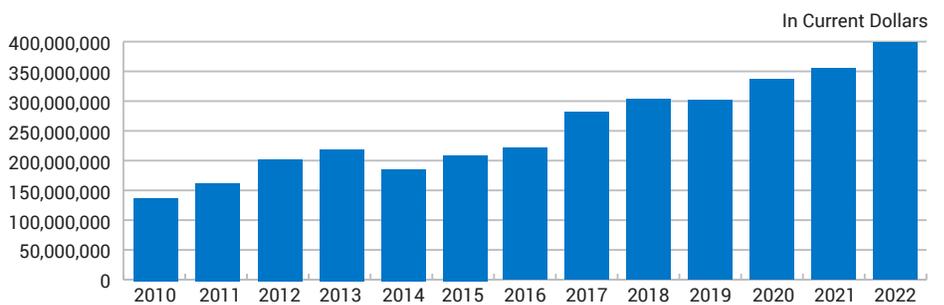


Exhibit 7

Hay, Alfalfa Containerized Export Value from USWC Ports: First Quarter 2010-2022

Source: U.S. Commerce Department



Admittedly, hay and alfalfa export tonnage in this year's first quarter was down from a year earlier, but it was still the next best first quarter in recent memory. But there were plenty of reasons for the year-to-year fall-off, widespread drought conditions and truck driver shortages being some of the more prominent. Singling out ocean carriers for blame looked more and more like a gratuitous stretch.

But that's not the whole story. As Exhibit 7 attests, the dollar value of the hay and alfalfa that was shipped abroad from USWC ports in the year's first quarter was not only up 12.2% over a year earlier, but it was also the highest of any first quarter in at least a decade.

As much as we like cold, hard data, we appreciate that folks in the affected or afflicted industry may have a different take on what's happening. So, we took the time to survey the agricultural media for stories of hay farmers so upset



### March 2022 TEU Numbers *Continued*

with shipping lines that they plowed their crops under. That search didn't turn up any evidence of mown down hay, but it did produce a useful February 15 article in *Hay & Forage Grower*, a periodical which probably has a firmer grasp on the subject than even the august *Times* of New York City.

"Year-end hay exports set new records" trumpeted the *Hay & Forage Grower* headline. The accompanying article, citing data from the U.S. Department of Agriculture's Foreign Agriculture Service, reported that hay exports in 2021 "totaled 4.26 million metric tons (MT), eclipsing the previous record of 4.19 MT set in 2017." Similarly, the article went on to note that alfalfa exports in 2021 totaled a record 2.86 million MT, exceeding the previous high-water mark of 2.66 MT in 2020."

## Jock O'Connell's Commentary: How a Ballpark Threatens California Agriculture

The Port of Oakland is a Northern California enterprise that operates an international airport, oversees valuable real estate holdings in and around Oakland's Jack London Square, and – oh yes – plays a vital, indeed indispensable role in connecting the agricultural economy of Northern and Central California to world markets.

Containerized exports through the Port of Oakland in 2021 totaled \$19.18 billion. Consistent with the port's location amidst the most productive agricultural real estate on the planet, some two-thirds of those exports were agricultural commodities such as meats (\$5.32 billion), fruits and nuts (\$5.25 billion), dairy products (\$1.08 billion), beverages (\$767 million), and processed foods (\$365 million).

For those unfamiliar with California agriculture, it's big. The state is, in terms of crop value, the nation's most prolific farming state, with cash farm receipts totaling \$49.1 billion last year, according to the U.S. Department of Agriculture. That was more than the receipts generated by agriculture in Iowa and Nebraska, *combined*. California

### Nuts Exports Rose in April

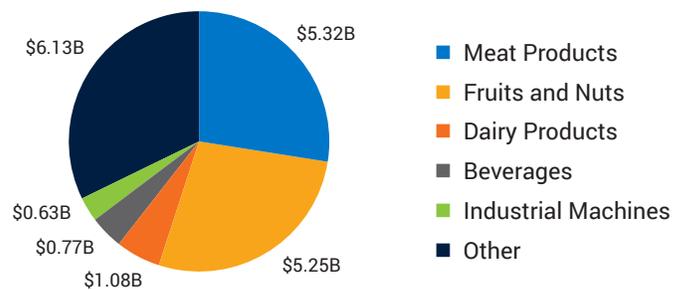
We are gratified that the latest numbers (for April) show that tree nut exports are up across the three major crops. However, we don't know why domestic shipments of the same nuts have slipped.

According to data from the California Almond Board, almond export tonnage was up 1.7% over last April, but domestic shipments were off by 10.9%. The California Walnut Board reports that shipments were very mixed in April, with exports up 27.5% over April 2021 while domestic shipments fell by 20.9%. Meanwhile, the Administrative Committee for Pistachios reports that April saw an 18.4% bump in export tonnage but a 12.7% drop in domestic shipments.

Exhibit A

Port of Oakland Top Five Export Commodities in 2021

Source: U.S. Commerce Department



has also been America's top exporter of agricultural commodities since 2000.

But this commentary isn't addressed to city dwellers who may not have much understanding of where their food comes. It's instead aimed at the farmers, growers,



## Commentary Continued

ranchers, dairy operators, and food processors who export their products to overseas markets, especially through the Port of Oakland.

To be sure, the past couple of pandemic years have been a stressful period for everyone involved in maritime trade at the Port of Oakland. Supply chain disruptions have led to reduced ship visits to the port. That has resulted in periodic shortages of consumer goods on store shelves throughout Northern California, as the arrival of imported merchandise has been slowed. But those tend to be petty grievances compared with difficulties exporters, especially agricultural shippers, have had in finding enough vessel space or the containers to transport their often-perishable commodities to customers abroad.

Shippers have tried to find alternative routes to overseas markets but typically found them expensive and impractical. That's why, for example, there has been exceedingly little diversion of tree nut exports to customers in Europe and the Middle East from Oakland to the Port of Houston.

The plight of grower-exporters led in no small way to the introduction of the bipartisan Overseas Shipping Reform Act of 2021 (H.R. 4996), one of whose two co-authors, Democratic Congressman John Garamendi, represents a farming district that includes the University of California at Davis, the world's premier institution for agricultural science and technology, oenology, and animal medicine.

More than 100 organizations representing various aspects of the agriculture industry have been urging Congress to expedite passage of the measure since its introduction by Garamendi and Representative Dusty Johnson (R-South Dakota) on August 10, 2021. On December 8th, the House overwhelmingly passed its version of the legislation on a roll-call vote of 364-60. A Senate version (the Klobucher-Thune Ocean Shipping Reform Act of 2022) was passed on a voice vote on March 31. Representatives of both houses are now negotiating the details of a final version to be sent to President Biden.

The desire for immediate remedies is manifest. "The transportation crisis for U.S. agriculture products has become increasingly dire. Many agricultural products produced in the U.S. experience significant competition from other countries. If we cannot deliver our products



Photo courtesy of Port of Oakland

dependably, our foreign customers will find alternatives to our exports," the American Farm Bureau Federation and the other organizations warned in a recent letter to Senate Majority Leader Chuck Schumer (D-N.Y.) and Senate Minority Leader Mitch McConnell (R-Ky.).

Although political support is widespread, logistical impediments remain at a time when Americans' demand for imported merchandise has reached unprecedented levels and has clogged global supply chains unaccustomed to and undesignated for current volumes of trade.

Fortunately, the plight of agricultural exporters in California has lately elicited a commitment from the Port of Oakland to find new ways of facilitating overseas shipments of farm products. According to the port's April newsletter, port officials are "helping exporters by providing an exclusive depot for empty container pick-up. The depot enables shippers to avoid busy marine terminals where most empty containers are stored."

The new temporary container yard is receiving federal help in the form of financial relief for its customers. The U.S. Department of Agriculture is providing agricultural and other exporters assistance in covering expenses for using the pop-up yard. The dedicated container yard opened March 7 as a part of the Biden Administration's



## Commentary Continued

larger program to relieve port congestion nationally. USDA is offering a \$400 incentive per export reefer (refrigerated container) and \$200 for a “dry” container (non-reefer). This funding is for the temporary staging of loaded export containers. In addition, the USDA is offering a \$125 incentive to pick up an empty dry container used for agricultural bookings.

“This will help defray the additional costs incurred by our shippers and make usage of the new facility more feasible,” said Port of Oakland Maritime Director Bryan Brandes. “The temporary yard provides a place for truckers to easily pick up empty containers to be loaded with US exports and it allows for staging loaded containers ready to be shipped overseas without crowding busy terminals.”

Sounds nice, but here’s the rub. That container yard being used to facilitate agricultural exports through the Port of Oakland is a parcel of land known as Howard Terminal. Its continued use to expedite agricultural trade is endangered by a proposal to build a new waterfront stadium for the Oakland A’s atop, you guessed it, Howard Terminal. And that’s only part of the plan being pushed by billionaire John Fisher. Before he is done, the entire area surrounding Howard Terminal will be fundamentally transformed with the addition of thousands of high-end housing units, hotel rooms, retail and entertainment establishments that will be sitting tooth-by-jowl next to a working seaport. It is difficult to imagine a juxtaposition of real estate uses more likely to produce friction.

While Howard Terminal would be the first casualty of Fisher’s scheme, his overall plan would ultimately threaten maritime operations by introducing into what has long been an industrial district a type of neighborhood that is poorly matched with – and highly likely to strenuously object to – the sights and sounds of heavy equipment, trucks, railroads, and huge container ships. And that incompatibility would become even more mutually aggravating if, as many in government and the maritime media seem to feel, the future of U.S. ports lies in 24/7 operations.

So, California’s agricultural community needs to ask itself: How valuable is the Port of Oakland to your future ability to ship your produce to overseas markets? If the answer is that the state’s farm exporters would be at serious peril if the port were obliged to curtail its operations because a billionaire baseball team owner and the occupants of the luxury condominiums he plans to build downwind of a working seaport have more sway with local government officials, then it may be the right time to make agriculture’s views known to the city folk in Oakland who seem bent on shorting the interests of a huge chunk of Northern California’s economy.

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



## Rights of Navigation – Gone with the Wind?

By Jacqueline M. Moore, Vice President, Pacific Merchant Shipping Association

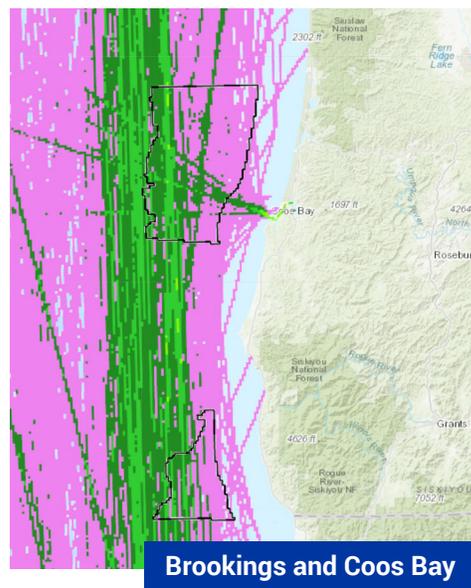
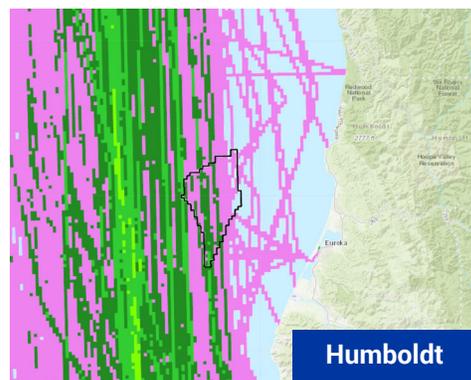
It is no secret that California is in desperate need of reliable, safe, affordable, and resilient energy. With a 1,700-megawatt power shortfall forecast for this summer, it will be a hot and difficult summer. Renewable offshore wind energy could certainly enhance the portfolio. In March of 2021, the Biden Administration declared a national goal to deploy 30 gigawatts (GW) of offshore wind capacity by 2030, and, to ultimately create a pathway to 110 GW by 2050. Never one to be outdone, nor choose the same timelines as everybody else, California has just released draft goals of 3 GW by 2030, 15 GW by 2045 and up to 20 GW by 2050. The entire country has a capacity of less than 50 megawatts today. Alas, the country is behind many others; Scotland has 1 GW today and a further 25GW already in the works.

In the last decade, the Bureau of Ocean Energy Management (BOEM), which no one had ever heard of before, leased nine offshore sites in federal waters on the East Coast. They have now turned their sites on the West Coast: two locations off the coast of Northern California (Humboldt and Morro Bay) and an additional two offshore the southern coast of Oregon (Coos Bay and Brookings) have been identified as optimal for deploying offshore floating windfarms. Optimal for all except the maritime community and vessels ([including navigational radar interference](#)) that transit along the coast in federal waters.

What is perplexing about this whole effort is the lack of engagement on the part of federal agencies with the maritime industry. While offshore wind energy may be, in general, good in practice, it is also an obvious hazard to navigation. Yet, the many state and federal agencies involved in deploying offshore wind projects have practically made it a mission to snub the maritime community. Three years of supposed public outreach that has included no outreach to the industry and a cold-shoulder to repeated requests to meet. One could be forgiven for believing that, despite the long-term and historic presence of vessels serving the West Coast and the U.S. and their critical nature to our economy, that BOEM views them as simply inconvenient to the energy pursuit. The maritime industry, of course, isn't the only major stakeholder in these offshore windfarms, as environmental groups, tribal organizations, national defense and the fishing community have their own considerations; the difference being that these stakeholders have all been engaged by BOEM, the latter even part of a state prescribed working group.

When it comes to wind farms in the U.S., the public process has become nothing more than hot air with a strong sense of predetermination. Recently, the California Coastal Commission, which is tasked with Federal Consistency Determinations, offered many accolades for staff as they had completed the process in an unheard of speedy three months. Given how the wheels of bureaucracy turn in California, it has hard to imagine that any sort of

Cargo vessel traffic data for the proposed Morro Bay, Humboldt, Brookings and Coos Bay wind energy areas





## Rights of Navigation *Continued*

deliberative process occurred. Clearly, there was pressure from both the state and federal administrations to push the Humboldt offshore wind project through, regardless of deficient analysis and coordination.

Take the latest Environmental Assessment (EA) for the Morro Bay project, for example. The intent of the EA is to consider potential environmental and socioeconomic impacts. With just a handful of sentences dedicated to our industry, which were completely inaccurate, and claimed no impact, BOEM has quite simply failed. The agency even went so far as to falsely claim particular vessel types don't transit the area, which is completely fabricated, even with their masking of data. (To be clear; every wind farm that has been proposed in the Pacific Ocean is placed in the main thoroughfares of vessel traffic – almost as if done premeditatively – see figure on page 12.) Upon further inspection, this author discovered that BOEM has simply copied and pasted 'vessel analyses' from previous documents for other proposed projects; what was before, at best, ambiguous, has become fraudulent.

AB 525 (Chiu, 2021) requires the California Energy Commission (CEC) to develop a strategic plan for offshore wind energy developments in the state but that bill also failed to include the maritime industry as a stakeholder. This sets a dangerous precedent. The bill identified the need to "initiate long-term [wind energy] transmission and infrastructure planning." Great! However, isn't this just another example of putting the cart before the horse – er, substation before the turbine – publishing a strategic plan years after federal and state efforts have already been initiated?

It is high time that both state and federal agencies treat the maritime industry as an important stakeholder in developing shared marine uses. Forty years ago, [PMSA opposed the development of placing pipelines in navigation areas off the coast of Huntington Beach](#), raising concerns about oil pipelines and ships operating in the same area. Those concerns were ignored. Hopefully, agencies will be more mindful of maritime stakeholders this time around.

*We Make Cargo Move*



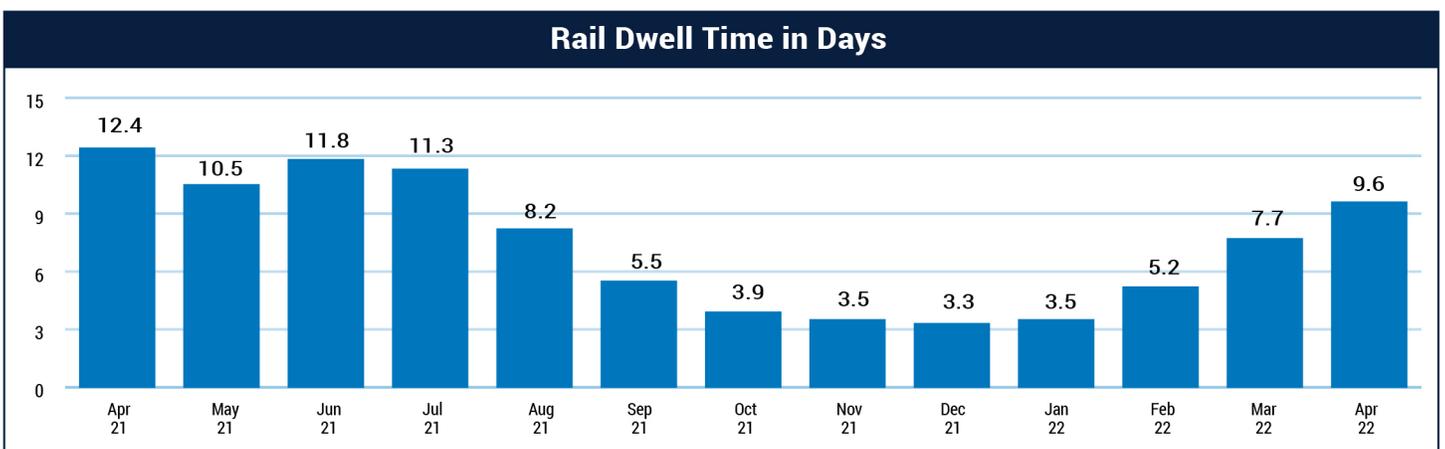
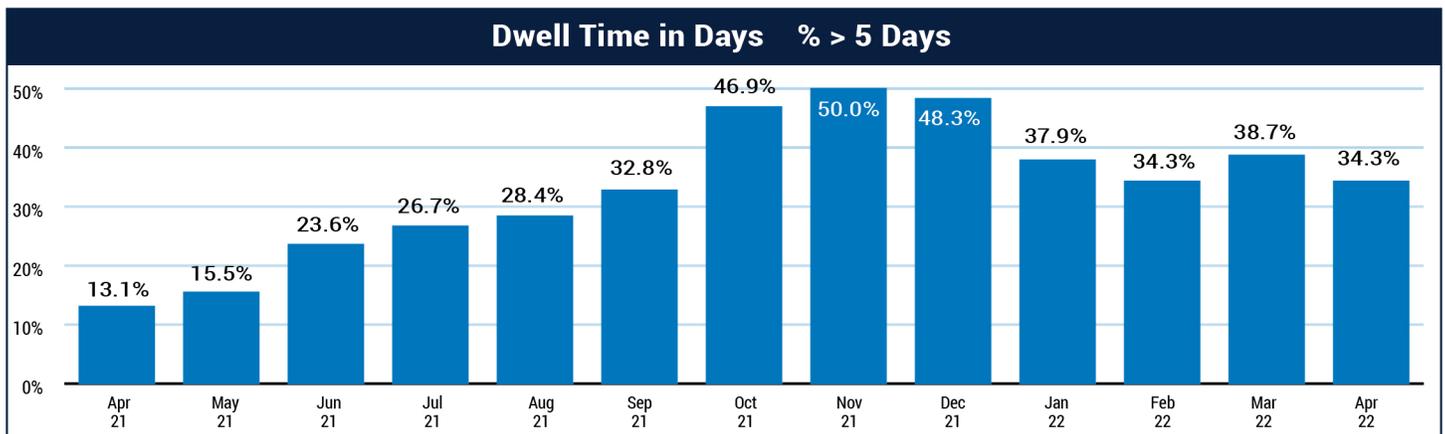
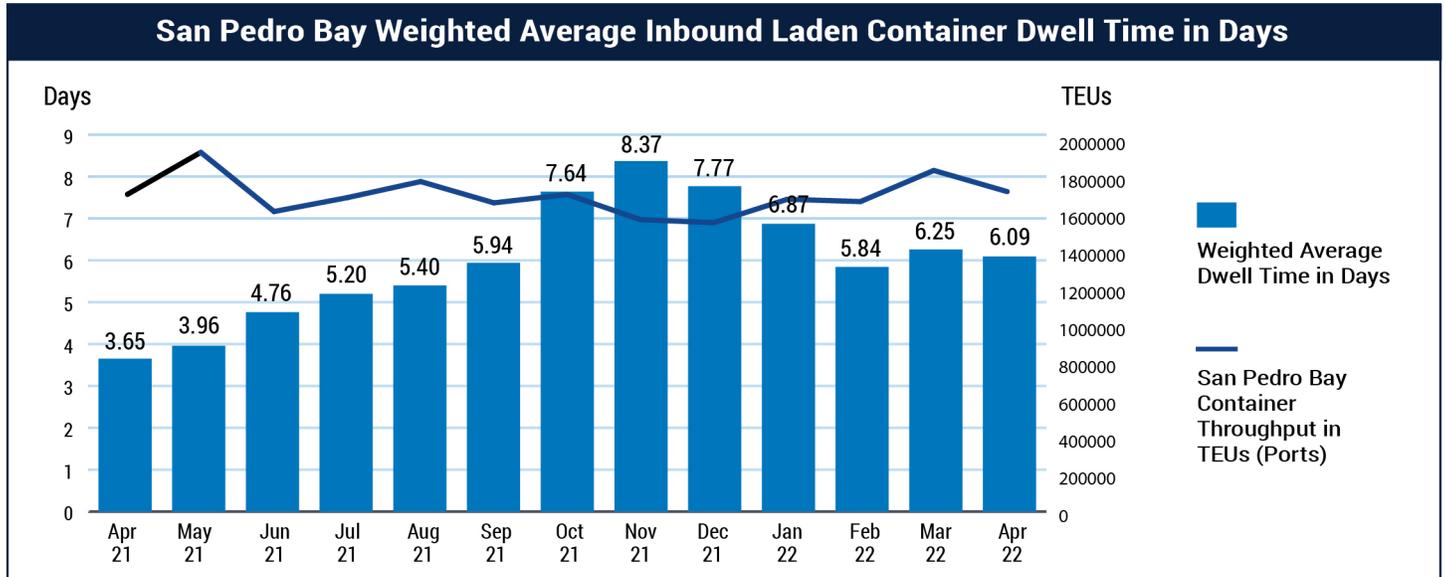
**The Port**  
**OF HUENEME**

**Interested in membership in PMSA?**

Contact Laura Germany for details at: [lgermany@pmsaship.com](mailto:lgermany@pmsaship.com) or 510-987-5000.



## Import Dwell Time Is Down For April While Rail Dwell Time Is Up



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# WA State Board of Pilotage Commissioners

Industry Update: June 21, 2022 BPC Meeting

## Vessel Arrivals – Non Tank Down, Tank Vessels Up

*Year to Date – Total the Same as Last Year Low Numbers After Separating Out Cruise*

🚢 Containers down 56	🚢 Car Carriers down 19
🚢 Bulkers up 9	🚢 Tankers up 30
🚢 General up 14	🚢 ATB's up 8
🚢 RoRo up 5	🚢 Cruise has returned – up 72

Container arrivals still struggling to match last year arrivals and well below pre-COVID years. Notably car carrier arrivals are down more than 20% YTD while Tankers/ATB's are up 19% YTD. There is no indication of returning to the Pre-COVID container port call volumes anytime soon though some services are resuming. Many expect a surge of container cargo over the next several months. Increasing inflation impacts are logically predicted to decrease demand for discretionary goods in the U.S. as inflation is rising faster than wages – how much and when is being debated.

## PMA ILWU Contract Negotiations Continue...

As reported last month, negotiations for a new collective bargaining agreement have commenced. The current agreement expires on July 1<sup>st</sup>. Retailers and others have asked the White House to engage in the process to avoid a slowdown or disruption to the supply chain.

## Container Vessels Queuing Up: at Anchor, Drifting or Slow Steaming

Queueing changes implemented in September of 2021 continue to be successful at reducing the number of container vessels at anchor or loitering off the coast (VTS update can validate the numbers)

LA/LB is now down to 20 container ships backed up with most steaming or loitering outside the Safety and Air Quality Area well offshore. This is a decrease of 89 vessels from the record of 109 in January.

Oakland peaked at 28 in queue then reduced to zero as some weekly services were temporarily suspended and so the backup presently hovers at 5 ships at anchor or off the coast.

## Pilot Service Supply, Demand & Delays

It is worth repeating that pilot delays significantly increased from an average of 2.98 in the 18 months prior to last July. With implementation of efficiencies, we expected pilot delays to decrease, not increase. Tracking daily number of pilots on duty AND available each day compared to the assignment workload each day would shed more light on this issue and on solutions in order to better match pilot availability to demand particularly for lower producing pilots versus those performing well above the average.

## FMC Fact Finding Investigation Finds 'Vigorous' Competition in Container Shipping

Mike Schuler May 31, 2022

<https://gcaptain.com/fmc-fact-finding-investigation-finds-vigorous-competition-container-shipping/>

FMC Commissioner Rebecca Dye on Tuesday released her long-awaited [final report](#) from her fact finding investigation into the effects of COVID-19 on the ocean shipping supply chain, formally known as [Fact Finding 29](#).

The Federal Maritime Commission (FMC) ordered Fact Finding 29 back in March 2020 to investigate COVID-19 induced congestion and bottlenecks at ports and other points in the supply chain that posed a serious risk to the U.S. economy. The investigation involved hundreds of supply chain stakeholders, including U.S. importers, exporters, truckers, and others participating through virtual meetings, phone conversations, emails, and presentations to various groups.

## Biden pushing to lower ocean shipping costs, fight inflation

By Josh Boak, Washington Post

[https://www.washingtonpost.com/politics/biden-pushing-to-lower-ocean-shipping-costs-fight-inflation/2022/06/09/342ba654-e806-11ec-a422-11bbb91db30b\\_story.html](https://www.washingtonpost.com/politics/biden-pushing-to-lower-ocean-shipping-costs-fight-inflation/2022/06/09/342ba654-e806-11ec-a422-11bbb91db30b_story.html)

President Joe Biden launched a renewed push Thursday to reduce the costs of shipping goods across oceans, a major challenge for retailers that the White House said has pushed up prices as the world emerges from the coronavirus pandemic. The White House [released a video](#) featuring Biden talking with retail CEOs and calling on the House to pass the Ocean Shipping Reform Act of 2022, which the Senate passed at the end of March.

## US port congestion will worsen through 2022 peak: industry leaders

Peter Tirschwell | May 31, 2022 12:10PM EDT

[https://www.joc.com/maritime-news/container-lines/us-port-congestion-will-worsen-through-2022-peak-industry-leaders\\_20220531.html](https://www.joc.com/maritime-news/container-lines/us-port-congestion-will-worsen-through-2022-peak-industry-leaders_20220531.html)

Port congestion in the US will get worse before it gets better. That is the message coming from ocean carriers, forwarders, and others. Many expect relief will eventually arrive in the form of reduced orders from Asia as retailers dial back revenue expectations in the face of a pullback in consumer spending widely discussed in retailer earnings over the past few weeks. The question, of course, is when any such pullback in spending will translate to more fluidity throughout the containerized supply chain. The answer many in the industry are giving is this: Given that cargo flow is currently getting worse — not better — any relief will take until late this year to arrive, if not longer. One major ocean carrier, speaking to JOC.com on the condition of anonymity, specifically quantified its growing alarm, pointing to what it says is the rapidly increasing amount of time it is taking for shippers to pick up import containers, whether at the port or rail ramp, and return them to the carrier.

Instead of unloading the goods at a warehouse and returning the container, many customers are parking the unopened containers — and the chassis underneath — outside distribution centers for extended periods of time and simply paying the higher resulting demurrage fees, according to the carrier. The carrier said that over the past month the average number of days its containers are out on the street on a national basis has risen by more than 50 percent, from eight days to over 12 days. In Chicago, the time has grown from 21 to 26 days, in Kansas City from 5.5 to 9.2 days, and in Savannah from 8.1 to 10.1 days, it said.

## Lack of rail capacity, chassis threaten West Coast port flow gains

Bill Mongelluzzo, Senior Editor | May 26, 2022 4:14PM EDT

[https://www.joc.com/port-news/terminal-operators/lack-rail-capacity-chassis-threaten-west-coast-port-flow-gains\\_20220526.html](https://www.joc.com/port-news/terminal-operators/lack-rail-capacity-chassis-threaten-west-coast-port-flow-gains_20220526.html)

US West Coast ports say they are in better position to handle early peak season imports than last summer, but complain that mounting dwell times for rail-bound containers threaten improvements made by marine terminals in other areas. "The rail idle times on the terminals and at the ramps are too high," Bryan Brandes, Port of Oakland maritime director, told JOC.com Monday. "Local import times are not too bad." Average rail container dwell times in Los Angeles–Long Beach reached 9.6 days in April, up from 7.7 days in March and about three times higher than the level needed to maintain port fluidity, [according to the Pacific Merchant Shipping Association](#). The average rail container dwell time in Oakland was about nine days for the month, and was "double digits" at the Northwest Seaport Alliance (NWSA) of Seattle and Tacoma, according to officials at those ports.

## PUGET SOUND PILOTAGE DISTRICT ACTIVITY REPORT

**May-2022**

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:	701	Cancellations:	13						
Total ship moves:	688	Cont'r:	194	Tanker:	171	Genl/Bulk:	143	Other:	180
Assignments delayed due to unavailable rested pilot:	44	Total delay time:	214						
Billable delays by customers:	53	Total delay time:	125						
Order time changes by customers:	173								
2 pilot jobs:	48	Reason:	PSP GUIDELINES FOR RESTRICTED WATERWAYS						
Day of week & date of highest number of assignments	Sunday 5/1, Sunday 5/8			30					
Day of week & date of lowest number of assignments:	Monday 5/23			14					
Total number of pilot repositions:	104	Upgrade trips	13	YTD	56				
3 consecutive night assignments:	50	YTD	197						

### Callback Days/Comp Days

	Starting Total	Call Backs (+)	Used (-)	Burned (-)	Ending Total
Licensed	2596	115	35		2676
Unlicensed	184			17	167
<b>Total</b>	<b>2780</b>	<b>115</b>	<b>35</b>	<b>17</b>	<b>2843</b>

**On watch assignments 575      Call back assignments 126      CBJ ratio 17.97%**

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	
1-May	1-May	Timsbury Lake	Warsash	Shiphandling Training	KEN*, LOB*	
6-May	15-May	Timsbury Lake	Warsash	Shiphandling Training	GAR*, HAM, MOO*, STA*	
24-May	25-May	Seattle	PMI	Azipod Training	BEN, HUP, MYE	
					*on watch	off watch
					24	24

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

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees
2-May	2-May	Seattle	PSP	NWSA and MSC, T-5 Seattle	BOU
3-May	3-May	Seattle	BPC	Pilot Safety	ANA, SCR*
3-May	3-May	Seattle	PSP	NWSA	BOU, MCG
6-May	6-May	Seattle	PSP	Outreach, Women Offshore	BOZ*
9-May	9-May	Seattle	PSP	Harbor Safety	BOU
10-May	10-May	Seattle	PSP	BOD	ANA, COR*, GRD*, GRK, KLA, MYE*
11-May	11-May	Seattle	BPC	Vessel Exemptions	ANT*



# Puget Sound District Activity Report Dashboard

Licensed Pilots  
Including President

Trainees

52

9

*includes 1 new pilot  
licensed in late May*

May 2022

Total Assignments

701



Repositions

104



Licensed Pilots not incl Pres: 51

Licensed Pilots NFFD: 1



Percent Callbacks

18%



Comp Days Earned  
(Callbacks)

115



Comp Days Used  
(Licensed Pilots)

35



Delays due to  
Unavailable Rested Pilot

44



Billable Delays  
by Customers

53



**State of Washington  
Pilotage Commission  
June 21, 2022**

**Grays Harbor District Report**

There were 4 arrivals in May for a total of 10 jobs. Year to date through May there have been 18 arrivals for a total of 55 jobs. There are 6 vessels scheduled for June: 4 dry bulk and 2 liquid bulk.

**AGP**

We returned to normal operations and loaded our first vessel with the reinstalled Terminal 2 shiploader. Port staff noted no incidents when operations were re-started and we set a new record for loading during one of the shifts.

**Pilot Trainees**

Pilot Trainee Captain Ryan Leo has already completed 50 trips in his training program. He has completed all of the required trips in the first section (initial familiarization/observation) and all of the required trips in the second section (initial route) of the Observation Phase. He is now well into the Training Phase where he has already piloted vessels through the main channel as well docking and undocking at Terminals 1 & 2.

Captain Leo has also applied for his Federal Pilotage License.

Pilot Trainee Captain Colby Grobschmit started is planning to begin his training program in July. The Trainee Evaluation Committee is planning to meet with Captain Grobschmit in Aberdeen during the second week of July to approve his training program.

**Pilot Boat**

As we transition into better weather we are seeing more use of the VEGA.



STATE OF WASHINGTON  
**BOARD OF PILOTAGE COMMISSIONERS**

**GUIDELINES**

**REGARDING: Conditions for Pilotage Exemptions of Foreign Flag Recreational Vessels in Special Exemption Areas and Requirements for Pilot Orientation in the Puget Sound Pilotage District**

Under the authority granted in WAC 363-116-360, the Board of Pilotage Commissioners (BPC) may place conditions on exemptions from compulsory pilotage. In addition, the BPC reserves the right to require vessel captains to produce experience documentation upon request. Foreign flag recreational vessels are required to inform the BPC of any changes in vessel command and may be required to re-apply for an exemption or provide additional documentation. In the case of lack of documented experience in Washington waters or if the captain's license level is less than that of the size of the vessel, an interim exemption may be denied. The BPC also reserves the right to require additional restrictions.

When reviewing a Pilotage Exemption Petition, the BPC will take the following criteria into account when determining conditions on pilotage exemptions:

**SPECIAL EXEMPTION AREA: DECEPTION PASS** (Confined narrows at less than 450', strong currents up to 9 kts, strong whirlpools, lack of navigational aids)

<b>Vessel Size</b>	<b>Captain Experience</b>	<b>Current Limits</b>	<b>Daylight Only</b>
< 65 FT	No requirements	Less than 2kts	Yes
65 FT – 125 FT	No requirements	Less than 2kts	Yes
126 FT – 200 FT	2 Transits*	Less than 2kts	Yes

*\*Transits must be observed as a Deck Officer*

**SPECIAL EXEMPTION AREA: BALLARD (HIRAM M. CHITTENDEM) LOCKS** (Confined waters, heavy vessel congestion, operation procedures)

<b>Vessel Size</b>	<b>Captain Experience</b>	<b>Required Transits</b>
< 65 FT	No requirements	None
65 FT – 125 FT	Experience Required	Minimum of 2 Transits or Pilot Orientation
126 FT – 200 FT	Experience Required	Minimum of 2 Transits or Pilot Orientation

**RESTRICTED AREA: BALLARD (HIRAM M. CHITTENDEM) LOCKS CONT'D**

1. Vessels less than 65 FT have no restrictions.
2. Vessels between 65 FT and 125 FT must have: 2 transits through locks of similar nature or have had a Pilot Orientation trip through the Ballard Locks (documentation of captain's past Pilot Orientation required).

3. Vessels between 126 FT and 200 FT must have: 2 transits through locks of similar nature or have had a Pilot Orientation trip through the Ballard Locks (documentation of captain's past Pilot Orientation required).
4. Captains must certify via the Pilotage Exemption Petition that they have reviewed the Foreign Yacht Familiarization Packet regarding check-in points, holding areas, and Lock procedures.
5. Captains not meeting the requirements above in items 2 or 3 must have a Pilot Orientation through the Ballard Locks.

**RESTRICTED: DUWAMISH RIVER** (Heavy commercial traffic, bridge requirements, Tribal fishing nets)

Vessel Size	Captain Experience	Required Transits
< 65 FT	No requirements	None
65 FT – 125 FT	No requirements	None
126 FT – 200 FT	Experience Required*	Minimum of 2 Transits or Pilot Orientation

*\*Transits must be observed as a Deck Officer*

### **PILOT ORIENTATION**

All orientation sessions must occur at first port of entry. The BPC will assign either a Dockside or Ride-along orientation depending on the documentation provided.

1. Dockside Orientation at first port of entry.
2. Ride-along Orientation – Required if transiting a Special Exemption Area.

### **REQUIREMENTS TO WAIVE PILOT ORIENTATION (Unless required above)**

1. Foreign Flag Yachts less than 125 FT.
2. Vessel captain has either a U.S., Canadian, or MCA license suitable to vessel size.
3. Vessel voyage plan does NOT include Restricted Areas (Deception Pass, Ballard Locks, or Duwamish River) if captain has no previous experience in those Special Exemption Areas.
4. All captains shall certify review of the Foreign Yacht Familiarization Packet.
5. Any captain that has proof of having had a Pilot Orientation in Puget Sound Pilotage District may be waived of having another.

### **DEFINITIONS**

1. **Special Exemption Area** – BPC designated geographic areas in the Puget Sound region that are concerning for vessel transits due to unique navigational characteristics.
2. **Pilot Orientation** – involves hiring Puget Sound Pilots to provide a familiarization to the navigational nuances of the applicable pilotage district. While the BPC may require a Pilot Orientation, vessels can always request one directly from Puget Sound Pilots, if desired.
3. **Foreign Yacht Familiarization Packet** – a document provided by the BPC and available on the BPC website at <https://pilotage.wa.gov/pilotage-exemptions.html> which contains valuable information on the local waterways and areas of concern, resources, and communications.
4. **Pilotage Exemption Petition** – the application packet required by the BPC to consider exemptions from pilotage found on the BPC website at <https://pilotage.wa.gov/pilotage-exemptions.html>.
5. **MCA** – Maritime and Coast Guard Agency responsible for setting the minimum requirements for certification for maritime safety. IYT Master of Yachts Certificates (MOY) are MCA compliant.

# *Cruising in Washington State? Be sure to check out regulations regarding mandatory pilotage!*



If your recreational vessel is registered outside of the United States or Canada, you are subject to mandatory pilotage no matter the size of your vessel.

If your vessel is less than 1,300 GT(I) and 200 FT length overall, you may be eligible for a pilotage exemption from the Washington State Board of Pilotage Commissioners.

If you come into Washington Waters without a pilot or a pilotage exemption, you are in violation of state statute RCW 88.16.070.

***Be sure your pilotage is in order before you enter Washington waters and enjoy your visit to our beautiful region!***

## **Questions?**

Find additional information including FAQs, Pilotage Exemption Petition, and Foreign Yacht Familiarization Packet on our website at

[www.pilotage.wa.gov/pilotage-exemptions.html](http://www.pilotage.wa.gov/pilotage-exemptions.html)

or scan the code!



**Need a pilot?  
Contact  
Puget Sound Pilots  
at (206) 448-4455  
or visit  
[www.pspilots.org](http://www.pspilots.org)**



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