

Puget Sound Pilots 2020

Assignments per Pilot per Month

2020-01	2020-02	2020-03	2020-04	2020-05	2020-06	2020-07	2020-08	2020-09	2020-10	2020-11	2020-12	Avg	Total
15	12	15	16	8	13	17	13	17				14.00	126
14	14	14	15	15	10	12	12	15	13	13	13	13.33	160
14	15	14	13	10	10	14	15	14	14	9	14	13.00	156
10	17	12	15	10	6	16	17	16	15	7	12	12.75	153
NFFD	NFFD	12	16	13	15	10	12	11	12	15	11	12.70	127
9	NFFD	NFFD	15	7	13	13	16	16	8	13	17	12.70	127
13	12	15	13	9	11	15	15	13	15	10	11	12.67	152
14	13	8	14	12	13	12	5	14	17	14	16	12.67	152
18	8	12	11	11	18	6	12	15	17	15	8	12.58	151
18	5	16	14	11	12	6	13	11	19	15	10	12.50	150
				12	11	11	15	9	13	16	11	12.25	98
9	13	18	15	12	6	13	13	11	13	6	17	12.17	146
13	15	11	12	10	9	10	17	9	14	11	14	12.08	145
13	15	14	14	10	14	12	7	13	13	5	14	12.00	144
12	11	15	14	11	12	9						12.00	84
										11	13	12.00	24
											12	12.00	12
12	11	12	12	13	10	12	14	11	15	10	11	11.92	143
11	14	8	12	12	12	14	11	14	12	12	10	11.83	142
7	15	16	11	11	11	14	12	11	12	12	9	11.75	141
17	12	7	10	13	10	11	12	11	13	13	12	11.75	141
13	14	15	1	14	9	11	14	2	17	15	16	11.75	141
15	11	18	12	11	10	8	12	11	12	11	9	11.67	140
12	6	14	13	10	14	11	17	14	7	13	9	11.67	140
12	16	12	12	10	13	7	8	13	12	11	13	11.58	139
11	9	12	13	9	10	11	15	10	16	13	10	11.58	139
9	17	17	15	15	5	3	NFFD	NFFD	NFFD	NFFD	NFFD	11.57	81
15	16	9	13	12	12	6	2	12	15	11	15	11.50	138
13	15	16	3	12	11	11	11	5	17	14	10	11.50	138
18	5	11	12	13	14	5	9	10	16	18	7	11.50	138
16	11	14	11	12	7	10	13	11	11	11	10	11.42	137
18	15	8	3	9	11	14	14	6	14	12	13	11.42	137
	13	11	12	8	15	12	8	12	11	12	10	11.27	124
11	9	13	10	10	11	14	13	9	12	11	12	11.25	135
11	10	14	13	6	13	11	13	13	6	12	13	11.25	135
11	14	8	11									11.00	44
17	13	3	1	14	9	14	13	17	14	8	7	10.83	130
14	3	12	7	14	15	5	13	10	15	13	6	10.58	127
			3	12	12	12	2	13	14	12	14	10.44	94
17	3	17	16	5	11	9	5	NFFD	NFFD	NFFD	NFFD	10.38	83
18	10	8	12	12	11	7	2	8	13	11	12	10.33	124
									6	13	12	10.33	31
9	14	11	9	9	0	9	16	13	11	6	12	9.92	119
8	11	14	3	8	5	8	16	13	13	6	12	9.75	117
8	13	7	11	12	8	9	4	13	8	12	11	9.67	116
5	14	6	NFFD	NFFD	NFFD	NFFD	NFFD	NFFD	NFFD	9	14	9.60	48
5	12	9	10	0	0	14	14	13	13	9	14	9.42	113
11	9	11	10	10	11	6	8	14	10	2	7	9.08	109
4	9	6	10	13	5	9	9	11	12	7	1	8.00	96
8	14	12	6	9	0	2	0	12	14	7	10	7.83	94
8	14	5	0	1	0	2	0	1	0	11	14	4.67	56
9	9	3	0	0	0	0	0	0	17	5	0	3.58	43
2	6	4	4	2	0	0	2	3	4	0	4	2.58	31

Target Assignment Level = 145/yr or 12/mo

(president)

Total Assigns	547	537	539	498	482	458	467	484	500	565	502	532	6111
Licensed Pilots minus president	44	44	45	46	46	46	46	44	43	43	45	46	
NFFD	1	2	1	1	1	1	1	2	3	3	2	2	
Available	43	42	44	45	45	45	45	42	40	40	43	44	
Assigns/Available	12.72	12.79	12.25	11.07	10.71	10.18	10.38	11.52	12.50	14.13	11.67	12.09	

64% ● 11 or more
 24% ● 6 to 10
 12% ● Less than 6

Puget Sound District total assignments per day 2019 and 2020

		2019						
Week #	Month	Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	Jan			13	28	27	17	22
2		31	13	17	26	21	21	24
3		18	12	16	14	23	24	12
4		11	17	21	20	23	19	17
5		14	16	18	15	20		
5	Feb						20	22
6		13	16	17	21	23	23	18
7		25	15	15	19	27	20	24
8		17	27	19	22	31	23	18
9		26	9	26	14	24		
10	Mar						18	20
11		14	12	10	18	23	18	13
12		12	14	17	14	17	18	23
13		21	12	22	17	16	22	17
14		9	15	22	18	20	23	20
14		15						
15	Apr		14	16	19	24	16	12
16		11	14	16	15	16	16	26
17		12	24	19	19	20	9	17
18		16	14	14	20	18	20	16
18		24	13	16				
19	May				21	17	23	16
20		24	12	18	19	15	17	23
21		19	11	22	15	30	22	27
22		20	11	20	23	21	19	20
23		17	16	21	19	18	37	
23	Jun							23
24		21	17	18	17	18	26	23
25		21	13	21	18	23	25	19
26		19	23	14	19	23	26	29
27		16	10	19	16	22	25	20
27		28						
28	Jul		27	34	15	14	19	23
29		22	17	20	17	26	25	21
30		24	11	35	30	18	27	22
31		21	10	22	19	25	31	22
31		18	17	21	24			
32	Aug					24	27	19
33		16	9	17	19	29	26	21
34		27	16	25	21	18	20	27
35		18	9	19	26	26	25	22
36		15	17	23	21	20	24	24
36	Sep	16	10	16	17	17	29	26
37		12	15	16	20	13	25	24
38		21	5	13	22	15	31	18
39		20	18	26	21	19	26	22
40		22	17					
40	Oct			28	16	28	24	27
41		10	11	12	25	24	15	13
42		10	15	22	20	14	13	25
43		18	21	15	25	21	22	26
44		18	17	14	14	18		
45	Nov						27	18
46		23	15	13	21	21	26	20
47		10	14	22	22	13	25	21
48		18	12	27	25	17	14	16
49		14	22	17	19	20	16	22
49	Dec	14	11	15	16	26	18	21
50		18	6	20	14	17	12	14
51		21	15	21	16	23	14	17
52		12	17	20	13	19	21	13
53		19	18	19				
TOTAL		931	762	1019	1004	1085	1129	1065
<i>average</i>		<i>18</i>	<i>15</i>	<i>19</i>	<i>19</i>	<i>21</i>	<i>22</i>	<i>20</i>

total 6995

		2020						
Week #	Month	Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	Jan				14	17	23	17
2		12	19	11	20	30	18	18
3		15	19	15	16	20	20	21
4		11	14	19	22	22	17	20
5		11	16	15	17	22	16	
5	Feb							19
6		12	12	19	20	17	18	17
7		19	14	14	16	26	18	20
8		14	12	20	17	23	16	26
9		24	19	17	25	25	24	14
10	Mar	15	13	16	12	25	22	21
11		14	10	12	21	21	19	26
12		17	11	27	20	17	26	23
13		16	15	18	18	17	14	14
14		10	11	18				
14	Apr				21	17	19	5
15		17	13	17	17	23	15	21
16		20	14	15	18	10	19	18
17		9	19	18	16	20	15	22
18		19	8	11	21	21		
18	May						17	19
19		14	21	16	22	35	19	13
20		9	16	13	16	19	13	20
21		13	16	11	10	17	13	16
22		10	13	9	9	19	19	16
23		9						
23	Jun		25	7	13	18	18	17
24		8	10	12	15	21	21	20
25		10	17	10	21	21	14	12
26		13	24	12	14	20	15	15
27		12	13	10				
27	Jul				17	18	17	13
28		6	14	12	21	18	16	22
29		11	11	17	12	17	17	13
30		20	13	11	13	20	16	13
31		12	10	10	19	17	21	
31	Aug							17
32		14	15	13	20	23	18	15
33		22	11	16	19	18	17	15
34		12	11	11	12	13	16	15
35		12	11	14	22	27	13	21
36		10	11					
36	Sep			20	23	22	24	21
37		12	14	12	15	16	11	17
38		13	8	18	16	25	13	27
39		17	11	12	17	20	20	10
40		16	18	16	16			
40	Oct					18	15	23
41		13	9	16	14	14	13	13
42		20	16	19	15	23	20	26
43		21	19	15	22	23	26	23
44		18	17	23	21	18	16	16
45	Nov	19	17	11	21	12	15	21
46		12	14	15	22	11	12	25
47		26	18	25	12	19	15	16
48		7	15	15	10	11	20	16
49		26	24					
49	Dec			21	21	15	19	16
50		14	15	11	22	13	13	32
51		17	13	9	20	23	25	15
52		20	15	23	20	18	7	23
53		16	12	17	11	16		
TOTAL		759	756	784	924	1031	903	954
<i>average</i>		<i>15</i>	<i>15</i>	<i>15</i>	<i>17</i>	<i>19</i>	<i>17</i>	<i>18</i>

total 6111

PUGET SOUND PILOTAGE DISTRICT ACTIVITY REPORT

Jan-2021

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:	500	Cancellations:	6						
Total ship moves:	494	Cont'r:	190	Tanker:	124	Genl/Bulk:	124	Other:	56
Assignments delayed due to unavailable rested pilot:	0	Total delay time:	0						
2 pilot jobs:	38	Reason:	PSP GUIDELINES FOR RESTRICTED WATERWAYS						
Day of week & date of highest number of assignment:	FRI	22-Jan	WED	27-Jan	27				
Day of week & date of lowest number of assignments	FRI	1-Jan			6				
Total number of pilot repositions:	107								

Callback Days/Comp Days

	Starting Total	Call Backs (+)	Used (-)	Burned (-)	Ending Total
Licensed	2653	32	76		2609
Unlicensed	422			34	388
Total	3075	32	76	34	2997

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
22-Jan	22-Jan	Seattle	PMI	Train The Trainer	ANT, BEN, HAM, MCN

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

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees
1-Jan	5-Jan	Seattle	PSP	President	CAI
4-Jan	4-Jan	Seattle	BPC	Exam Prep	KAL, ROU
4-Jan	5-Jan	Seattle	BPC	PMI SIM Exam	GRK, SCR
7-Jan	8-Jan	Seattle	PSP	UTC	MOT
11-Jan	11-Jan	Seattle	BPC	Application Review	ANT, SCR
13-Jan	13-Jan	Seattle	BPC	Pilot Safety Committee	ANA, SCR
18-Jan	18-Jan	Seattle	BPC	Simulator Development	GRK, SCR
19-Jan	19-Jan	Seattle	BPC	Simulator Development	HAM, SCR

19-Jan	19-Jan	Seattle	PSP	BOD	ANA, COL, GRD, GRK, KLA, NEW
20-Jan	20-Jan	Seattle	BPC	TEC	ANT, KLA, SCR
21-Jan	21-Jan	Seattle	BPC	BPC Meeting	ANT, BEN, SCR
27-Jan	28-Jan	Seattle/Virtual	PSP	INT'L ENAV	SLI
27-Jan	27-Jan	Seattle	PSP	Pilot Orientation	MEL
28-Jan	28-Jan	Seattle	PSP	Government Affairs	VON

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

Start Dt	End Dt	REASON	PILOT
1-Jan	31-Jan	Not fit for duty	BUJ
1-Jan	12-Jan	Not fit for duty	HEN
5-Jan	12-Jan	ETO	BOZ, HUP, SEM, SES, SHA
19-Jan	26-Jan	ETO	GAL, GRD, KLA, MAY, SLI, VEL
28-Jan	31-Jan	Not fit for duty	BOU

Presentations

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

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

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



A First Glimpse at December's TEU Counts

Note: *The ports we survey take anywhere from a few days to a few weeks to report their container trade statistics. The Port of Oakland is normally the first to post these numbers, while the Port of New York/New Jersey is nearly always the last. For example, in what we can only hope might be a foreshadowing of this year's American League pennant race, both the Ports of Oakland and [attention: Yankees fans] Boston posted their December TEU numbers by January 11, the very same day PNYNJ released its November tallies. Still, because West Coast ports are generally much quicker in releasing their monthly TEU tallies than their rival ports elsewhere in the country, these "First Glimpse" numbers are necessarily incomplete and may give a misleading indication of the latest trends.*

In a January 8 press release, the National Retail Federation's Global Port Tracker estimated that 2.02 million TEUs of imported merchandise arrived at U.S. ports in December. That would represent a 17.3% year-over-year gain, a decidedly more optimistic outlook than

the 1.91 million TEUs (+11.0%) the Global Port Tracker had estimated just a month earlier. And that, in turn, was certainly much more upbeat than the 1.7 million TEU (-8.2%) fall-off the same forecaster had foreseen for December in its November 9 report.

Several ports have already announced their December container tallies. The Port of Long Beach reported that inbound loaded TEUs in the year's final month totaled a record 406,072, a 25.6% jump over the last month of 2019. That was also a 6.1% increase over November, indicating no relief for that port from the second-half wave of containerized imports through the port.

Things were a bit different next door as business continued to slacken at the Port of Los Angeles. Although inbound loads in December (460,865 TEUs) were up by 23.5% year-over-year, import traffic was down 0.9% from November's 464,820 volume, which in turn was down from October's 506,613 TEUs. Indeed, the year's peak month of



Photo courtesy of The Port of Oakland



A First Glimpse at December's TEU Counts [Continued](#)

import traffic at LA came in August, when 516,286 loaded TEUs were discharged at the port.

Elsewhere along the U.S. West Coast, the Northwest Seaport Alliance ports (Seattle and Tacoma) imported 122,469 laden TEUs, up 15.7% from a year earlier. That was a 4.5% improvement over November and nearly equaled the ports' busiest month (September) this year for import loads. Oakland, meanwhile, posted an 11.0% year-over-year increase in inbound loads in December. The San Francisco Bay Area port also recorded a 6.1% bump over November, a month in which Oakland's import trade suffered from congestion at the Southern California ports. Some ships that were due to call at Oakland in November did not arrive until December. And some ships simply skipped Oakland entirely and just sailed back to Asia from San Pedro Bay.

Altogether, the five major U.S. West Coast container ports saw a 22.2% (+195,780 TEUs) increase in inbound loads from December 2019. The December 2020 volume was also 3.5% (+36,933 TEUs) over the volume in the previous month.

At least statistically, the two ports in British Columbia we track went different ways in December. Inbound loads leapt by 19.1% at Vancouver but slipped by 4.3% at Prince Rupert, leaving the two with a combined 12.0% year-over-year increase.

Back East, the Port of New York/New Jersey rang up a... Frankly, we probably won't know how many TEUs PNYNJ handled in December until sometime next month, maybe

by Valentine's Day. One unofficial estimate, however, credits PNYNJ with a 22.6% year-over-year boost in inbound loads. Elsewhere, Savannah saw a remarkable 30.5% jump in inbound loads from a year earlier, while Virginia (+18.8%), and Charleston (+14.4%) also reported strong year-over-year gains in 2020's final month. The same was true of Houston, which reported a 26.4% increase in inbound loaded TEUs over last December.

Export numbers along the USWC in December were down by 3.5% (-14,317 TEUs) from a year earlier. Long Beach did post a 5.6% year-over-year gain, but that was more than offset by a 7.7% drop at Los Angeles, leaving the San Pedro Bay ports 1.2% (-2,985 TEUs) shy of the previous December's export tally. Oakland recorded a modest 0.9% (+687 TEUs) gain in loaded export containers, but export shipments from the two NWSA ports plunged by 15.8% (-12,019 TEUs).

December export numbers elsewhere were mixed. Outbound loads from Houston were down 8.7% (-9,494 TEUs) from a year earlier, while the two British Columbia ports were up by 2.6% (+2,718 TEUs). Charleston (+8.6% or +5,336 TEUs) and Virginia (+5.6% or +4,385 TEUs) have reported impressive gains in exports from December 2019.

Although inbound container loads in December were way up nationally from a year earlier, the November to December increase looks to be very slender.

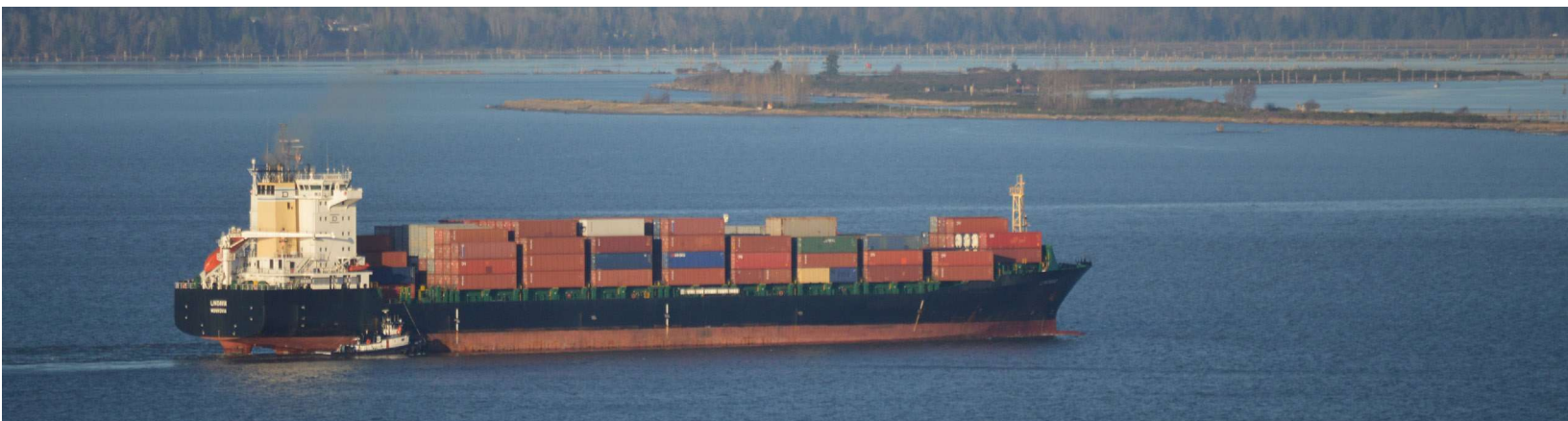


Photo courtesy of The Port of Everglades



Parsing the November 2020 TEU Numbers

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

November 2020 Import Traffic

Inbound loads through the five major U.S. West Coast ports saw a 24.6% (+205,728 TEUs) year-over-year jump in November. Altogether, the five maritime gateways handled 1,042,693 inbound loaded TEUs, down 6.1% from the 1,110,345 inbound loads the same ports had handled a month earlier in October. The Port of Los Angeles recorded a 25.2% year-over-year leap (+93,470 TEUs), while the neighboring Port of Long Beach posted a 30.5% (+89,390 TEUs) gain. Together, the two San Pedro Bay ports handled 27.5% (+182,860 TEUs) more inbound loads than they had a year earlier. Up in the San Francisco Bay Area, the Port of Oakland reported a more modest 0.9% (+695 TEUs) increase from November 2019, owing largely to a disruption in shipping schedules caused by congestion at the San Pedro Bay ports. Meanwhile, the Northwest Seaport Alliance ports (Seattle and Tacoma) saw inbound loads soar by 23.3% (+22,173 TEUs) over the same month a year earlier.

Across the border in British Columbia, Vancouver posted another astonishing bump in inbound loads in November. However, it was a different story at Prince Rupert which saw inbound loads decline by 11.9% (-6,909 TEUs).

Exhibit 1	November 2020 - Inbound Loaded TEUs at Selected Ports					
	Nov 2020	Nov 2019	% Change	Nov 2020 YTD	Nov 2019 YTD	% Change
Los Angeles	464,820	371,350	25.2%	4,366,175	4,340,755	0.6%
Long Beach	382,677	293,287	30.5%	3,592,268	3,435,207	4.6%
San Pedro Bay Totals	847,497	664,637	27.5%	7,958,443	7,775,962	2.3%
Oakland	78,045	77,350	0.9%	905,764	893,900	1.3%
NWSA	117,151	94,978	23.3%	1,131,349	1,263,428	-10.5%
USWC Totals	1,042,693	836,965	24.6%	9,995,556	9,933,290	0.6%
Boston	10,461	11,538	-9.3%	124,984	138,196	-9.6%
NYNJ	382,912	301,123	27.2%	3,562,361	3,482,007	2.3%
Maryland	47,148	38,940	21.1%	478,291	482,847	-0.9%
Virginia	125,214	103,410	21.1%	1,193,758	1,262,673	-5.6%
South Carolina	93,369	82,785	12.8%	939,433	984,535	-4.6%
Georgia	234,583	173,863	34.9%	2,081,974	2,046,532	1.7%
Jaxport	27,027	27,390	-1.3%	289,730	325,383	-11.0%
Port Everglades	26,280	26,959	-2.5%	271,767	290,054	-6.3%
Miami	45,816	37,763	21.3%	396,239	405,593	-2.3%
USEC Totals*	992,810	803,771	23.5%	9,338,537	9,417,820	-0.8%
New Orleans	10,921	10,155	7.5%	126,094	125,470	0.5%
Houston	122,475	101,494	20.7%	1,167,929	1,144,516	2.0%
USGC Totals	133,396	111,649	19.5%	1,294,023	1,269,986	1.9%
Vancouver	162,436	123,918	31.1%	1,630,117	1,568,840	3.9%
Prince Rupert	51,272	58,181	-11.9%	584,434	616,903	-5.3%
BC Totals	213,708	182,099	17.4%	2,214,551	2,185,743	1.3%
US/BC Totals	2,187,411	1,762,156	24.1%	20,805,554	20,649,511	0.8%
US Total	2,168,899	1,752,385	23.8%	20,628,116	20,621,096	0.03%
USWC/BC	1,256,401	1,019,064	9.8%	12,210,107	12,119,033	-4.1%

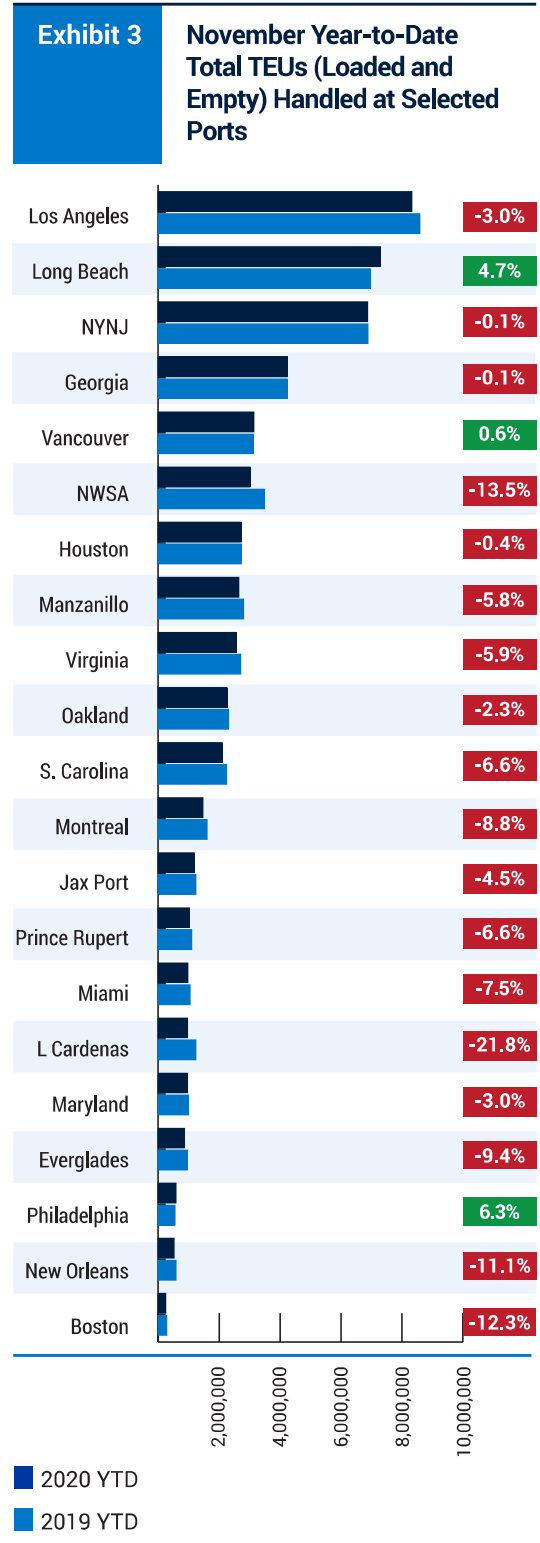
Source Individual Ports



Parsing the November 2020 TEU Numbers Continued

Exhibit 2	November 2020 - Outbound Loaded TEUs at Selected Ports					
	Nov 2020	Nov 2019	% Change	Nov 2020 YTD	Nov 2019 YTD	% Change
Los Angeles	130,916	138,544	-5.5%	1,411,141	1,625,948	-13.2%
Long Beach	117,283	123,705	-5.2%	1,343,514	1,347,409	-0.3%
San Pedro Bay Totals	248,199	262,249	-5.4%	2,754,655	2,973,357	-7.4%
Oakland	79,667	81,780	-2.6%	852,380	856,376	-0.5%
NWSA	72,746	73,589	-1.1%	726,771	837,465	-13.2%
USWC Totals	400,612	417,618	-4.1%	4,333,806	4,667,198	-7.1%
Boston	6,298	6,128	2.8%	71,922	75,856	-5.2%
NYNJ	118,762	119,422	-0.6%	1,217,152	1,349,679	-9.8%
Maryland	21,032	20,254	3.8%	204,354	215,100	-5.0%
Virginia	89,032	77,241	15.3%	858,014	887,839	-3.4%
South Carolina	64,447	62,831	2.6%	707,572	755,059	-6.3%
Georgia	113,357	119,126	-4.8%	1,309,097	1,359,049	-3.7%
Jaxport	43,814	44,440	-1.4%	467,399	459,136	1.8%
Port Everglades	31,476	39,664	-20.6%	311,276	395,427	-21.3%
Miami	25,633	35,774	-28.3%	316,216	381,432	-17.1%
USEC Totals*	513,851	524,880	-2.1%	5,463,002	5,878,577	-7.1%
New Orleans	22,464	23,600	-4.8%	255,451	275,207	-7.2%
Houston	102,755	107,927	-4.8%	1,124,005	1,155,948	-2.8%
USGC Totals	125,219	131,527	-4.8%	1,379,456	1,431,155	-3.6%
Vancouver	82,062	91,707	-10.5%	954,878	1,035,082	-7.7%
Prince Rupert	12,949	15,250	-15.1%	174,879	174,724	0.1%
British Columbia Totals	95,011	106,957	-11.2%	1,129,757	1,209,806	-6.6%
US/Canada Total	1,134,693	1,180,982	-3.9%	12,306,021	13,186,736	-6.7%
US Total	1,039,682	1,074,025	-3.3%	11,176,264	11,976,930	-6.7%
USWC/BC	495,623	524,575	-5.7%	5,463,563	5,877,004	-7.0%

Source: Individual Ports



Source: Individual Ports



Parsing the November 2020 TEU Numbers *Continued*

Exhibit 4 USWC Ports Shares of Worldwide U.S. Mainland, November 2020

	Nov 2020	Oct 2020	Nov 2019
Shares of U.S. Mainland Ports Containerized Import Tonnage			
LA/LB	28.7%	29.2%	27.2%
Oakland	3.4%	3.5%	3.9%
NWSA	4.7%	4.5%	5.1%
Shares of U.S. Mainland Ports Containerized Import Value			
LA/LB	35.1%	36.1%	34.6%
Oakland	3.2%	3.3%	3.6%
NWSA	6.3%	6.2%	6.9%
Shares of U.S. Mainland Containerized Export Tonnage			
LA/LB	21.6%	21.4%	20.1%
Oakland	6.9%	7.1%	6.6%
NWSA	7.8%	7.6%	8.5%
Shares of U.S. Mainland Containerized Export Value			
LA/LB	20.9%	20.6%	20.4%
Oakland	8.4%	8.3%	8.2%
NWSA	4.6%	4.5%	5.0%

Source: U.S. Commerce Department.

Along the storm-lashed Gulf Coast, the Port of Houston and the Port of New Orleans both enjoyed year-over-year gains in inbound loads. Houston's inbound traffic was up 20.7% (+20,981 TEUs), while New Orleans saw a 7.5% increase (+766 TEUs).

On the East Coast, the nine Atlantic Coast ports we monitor saw their inbound loads in November jump by 23.5% (+189,039 TEUs) from a year earlier, with the Port of Savannah seeing the briskest year-over-year growth at 34.9% (+60,720 TEUs). Not far behind in percentage terms was the Port of New York/New Jersey with a 27.2% (+81,789 TEUs) gain. Four other East Coast ports posted double-digit increases from a year earlier. Maryland was up 21.1% (+8,208 TEUs) as was Virginia (+21,804 TEUs). Miami's inbound loaded container count grew by

Exhibit 5 USWC Ports Shares of U.S. Mainland Trade With East Asia, November 2020

	Nov 2020	Oct 2020	Nov 2019
Shares of U.S. Mainland Ports' East Asian Container Import Tonnage			
LA/LB	45.1%	45.9%	44.0%
Oakland	3.7%	3.8%	4.5%
NWSA	6.7%	6.7%	7.7%
Shares of U.S. Mainland Ports' East Asian Container Import Value			
LA/LB	51.0%	51.7%	51.4%
Oakland	3.8%	3.9%	4.3%
NWSA	9.0%	8.7%	10.0%
Shares of U.S. Mainland Ports' East Asian Container Export Tonnage			
LA/LB	33.7%	35.6%	35.0%
Oakland	8.2%	8.7%	9.3%
NWSA	11.5%	12.1%	14.6%
Shares of U.S. Mainland Ports' East Asian Container Export Value			
LA/LB	38.2%	40.1%	41.4%
Oakland	13.7%	12.4%	13.2%
NWSA	8.3%	8.6%	10.2%

Source: U.S. Commerce Department.

21.3% (+8,053 TEUs), while Charleston recorded a 12.8% increase (+10,584 TEUs). Among all U.S. mainland ports in November, only Port Everglades (-2.5%), Jaxport (-1.3%), and Boston (-9.3%) faltered.

Enough about boxes. What about the value of what's in them? Well, here are some relevant numbers. Year-over-year, the value of containerized imports from the Far East through the Port of Los Angeles and Long Beach increased by 18.9%, while the value of containerized imports through Oakland and the NWSA rose by 5.4% and 7.0%, respectively. Those bumps were overshadowed by the 34.3% increase in the value of containerized imports from the Far East in November at Savannah and the 24.1% jump at PNYNJ.



Parsing the November 2020 TEU Numbers [Continued](#)

November 2020 Outbound Traffic

Containerized export traffic has been dismal pretty much all year, and November was no exception. Still, there were notable exceptions, the most notable of which was the 15.3% (+11,791 TEUs) year-over-year boost in outbound loaded TEUs at Virginia. Among the other U.S. and Canadian ports we track, only Maryland (3.8%), Charleston (+2.6%), and, yes, Boston (+2.8%) saw gains in their export trades. Both Vancouver (-10.5%) and Prince Rupert (-15.1%) in British Columbia recorded sizable year-over-year declines in loaded TEU exports in November.

Outbound loads at Los Angeles and Long Beach in November were off by 5.4% from last November, while Oakland recorded a 2.6% fall-off. Meanwhile, export loads through the NWSA ports slipped by 1.1%. In total, outbound loads through the five major USWC ports were down by 4.1% (-17,006 TEUs) from a year earlier compared to a 2.1% (-11,029 TEUs) dip at the nine USEC ports we track.

Along the hurricane-plagued Gulf Coast, outbound loads were down by 4.8% at both New Orleans and Houston.

Not surprisingly, the value of the goods traveling in those fewer export containers diminished at the San Pedro Bay terminals by 4.7% from a year earlier, while volume of containerized shipments out of the NWSA ports plunged by 15.7%. Exports through Oakland rose in value by 6.8%, while Savannah's containerized exports to the Far East increased by 6.5%. PNYNJ saw a modest 2.5% growth in its containerized exports to the Far East.

Weights and Values

We acknowledge that the TEU is the maritime shipping industry's preferred metric. Here, though, we offer two alternative gauges – the declared weight and value of the goods housed in those TEUs. The percentages in the following exhibits are derived from data compiled by the U.S. Commerce Department and are published with a time-lag of usually five weeks.

Exhibit 4: USWC Ports and the Worldwide Container Trade. Exhibit 4 features some intriguing statistics on containerized imports (regardless of point of origin) entering mainland U.S. ports. The two San Pedro Bay ports saw their combined percentage of containerized import tonnage in November slip to 28.7% from 29.2% in October while also remaining above their 27.2% share

in November 2019. Those numbers were reflected in the two ports' combined share of the value of the nation's containerized import trade, with a 35.1% share in November down from a 36.1% share in October but up from their 34.6% share last November. Meanwhile, the Port of Oakland's November share of import tonnage slipped to 3.4% from 3.5% in October and from 3.9% a year ago. Oakland's share of import value also edged lower in November to 3.2% from 3.3% in October and from 3.6% in November 2019. Further north, the two NWSA ports saw their combined share of import tonnage increase to 4.7% in November from 4.5% in October but fall from 5.1% the previous November. In value terms, the NWSA ports' import share improved to 6.3% from 6.2% in October but fell from their 6.9% share in November 2019.

On the export side, the Southern California ports gained market share over November 2019 in terms of both tonnage and value. Oakland likewise gained market share in both categories year-over-year. The November to November comparisons did not bode as well at the NWSA ports, which saw their combined share of both U.S. containerized export tonnage and value decline from a year earlier.

Exhibit 5: USWC Ports and the East Asia Trade. The Ports of Los Angeles and Long Beach saw their combined share of the nation's containerized import tonnage from East Asia in November slip to 45.1% in November from 45.9% in October. Nevertheless, the two ports' combined share of East Asian imports was up from 44.0% the previous November. The two Southern California gateways also sustained a modest dip to 51.0% from 51.7% in October and from 51.4% in November 2019 in their joint share of the declared value of those imports. Elsewhere along the coast, Oakland's 3.7% share of containerized import tonnage from East Asia was down both from 3.8% a month earlier and from 4.5% the previous November. Oakland's 3.8% value share was also off from October and from November 2019. Further north, the two NWSA ports' 6.7% share of containerized import tonnage was on par with October but below the prior November's 7.7% share. And the NWSA ports' collective share of the value of containerized imports from East Asia edged higher to 9.0% from October's 8.7%, November's share remained significantly below the 10.0% share the ports held a year earlier.



Parsing the November 2020 TEU Numbers *Continued*

Almost without exception, the weight as well as the value shares of U.S. containerized exports to East Asia declined from October to November at all of the major USWC gateways. The exception was Oakland's gain in export value share to 13.7% from 12.4% a month earlier and from 13.2% the previous November.

Who's #1?

The Port of Los Angeles was the nation's busiest container port in November with total traffic (loaded + empty) amounting to 889,746 TEUs. The Port of Long Beach ran second with 783,523 TEUs, while the Port of New York/New Jersey (PNYNJ) placed well behind in third place with 738,885 TEUs. (Trailing even further behind was Savannah with 464,805 total TEUs.)

For those who believe empty boxes shouldn't count, the rankings do change. Los Angeles remained the big dog with 595,736 loaded TEUs crossing its docks in November. In second place, however, was the Port of New York/New Jersey with 501,674 loaded TEUs, narrowly ahead of the 499,960 laden TEUs handled at Long Beach.

The YTD totals (loads + empties) for the first eleven months of the year showed Los Angeles in the lead with 8,334,210 TEUs. With 7,297,430 TEUs, second place Long Beach easily bested PNYNJ's total of 6,876,744 TEUs. Strictly in terms of loaded boxes, LA handled 5,777,316 laden TEUs through November, with 4,935,782 loaded TEUs crossing the docks at Long Beach. PNYNJ meanwhile processed 4,779,513 loaded TEUs through November.

PPE Imports

We've seen numerous reports ascribing the congestion at U.S. ports over the past few months in large part to the sudden demand for Personal Protective Equipment (PPE). Intuitively, that would seem to make sense. The COVID-19 pandemic has certainly prompted a huge surge in the use (at least among most segments of society) of face masks as well as plastic gloves, face shields, surgical gowns, sanitizing liquids, etc. And, since U.S. companies make precious little of this sort of stuff anymore, it would naturally follow that America's ports have been obliged to handle unprecedented volumes of PPE gear.

However, what the official U.S. Commerce Department trade data indicate is that the categories of goods

responsible for the highest volumes of year-over-year growth in containerized imports from the Far East are those that more directly reflect the dramatic shift to work-from-home and, more generally, a cloister-at-home lifestyles. For example, household furnishings accounted for 18.8% of increase in containerized import tonnage from the Far East between March and November. Imports of toys, games, and athletic or exercise equipment accounted for 12.9% of the surge. Imports of cell phones, televisions and other electronic devices were responsible for another 9.3% of the pandemic period's growth in containerized import tonnage from the Far East. PC and laptop imports represented 8.0% of imports.

Soybeans

Owing to a sharp increase in shipments to China, there was a decided upswing in overall U.S. soybean exports in November, up 62.9% from 6.44 million metric tons in November 2019 to 10.48 million metric tons this past November. Nearly three-quarters (74.49%) of the nation's soybean export tonnage this November was destined for China, up from 65.9% a year earlier.

Kalama, the port on the Washington State side of the Columbia River, handled 12.6% of the total export tonnage in November, while the Northwest Seaport Alliance Ports of Tacoma and Seattle accounted for another 6.1%. Two other Washington State ports, Longview (3.1%) and Vancouver (1.3%) also figured in the trade, while Oregon's Portland wrangled a 0.7% share of the nation's soybean exports in November. Altogether, U.S. ports in the Pacific Northwest garnered 23.8% of the nation's soybean export tonnage in November.

Additionally, the Ports of Los Angeles and Long Beach earned a 3.1% share of the soybean export trade by virtue of their commanding 46.4% share of the nation's containerized exports of soybeans. Typically, though, only about ten percent of America's soybeans are shipped abroad in containers.

Waste and Scrap Paper

Once upon a not too distant time, Waste and Scrap Paper (Harmonized System Code 4707) comprised about half the containerized export tonnage shipped from the Ports of Los Angeles and Long Beach to China. In one particular month, November 2018, HS 4707 accounted for 60.3% of all of the containerized tonnage the two ports shipped to



Parsing the November 2020 TEU Numbers [Continued](#)

China. By a year later, that share had slipped to 32.8% as China became more and more discriminating about the quality of American trash it would accept. This November, though, the HS 4707 share of containerized export tonnage shipped to China through the two San Pedro Bay ports stood at just 14.8%.

Still, exporters of containerized HS 4707 did manage a 6.5% year-over-year gain in containerized exports worldwide, despite the nearly halving of shipments to China and a 22.6% drop in exports to South Korea. Other Asian nations more than took up the slack. Malaysia led the way with a 32,076 metric tons increase over what it imported in November 2019, a leap of 43.2%, followed by a 29,118 metric ton increase in shipments from LA and Long Beach to Vietnam and a 21,256 metric ton surge in exports to Thailand. Singapore also joined in with a 14,287 metric ton boost in imports from the two Southern California ports.

HS 4707 containerized shipments to China from the Northwest Seaport Alliance ports in Washington State fell even more sharply (-82.1%) in November than at the Southern California ports. But, unlike the San Pedro Bay ports, HS 4707 exporters using the NWSA ports were unable to find alternate markets. As a result, containerized HS 4707 exports through the big Washington State ports were down 22.5% (-10,923 metric tons) from a year earlier.

Oakland likewise saw a significant 67.2% fall-off in containerized exports of HS 4707 to China in November. But the emergence of other markets willing to import HS 4707 kept Oakland's overall loss of trade in scrap paper export tonnage to 3.3% or 5,334 metric tons.

One salient factor has been the pandemic-induced surge in e-commerce purchases and the demand

that has imposed on manufacturers of the cardboard boxes. Greater volumes of the scrap paper that had formerly been shipped abroad are now being gleaned for recycling into the boxes turning up on our doorsteps with increasing frequency.

Unbalanced Trade Lanes

Altogether, the 76 million residents of the eleven mainland states that comprise America's Far West and Rocky Mountain regions account for a shade less than one-quarter of the nation's population and a shade more of its gross domestic product. Yet in 2020, U.S. West Coast ports handled some 12% of all U.S. containerized maritime trade tonnage with the European Union.

By contrast, some 34% of America's containerized trade with the nations of Northeast Asia moves through ports along the Eastern Seaboard. Last year, over 58% of the Port of Boston's modest container import trade (268,418 TEUs) involved trade with Asia. Trade with Northern Europe accounted for a minority share (42%).

There was a time when maritime leaders along the USWC thought the expanded Panama Canal would be a two-way street. Evidently, it's become a thoroughfare with more eastbound lanes. Equally evident is that the bulk of the trade that occurs between Europeans and Western states continues to move overland from East and Gulf Coast ports.

Interested in membership in PMSA?

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



Jock O’Connell’s Commentary: Forecasting Amidst a Pandemic Era

Not a day seems to pass without one or more maritime industry oracle warning of woeful times ahead for America’s seaports. Cargo forecasters are nearly unanimous in expecting the surge of containerized imports that began last spring will continue to inundate ports in Southern California and elsewhere in the U.S. through much of 2021, thus accentuating the enormous strain industrial and retail supply chains have been enduring. E-commerce, namely the stay-at-homes ordering online, is said to be largely responsible for the ongoing tide of imported goods, although one does wonder what more there is to order after your Peloton has finally been delivered.

The bleak outlook, in turn, has prompted maritime industry pundits to scour their thesauri for suitably apocalyptic synonyms to replace the now hackneyed “meltdown” to describe the logistical prospect facing, say, the Ports of Los Angeles and Long Beach.

No one should minimize the challenges that have confronted these ports, the indispensable hinges that link the ocean with the landside of the nation’s foremost global supply chains. As the blue line in **Exhibit A** demonstrates, inbound loaded container volumes have been nothing short of extraordinary at America’s busiest maritime complex.

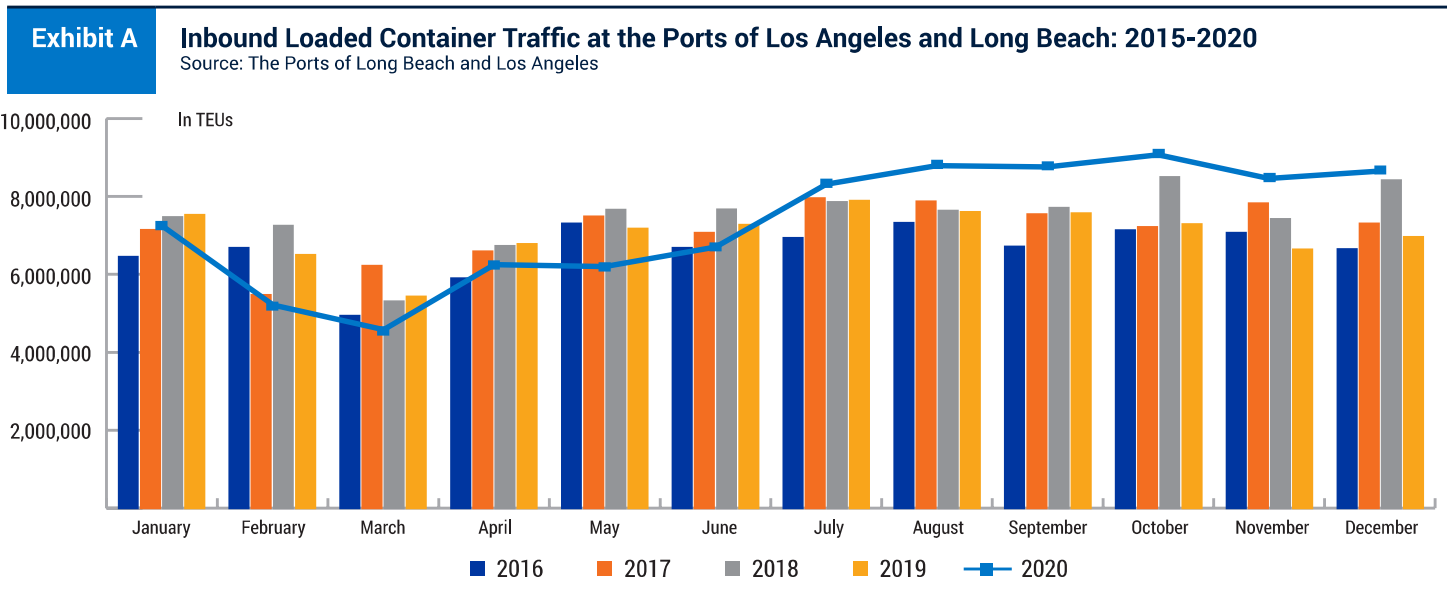
The wonder, then, is that the entire edifice of maritime trade has not already crumbled. Instead, as PMSA vice president Thomas Jelenić aptly notes elsewhere in this newsletter: “No other gateway in North America could have moved 17.3 million TEU in the face of a pandemic. The year 2020 should be remembered as a year where nearly everything went wrong, yet cargo is still flowing.”

Mirabile visu.

Still, the ports remain in the danger zone, redlining their capabilities while seeking new efficiencies. According to a January 13 article in the venerable and esteemed *Journal of Commerce*: “Six straight months of near-record cargo volumes have congested the entire Southern California supply chain beyond its capacity.”

(It would not be surprising to hear that Las Vegas casinos are now offering odds on when the Southern California ports will finally seize up like the Flathead V8 engine did in my late uncle Victor’s 1952 Ford.)

But what, really, is the aspersion at least tacitly being cast at the ports? Can it truly be that so many of the pundits of the maritime media are perplexed by the fact that a five-gallon bucket can’t accommodate a six-gallon pour? The gist of the critiques one hears, especially about the plight of the San Pedro Bay ports, is that congestion might





Commentary Continued

easily have been averted if only the ports – along with every other element of the landside supply chain – had invested in a bigger bucket in the form of cargo-handling capacities they do not normally need.

Now, if it has suddenly become fair game to slight those who **failed to foresee what few foresaw**, it's equally fair to look squarely at what forecasters had been telling us over the past several months, particularly those forecasters whose predictions are routinely and credulously reported each month in the maritime industry press.

And here's the rub. Forecasting, especially when so many fundamentals are in flux, is exasperatingly difficult. Even the best err. Take, for example, the experience of the National Retail Federation's Global Port Tracker (GPT), one of the most closely watched and highly regarded prognosticators of container import traffic.

Starting last July, GPT began issuing periodic forecasts for November, a month in which we now know 2.11 million loaded TEUs arrived at U.S. ports. That represented a whopping 23.6% bump over the preceding November.

What hint were we given that that might happen?

GPT's initial July estimate expected that only 1.68 million TEUs would come ashore in November, a volume which would have been on a par with the 1.67 million TEUs imported in November 2019. In its subsequent forecast updates in August, September, and October, GPT actually lowered its outlook for November to between 1.58 million TEUs and 1.61 million TEUs. As late as its update issued on November 9, GPT's still expected the final tally for that very month would total 1.70 million TEUs. Only by its December 9 update, as the flood of inbound containers was figuratively reaching their knees, did the GPT forecasters come close to hitting the mark by abruptly upgrading their November forecast to 2.07 million TEUs. But, of course, that warning came much too late for anyone on the ground (or on the docks) to prepare for an onslaught that was already occurring.

GPT's forecasts for December were no better. Starting last August, GPT looked for 1.56 million TEUs to turn up at U.S. ports in December, a level 9.3% below the preceding December. A month later, in September, GPT lowered that expectation to 1.53 million TEUs. By October, GPT

averred that December might see 1.53 million TEUs arrive. November's update moved the dial to 1.58 million TEUs, still well down from the 1.72 million TEUs American ports had handled in December 2019.

So, at this point a couple of weeks before Thanksgiving, what were port officials around the country, officials like Gene Seroka and Mario Cordero (respectively the executive directors of the Ports of LA and Long Beach) thinking? If they are as diligent in monitoring the GPT forecasts as the esteemed and venerable *Journal of Commerce* is in uncritically reporting them each month, Gene and Mario and their colleagues could reasonably conclude that handling the projected December traffic would be a piece of cake. They might also have planned to take a few extra days off at the holidays. Or, as maritime professionals, they might rightly have sensed that *la merde était sur le point de frapper le ventilateur*. (Pardon my French.)

Between its November and December forecast updates, it probably struck the forecasters that traffic was going to be a bit heavier than expected. The December 9 updated pegged likely inbound loads at 1.91 million TEUs or 11.0% up from a year earlier. By its January 8 revision, GPT conceded that as many as 2.02 million TEUs had come through U.S. ports in December, a 17.4% year-over-year bump.

GPT won't issue its own after-the-fact December reckoning until early February, but the McCown Container Volume Observer concludes that inbound loaded TEU traffic in the year's final month was up 23.4% year-over-year. Panjiva, another box-counting outfit, found December container shipments to the U.S. were 20.4% over a year earlier.

2020 wasn't an especially good year for anyone in the haruspication business. For their sake – and for everyone's – let's pray 2021 turns out to be much calmer and more predictable.

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



A Year to Be Proud

By Thomas Jelenić, Vice President, Pacific Merchant Shipping Association

Over the last few months, there has been a number of articles and commentary on the state of congestion in the Southern California ports. Much of the discussion has focused on the deluge of pandemic cargo arriving at the ports of Los Angeles and Long Beach. With upwards of 30 container vessels at anchorage this winter, the delays being experienced along the entire supply chain have been cause for consternation by cargo owners and pontification by pundits. In fact, most of the discussion has missed the point. No other gateway in North America could have moved 17.3 million TEU in the face of a pandemic. The year 2020 should be remembered as a year where nearly everything went wrong, yet cargo is still flowing.

First, let us start with the strangeness caused by the pandemic. Everyone understands that there were record cargo volumes in 2020, but many do not understand that 2020 was not a record year for San Pedro Bay. That distinction is still marked by 2018 when cargo volumes exceeded the 2006 peak by 11%. The year 2020 was also remarkable for spring's severe decline of cargo volumes and the late year surge that followed as retailers and manufacturers attempted to simultaneously re-stock shelves, respond to the pandemic-induced on-line shift in shopping patterns, and prepare for the holiday season. The severity of the crash and the swiftness of the rebound was incredible. From the low in March, cargo volumes grew by 85% to its monthly high in October. While the ports experience cargo volume seasonality every year, there has never been a year where volumes have fluctuated so dramatically. Looking back to 2017, 2018, and 2019, the difference between the lowest month and the highest month was much lower: 37%, 44%, and 27%, respectively. Without doubt, the pandemic caused chaos with the timing and flow of cargo volumes. The real surprise is that cargo flow did not grind to a halt.

The fact that cargo flow did not stop was not an accident. From the beginning of the pandemic, the ports took immediate action to keep both cargo owners informed while advocating to public officials on both

the importance and the needs of the waterfront. Marine terminals and labor modified work schedules to ensure proper sanitization procedures could be put in place and took steps to minimize the risk of the pandemic on the waterfront. After responding to the crisis by shrinking capacity, ocean carriers expanded capacity to meet the unexpectedly quick return of cargo demand.

While most headlines and trade journals focused on congestion and remarked on what had gone wrong, few focused on the amazing feat of what was being achieved. In fact, nothing had gone wrong in the ports. Rather, the entire supply chain was suffering under the pandemic. Through regular communication by port stakeholders, flexibility between labor and terminals, and simply hard work, the supply chain never buckled.

We should take a moment to appreciate and be thankful for the work put in by everyone on the waterfront. From the ocean carriers to the marine terminal operators to the ports of Los Angeles and Long Beach to the ILWU, cargo flowed all year. Our colleagues, especially the members of ILWU, have worked under the risk of the pandemic. Some have become sick; too many have died. In a year of crisis, the men and women on the waterfront ensured that the goods to protect us during a pandemic and keep our economy functioning were always available.

The impacts to the supply chain have been real, but there will be plenty of time to examine what could have been done to further mitigate the impact of the pandemic. Many stakeholders will be looking for fault for years to come and while some trade journals will question the reliability of Southern California's ports pointing back for the next decade to the year the supply chain "buckled" in the ports. In fact, no other gateway could have achieved what the ports of Long Beach and Los Angeles have achieved in a year of adversity. The ports of Los Angeles and Long Beach met the needs of the trade community, the local community, and the nation.

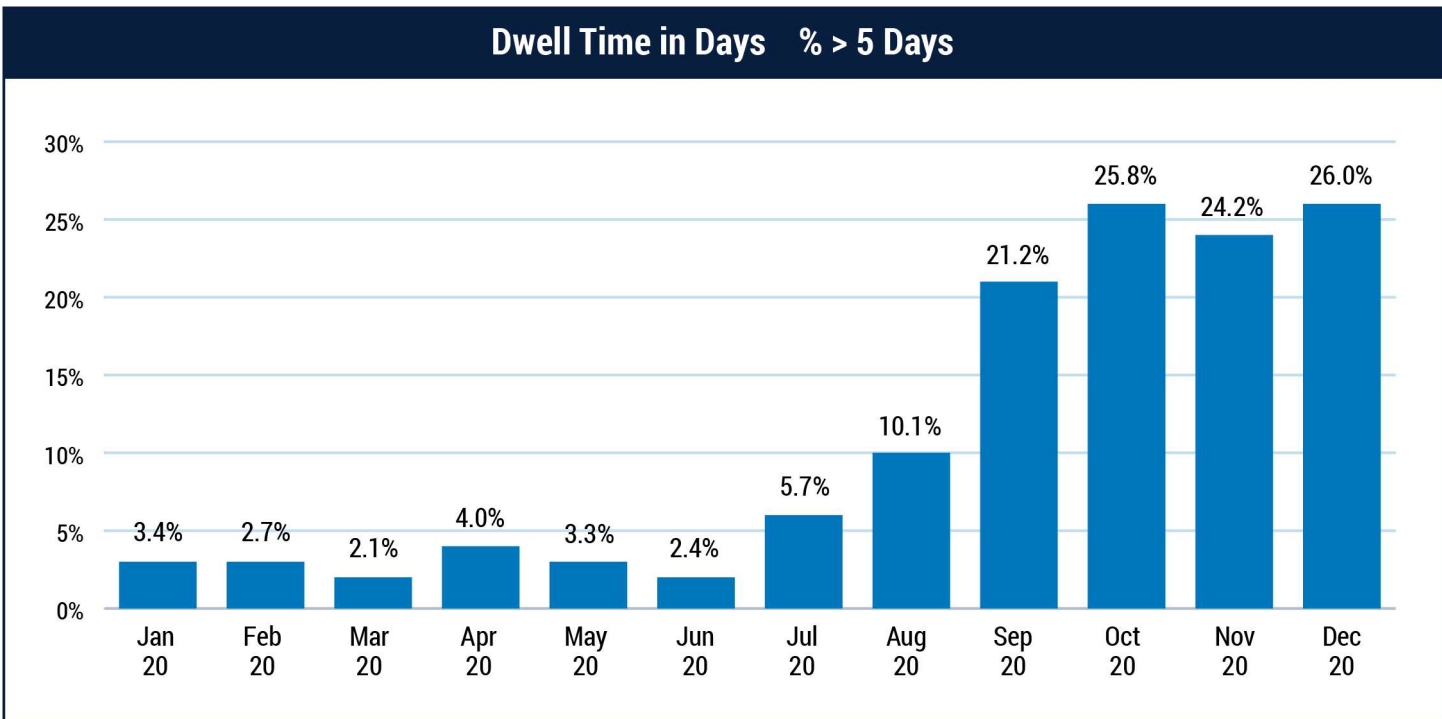
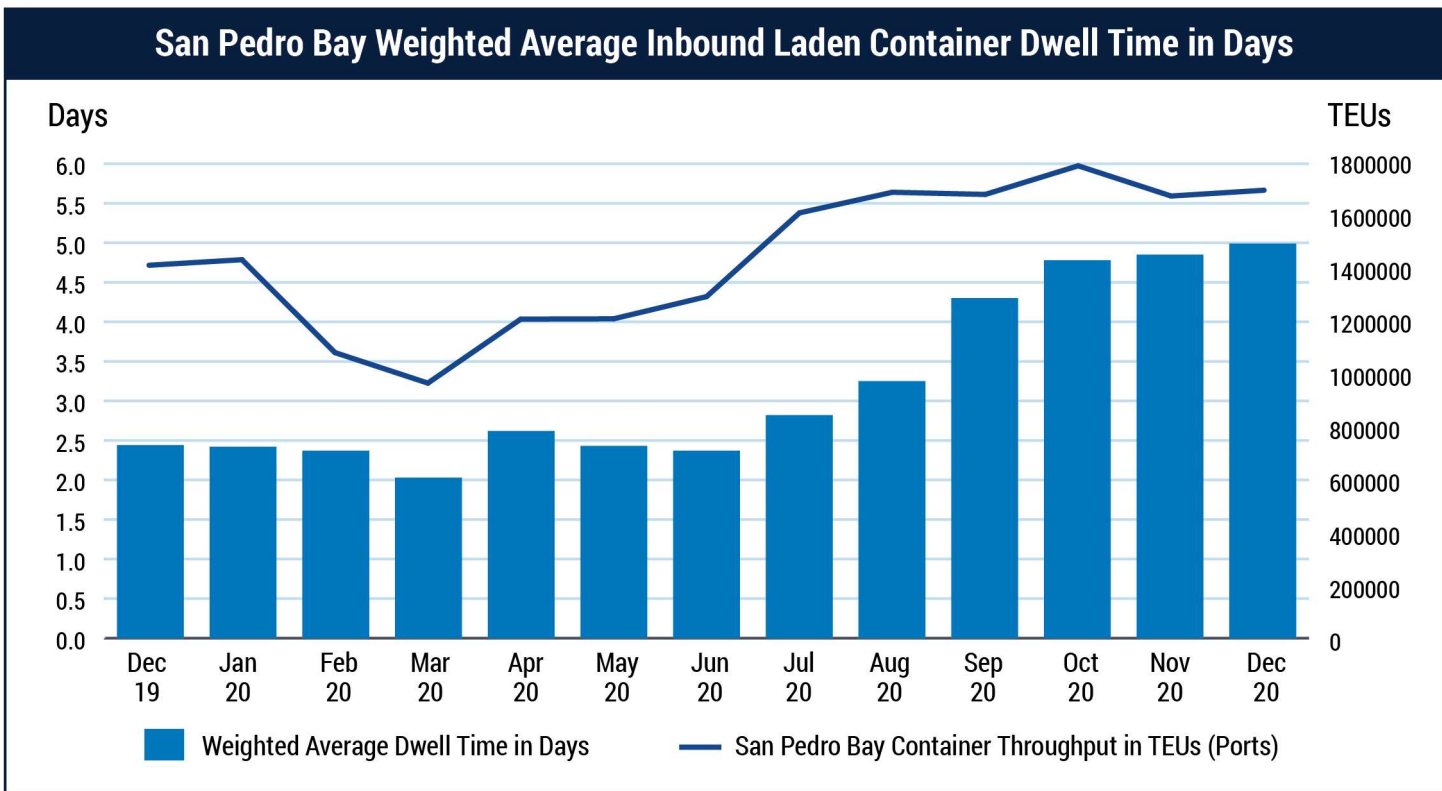
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Dwell Time Is Slightly Up for December



WA State Board of Pilotage Commissioners

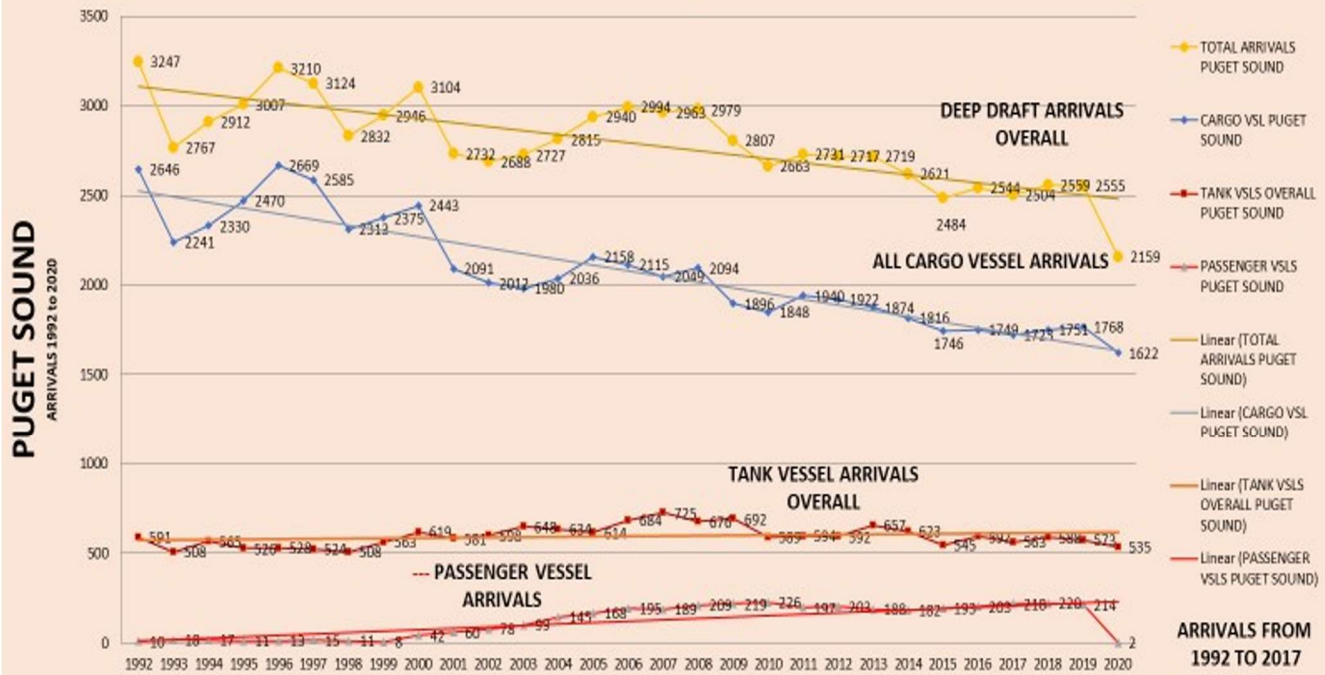
Industry Update: February 18, 2021 BPC Meeting

Vessel Arrivals and Assignments Continue to Drop

1992 to 2020 Trend

DEEP DRAFT COMMERCIAL VESSEL TRAFFIC TRENDS

U.S. PORTS VESSELS ARRIVALS BY YEAR
Puget Sound and Grays Harbor
1992 Through 2020



- ✓ Overall arrivals down 395 in 2020 versus 2019; huge drop in assignments
- ✓ Bunker only visits to PA increased in 2020 (meaning less actual arrivals)
- ✓ No cruise ship calls, containers calls down 98, bulkers up 39, car carriers down 63, tankers/ATB's down 38

How about 2021 so far?

- ✚ Containers down 12, bulkers up 9, car carriers down 5, tankers down 5, ATBs down 6
- ✚ Canada shut down Cruise Ships for all of 2021
- ✚ New Container Services Coming to PNW (LA/LB: 40+ container ships at anchor)

Trans-Pacific carriers adding PNW, Oakland capacity for LA–LB diversions

Bill Mongelluzzo, Senior Editor | Feb 10, 2021 2:20PM EST

With the ports of Los Angeles and Long Beach expected to be grappling with terminal congestion and vessel backlogs for at least the next two to three months, trans-Pacific carriers are boosting capacity to Oakland and Seattle-Tacoma. According to Wednesday's issue of Alphaliner, ZIM Integrated Shipping Services will launch a service beginning Feb. 21 that will call in Southeast Asia, Los Angeles, Tacoma, and Vladivostok, Russia, before returning to Laem Chabang, Thailand.

Alphaliner also reported that Wan Hai Lines in mid-March will double its current two trans-Pacific strings to four, which includes a new Pacific Northwest service from North Asia to Seattle and Oakland that will not call in Southern California. The executive directors of Oakland and the Northwest Seaport Alliance told JOC.com this week carriers are in advanced stages of planning additional services to their ports. Those services will be designed for intermodal shipments to the US interior that otherwise could have moved through Los Angeles-Long Beach, but more importantly, will serve distribution warehouses and e-commerce shipments in Northern California and the Pacific Northwest.

Oakland and Seattle-Tacoma are assuring carriers that they have the terminal capacity to handle an influx of cargo, and that upon arrival their vessels will be able to proceed immediately to berth. "We have no vessels at anchor here," said John Wolfe, executive director of the Northwest Seaport Alliance of Seattle and Tacoma. "Every terminal here has unused capacity." The port directors in Seattle-Tacoma and Oakland told JOC.com other announcements of direct services to their gateways could follow this spring, although they did not specify which carriers they are speaking with. They said their discussions with carriers begin with the logistics advantages their ports offer. Wolfe stressed the ability of vessels to proceed directly to berth in Seattle-Tacoma without having to wait at anchor. He said container discharges begin quickly upon berthing, and the first train with intermodal shipments destined for the Midwest leaves within 48 hours of container discharges from the vessel.

Viewpoint: Container congestion may now impact Easter

Christmas isn't over; some packages still not delivered due to shipping snarl

By Lori Ann LaRocco, American Shipper

Christmas trees should be packed away by now, but U.S. importers may still be waiting for their holiday packages — and the impact likely will be felt for another big holiday: Easter. Historic volumes at the nation's ports have knotted the flow of trade so badly that containers filled with December's holiday items still are being processed through the ports, according to data and analysis from [ImportGenius](#). "Based on the analysis of roughly 75,000 U.S. import records from August 2017 to present, which we identified as related to Christmas, it is very clear that the shipping snarl resulted in a significant deviation from the traditional Christmas import schedule," said William George, analyst at ImportGenius. "November imports in 2020 were at the highest level seen over the past four years and were nearly double the values we found for 2017 and 2019. January imports are also double or nearly triple the volumes we've seen for past years, which suggests that a lot of people's shipments were literally too late for Christmas."

Port Tracker report points to anticipated ongoing import growth in 2021

For all of 2020, the report stated that total imports—at 22 million TEU—saw a 1.9% annual gain over the 21.6 million TEU recorded for 2019, setting a new annual record, topping 2018's 1.89 million TEU.

By Jeff Berman, Logistics Management

"Importers have clearly remained optimistic despite the industrial slowdown and appear hopeful that the rollout of COVID-19 vaccines will trigger a rebound in the economy and added growth in consumer spending," he wrote. "The strongest sector of retail consumption has been online sales, which require a larger level of inventory as consumers expect next day, if not same-day, delivery."



Port of Grays Harbor | Your Future Is Here

Press Release:

January 26, 2021

Contact: Kayla Dunlap, Public Affairs Manager

kdunlap@portgrays.org or 360-533-9590

For Immediate Release

Port partners with Grays Harbor County, Grays Harbor Community Hospital and other locals to provide mass COVID vaccine location

Aberdeen, WA – The Port of Grays Harbor is proud to partner with the Grays Harbor County Public Health COVID-19 Incident Management Team (IMT), Grays Harbor Community Hospital and a host of other local organizations and volunteers to provide a mass vaccination site for the administration of COVID vaccinations for the Grays Harbor community.

Over the past several weeks, Port staff worked with the IMT, Hospital, and US Coast Guard to provide a safe and secure site within its marine terminal complex. Vaccinations are by appointment only and will begin on Wednesday, January 27th. Prioritization for this site will be residents of Grays Harbor County who are in Phase 1A and Phase 1B Tier 1 of the Washington State Department of Health's Vaccination Distribution Plan. Included in these phases are High-Risk Workers in health care settings, high-risk first responders, residents of long-term care facilities, people 65 years of age and older, and people 50 years and older who are members of multigenerational households.

"The Port is honored to partner with our local emergency management and health officials to provide a site for mass vaccinations for our community," shared Port of Grays Harbor Commission President Stan Pinnick. "We applaud and thank all our staff and the many partners that have helped make this possible for the community."

For more information or to register for a Vaccination, please visit

<http://www.healthygh.org/directory/covid19/> or call the COVID-19 Call Center at (360) 964-1850. The Call Center is open Mon - Fri from 8:30 AM - 4:00 PM and Sat, Sun, and Holidays from 10:00 AM - 2:00 PM.

Founded in 1911, the Port of Grays Harbor is one of Washington State's oldest port districts and Washington's only deep-water port located directly on the Pacific Ocean. The Port of Grays Harbor operates 4 deep-water marine terminals, the Westport Marina, Bowerman Airport, Grays Harbor ship assist services, numerous public waterfront access facilities, in addition to industrial and business parks throughout the County. Strategically located midway between Seattle and Portland and only 1 ½ hours from open sea, the Port of Grays Harbor provides businesses a diverse portfolio of facilities. More information on the Port of Grays Harbor's facilities and operations is available at portofgraysharbor.com.



Around the Docks

Satsop Business Park Westport Marina Coastal Innovation Zone Bowerman Airport PGH Pilotage Services Friends Landing & Sterling Landing

PGH Mission: To best utilize our resources to facilitate, enhance and stimulate international trade, economic development and tourism for the region.

Economic and Community Impacts

2020 Highlights: Maintaining service during uncertainty

Record cargo handled at Port of Grays harbor docks

The Port of Grays Harbor's road, rail and deep-water access helped move more than 3.2 million metric tons of cargo through the Port's 4 terminals in 2020, a new record for the Port. Cargo volumes have continued to increase as the Port's customer base has diversified over the past 15 years.

The Port ranks 96th in the nation for total cargo handled, and 37th in the nation for exports.



PGH earns clean audit

The Port of Grays Harbor earned another clean audit from the Washington State Auditor for 2019. This also included a Federal Single Audit due to the Port receiving more than \$750,000 in federal funding for the Bowerman Airport Drainage Project.

Port Commissioners and staff work hard to ensure our public port district's assets and resources are responsibly and sustainably managed.



Friends Landing and public facilities see record visitors

Even with COVID restrictions all around us, thousands of people were able to get outside and safely utilize the Port's public, waterfront facilities throughout the County. Friends Landing had record RV camping reservations for the months of July, September, October and November.

Westport Marina #13 in nation for commercial seafood landings; remains #1 in Washington State

Home base to the hundreds of local and regional commercial fishing vessels on Washington's coast, the Westport Marina is a regional hub for fishing activity that consistently makes Westport a national leader in the seafood industry. Harvested crab, tuna, pacific whiting, shrimp, salmon and other species make Westport #13 in the nation for commercial seafood landings, based on 2019 NOAA statistics. In total, 120.9 million pounds, valued at \$52.9 million were landed at the Marina in 2019.



Leadership, partners and projects made for a successful 2020



PGH welcomes new pilot boat

The Port welcomed new pilot boat *Vega* in September of 2020. The *Vega* will be joining the 62-year-old *Chehalis* in safely transporting our pilots to and from vessels calling the Port's four deep-water terminals.

The *Vega* is currently undergoing modifications for operation and conditions here in Grays Harbor. She is expected to be operating by mid-year.

Nelson completes AAPA Chairmanship; HMT reform passes

Port of Grays Harbor Executive Director Gary Nelson wrapped up his one-year Chairmanship of the American Association of Port Authorities in September.

During his tenure, Mr. Nelson helped AAPA hire a new Executive Director, update the Association's By-Laws, and achieve full-use of the Harbor Maintenance Trust Fund with passage of the CARES Act.

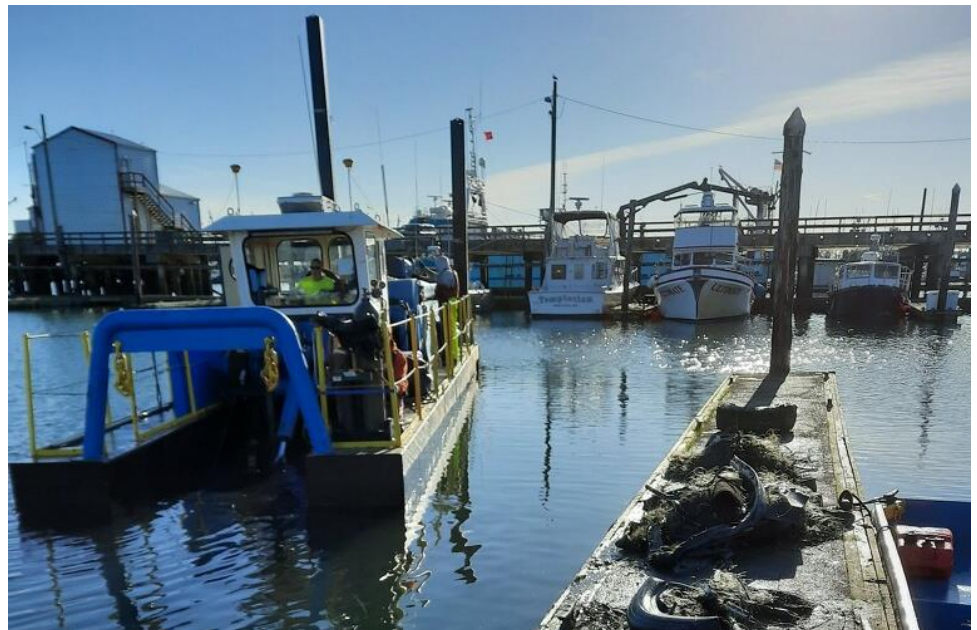
After several years of work and industry collaboration, the remaining pillars of AAPA's Harbor Maintenance Tax (HMT) reform were also achieved at the end of 2020.



AGP hits record exports through Terminal 2

2020 brought record export volumes of US grown and processed agricultural products to AGP's Terminal 2 Storage & Export facility.

Productivity through the facility also reached records levels with 21,107 rail cars unloaded, and 61 vessels loading at Terminal 2 in 2020.



Westport Marina dredging complete

For the first time in 40 years, the Westport Marina was proud to celebrate the completion of the dredging of the Westport Marina boat basin in December.

The project will ensure the Marina's various users are able to safely and efficiently navigate the boat basin for many years to come. The dredging of the boat basin was a critical step in the larger Westport Marina modernization plan.

The project was completed in three phases over 17 months, removing approximately 130,000 cubic yards of sediment from the basin.

Calendar

February 6	<i>Boa Success @ T2</i>
February 7	<i>AGRIP @ T2</i>
February 9	<i>TN Dawn @ T2</i>
February 9	PGH Commission Meeting, Via Zoom @ 9am
February 10	Special Commission Meeting, Via Zoom @ 9am
February 13	<i>Baranee Naree @ T2</i>
February 17	<i>Josso Jinzhou @ T2</i>
February 21	<i>VRC Pollux @ T2</i>



Around the Docks

is a publication of the

Port of Grays Harbor

On Washington's Pacific Coast

It is available online at

PortofGraysHarbor.com

To join our mailing list contact

Amy Carlson at acarlson@portgrays.org

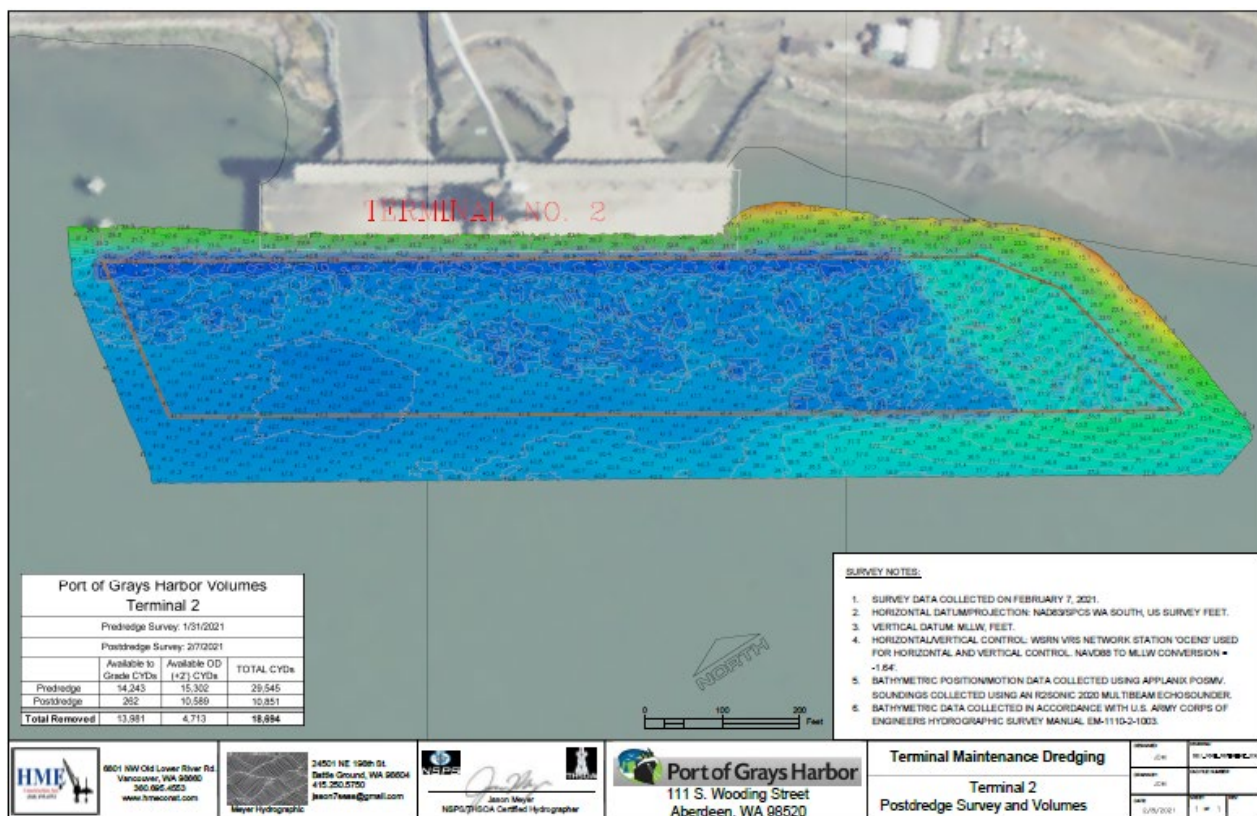
**State of Washington
Pilotage Commission
February 18, 2021**

Grays Harbor District Report

In January we had 6 dry bulk vessels for a total of 15 jobs. Capt. D’Angelo has the watch and Capt. McMullen continues to observe. Dry bulk is starting the new year strong with 7 arrivals scheduled for February 2021.

Terminal Maintenance

Contractor completed the dredging for Terminal 2 this week. Volume removed from the terminal as outlined by the bathymetry survey came to 18,694 CY.



Terminal 3 Dolphin Replacement

Concrete form is complete and approved. Rebar and weld connections have been inspected and approved. Contractor was scheduled to pour concrete Friday but notified everyone Friday morning that the supplier was not able to provide concrete mix due to poor road conditions. They rescheduled the concrete pour for Monday 2/15.

Chehalis Pilot Boat

Fuel line leak required repair by Westport Diesel Service. They were in and replaced the leaking fitting and replaced a section of fuel line.



STATE OF WASHINGTON
BOARD OF PILOTAGE COMMISSIONERS

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

Meeting Minutes – Oil Transportation Safety Committee (OTSC)

October 20, 2020, 1:00pm – 3:00pm

Conference Call/MS Teams

Attendees via Teams: Jaimie Bever (Chair/BPC), JD Leahy (Ecology Alternate/BPC), Blair Bouma (Pilot/PSP), Eleanor Kirtley (Marine Environment/BPC), Charlie Costanzo (Tug Industry/AWO), Sheri Tonn (Ex-officio/BPC), Senator Joseph Williams (Tribal/Swinomish), Tom Ehrlichman (Tribal/Swinomish), Bettina Maki (Staff/BPC), Laird Hail (Advisor/USCG), Jason Hamilton (Other/BPC), Bob Poole (Oil Industry/WSPA), Mark Homeyer (Tug Industry Alternate/Crowley), and Blair Englebrecht (Environment Alternate/Puget Soundkeeper).

Attendees via Phone: Fred Felleman (Environment/Friends of the Earth)

1. Welcome and Update

Chair Bever went over the purpose of the meeting, which was for the committee to touch base after the September 1, 2020 implementation of the tug escort laws, discuss any definitions that need further interpretation or clarification, and to talk about next steps.

She mentioned that she and JD Leahy (Ecology Alternate/BPC) presented at the 2020 Salish Sea Shared Waters Forum last week and were joined in their session by Senator Joseph Williams (Tribal/Swinomish), who delivered an important presentation regarding Tribal perspectives. Senator Williams will provide that same presentation to the OTSC next on the agenda.

2. Tribal Perspectives

Senator Williams (Tribal/Swinomish) began by acknowledging that the Swinomish Tribe highly values its partnership with the marine industry, the agencies, and the public groups working together to address the daily challenges of oil transport by vessel in the Salish Sea. His presentation provided a look at what safety on the water means to the Swinomish and identification of key issues moving forward.

Senator Williams reiterated that fishing and shellfish gathering is a combination of subsistence diet, a cultural and spiritual practice, and an economic support. Because of this, Swinomish are especially

concerned about the cumulative impacts of:

- increased size and numbers of ATBs carrying oil;
- increased used of anchorages at Anacortes, Vendovi, Jack Island, and Samish Island;
- intensification of the use of Rosario Strait; and
- increase of tugs in Rosario Strait and waterways east resulting from the new laws.

Senator Williams then went over five recommendations for moving forward:

1. Study data – each of the ongoing vessel traffic studies at Ecology and in Canada should input data on US treaty tribe fishing;
2. Anchorage trends – conduct a detailed, multi-year study of annual levels of anchorage use at Vendovi, Bellingham Bay, Anacortes, and Port Townsend;
3. Environmental review – Washington state and BC should conduct a review, with participation of Tribes and stakeholders, of all existing protocol between state and federal governments for sharing information regarding proposals and environmental impacts;
4. Uniform VTS regulations transboundary – USCG and Canadian CG should review agreements to ensure VTS authorities apply a uniform set of laws and regulations throughout main oil transport passages – due to OTSC expertise, perhaps form a subcommittee to make recommendations for BPC or Puget Sound Harbor Safety Committee to review with appropriate federal authorities for further diplomatic consultation, with input from other agencies, pilots, Tribes, First Nations, the marine industry, NGOs, and the public at large; and
5. UN Declaration – embark on same path as BC to implement the UN Declaration on the Rights of Indigenous Peoples, until such time as the US Senate ratifies that convention and the Law of the Sea.

Fred Felleman (Environment/Friends of the Earth) mentioned that ESHB 1578 was championed by Representative Debra Lekanoff, who worked for the Swinomish Tribe at the time. He wondered if the initiatives being worked on now were reflected in her deliberations. Senator Williams responded that while Representative Lekanoff no longer works for Swinomish, she is still a close friend to Swinomish and is sure she has the best interest of all the Treaty Tribes in mind moving forward. Fred observed that one incidental effect of the law has been the change in operation of a high-risk vessel transiting Rosario Strait to change its route to Haro Strait. He wanted to make sure that Senator Williams was aware of that. Senator Williams thanked him and added that the change will help their fisherman.

3. September 1, 2020 Tug Escort Implementation and FAQs

Chair Bever commented that implementation seemed to be going well and that compliance was visible on day one of the new law. BPC has not received any complaints, only a few questions regarding whether a vessel needed an escort. She acknowledged and thanked industry for their compliance. Fred Felleman (Environment/Friends of the Earth) then asked how BPC was able to verify compliance. Chair Bever clarified that she was not stating 100% compliance. They are using AIS, eyes and ears on the water, pilots, and the Tank Vessel Movement Report.

The Committee reviewed a draft FAQ with the questions that had been received so far. Chair Bever asked the group if they had received any other questions or concerns that should be included in

the FAQs. There were no suggestions. Eleanor Kirtley (Marine Environment/BPC) wondered how the FAQs were going to be distributed. Chair Bever responded that they will be posted on the BPC website and blasted out to various distribution lists. Marine Exchange may forward them through their distribution list also. She then wondered how they will be finalized. Chair Bever didn't believe Board action was necessary to distribute them. Eleanor concurred with distributing the FAQs prior to the Board meeting. Jason Hamilton (Other/BPC) and Sheri Tonn (Ex-officio/BPC) agreed as well.

4. Tank Vessel Movement Report and FAQs

The Committee reviewed a draft FAQ for the report, which was developed to answer questions and concerns about why the BPC is asking for the form and what was going to be done with the information gathered. Chair Bever pointed out that Centerline and Vane Brothers have been turning in the forms. Charlie Costanzo (Tug Industry/AWO) commented that while Vane and Centerline are reporting, they are not reporting every movement, only when certain conditions are met. He added, while scanning the proposed questions and answers, that Industry's concerns regarding the cumulative impact of administrative work on safe vessel operations was not being addressed in the proposed FAQs. He continued that there were still ways to get the needed information that were not dependent on a mariner filling out a form while working on a boat.

Fred Felleman (Environment/Friends of the Earth) responded that the fundamental question was whether the form will be used and whether the BPC has any verification to whether it is being used. He said he was interested in hearing about alternate ways to gather the data, adding that he had his own ideas as well. Charlie Costanzo (Tug Industry/AWO) then wondered if the report only applied to the new tug escort laws in Rosario Strait and connected waterways east. Chair Bever responded that the original intention was to capture movement all over Puget Sound, including vessels over 40,000 deadweight tons. Blair Bouma (Pilot/PSP) concurred, because the value of the data was diminished without the full data set. Fred Felleman (Environment/Friends of the Earth) asked for clarification that the intent was to get all the vessels, whether they were under escort and whether they were unladen. Blair Bouma responded yes. Fred then mentioned that Ecology appeared to be dismissive when he brought using the Advanced Notice of Transfer (ANT) process to capture the missing data, adding that the only thing ANT wouldn't capture would be vessels transiting in Rosario that do not transfer in Rosario. He added that he believed 99% of the missing data would be available through ANT. He suggested that an alternative would be for the BPC to adopt an Emergency Rule to require the report. He concluded his thoughts by stating that he didn't understand why, since Ecology was charged with providing the data, they wouldn't use what was already available to them, which industry was required to provide to Ecology.

Chair Bever responded by pointing out that key Ecology members who typically respond to these questions were not present at the meeting to respond. She added that the BPC was trying to stay in the realm of what BPC currently has control over. Sheri Tonn (Ex-officio/BPC) responded that determining laden/unladen was not necessarily something Ecology could do with the current information they receive. Fred Felleman (Environment/Friends of the Earth) argued that he was talking about using data that industry is already required to provide. Chair Bever suggested focusing on the

BPC form for today's meeting. Fred continued that the question of the data had already been posed to the BPC a few meetings ago. Sheri responded that they were aware of that, and at present did not have an answer. She then suggested the Committee move on in the agenda.

Blair Bouma (Pilot/PSP) wondered if it was possible to get the information from VTS, since they receive the data every time a vessel moves. Chair Bever responded that VTS only has the data when the vessel is actively transiting. Laird Hail (Advisor/USCG) concurred and added that without getting ahold of the actual data dictionary and delving in behind the scenes in the database, that info was unavailable. The VTS system is managed by the C5i department back east and accessing the data would take a programming effort to change the national VTS software of one area on the part of the C5i team, which is unlikely due to budget constraints.

Charlie Costanzo (Tug Industry/AWO) offered that industry was thinking along the lines of marrying up ANT data with AIS data. He did recognize that AIS had some errant data that may need additional focus. Chair Bever acknowledged that more work was needed on the data issue and that it wasn't going to be solved at that meeting. She said that that BPC would continue to request the Tank Vessel Movement Report. Charlie Costanzo (Tug Industry/AWO) asked how important it was for the report to be submitted in real time. He explained that part of shifting the responsibility from operators to perhaps shoreside personnel could be considered. Chair Bever answered that the BPC asks for the report within 7 days after the transit but that could be extended if more time was beneficial to build a better system. Tom Ehrlichman (Tribal/Swinomish) asked if the discussion about the ANT data related to the Synopsis of Changing Vessel Traffic Trends. Chair Bever answered that the form was not originally designed to provide data specifically for the synopsis. It was a modest accountability mechanism for the Board regarding their statutes. However, data received could inform the synopsis. Charlie Costanzo (Tug Industry/AWO) added that he saw it as integral to the overall effort, regardless of the intent. Eleanor Kirtley (Marine Environment/BPC) added that it could at least inform trends, as opposed to being an exhaustive data set.

Fred Felleman (Environment/Friends of the Earth) expressed concerns that critical data that should inform the risk model was already being lost. JD Leahy (Ecology Alternate/BPC) responded that, regarding the synopsis, Ecology was working off the BPC approved Scope of Work and that they are trying to determine laden/unladen. He added that they were not going to ignore any data that is helpful in those determinations. Fred questioned why, since Ecology was collecting the data and doing the analysis, it did not include ANT. JD responded that it did include ANT. Fred reiterated that the question of laden could be determined by the trackline before and after a transfer. JD expressed concerns that there was a miscommunication occurring. The vessel trends project was one thing, the Tank Vessel Movement Report was another, confirming that the trends project will include the ANT data. Fred argued that the compliance question was fundamental for both projects. Sheri Tonn (Ex-officio/BPC) tried to clarify Fred's intention by asking him if he was looking for live data versus data included in the synopsis due to the Legislature in a year from now. He answered that he wanted BPC to answer the question posed by the Legislature. When pressed on when he would have an answer on how BPC was going to proceed gathering data, Chair Bever answered that it

would need to come down to a recommendation by the OTSC to the Board, because it was ultimately the Board's decision now to move forward. She reminded the group that they don't make decisions; they provide majority consensus recommendations to the Board.

Charlie Costanzo (Tug Industry/AWO) attempted to bring clarity to the discussion by suggesting that one solution was for the Board to adopt a rule to make the report mandatory. Another option would be a rational collaboration between Ecology data, AIS data, and what the BPC needs. Fred Felleman (Environment/Friends of the Earth) offered to draft a recommendation, informed by multiple perspectives on the question. Charlie mentioned that industry is trying to develop a clear picture of a system that is more comprehensive. Sheri Tonn (Ex-officio/BPC) suggested that the OTSC have a presentation of what the synopsis will show in one year from now. Chair Bever, at this point, suggested moving to the next topic, adding that next steps would be to go to the Board for direction. Fred indicated that he would write a letter to the Board with recommendations for data collection. Tom Ehrlichman (Tribal/Swinomish) suggested that a conversation happen with Marine Exchange regarding the feasibility of gathering the missing data before the next OTSC meeting. Charlie Costanzo (Tug Industry/AWO) offered to have that conversation with Marine Exchange.

5. Interpretive Statement Updates and Definition of Oil

Chair Bever informed the Committee that the Board, at the September regular meeting, adopted a note of clarity regarding the definition of oil, adding that "biological oils" included fats, oils, or greases of animals, fish, or marine mammal origin, vegetable oils including oils from seeds, nuts, or kernels, in alignment with federal regulations, per CFR 40. Since the meeting, it has been suggested that there might be a more appropriate CFR to align the Board's interpretation with. The Committee reviewed definitions in other West Coast districts. Chair Bever asked for OTSC input. She pointed out that the Board already took action. However, if there is strong consensus from the Committee to re-examine the definition, she could take that back to the Board for reconsideration.

Fred Felleman (Environment/Friends of the Earth) questioned the intent of reconsidering the definition. Chair Bever responded that the definition could align with the on-the-water considerations in the USCG CFR as opposed to the shore-side considerations in the EPA CFR. Blair Bouma (Pilot/PSP) emphasized that the CFR's in Ecology's definition of oil, which is the one the Board adopted, are not USCG CRFs. They were shore-based CFRs. The existing definition works for Ecology because they are responsible for many activities, not just waterborne activities. The CFRs related to shipping are in a different title, 46 CFR, which has a different list of products related directly to waterborne transportation. Fred thanked him for that clarification and then questioned whether the goal of the discussion was to limit or remove biological oils from the definition. Chair Bever responded that the idea was to determine if the OTSC should recommend to the Board that the committee re-examine the definition. Fred supported the definition in its current form, adding that the USCG was not the proper authority to determine environmental impacts of chemicals. Mark Homeyer (Tug Industry/Crowley) commented that 46 CFR was more appropriate. Blair Bouma (Pilot/PSP) offered to prepare a comparison list. JD Leahy (Ecology Alternate/BPC) clarified that the list of cargo in 46 CFR wasn't broken down by whether they were oil or not and that the OTSC would

have to determine which ones would count as oil.

Chair Bever asked to go around the group to determine if there's consensus to recommend to the Board that the OTSC research this topic further. Blair Bouma (Pilot/PSP) Yes. Tom Ehrlichman (Tribal/Swinomish) felt more information was needed to formulate a position and had no comment at that time. JD Leahy (Ecology Alternate/BPC) Ecology had a neutral position. Sheri Tonn (Ex-officio/BPC) Yes. Mark Homeyer (Tug Industry Alternate/Crowley) Vessels predetermined authorization as which cargos they can carry. Therefore, harmonizing with USCG regulations for what a vessel can carry makes sense. Bob Poole (Oil Industry/WSPA) Yes. Fred Felleman (Environment/Friends of the Earth) Yes, interested in looking at this further, especially if it potentially expanded chemicals being transported. Blair Engelbrecht (Environment Alternate/Puget Soundkeeper Laird Hail had no opinion. Eleanor Kirtley (Marine Environment/BPC) and Jason Hamilton (Other/BPC) had left the call by this time.

Chair Bever concluded that there was majority consensus to recommend to the Board that OTSC look into the definition further. She will bring it to the Board at the November 12, 2020 regular monthly meeting.

6. Next Steps

Chair Bever will get back to the OTSC after the November Board meeting. Chair Bever will add an agenda item for data collection per Fred Felleman's request.



February BPC Update: Vessel Trend Synopsis

Routes for vessels newly under escort requirement

Background Information

ESHB 1578

CERTIFICATION OF ENROLLMENT
ENGROSSED SUBSTITUTE HOUSE BILL 1578

66th Legislature
2019 Regular Session

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



Background Information

SOW Deliverables

Synopsis of Changing Vessel Traffic Trends

Scope of Work

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



Background Information

SOW Timeline: 2021

Synopsis of Changing Vessel Traffic Trends

Scope of Work

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



Routes for vessels newly under escort requirement

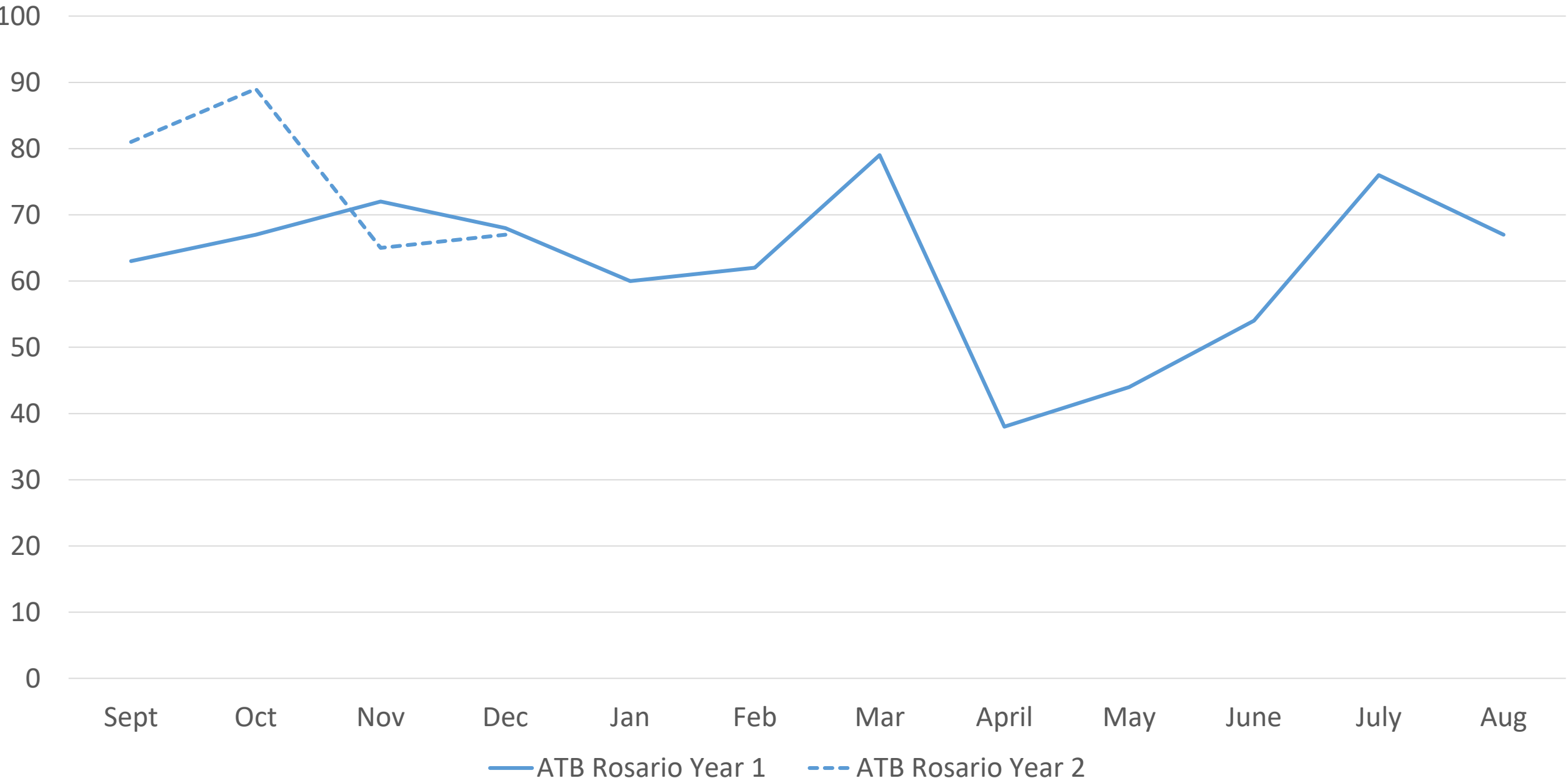
(Likely laden and unknown – excludes likely unladen and engaged in bunkering)

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

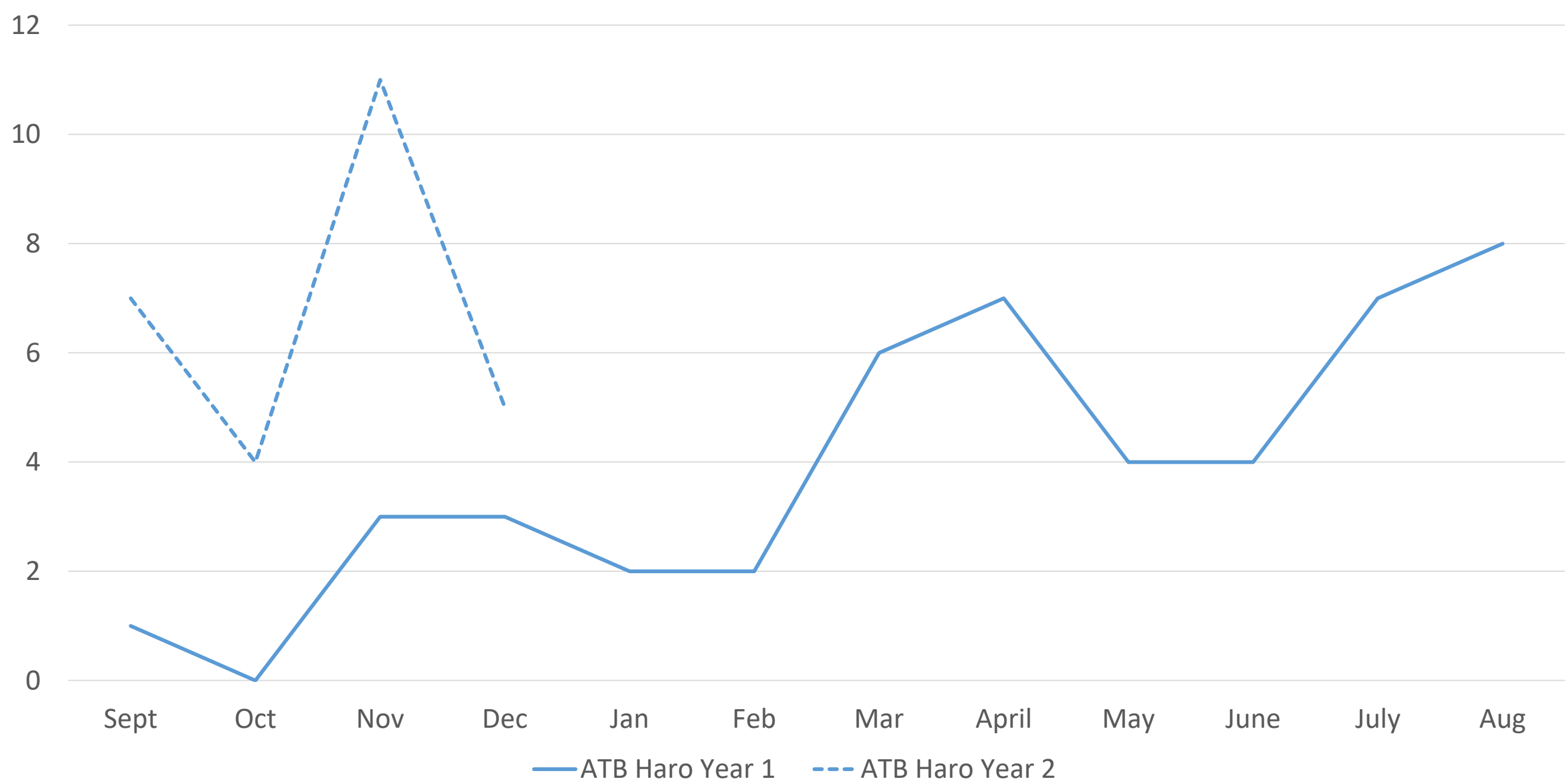
* This update will display graphical observations on transits of vessels newly under escort requirement, but will not analyze why these transit route were selected.



DRAFT RESULTS: ATBs Year 1 and 2 - Rosario transits - escort newly required
(includes likely laden and unknown - excludes likely unladen & bunkering transits)

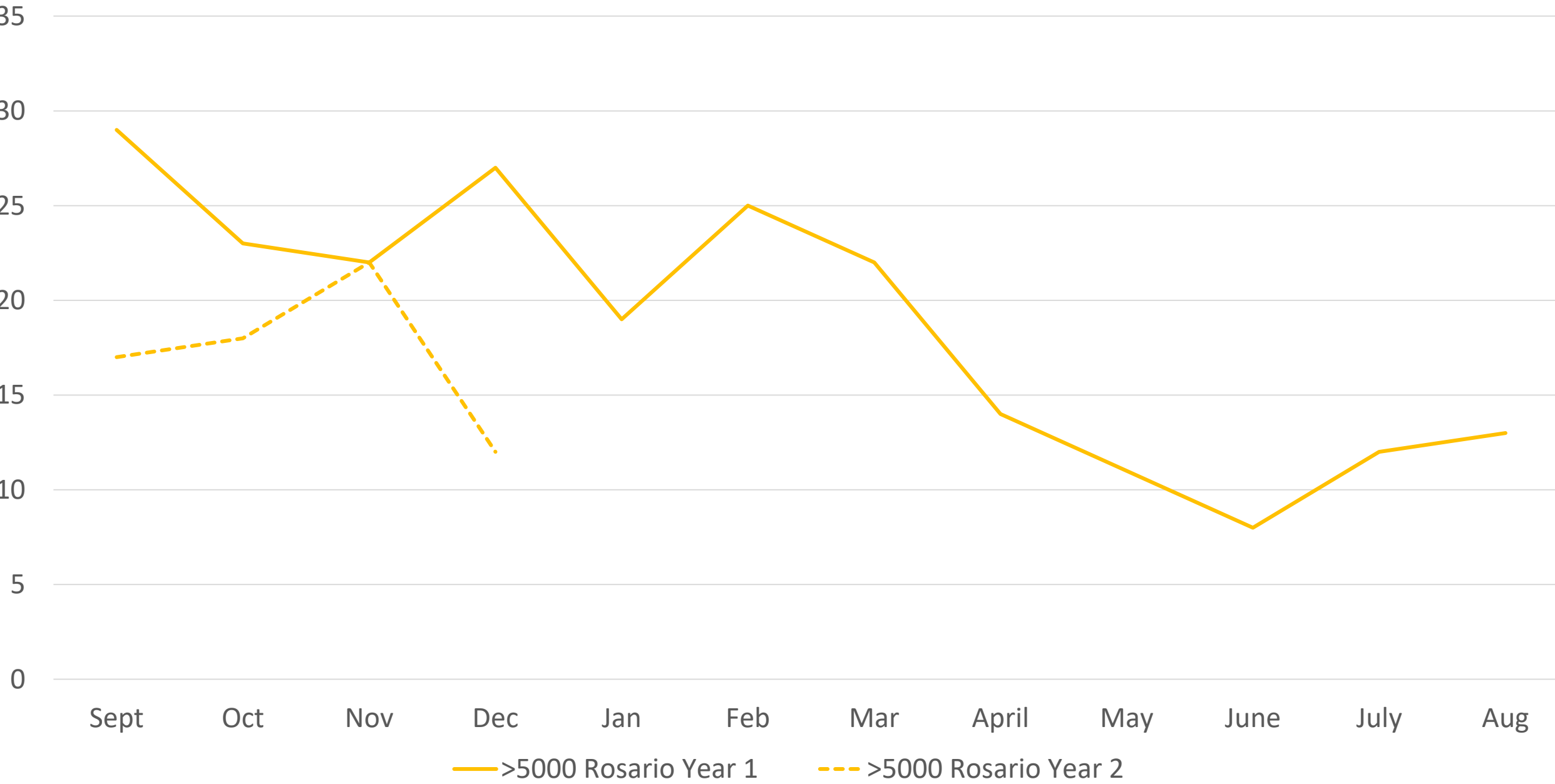


DRAFT RESULTS: ATBs Year 1 and 2 - Haro transits - escort newly required
(includes likely laden and unknown - excludes likely unladen & bunkering transits?)



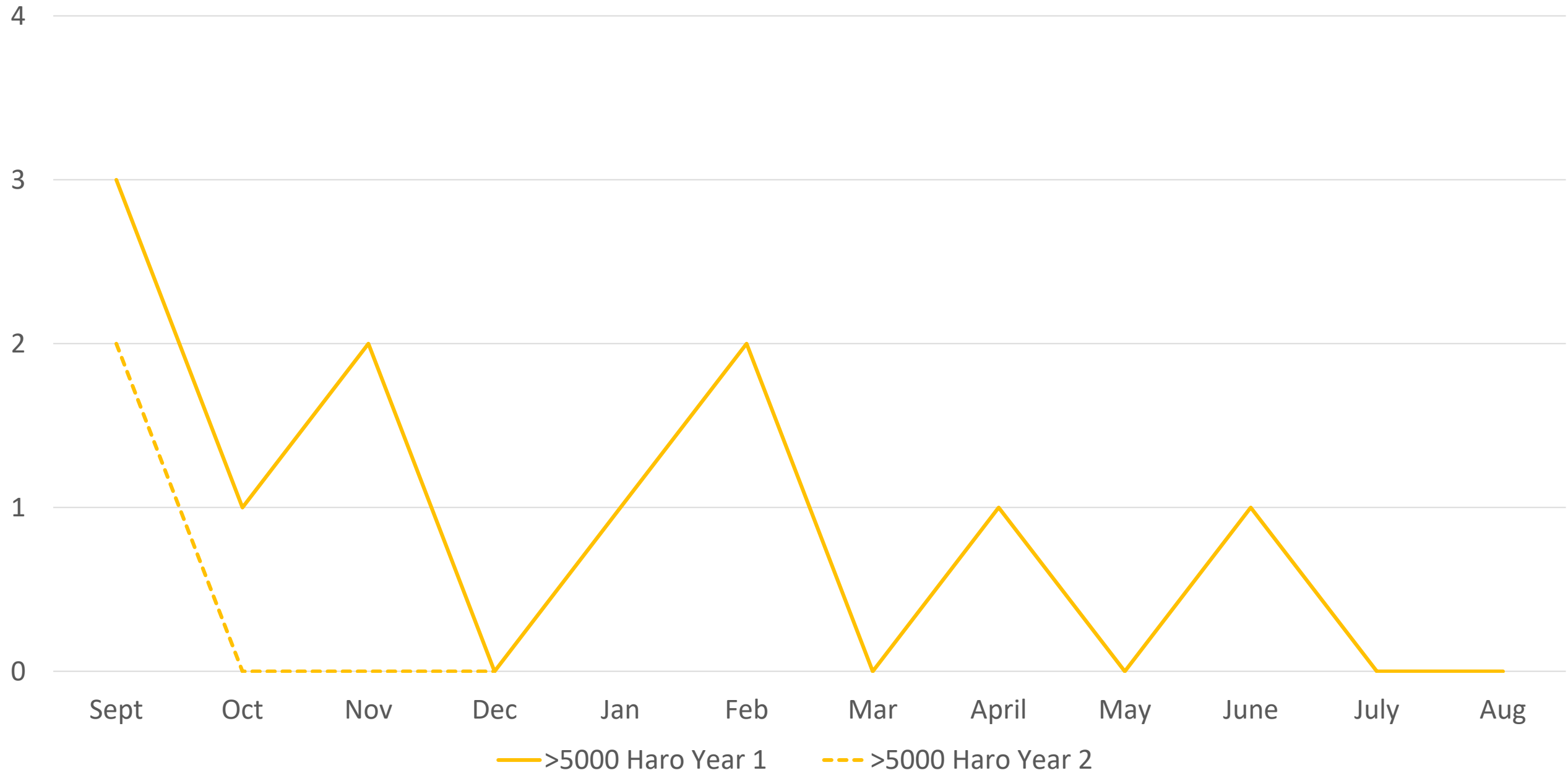
DRAFT RESULTS: > 5,000 Barges Year 1 and 2 - Rosario transits - escort newly required

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



DRAFT RESULTS > 5,000 Barges Year 1 and 2 - Haro transits - escort newly required

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



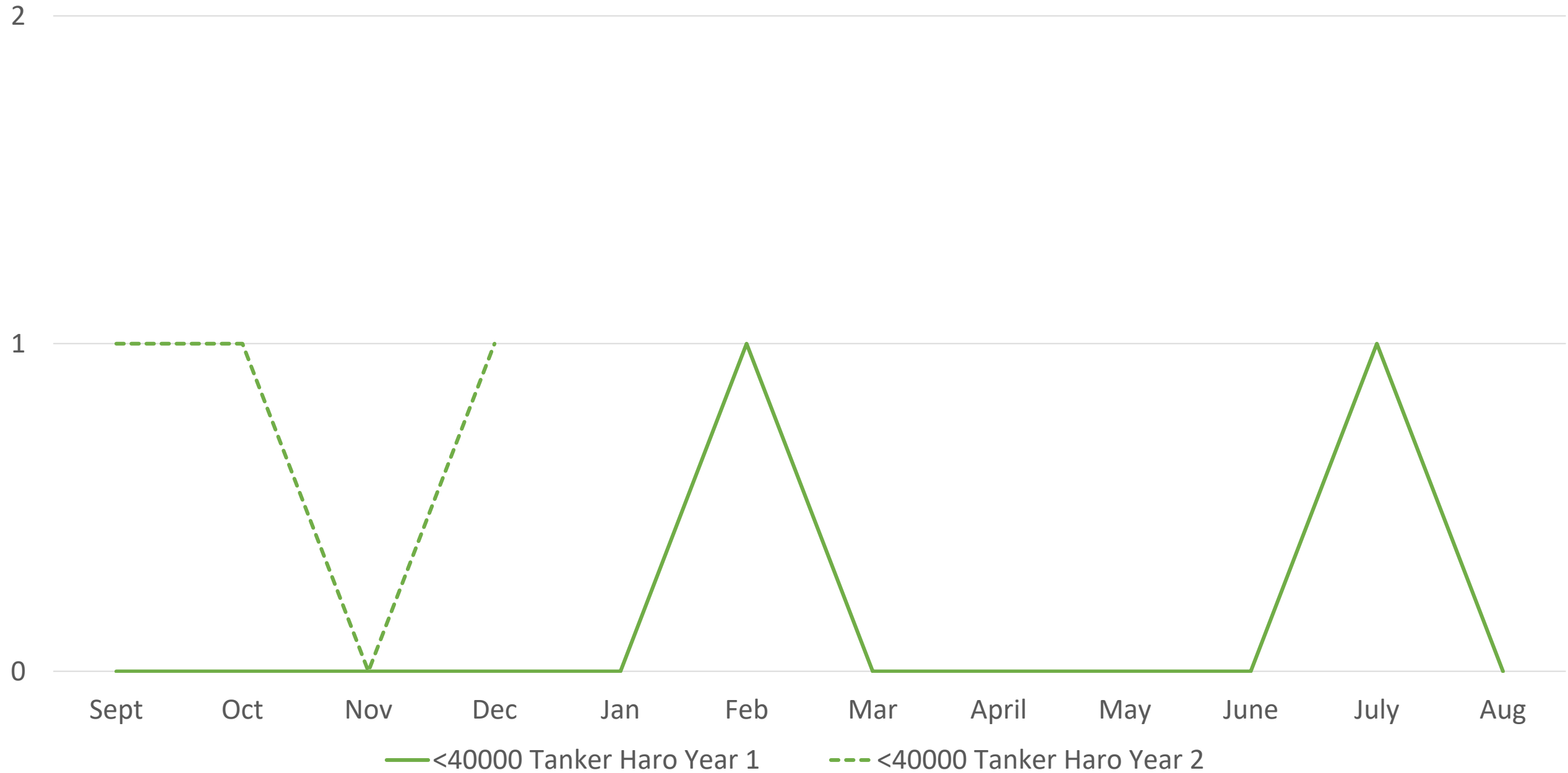
DRAFT RESULTS: < 40,000 Tanker Year 1 and 2 - Rosario transits - escort newly required

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



DRAFT RESULTS: < 40,000 Tanker Year 1 and 2 - Haro transits - escort newly required

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

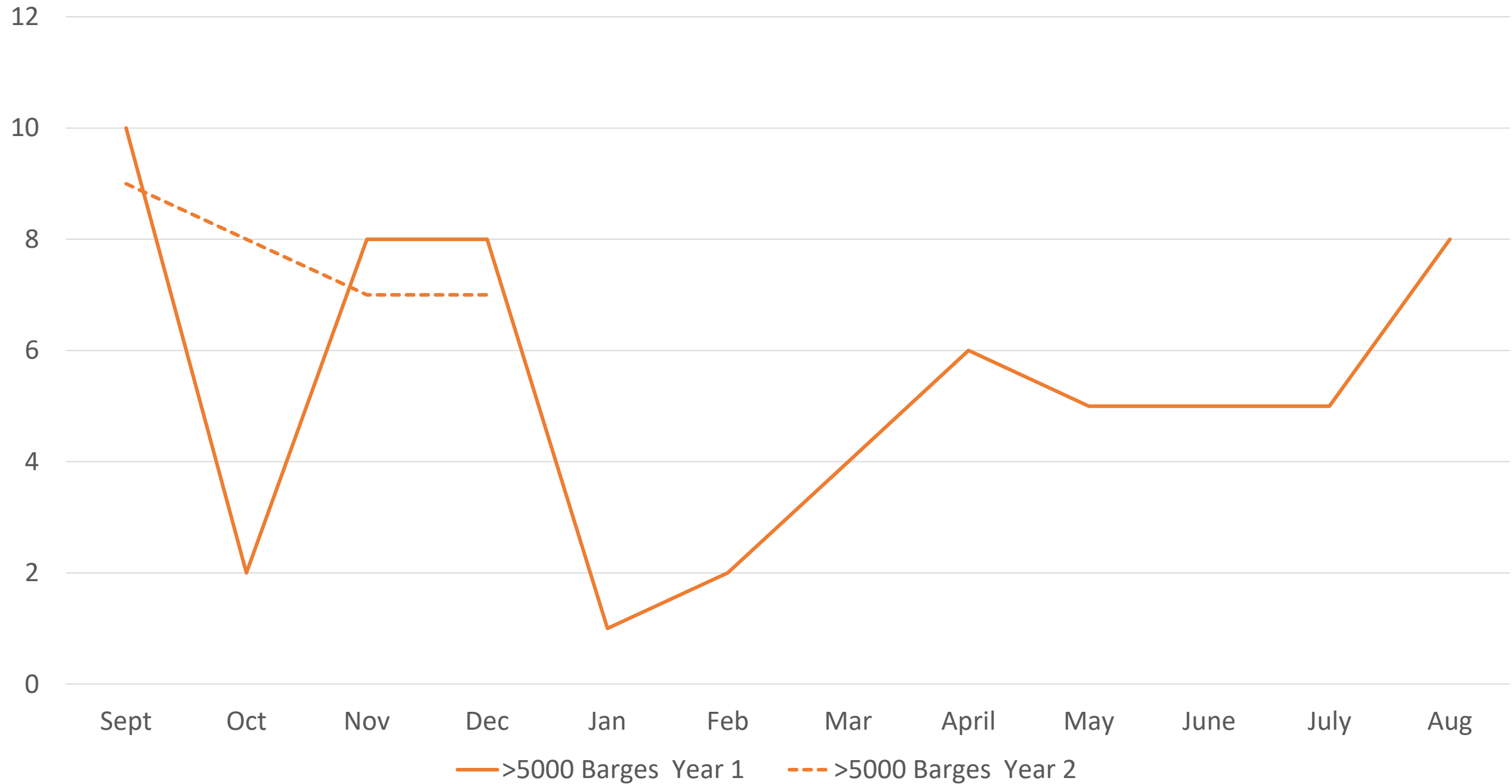


Routes for vessels engaged in bunkering

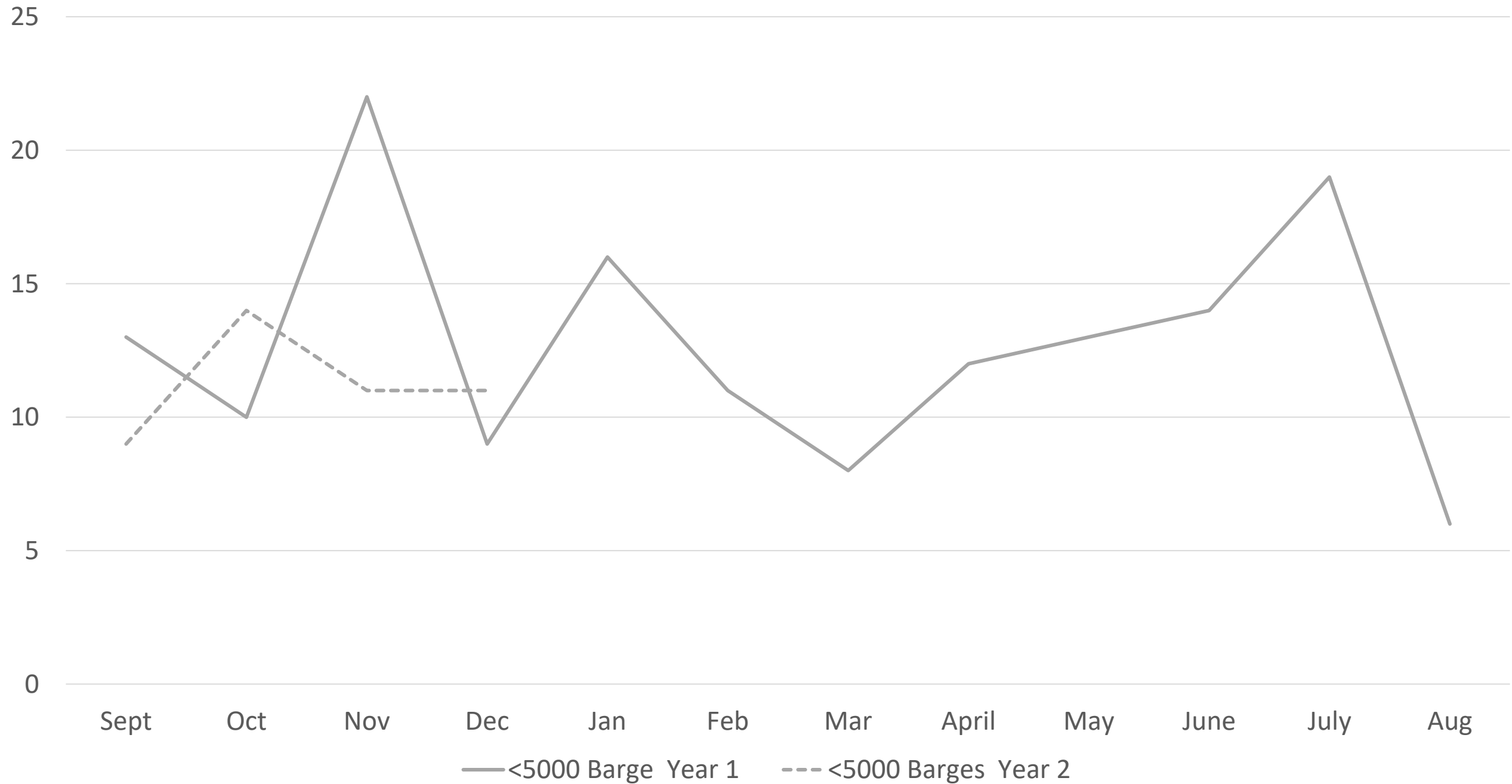
- >5,000 barges engaged in bunkering Rosario Year 1 and 2
- <5,000 barge engaged in bunkering Rosario Year 1 and 2



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



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



Next Steps

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





STATE OF WASHINGTON
BOARD OF PILOTAGE COMMISSIONERS

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

Meeting Minutes – Pilot Safety Committee (PSC)

November 16, 2020, 1 pm to 3 pm

Attendees

John Scragg (BPC/PSP), Phil Morrell (BPC), Sheri Tonn (BPC), Jaimie Bever (BPC), Jason Hamilton (BPC), Scott Coleman (PSP), Mike Folkers (PGH), Mike Moore (PMSA), Bettina Maki (BPC)

1. Review of Minutes of previous meeting on October 6

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

2. COVID 19 Safety Concerns

There was nothing new to report on COVID 19. All pilots continue to be healthy and to carefully follow health experts' guidelines for preventing infection. Trainees are still limited to 1 per vessel, with a few exceptions for hard-to-get trips.

3. Update WAC to incorporate the new RCW and BPC Policy: Review and consider changes to language of WAC 363-116-081 (Pilotage Rules, Rest Period) that will reflect changes to RCW and incorporate BPC policy related to fatigue management.

The committee members reviewed the latest draft WAC language. The draft WAC has become lengthy and complex in trying to describe clearly when pilotage assignments begin and end in order to define when rest periods begin and end.

Puget Sound assignments have been defined in detail, but wording for Grays Harbor is still incomplete.

Concerns and suggested revisions discussed by the committee included:

- Is it clear that “travel allowance” refers to a predefined amount of time and not actual travel time?
- “An assignment is a billable event related to pilotage services” – why the indirect wording? Better to say “An assignment is a billable pilotage service”

- Clarify that the Board may from time to time review the travel allowances documented in the PSP operating rules? – This was discussed at length. Some felt it was redundant, and that it is a given that the Board has the authority oversee the pilot association’s operations, including travel time allowances. But others felt that this should be explicitly stated in the WAC to emphasize the Board’s oversight role and ability to make changes to these allowances if deemed necessary.
- Concern and misgivings that this language was far too detailed? – In working to amend the existing very incomplete and out of date WAC language which excludes travel time from assignment time, we may have gone overboard with definitions. The committee has worked hard to develop a clear understanding of dispatch practices and terms as they relate to rest rules, but maybe this entire understanding doesn’t need to be in the WAC.

BPC staff (Bettina) will attempt to condense it to a more concise form that still conveys the most important ideas. If the committee approves, then the Board can consider both options and decide whether the detailed language is necessary.

The committee members would like to try, without meeting, to circulate the revised draft amongst themselves via email before the next Board meeting, and if possible present drafts to the Board at the December meeting. The schedule is a little snug, however, so we may need to review in our next meeting instead.

4. Next topics for PSC?

John Scragg suggested three topics and invited discussion and other suggestions.

- Maximum assignment duration – John emphasized that establishing maximum assignment duration is an important piece of fatigue management strategy that needs the committee’s attention. This is one of Dr. Czeisler’s recommendations. The committee members agreed but were also interested in reviewing the other recommendations in Dr. Czeisler’s report. This new incarnation of the former “Fatigue Management Committee” has not ever reviewed the recommendations together.
- Repositioning issues – John explained that pilot repositioning is not really included in the assignment definition, but it involves traveling for several hours, and then maybe doing an assignment immediately, or maybe several hours later. It is important to understand the reasons for repositioning and possible fatigue implications. There may not be any remedy for the challenges of repositioning, but at a minimum the committee can have a common understanding.
- Pilot work tasks (nonrevenue activities) – John stated that having pilots going directly from meetings and other activities to pilotage assignments without rest can have fatigue implications and should be discussed.
- Mike Moore suggested that vessel speed might be a topic to discuss down the road. Quiet Sound program and whale safety issues impact speed considerations.
- Sheri Tonn suggested fatigue management could be emphasized more with trainees. We do not want trainees’ desire to complete the training program quickly, or the competition for scarce training assignments, to cause trainees to take assignments without adequate rest.

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

- BPC staff will send a Doodle Poll to schedule next meeting in January.
- John Scragg is not planning to be a commissioner anymore, but the committee charter does not require that the chair/co-chair be a commissioner, so John will stay on as PSC co-chair, which is much appreciated.
- Bettina will attempt to draft a simpler version of WAC language, if possible, hopefully before December board meeting.

The meeting was adjourned at 2:25 pm.



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Meeting Minutes – Pilot Safety Committee (PSC)

October 6, 2020, 1 pm to 3 pm

Attendees

John Scragg (BPC/PSP), Phil Morrell (BPC), Sheri Tonn (BPC), Jaimie Bever (BPC), Eleanor Kirtley (BPC), Jason Hamilton (BPC), Eric vonBrandenfels (PSP), Ivan Carlson (PSP), Mike Folkers (PGH), Mike Moore (PMSA), Andrew Drennen (Conoco-Phillips), Bettina Maki (BPC)

1. Review of Minutes of previous meeting on September 2

The minutes were reviewed and approved by the committee.

Incidental updates on pilot ladder safety issues: Related to the pilot ladder safety discussion at the previous meeting, Andrew Drennen pointed out that IMO Resolution A.1045(27) is not the most recent word on pilot ladder safety. SOLAS ch. V, regulation 23 was put into effect soon after that.

[http://www.americanpilots.org/document_center/Activities/Pilot Transfer Arrangements International Guidance Regulations 5 22 12.pdf](http://www.americanpilots.org/document_center/Activities/Pilot_Transfer_Arrangements_International_Guidance_Regulations_5_22_12.pdf)

John Scragg mentioned that a memo had been sent to Puget Sound Pilots instructing them to report pilot ladder safety issues as MSOs. He also mentioned that the annual IMPA online pilot ladder safety survey was underway [Oct 1-15]. This annual survey and safety campaign reports back to IMO on pilots' current experiences of ladders and tracks the state of the boarding equipment.

2. COVID 19 Safety Concerns

There was nothing new to report on COVID 19. Thankfully all pilots continue to be healthy. Eric vonBrandenfels acknowledged the efforts of the pilots and Dr. Jarris to carefully follow guidelines for preventing infection.

3. Update WAC to incorporate the new RCW and BPC Policy: Review and consider changes to language of WAC 363-116-081 (Pilotage Rules, Rest Period) that will reflect changes to RCW and incorporate BPC policy related to fatigue management.

Co-Chair John Scragg led the ongoing work to revise the definitions of assignment, night assignment, and harbor area.

Definition of Assignment

John summarized: the committee's task is to come up with a definition of assignment for the revised WAC. The WAC is out of date and does not describe current rest rules in the RCW. To codify the requirement for 10 hours rest *between assignments*, "assignment" needs to be defined, specifically when an assignment starts and stops. We initially looked at the policy statement definition, but it was not quite specific enough. Jaimie Bever pointed out that the policy statement definition was developed in support of tariff setting and this definition for the WAC is more about fatigue management. Something to consider is whether this definition belongs in the Rest Rules WAC, or belongs in a Definitions WAC that applies to the entire chapter. Sherri Tonn supported having one definition of assignment.

Mike Moore asked about prep and travel time allowances and how they are determined. Bridge time is very precisely determined, but how is travel time determined? Eric felt that these allowances are separate issue from the definitions. Ivan Carlson said that the time allowances are not specified in the definition, so do not need to be ironed out now. Mike is interested in looking at data supporting the travel allowances in the future.

Eleanor Kirtley had some tweaks for the draft definition: Prep allowance is mentioned in the definition but is not defined. Also, don't specify "personal and job prep", just call it preparation. Eleanor's initial proposed wording: **Two hours of preparation are allotted at the beginning of outbound assignments.**

John brought up the concern that there is no prep allowance at Port Angeles for inbound assignments. The committee was ready to address this issue and not put it off for a future discussion. Mike Moore suggested one hour of prep time at Port Angeles for inbound assignments and the committee agreed.

There was a lot of discussion about wording and the terms "Inbound" and "Outbound":

- **"Inbound assignments" originate from Port Angeles, including Port Angeles harbor shifts.**
- **"Outbound assignments" are all other assignments.**

The committee discussed "prep time" and developed the following definitions:

- **Preparation allowance for inbound assignments is one hour before the job time (the time the vessel is scheduled to arrive in at the Pilot Station).**
- **For outbound assignments preparation allowance is two hours before the job time**

There was a lot of discussion about "job time" and whether this is a precise time or an estimate and what happens when the scheduled time changes. Ivan explained that "job time" is when the ship wants the pilot on board. This time becomes confirmed closer to the actual assignment.

- **For inbound assignments at the Pilot Station "job time" is the time the vessel actually arrives at the Pilot Station**
- **For outbound assignments "job time" is the scheduled departure time, or in the case of pilot transfer or anchorage departure the time that the pilot launch is scheduled.**

(Pilot transfer means, for example, during a transit from Port Angeles to Olympia, where one pilot finishes and disembarks at Elliott Bay and another pilot boards and begins the rest of the transit.)

Jaimie asked a clarifying question about the definitions of terms – there are terms in the definition that are being defined and then there are terms in those definitions that are also being defined – It should be clear why these sub-sub-definitions are being defined; they shouldn't appear random.

The group viewed the updated draft definition. Several committee members wanted to review it carefully on their own time outside of the meeting.

Regarding the definition of “check in time”, Ivan suggested that it be defined simply in every instance as “when the pilot steps ashore plus travel allowance”. It doesn't matter whether inbound or outbound. When outbound and pilot steps onto the float at the Pilot Station there is no travel allowance, but other times there is a travel allowance. This proposed definition covers all scenarios.

Sherri suggested that because people wanted to spend more time looking at the revised definition, that the committee move on to other agenda items that might be easier to complete. All agreed.

The current version of the draft definition will be emailed to committee members for final(?) comments and revisions.

Definition of “night assignment”

“A night assignment is an assignment in which any part occurs between 0100 and 0459.”

The committee agreed that this definition of night assignment is acceptable and ready to present to the Board for approval. It is estimated that this will increase the number of night assignments slightly (from 48% to 51% based on analysis of a one year sample of past assignments) because the definition will now include prep time when determining if an assignment meets the criteria for night assignment. Previously only bridge time and travel time were considered. The committee agreed that a single definition of assignment is preferable to having a separate night assignment definition.

Three consecutive night assignments

“After three consecutive night assignments pilots have a mandatory rest period of at least 12 hours, including at least one period between 2000 and 0800.”

The committee agreed that this wording, describing current practice of requiring an extended rest period after three consecutive night assignments is acceptable and ready to present to the Board for approval.

Multiple Harbor Shifts

“The combined total duration of assignments for harbor shifts includes the period from the call time of the first assignment to the check-in time of the final assignment.”

The committee agreed that this wording, describing current practice of determining total assignment duration for multiple harbor shifts, was acceptable and ready to present to the Board for approval.

Note: Max assignment duration for multiple harbor shifts is 13 hours. (RCW 88.16.103)

Harbor areas

The committee looked into adopting the harbor area definitions generated by the UTC, for the purpose of defining “multiple harbor shifts”. That is, a “harbor shift” is something that takes place within the geographic boundaries of one harbor area, and is not, for example, a vessel move from Tacoma to Seattle. It was felt that adopting the UTC harbor definitions was the simplest solution to defining harbor areas.

Jaimie pointed out that the Grays Harbor definition needs to be added to the UTC harbor definitions list and that a large percentage of Grays Harbor vessel moves are harbor shifts.

John had a question about bringing ships from Yukon Harbor to Seattle in the winter, and whether that is a harbor shift? Ivan said no, it is not.

Sherri asked if the UTC harbor definitions matched VTS and USCG harbor definitions. Ivan said that the UTC definitions were taken from a government document. Jason suggested sharing the definitions with Laird Hail (USCG)

The committee discussed whether to adopt the entire list of UTC harbor definitions including ones that don't come up often. It was agreed that there is really no downside to adopting the whole list of harbor definitions “just in case”.

Definitions wrap-up and next steps

Jaimie checked in with Mike Folkers to make sure that nothing in the definitions was counter to Grays Harbor pilotage practice.

The committee discussed how to finalize the definitions, ahead of the next Board meeting, rather than wait a month for the next committee meeting and present the definitions to the Board in December rather than November.

Since we are trying to get materials to Board members as early as possible, the definitions would need to be finalized and ready to be sent to board members the first week of November.

The committee agreed to make every effort to finalize the definitions via email **without meeting** so that the information could be presented to the Board at the November meeting. And then hold the next committee meeting **after** the next Board meeting.

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

- BPC staff will send a Doodle Poll to schedule next meeting in mid November.
- The committee will work to finalize the definitions via email before the first week of November, without meeting. (In time for distribution with Board packets.)
- A definition for Grays Harbor will be added to the Harbor definitions, and the UTC list of harbor definitions will be shared with Laird Hail (USCG)

The meeting was adjourned at 3 pm.