STATE OF WASHINGTON

BOARD OF PILOTAGE COMMISSIONERS

Spring 2018

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

THE BPC PILOTAGE QUARTERLY

Announcements

MARINE PILOT EXAM

The exam is scheduled for November 5, 2018. Please visit www.pilotage.wa.gov for additional information.

NEW NAME FOR THE BPC QUARTERLY NEWSLETTER

Many thanks to retired Puget Sound pilot Captain Peter Giese for the recommendation!

WA PILOTAGE HIGHLIGHTED IN PACIFIC MARITIME MAGAZINE

Check out a Q&A about marine pilots in the April edition of PMM Marine Pilots

FOLLOW BPC ON SOCIAL MEDIA

You can now find us on Twitter and LinkedIn Connect with us!

Women in Maritime Leadership

BPC Chair, Sheri Tonn, moderated a session, "Piloting: It's for you!", at CalMaritime's Women in Maritime Leadership Conference in Vallejo, CA held March 2-3. Maritime academy cadets from all over the country, high school students, as well as alumni and various maritime industry representatives were present. The panel included pilots from Washington, Oregon and California. The session had an impressive turnout! The following day, pilot aspirants held a panel, "Their Paths to Pilotage", which provided valuable information on the different routes to pilotage. Overall, pilotage was a major topic of interest at the conference!

Picture above from left to right: Captain Andy Murray, San Francisco Bar Pilots, Captain Anne McIntyre, Columbia River Pilots, Captain Eric vonBrandenfels, Puget Sound Pilots, and Sheri Tonn, WA State Board of Pilotage Commissioners. Not pictured: Captain Debbie Dempsey, Columbia River Bar Pilots, retired

New Cranes for the Port of Tacoma

On Friday, February 23rd, 2018 Puget Sound Pilots, Captains John Harris and Gordon Wildes, piloted the vessel *ZHEN HUA 28* carrying 4 of the West Coast's largest container cranes, to be delivered to Husky Terminal at the Port of Tacoma. The Port expects 4 additional cranes to be delivered in 2019 as a part of terminal improvements allowing the terminal to accommodate two 18,000 TEU vessels at a time.

Photo Credit: The Northwest Seaport Alliance

Legislative Update

On March 15th, Governor Inslee signed into law Substitute Senate Bill 6519, which transferred the BPC's tariff setting responsibility to the Utilities and Transportation Commission (UTC). The bill goes into effect on July 1, 2019. The BPC has set tariff rates for Washington's Pilotage Districts since the inception of the commission, in 1935. We plan to work closely with the UTC to ensure that our mission of safe pilotage is properly incorporated into the UTC's rate setting process.

DISTRICT SNAPSHOTS

Puget Sound

Retirements:
There were no retirements in January, February, or March.

License Upgrades to Unlimited:
Captain Bud Carley — 1/10/18
Captain Bill Lowery — 2/11/18
Great job and congratulations!

Training Program:
Currently in training are Captains Keith Kridler, Sandy Bendixen, Ken Grieser, Travis McGrath, Pat Ninburg, and Adam Seamans. Captains David Melin, Matt Miller, and Trevor Bozina will begin training on 05/01/2018.

Captain Bendixen recently began the final phase of her training program.
Keep up the good work!

Grays Harbor

Training Program:
Grays Harbor is seeking candidates with the 2018 Exam.

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

PUGET SOUND PILOTAGE DISTRICT ACTIVITY REPORT

Mar-2018

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:	585			Cancellations:	21				
Total ship moves:	564	Cont'r:	198	Tanker:	189	Genl/Bulk:	105	Other:	72
Assignments delayed due to unavailable pilot:	0			Total delay time:	0				
2 pilot jobs:	35	Reason:	PSP GUIDELINES FOR RESTRICTED WATERWAYS						
Day of week & date of highest number of assignments	Saturday	10-Mar	28						
Day of week & date of lowest number of assignments	Monday	26-Mar	11						
Total number of repositions:	129								

Comp Days

Beg Total -	2851	Call Backs (+)	81	Used (-)	79	Ending total	2853

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
19-Mar	21-Mar	Seattle	PMI	BRMP	CAJ,HED,HUP,KEN,MYE,ROU,SCR

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

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees
1-Mar	1-Mar	Vancouver BC	PSP	Risk Assessment	CAI, COR
1-Mar	5-Mar	Seattle	PSP	President	CAI
6-Mar	6-Mar	Seattle	BPC	Fatigue Management	ANT, CAI, SCR
8-Mar	8-Mar	Seattle	PSP	AMSC	NEW
9-Mar	9-Mar	Seattle	PSP	Leg Work Group	CAI,COL,KLA
11-Mar	16-Mar	Seattle	PSP	President	COL
13-Mar	13-Mar	Seattle	PSP	TEC	ANT,MAY,SCR

13-Mar	13-Mar	Seattle	BPC	BPC Prep	ANT,CAI,SCR
15-Mar	15-Mar	Seattle	BPC	BPC Meeting	ANT,CAI,SCR
16-Mar	16-Mar	Seattle	BPC	BPC Exam Prep	KAL
20-Mar	20-Mar	Seattle	PSP	BOD MEETING	BOU,CAI,COLNEW,SEM,THG
20-Mar	20-Mar	Seattle	PSP	General Member Meeting	COL
22-Mar	22-Mar	Seattle	PSP	UTC	CAI, COL, KLA, MOT
26-Mar	26-Mar	Seattle	PSP	VP	CAI
26-Mar	26-Mar	Seattle	PSP	Technical Advice	BOU, MAR
28-Mar	28-Mar	Seattle	PSP	Work Force Development	ANA, BOU, ENF

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

Start Dt	End Dt	REASON	PILOT
1-Mar	14-Mar	Not Fit For Duty	HAJ
2-Mar	31-Mar	Not Fit For Duty	BOU

Presentations

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

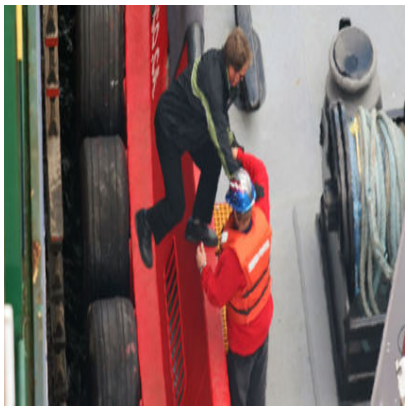
- *Presentations may be deferred if prior arrangements have not been made.*
- *The Board may also defer taking action on issues being presented with less than 1 week notice prior to a schedule Board Meeting to allow adequate time for the Commissioners and the public to review and prepare for discussion.*

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

Pacific Maritime Magazine - Marine Business for the Operations Sector

Marine Pilots

Linda Styrk



Puget Sound Pilot, Captain Peter Giese, jumps from a ship to a waiting tug. Photo courtesy of the Puget Sound Pilots.

What does a pilot do?

One might think responding to "What do you do?" for a role that's been around since biblical times would be met with quick recognition and understanding. That may have been true 150 years ago when Washington's legislature decided to provide a regular pilotage service and passed the first Pilotage Act in 1868. However, in today's world of frequent fliers, a conversation regarding this ancient esteemed role might go something like this.

What do you do?

I'm a marine pilot.

I always wanted to fly planes. My brother-in-law flies for...

Actually, I'm a *marine* pilot.

Oh, you fly sea planes – cool! I took a flightseeing tour on one last year...

I don't navigate planes, I navigate ships.

Oh, you're a captain! We met the captain on our last cruise...

Must be cool to travel the world!

Did you ever come across pirates near the coast of Africa?

I'm not the captain of a ship, I'm the pilot.

Huh? (about now, they finally start listening!)

What do you do?

I navigate all types of ships when they enter state inland waters.

But you're NOT the captain of the ship?

Correct. Pilots are independent of the ship and captain.

Pilots take control when the ship is in state inland waters.

Oh. I thought the captain always had control of the ship.

I'm confused - what do YOU do?

I board and takeover control of the ship when it's in state waters that require a marine pilot.

Why doesn't the captain do it?

Although captains have expert knowledge of their ships, they don't have expert knowledge of the many inland waters they navigate. That's where state licensed marine pilots are the experts.

So, what exactly do you do?

When the ships enter state waters, I board the ship, navigate them in the waterways, anchor them in the bays and berth them in the harbors. Then do it in reverse when ships leave.

Oh, I see. What attracted you to become a pilot?

After years at sea working my way up the ladder and sailing as captain, I wanted more variety and challenge in my work and more time with my family. So, I decided to become a state pilot.

How do you get more variety, challenge and time with family as a pilot?

Well, first and foremost, my pilotage expertise is geographically anchored to a state designated pilotage area. For example, Puget Sound pilots work within the Puget Sound area, LA and Long Beach pilots work within the San Pedro Bay area, and so on. This means, as a pilot, I work closer to home and have more opportunities to be with my family. Secondly, because of requirements that certain ships employ a state licensed pilot when entering state waters, I get to work a variety of ship types and sizes in a variety of different traffic and environmental conditions. This provides a lot more opportunity for unique and challenging piloting scenarios throughout the year.

What kinds of ships do you pilot?

All kinds. Mostly container ships, tankers, car carriers and various cargo ships throughout the year, plus cruise ships during the summer season, which primarily runs May through September.

I've heard about those big super-sized container ships. How big are they?

Big. Really big! There are some operating in Europe that are more than 1,300 feet long, 190 feet wide and can carry more than 21,000 TEU's.

Wasn't there a big super-sized container ship in the news around here last year or so?

Yes. You're probably thinking of the ***Benjamin Franklin***, CMA-CGM's 18,000-TEU ultra large container ship that first called Long Beach, Oakland and then Seattle in February 2016. At more than twice the length of the Space Needle and wider than a football field, it was truly impressive to see how much of the Seattle city skyline Big Ben spanned when it was in Elliott Bay.

I think I heard something about a big cruise ship, too.

Yep. They're getting bigger, too. You probably heard about Norwegian Cruise Line's new ultra large cruise ship called the ***Norwegian Bliss***. The ***Bliss*** was in the news when the Port of Seattle and NCL entered into a public-private partnership to upgrade the Bell Harbor Cruise Terminal to accommodate this new 4,000-passenger ship. At more than 1,000 feet long and 130 feet wide, the ***Bliss*** will surely make news again as the largest cruise ship to ever call Seattle.

Cool – When will that happen?

She's still being built in a German shipyard but expected to be christened at the end of May. After that, ***Norwegian Bliss*** will be at the Pier 66 cruise terminal every week to take passengers from Seattle to Alaska throughout the summer.

So, why do the ships keep getting bigger?

Because companies achieve better economies of scale with the bigger ships. For example, if two ships' operating costs are about the same to travel from port A to B, but one ship can carry twice as many cargo units or passengers as the other, the cost per cargo unit or passenger will be much more favorable for the larger capacity ship. Which means the larger capacity ship can offer lower rates to attract more cargo or passengers, make more money per cargo unit or passenger, or enjoy a combination of both. So, as soon a one shipping line starts down this path of upsizing its vessel fleet, the operators of the smaller capacity ships, if they want to remain competitive in that market, are compelled to follow.

Sounds like an expensive venture! How much does it cost to build one of those mega-ships?

A lot! New ultra large cruise ships and containerships cost about a billion dollars, give or take.

So, what is it like to handle one of those behemoths?

Challenging and exciting. What many people don't realize is that while the ships keep getting bigger, the natural geography of the waterways stays the same. So, when the ships get wider, longer, taller and deeper, the overall mass of the ship is greater, the visibility from the bridge is more constrained and the available area to maneuver becomes proportionally less.

Sounds challenging and exciting. I have a niece who's really active and loves the outdoors especially areas in and around the water. I think your role might be of interest to her. What does it take to become a pilot?

Going to sea to work your way up to captain, then passing numerous Coast Guard and state pilotage exams to prove expert knowledge of local inland waters and ship handling skills.

Why does the state license the marine pilots? I thought it was just the Coast Guard.

Safety. Both the Coast Guard and the state want to ensure against the loss of lives, loss of or damage to ships or property and to protect the marine environment. The Coast Guard wants to ensure mariners have a common understanding of the rules of the road for ships, how to read nautical charts, use standard navigation equipment and perform roles on the bridge of the ship. The state wants to mitigate the risks of ships when they're in state waters, so they require ships of certain sizes to take on state licensed pilots that have been tested and trained according to the state's standards, which typically includes substantial local knowledge, ship handling and situational awareness training and testing.

How long does it take to get licensed?

To get licensed as a mariner can be done rather quickly. There are lots of schools such as the Northwest Maritime Center in Port Townsend, the Seattle Maritime Academy in Ballard and California Maritime Academy. To get licensed as a pilot can take around twenty years. The first ten working your way up to captain and a few years or more sailing as captain just to qualify to take the state pilot exam. Assuming one passes the exam and is accepted into the pilot training program, it can take two to four years to complete the training program.

Wow, that's a lot longer than I imagined.

It's a very exacting role with zero tolerance for error – kind of like a surgeon. So, the state wants to make every effort to ensure a pilot trainee can prove safe handling of a ship in any conditions that may occur onboard the ship, above the water, below the water, along the adjacent shoreline or in the navigational routes, before they issue a state pilot license.

To get my niece interested in becoming a marine pilot, would you mind sharing an example of a day in the life of a pilot?

Sure. It all starts with a call from dispatch with my job assignment details. Let's say I'm assigned to reposition myself out to the pilot station to be available for inbound ship traffic expected later that day. I drive from Seattle out to the pilot station in Port Angeles. The pilot station is where pilots prepare, eat and sleep when on call awaiting their next inbound ship assignment – like firemen on call at a fire station. I'm assigned to bring in a ship coming in from Ningbo, China and estimated to arrive Port Angeles at 1:00 in the morning.

The ship is headed to Pierce County Terminal in Tacoma and expected to arrive there at 6:30 a.m. So, I hit the rack to get some sleep until my wake-up call at midnight.

I get up and first verify there was no change to my ship assignment and then start prepping, including calculating tides, currents, checking weather conditions and status of tugs, the second pilot and harbor congestion in Tacoma. After that, I get my backpack ready with all my navigation info and equipment, don my float coat and helmet and head out. It's dark and bitter cold as I walk down the ramp to the pilot boat. A full moon might make the whitecaps on the waves more visible than normal this time of year, which is a welcome contrast to the usual dreariness of a cold winter's night assignment.

I board the pilot boat along with another pilot who is boarding another ship right after me. We head out to my ship first. The swell is moderate and water a bit choppy – pretty good conditions for this time of year! As the pilot boat approaches the ship and starts coming up alongside, I head to the boarding platform, secure my gear and position myself for jumping onto the pilot ladder. I cast a keen eye over the Jacobs ladder to quickly assess the condition of the manila rope and wooden treads for any obvious risk of malfunction. I look up at the crew peering down and waiting to assist me aboard.

With a deep breath and well-timed jump, I launch myself from the pilot boat onto the Jacobs ladder. I start climbing up while the pilot boat stands by in the event the ladder breaks or I fall and need to be quickly recovered from the water.

After the multi-story climb up the side of the ship, I'm finally safely aboard. The crew quickly leads me to the bridge and ship's captain. We conduct a master-pilot exchange, a formal conversation to exchange essential information about the ship, its equipment, its location, condition and everyone's role on the bridge, before I take the con as pilot.

The purpose of the master-pilot exchange is to verify what is in good order and compensate for any deficiencies, including equipment and crew. The bridge team's vigilance, coordination and English language capabilities are critical to safe transit, especially in pilotage waters.

During this particular assignment the helmsman misinterpreted some of the rudder commands and courses given, so I direct the Captain to replace the helmsman with their very best. As always, I diligently verify all commands, engine orders and notices to reduce speed by observing and checking the instrumentation on the bridge. Other than routine radio calls to check in with nearby vessels and the Coast Guard, the first four hours piloting through the main shipping channel are smooth sailing with no pleasure boat traffic in light swells and light winds.

As I see Elliott Bay emerging on the port (left) side and the Seattle city lights reflecting onto the water, I give an order to the mate on watch to reduce speed. This will minimize the ship's wake while passing Alki Point, Vashon Island and other wake sensitive areas on the way to Tacoma. Another hour or so and I see Commencement Bay coming into view.

Three tugs approach, one of which has a second pilot onboard that will be boarding my ship to assist in navigating the 5,400-TEU vessel into the narrow Blair Waterway, which ranges from 700 feet wide to 450 feet at the goal posts where the 11th Street bridge was removed.

Although the 935-foot long, 131-foot wide, 42-foot draft vessel is not nearly as big as many of the other ships I handle, it is a challenge threading the needle with vessels at berth on both sides of the waterway.

I make keen observations of all conditions. I note the smoke coming out of the mill is taking on an unfavorable horizontal angle. In other words, there will be a strong gusty crosswind while trying to keep the ship aligned going up the waterway. This is when the adrenaline starts pumping.

Concurrently, the second pilot boards, coordinates the tugs to put their lines to ship, and appears on the bridge. We have a quick exchange to organize our roles. The second pilot will be taking the con and I will be assisting with an information feed which includes handling communication with waterway traffic, the Coast Guard vessel traffic center and addressing any waterway obstructions.

I take a quick inventory of what I see. There is a 983-foot long, 6,500-TEU ship on the starboard side being unloaded with 3 cranes boomed down across the ship and extending beyond its 131-foot beam. On the port side there is a ro/ro ship loading tractor-trailers aboard for its weekly service to Alaska. Tied up alongside are a tug and fuel bunker barge with an oil containment boom floating around its perimeter – further constraining the waterway. Up the waterway is a big 10,000 TEU ship, 1,145 feet long with 150-foot beam and 42-foot draft berthed alongside the starboard side and our berth destination two miles up the waterway.

Many of the captains we ride with have told us this is one of the narrowest waterways a vessel of this size goes anywhere in the world. We will need to be at the top of our game to pass safely with the strong gusty crosswind in this narrow waterway.

Now it's time to thread the needle. The tugs are critical for maneuvering the ship up the waterway and alongside the berth. The aft tug acts as a brake to retard the ship's momentum, as we need to keep the propeller moving and maintain steerage of the ship. The other two tugs will alternately pull or push to mitigate the wind and hydrodynamic forces that come into play as we make our way up the waterway that narrows to an available width of 330 feet as we pass alongside the 10,000-TEU ship.

As the bow of our ship comes into the shadow of the 10,000-TEU ship at berth, it temporarily blocks the force of the cross wind and commands are given to ease the power of the tugs on the bow while we maintain counteractive tug power on the stern. As we continue to pass, the wind will be almost fully blocked and it will be critical that we precisely adjust the tug power as the bow is exposed to the wind again. This is where the art of being a pilot really comes into play – finessing the forces you can control, the ship and tugs, versus the forces you can't control, the wind.

Concurrent with the tug commands, I am giving the second pilot support – confirming helm commands, engine orders and providing a constant flow of information. Using my PPU (Personal Pilot Unit), I validate distances in feet, vessel speed, rate of turn, course over ground verses ships heading and providing all relevant visual

observations. A PPU looks like a typical laptop computer but is a sophisticated and specialized piece of safety equipment that provides a multitude of piloting navigation information at a glance.

As our bow emerges from the shadow of the ship and the sail area is again exposed to the force of the cross wind, the second pilot dramatically increases the power of the tug to counter balance the force of the wind. During this critical point in our final approach we make a dynamic 43-degree rotation of the ship from the channel azimuth of 133 degrees to the dock azimuth of 90 degrees while berthing the ship.

As we are rotating, we are slowing and positioning the 983-foot ship alongside 1,100 feet of available dock space at Berth B. I stop feeding information so the second pilot can fully focus on this extremely critical stage of the vessel maneuver. The tugs are at a heightened ready state to immediately respond to any toward or away from the dock commands from the second pilot. The shoreside linesmen are at the ready to receive the lines from the ship's crew and secure the vessel to the berth. There is no margin for error with ships, cranes, docks and people at risk if anything goes wrong.

Once the ship is in position and all fast to the dock, the gangway is dropped, and the tugs let go, we exchange thanks with the captain and pass along shopping opportunities to the crew. As we head to the gangway we make our way past customs, immigration and longshoremen as they board the vessel. We hop in the terminal van to be shuttled to the gate and feel satisfied with another safe landing and a job well done! Then I check my phone app to see what the next assignment looks like and the cycle starts over again.

Glad to hear you landed that ship safely! I can see your job wouldn't be for everyone, but I'm definitely going to tell my niece about it!

Great – have her give me a call if she wants to learn more about it.

Will do, thanks!

Many things have changed since Washington's legislature passed the first Pilotage Act in 1868, but much has remained the same. State-licensed marine pilots continue to board ships entering regulated state waters. So, what was going on back in 1868 that compelled Washington's legislature to take such action?

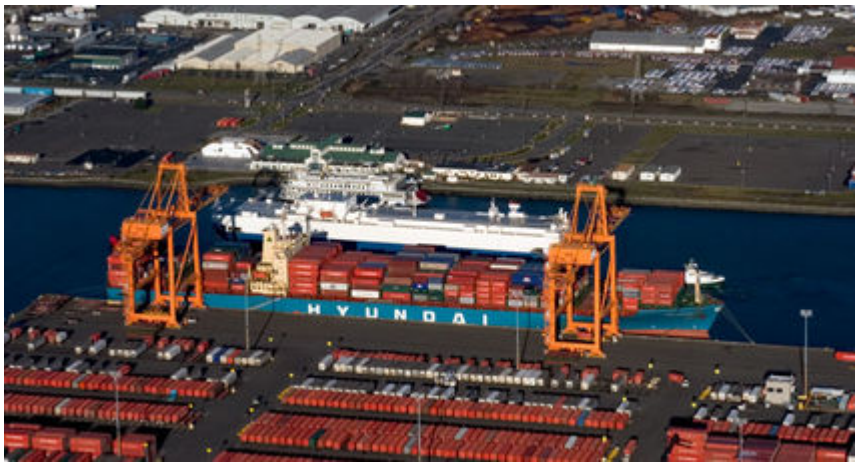
A Union Army veteran of the Civil War, Marshall F. Moore, was serving as the 7th Governor of Washington Territory from 1867 to 1869. During his tenure, the US purchased Alaska from Russia for $7.2 million, expanding interest and activity in the Pacific Northwest. At that time, Port Townsend was the hub of maritime activity and the designated Customs Collection District for Puget Sound. All ships from foreign ports cleared Customs there and paid tariffs on controlled goods. Smuggling was rampant to avoid these tariffs and swift revenue cutter ships pursued the smugglers. Pilots competed to offer their services to ships entering Puget Sound.

Since bigger ships garnered higher compensation than smaller ships, pilots raced out on their pilot row boat or sail boat to be the first to garner the big ship jobs. Meanwhile the small ships received passive or irregular attention.

At that time Puget Sound had over 30 vessels enrolled in the district and 39 others making regular trips. This large fleet together with nearly as great a number of ships as coming from foreign ports for lumber, made business good for towboats and pilots wherever these modern necessities could be. The Washington Legislature called for the appointment of a board and the establishment of a regular pilotage service. (Lewis & Dryden's Marine History of the Pacific Northwest)

And what's going on now in the Washington Legislature? The Joint Transportation Committee commissioned a study of best practices in marine pilotage. The study researched and benchmarked other pilotage districts to identify best practices in governance, rate setting and increasing diversity of the pilot corps. It was noted that Washington's compulsory pilotage program has proven to be one of the most effective and efficient safety mitigation measures for protecting Puget Sound from harm. Nearly a quarter million assignments over the past

three decades without a major incident has garnered Puget Sound recognition from US Coast Guard Captain of the Port, Linda Sturgis, as the safest major port (pilotage district) in the nation. Washington's program success is also affirmed by having a pilot ready to board an inbound ship upon arrival at the Port Angeles pilot station 99.9% of the time. In January, the study consultants, Community Attributes, presented their findings and recommendations to the Joint Transportation Committee. The legislature subsequently acted upon one of the key recommendations to transfer rate setting from the Board of Pilotage Commissioners (BPC) to the Utilities and Transportation Commission (UTC). Substitute Senate Bill 6519 passed both chambers unanimously and will move forward to the Governor's desk for signing before session end. The BPC will remain accountable for enforcement and administration of other aspects of state pilotage including pilot and trainee licenses, pilot exams, pilot training program, pilot continuing education, vessel exemptions, review of marine safety occurrences and related annual reporting.



A car ship passing the WUT terminal in Tacoma shows the constricted waterways in which pilots operate. Photo courtesy of the Puget Sound Pilots.

Looking into the future, pilot districts are experiencing the same challenges as other maritime industry sectors. The tsunami wave of retirees is rolling out, but only a ripple of replacement candidates are rolling in. To assure these candidates include an ample pool of females and people of color, greater exposure to this challenging and exciting career needs to occur long before a captain's license is achieved. Another finding from the pilot study was recognition that the limited diversity among pilots nationally was a maritime industry issue. To increase the diversity of the pilot corps, a pinnacle mariner role, the maritime industry channels that supply the candidates – tugs, ferries, ocean-going vessels and to a lesser extent the Navy and Coast Guard – must be diverse. To have the greatest affect in addressing this maritime industry deficiency, the study recommended the state take lead in addressing this situation. In partnership with other maritime interests and educators, there is a need to increase visibility to maritime career pathways. Wouldn't it be great if junior high and high school students knew about alternative careers to writing code and developing algorithms? And more school curriculums included hands-on experiential learning about the maritime industry? Perhaps, together, we can make it happen!

Ms. Styrk is the Executive Director of the Puget Sound Pilots, handling all business operations and external affairs for the highly skilled, expertly trained ship pilots who navigate and dock commercial ships safely within Puget Sound waters, including tankers, cargo vessels and cruise ships.

Connect With Us

Pacific Maritime Magazine

4257 24th Avenue West
Seattle, WA 98199

State of Washington
Pilotage Commission
April 19, 2018

Grays Harbor District Report

Arrivals YTD March 31, 2018 were 26 for a total of 66 jobs. Captain White was on duty in March and Capt. D'Angelo is on duty this month. We anticipate 9 arrivals in April, 6 dry bulk, 2 RoRo and 1 logger.

Activity Report

Grays Harbor Navigation Channel Dredging

The Corps has completed condition surveys of the inner harbor reaches including Cow Point and the Turning Basin. Randy Lewis, Director of Engineering and Environmental has downloaded pdf's and provided copies to the Pilots. Initially there doesn't appear to be any major trouble spots that would prevent access to the terminals. Randy is working with our project manager at the Corps on plans and coordination for the upcoming dredge season.

USACE Notice of Outer Harbor Dredging

The YAQUINA will arrive on or about 19 Apr 2018 and will dredge thru 22 Apr (exact departure date TBD). Maintenance dredging will occur in shoaled areas of Pt. Chehalis reach. The goal is to dredge approximately 100,000 CY with disposal in the Pt. Chehalis disposal site.

The government hopper dredge ESSAYONS will arrive on or 25 April 2018 and will dredge through approximately 25 May (exact departure date TBD). Dredging will occur in shoaled areas of the Bar, Entrance, and Pt. Chehalis reaches. The goal is to dredge approximately 800,000 CY, with 600,000 CY placed in the South Beach beneficial use site. The remaining material will be placed in the Pt. Chehalis disposal site.

Fisherman and crabbers are encouraged to position themselves and/or their gear at least 300 feet from any channel and disposal area boundary in order to provide a buffer zone to allow for the gear drifting into the area used by the hoppers. Gear that drifts into the navigation channel, access channel and/or disposal areas may be damaged or destroyed.

Pilot Boat Maintenance

This month's weather has provided some real challenges for the Chehalis but Capt. D'Angelo and pilot boat crew were able to keep operations going with minimal disruptions. In particular Capt. D'Angelo has commented on how well the new tire configuration is working for boardings.

Business Development

DOE VTRA. Work continues with stakeholders on the Grays Harbor VRTA. Here is schedule of future events and topics.

- **April 24: Commercial Fishing, Tribal Fishing, and Recreational Vessel workshop**
  - We are planning a morning workshop in Westport for fishermen and recreational boat owners
  - Invitations and additional details will be sent out in early March

Pilots. Continue to work on improving communication and coordination plans between pilots and stakeholders. Should have a plan by early summer.

Port of Grays Harbor
On Washington's Pacific Coast

Press Release:
April 2, 2018
Contact: Kayla Dunlap, Public Affairs Manager
kdunlap@portgrays.org or 360-533-9590

For Immediate Release

Mike Folkers selected as Director of Finance and Administration

ABERDEEN, WASH. – The Port of Grays Harbor is pleased to announce that Mike Folkers will be joining the senior management team as the new Director of Finance and Administration, replacing current Director of Finance Mary Nelson who will be retiring in June after 23 years with the Port.

Most recently serving as the City of Aberdeen's Finance Director, Mr. Folkers brings nearly two decades of experience demonstrating a strong fiscal record and a solid accounting background. Mike has effectively led municipal finance departments in Ocean Shores, Hoquiam and Aberdeen overseeing the development of budgets, accounting functions, financial reporting and administrative duties.

"Mr. Folkers' proven leadership and knowledge in the field will be an asset to the Port's management team," explained Executive Director Gary Nelson. "We look forward to having him on the team and continuing the strong legacy of fiscal responsibility Ms. Nelson and her department have established over the past 23 years."

Mr. Folkers holds a Masters of Business Administration from Washington State University, a Bachelor's Degree in Aeronautics and Astronautics Engineering from the University of Washington. In addition, he has received the Government

Finance Officers Association Distinguished Budget Presentation Award each year for the past 16 years, received the Certified Government Financial Manager designation in 2016, and was appointed to the Washington State Auditor's Local Government Advisory Committee in 2017.

“We are confident Mr. Folkers’ experience and skills will be an excellent fit for ensuring the legacy established during Mary Nelson’s tenure of prudent, judicious and transparent management of the public assets entrusted to the Port for the betterment of the community,” shared Port Commission Secretary-Treasurer Jack Thompson. “Mike is well prepared to assist our Port management team in navigating future challenges and opportunities.”

Mr. Folkers will begin his position with the Port on April 16th.

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. The addition of Satsop Business Park increased the Port’s properties to more than 1,000 acres of industrial properties and an additional 1,200 acres of sustainably managed forestland. Strategically located midway between Seattle and Portland and less than 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 or satsop.com.

Port of Grays Harbor On Washington's Pacific Coast

March 2018

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.

Public Access

Westport Marina accepting summer reservations April 17th;

Sport fishing is off to a strong start in coastal Washington with boats coming in daily with limits of both lingcod and rock fish. Whether you are looking for a guided trip aboard one of the many charter boats based in Westport, or braving the ocean in your own boat, the time is now to make your reservations.

The Westport Marina monthly moorage reservations open April 17th. For availability call 360-268-9665, or visit portofgraysharbor.com.

Sport Fishing Calendar 2018

LINGCOD
March 8 - Oct 21st, 2/day

ROCKFISH
March 8 - Oct 21st, 7/day

HALIBUT
May 11, 13, 25, & 27th (More dates may open if quota available)

- 1/day limit

SALMON
TBD early April: likely July 1- Sept. 3

TUNA
Mid July – October, weather permitting

Community Outreach

See for yourself: Satsop Business Park offering walking tours

Satsop Business Park staff leads a group on a walking tour of the Park last year. The popular walking tours include getting up close and personal with the iconic cooling towers, tunnel training facility and more.

Ever wonder what goes on below those big cooling towers near Elma? Did you know more than 275 jobs were created at the Satsop Business Park last year? Come hear about the great things happening at the Park and get an up-close and personal look at the unique assets the Park has to offer on a guided walking tour.

The one and a half hour tour is approximately 1.5 miles long and takes you around the iconic cooling towers, tunnel training facility and more.

"A walking tour is truly the best way to see the Park's distinctive infrastructure," shared Satsop Business Park Manager of Business Development. "Our knowledgeable staff is eager to share the history, recent successes, and what's to come at the Park with the public".

Satsop Walking Tour Dates:

April 26th:	3:00 pm
May 24th:	3:00 pm
June 28th:	3:00 pm
July 13th:	3:00 pm
July 26th:	5:30 pm
August 10th:	3:00 pm
August 23rd:	5:30 pm
September 27th:	3:00 pm

Reservations are required as space is limited. Call 360-482-1600 to reserve your spot. Comfortable, closed-toe shoes are also required. Must be 8 years or older to participate.

Summer tour dates for the Port's industrial properties and marine terminals will be announced in the May newsletter.

Tenant Expansion

Harbor Alternate Living Association expands at the Port to serve community

A leader in building independent living skills for those with developmental disabilities and a tenant at the Port of Grays Harbor since 2005, Harbor Alternate Living Association (HALA) will be doubling their footprint this spring to ensure they are able to meet the needs of their clients for years to come.

At its January meeting, the Port Commission approved a lease amendment to double HALA's footprint for a five year term, with three additional 5 year options. Located in 10,000 square feet of office space just off of Port industrial road near the Aberdeen/Hoquiam border, HALA's location gives them centralized access to all of Grays Harbor, where they currently serve customers throughout Grays Harbor County.

"We are excited to be able to grow our existing footprint at the Port of Grays Harbor. People are actually moving to Grays Harbor because of the services HALA provides," explained HALA Executive Director William Schmauss. "We appreciate the partnership with the Port and the opportunity to expand our services and employment base to better serve our region."

"We are thrilled to see this important organization thrive and grow in the community," said Commission President Jack Thompson. "The services and opportunities they provide for members of our community are second to-none. The Port is proud to call HALA a tenant and we are excited to watch them continue to grow in Grays Harbor."

HALA currently employs 125 and expects to have 200 employees by year's end.

HALA
HARBOR ALTERNATE LIVING ASSOCIATION

Calendar

March 30	*CSAV Rio Nevado* @ T4
April 1	*Darya Padma* @ T2
April 6	*Westport Eagle* @ T2
April 7	*Oriental Angel* @ T2
	Rhea Leader @ T4
April 10	PGH Commission Meeting, PGH Offices @ 9am
April 11	*Osaka Car* @ T2
April 13	*Santa Vista* @ T2
April 15	*Ivy Delta* @ T2
April 20	*TBD* @ T2
April 23	Satsop Walking Tour, SBP @ 3pm
April 30	*Siem Plato* @ T4

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
Kayla Dunlap at kdunlap@portgrays.org

Recreation & Waterfront Access

Friends Landing now open for 2018 camping season; online reservations accepted

March 15th marked the opening of camping season at Friends Landing. With more than 2,700 camping nights in 2017, guests are encouraged to make their online reservations early at friendslanding.org.

From fishing and boating to hiking and picnicking, there's something for everyone at the 152-acre Friends Landing just outside of Montesano.

Hosting a family reunion? Maybe a company picnic? We have two large picnic shelters that are available for free on a first come, first served basis. Reserve your date today by calling 360-861-8864.

Photo Credit: Poppi Photography

WA State Board of Pilotage Commissioners

Industry Update: April 19, 2018 Meeting

Vessel Non-Tank Arrivals Fall YTD

- **Non-tank (cargo) arrivals down 14 YTD**
  - ✓ **Bulkers down 6**
  - ✓ **Containers down 1**
  - ✓ **RO/RO down 6**
  - ✓ **Car Carriers down 4**
  - ✓ **General down 1**
  - ✓ **"Others" up 6**
- **Tankers/ATB's increased 30 YTD**
  - ✓ **Partially due to comparison to a very low February in 2017**
  - ✓ **Recall the downward trend over past two decades**
  - ✓ **ATB's represent more than 10 percent of assignments**
- **Grays Harbor down 3 YTD**

Vessel Traffic Assessments

- **Transboundary Forum(s) Discussions Continue…**
  - ✓ Briefed in March – more meetings and discussions
  - ✓ USCG and Transport Canada announcement at the Ports and Waterways Safety Assessment (PAWSA)
  - ✓ HSC and BC's Western Marine Community Discussing a Joint Meeting
  - ✓ Salish Sea Conference Discussion Took Place – Preliminary Planning for Forum
  - ✓ Green Tech Conference Forum/Meeting on May 30th in Vancouver
  - ✓ Orca Protection (ECHO Program, more slowdown tests? Governor Inslee Task Force… stay tuned)
- **Canada Oceans Protection Plan – more announcements made including tugs, more tracking and awareness, more response equipment**
- **Strengthening Oil Transportation Act**
  - ✓ ENGROSSED SECOND SUBSTITUTE SENATE BILL 6269
  - ✓ Assessments, evaluation, studies all pend with due dates later this year

US Atlantic and Gulf ports gained on West Coast Ports in 2017

By Stas Margaronis, AJOT

Atlantic and Gulf Coast ports are gaining ground against the Ports of Los Angeles and Long Beach as well as other US West Coast ports, according to the Pacific Merchant Shipping Association (PMSA) West Coast Trade Report. PMSA noted the US West Coast ports' loss of market share from East Asia: In dollar-value terms, "USWC ports likewise saw their share of containerized imports from East Asia trade tumble to 66.9% from 70.5% in November and from 69.2% in December 2016. " The Ports of Los Angeles and Long Beach "together held a 52.9% share of containerized imports by dollar-value, down from 56.7% a month earlier from a 54.3% share in December 2016. " PMSA also noted that in 2017: Oakland "fared even worse for the year, showing a 1.8% (-17,142 TEUs) drop in loaded outbound. At the NWSA (Seattle-Tacoma) ports, "export container traffic sagged by 5.8% (-56,929 TEUs) from the previous year." Collectively, the five major USWC container ports shipped 1.0% (-51,631 TEUs) fewer containers in 2017 than they had in 2016.

Georgia Ports' Box Volume Jumps 14%

Joseph Fonseca, Marine Link

The Georgia Ports Authority achieved 14 percent growth in March container volumes, moving 355,208 Twenty-foot Equivalent Unit containers. For the fiscal year to date (July-March), TEU container trade grew by 9 percent, or 255,786 additional units for a total of 3.08 million, a new record for Savannah. "As the numbers show, our rail cargo is growing at a faster pace than our overall trade," GPA Chairman Jimmy Allgood said. "This is important because rail is playing a key role in our responsible growth strategy. We anticipate our rail infrastructure investments to take 250,000 trucks off the road each year by 2020."

Maritime Regulator Seeks to Overcome Deep Divisions on Shipping Emissions

By Costas Paris, Wall Street Journal

The world's top maritime regulator faces deep political divisions as it tries to map out a plan at meetings in London this week to cut carbon emissions across the shipping industry. Shipping contributed about 3.1% of total annual carbon dioxide, or CO2, emissions in the period from 2007 to 2012, according to an IMO study. But vessel emissions are projected to increase by between 50% and 250% by 2050 as global trade grows and carriers add capacity if no action is taken. The cost comes on top of an estimated $40 billion bill for the industry to cut sulfur emissions, either by using cleaner fuels or by installing a device that treats a ship's exhaust before releasing it. The deadline for the sulfur cuts in Jan. 1, 2020, while the deadline for the CO2 emissions will be debated in the London meetings.

Op/Ed: California's Zero-emission Domino Theory

By Thomas Jelenić, PMSA (Marine Link)

It feels like California has adopted its own version of the Domino Theory: if California pushes the regulatory envelope for zero emissions, other states and countries will certainly adopt similar strategies. The narrative's importance is that it counters the argument that California is building a regulatory state that will leave it hamstrung with costs and uncompetitive in a global marketplace. Despite efforts by California ports and regulators to form partnerships outside of California, no dominoes have fallen elsewhere. The question to be asked, after more than a decade of California "leading" the way, is anyone willing to follow? Or, will California and its ports continue to stand alone?

Trade tensions worry soybean exporter at Port of Vancouver

By Troy Brynelson, Columbian

The latest trade dispute between the United States and China has created even more uncertainty in a network of local companies. China this month responded to the Trump administration's steel and aluminum tariffs by stamping a 25 percent duty on nearly 130 U.S. products, ranging from fruits and nuts to cars and trucks. Among those products are soybeans — a crop mainly grown in inland states, but with a supply chain woven through the Pacific Northwest. If enacted, the tariffs would hit farmers hard, but also transporters and processors. United Grain Corp. operates the largest grain elevator on the West Coast at the Port of Vancouver and said it is already seeing effects of tariffs talk. Unlike its wheat, United Grain exports its soybeans almost exclusively to China. In the case of soybeans, BNSF freights the crop from farms in North and South Dakota, Minnesota and Nebraska all the way through the ports of Vancouver, Kalama, Tacoma, Seattle and Portland. Nearly all — 99 percent — go to China, according to spokesman Gus Melonas.

Irony

By Joseph Keefe, Global Maritime Analysis

"There is a certain irony in a state creating a monopoly, and then subsidizing the cost of the monopoly in order to stay competitive." Portland claims to have solved the longshore and terminal issues that, in part, precipitated the departure of ANY container traffic from their docks in 2017. According to a jointly released press statement from the Oregon Governor's office and the port itself, the new shipping service "is supported by a $250,000 Strategic Reserve Fund investment to help Oregon businesses get their products to international markets efficiently and support Northwest shippers." At least some of that money – according to a November 2017 article by KUOW's Conrad Wilson – will go towards defraying the eye-popping cost for bar pilots to navigate vessels up the Columbia River. Local sources say that it takes two bar pilots and costs carriers $20,000 more to call on Portland, as compared to other ports. As of today, the parameters for that money to be paid out have not yet been finalized. That (the money) is on the table at all may well be a first for North American ports.

PMSA

West Coast Trade Report

March 2018

Parsing the January 2018 Loaded TEU Numbers

Latest Figures. The Ports of Long Beach and Los Angeles impressed viewers with a combined 32.2% year-over-year jump in inbound loaded TEUs in February. That amounted to handling 176,603 more inbound loaded TEUs than they had a year earlier. Further north along the Golden State's unsnowbound coastline, the Port of Oakland reported a 14.9% increase in inbound loaded trade (+9,560 TEUs). Outbound loaded shipments from the three California ports also improved to 4.2% (+14,662 TEUs) over February 2017. ***The only other U.S. major port reporting its February trade numbers is Houston, where loaded inbound traffic increased by 15.5% (+11,410 TEUs), but exports declined by 3.3% (-2,947 TEUs).***

January's inbound loaded container traffic. The first month of 2018 produced what has become the usually divergent results for U.S. West Coast (USWC) ports. At the Port of Los Angeles, inbound loaded container traffic was up 1.8% (+7,409 TEUs) from the same month in 2017, while the neighboring Port of Long Beach reported an 8.6% (+25,666 TEUs) increase. So, collectively, the two San Pedro Bay ports posted a 4.6% (+33,075 TEUs) gain over the previous

Exhibit 1 January 2018 - Inbound Loaded TEUs at Selected Ports

	Jan 2018	Jan 2017	% Change	Jan 2018 YTD	Jan 2017 YTD	% Change
Los Angeles	422,832	415,423	1.8%	422,832	415,426	1.8%
Long Beach	324,656	298,990	8.6%	324,656	298,990	8.6%
Oakland	75,136	80,441	-6.6%	75,136	80,441	-6.6%
NWSA	96,683	128,930	-25.0%	96,683	128,930	-25.0%
Boston	n/a	n/a	n/a	n/a	n/a	n/a
NYNJ	309,003	260,725	18.5%	309,003	260,725	18.5%
Philadelphia*	23,719	24,649	-3.8%	23,719	24,649	-3.8%
Maryland	43,185	40,302	7.2%	43,185	40,302	7.2%
Virginia	104,150	101,302	2.8%	104,150	101,302	2.8%
South Carolina	78,169	83,098	-5.9%	78,169	83,098	-5.9%
Georgia	169,758	154,363	10.0%	169,758	154,363	10.0%
Jaxport	25,727	25,010	2.9%	25,727	25,010	2.9%
Port Everglades	30,978	30,982	0.0%	30,978	30,982	0.0%
Miami	34,439	34,684	-0.7%	34,439	34,684	-0.7%
New Orleans	8,689	10,185	-14.7%	8,689	10,185	-14.7%
Houston	89,443	84,589	5.7%	89,443	84,589	5.7%
Vancouver	138,977	129,139	7.6%	138,977	129,139	7.6%
Prince Rupert	46,371	40,989	13.1%	46,371	40,989	13.1%
Manzanillo*	73,900	71,416	3.5%	73,900	71,416	3.5%
Lazaro Cardenas	37,995	34,284	10.8%	37,995	34,284	10.8%

*Does not distinguish loaded from empty containers.

Source Individual Ports

Pacific Merchant Shipping Association
70 Washington Street, Suite 305, Oakland, CA 94607
510-987-5000 info@pmsaship.com

Parsing the January 2018 Numbers Continued

January. The Port of Oakland went the other way, with 6.6% (-5,305 TEUs) year-over-year drop in January. But that was considerably better than the Northwest Seaport Alliance year-over-year fall-off (-25.0% or -32,247 TEUs). Taken together, the Big 5 USWC container ports recorded a 0.5% (-4,477 TEUs) decline in loaded import containers over January 2017.

The USWC experience contrasted sharply with the ten Atlantic Coast ports we monitor, which reported a more robust 8.9% (+64,943 TEUs) growth in their inbound trades that was buoyed by a remarkable 18.5% (+48,278 TEUs) jump at the Port of New York/New Jersey. The two Gulf Coast ports we track fared less well, with a 3.5% (+3,358 TEUs) bump over January 2017.

Much is being made of the dividends maritime gateways in the Southeast have begun to earn from their investments in dredging and port infrastructure. On the West Coast, the dividends are regarded as diversions. Contrary to the impulses of some media pundits, the January loaded import traffic at the Ports of Charleston, Savannah, Jacksonville, Everglades, and Miami rose at a less than impressive 3.3% (+10,934 TEUs). Only the unusually high 18.8% leap in inbound loaded shipments through the Ports of New York/New Jersey hoisted the East Coast to the levels of growth to which they have lately become accustomed.

In coming months, we will watch closely to see how much of PNYNJ year-over-year leap in January can be attributed to the raising of the Bayonne Bridge that has allowed 14,000 TEU vessels to call at New Jersey docks. And, of course, we will be interested in seeing how much this infrastructure development will drive cargo to PNYNJ that might have gone to other Atlantic Coast ports.

Exhibit 2 January 2018 - Outbound Loaded TEUs at Selected Ports

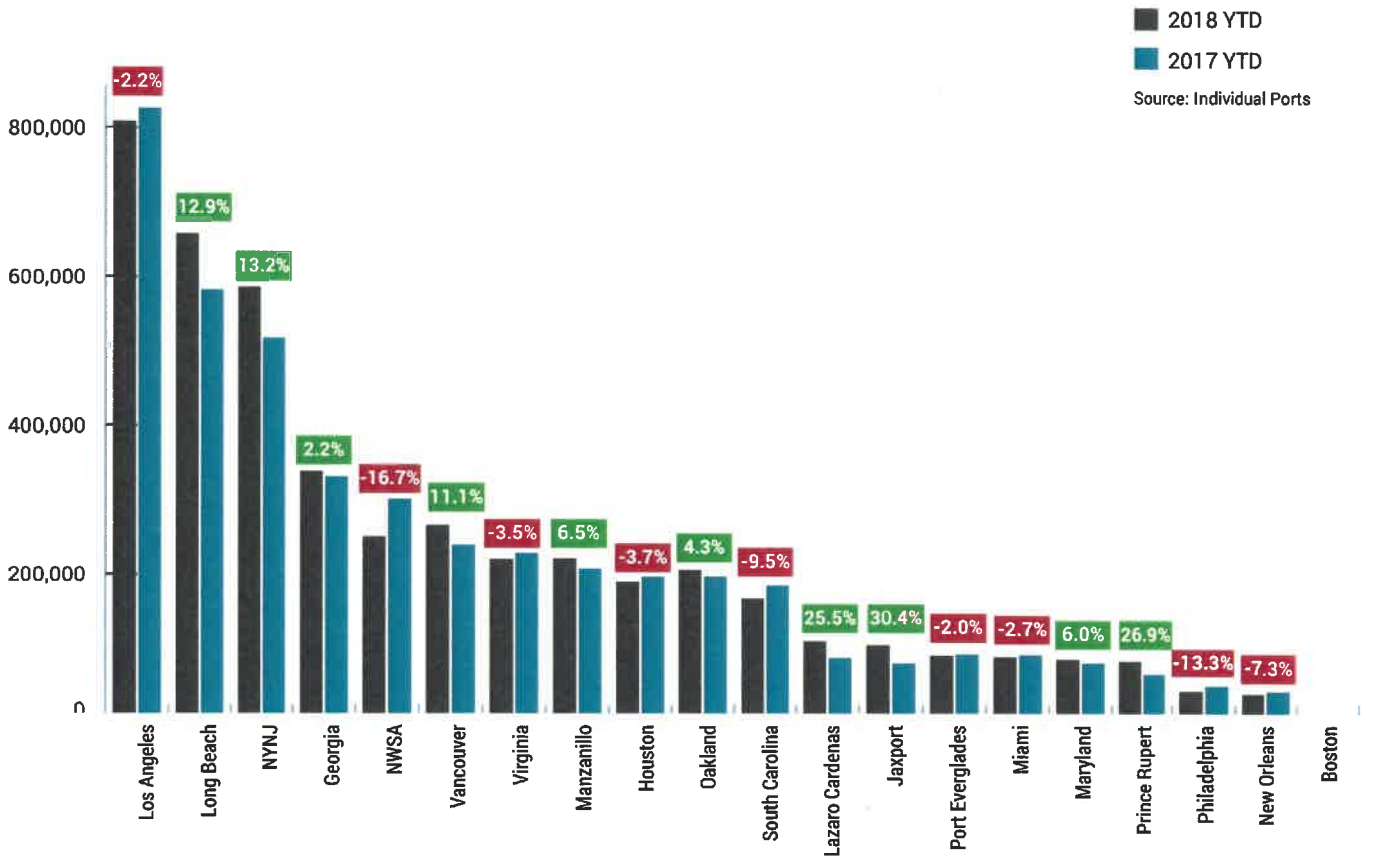
	Jan 2018	Jan 2017	% Change	Jan 2018 YTD	Jan 2017 YTD	% Change
Los Angeles	150,035	162,420	-7.6%	150,035	162,420	-7.6%
Long Beach	120,503	118,234	1.9%	120,503	118,234	1.9%
Oakland	74,883	73,328	2.1%	74,883	73,328	2.1%
NWSA	62,260	76,377	-18.5%	62,260	76,377	-18.5%
Boston	n/a	n/a	n/a	n/a	n/a	n/a
NYNJ	112,893	110,958	1.7%	112,893	110,958	1.7%
Philadelphia*	22,432	25,503	-12.0%	22,432	25,503	-12.0%
Maryland	18,663	17,362	7.5%	18,663	17,362	7.5%
Virginia	104,150	101,302	2.8%	104,150	101,302	2.8%
South Carolina	59,746	66,868	-10.7%	59,746	66,868	-10.7%
Georgia	107,499	117,390	-8.4%	107,499	117,390	-8.4%
Jaxport	41,258	30,000	37.5%	41,258	30,000	37.5%
Port Everglades	34,402	32,445	6.0%	34,402	32,445	6.0%
Miami	32,493	31,696	2.5%	32,493	31,696	2.5%
New Orleans	20,231	22,068	-8.3%	20,231	22,068	-8.3%
Houston	71,146	88,403	-19.5%	71,146	88,403	-19.5%
Vancouver	76,129	85,464	-10.9%	76,129	85,464	-10.9%
Prince Rupert	14,483	11,294	28.2%	14,483	11,294	28.2%
Manzanillo*	85,424	68,775	24.2%	85,424	68,775	24.2%
Lazaro Cardenas	6,353	5,507	15.4%	6,353	5,507	15.4%

Source Individual Ports

*Does not distinguish loaded from empty containers.

Parsing the January 2018 Numbers Continued

Exhibit 3 January Year-to-Date Total TEUs (Loaded and Empty) Handled at Selected Ports



On the export loaded TEU side, the numbers continued to run contrary to a basic tenet of economic theory, namely that U.S. exports should increase when the dollar is weaker and overseas economies are expanding. Yet, in January, outbound loaded container traffic at the two San Pedro Bay ports was down 3.6% (-10,116 TEUs) from the same month a year earlier. Oakland fared somewhat better with a 2.1% (+1,555 TEUs) gain, but the Seattle/Tacoma alliance sustained an 18.5% hemorrhage (-14,177 TEUs). Altogether, the five major USWC container ports handled 22,678 fewer loaded export TEUs (-5.3%) than in January 2017.

USWC ports can perhaps derive some solace from the fact that East Coast ports didn't do much better. Collectively, the ten ports we survey grew their export trades by just 0.6% (+3,083 TEUs). As for the Gulf Coast Ports of New Orleans and Houston, January was a month to forget. Between the two, loaded exports were down 17.3% (-19,094 TEUs) from a year earlier.

Looking at U.S. Commerce Department value and weight trade statistics. Here we examine the U.S. Census Bureau's Foreign Trade Division data on the declared weight and value of containerized shipments arriving at U.S. ports in January. USWC ports recorded a 5.0% year-over-year rise in containerized import tonnage in January, while all other mainland ports managed a 2.7% increase. As a result, the USWC share of mainland U.S. containerized

Parsing the January 2018 Numbers Continued

import tonnage rose to 41.0%, up from 39.6% in December and from 40.1% in January 2017. At the San Pedro Bay Ports of Los Angeles and Long Beach, containerized import tonnage in January increased by 10.9% over the same month in 2017. However, the two ports' combined share of U.S. mainland containerized import tonnage in January was 31.4%, up from 29.6% the previous month and up from a 29.1% share in January 2017.

By declared value of containerized imports at U.S. mainland ports, USWC ports held a 49.1% share in January, a decided improvement over their 47.9% share in December but slightly down from the 49.2% share they held in January of 2017. At the Ports of Los Angeles and Long Beach, the combined share of the declared value of mainland U.S. containerized imports in January was 39.1%, up from 37.2% in December and from 37.9% a year earlier.

By declared weight of containerized exports, USWC ports' share of shipments from mainland ports in January fell to 32.9%, a share lower than in any month in many years – including the months of the West Coast dock slowdown in late 2014 and early 2015. January's 32.9% share was also below the 35.1% share in December and down significantly from the 37.4% share the USWC ports commanded in January 2017. The San Pedro Bay ports saw their collective share of containerized export tonnage slip to 19.7% in January, down from 21.3% in December and from 21.8% in January a year earlier.

By declared value, USWC ports held a 32.3% share of containerized shipments from mainland ports in January, down from 33.5% in December and from 34.3% a year earlier. The Los Angeles/Long Beach port complex saw its share of the value of containerized exports from mainland ports trend lower to 21.3%, off from 22.0% in December and down further from their 23.2% share in January 2017.

The Transpacific Trade. Now looking only at U.S. containerized trade with the economies of East Asia, USWC ports' share of the declared weight of the contents of containerized imports arriving at mainland ports from East Asia edged back up to 58.0% in January from 57.5% in December but was still below its 59.4% share in January 2017. The Ports of Long Beach and Los Angeles saw their combined share of containerized import tonnage from East Asia nudge up to 46.3% in January from 45.2% in December and from 45.1% in January 2017.
In dollar-value terms, USWC ports likewise saw their share of containerized imports from East Asia trade increase to 67.1% in January, up from 66.9% in December but down from 67.3% in January 2017. The Ports of Los Angeles and Long Beach together held a 54.1% share of containerized imports by dollar-value, an improvement over their 52.9% share a month earlier and from their 52.6% share in January 2017.

In tonnage terms, the USWC share of the mainland containerized exports to East Asia slipped to 53.3% from 54.7% the month before and from 55.9% in January 2017. Containerized export tonnage to East Asia from the San Pedro Bay ports dropped to 33.6% from 35.0% in December and from 35.5% in January 2017.

On a value basis, the USWC share of containerized exports to East Asia in January edged down to 62.0% from 62.5% in December and from 64.3% in the first month of 2017. The San Pedro Bay ports also saw their share of the dollar value of containerized exports remain steady at 43.4% where it stood in December but down from 45.2% in January 2017.

Worldwide Destinations and Origins. Weight-wise, China is by far the leading destination of USWC containerized exports with a 29.7% share. However, containerized exports to China in January fell precipitously (-19.6%) from a year earlier, when its share of USWC exports was 36.0%. Export tonnage to Japan rose by 3.7% from the same month a year earlier, while shipments to South Korea slipped by 0.4%. Exports to Vietnam continued to surge in January, with containerized tonnage up 74.1% over January 2017.

China continued to overwhelmingly dominate containerized import tonnage entering USWC ports with a 57.3% share in January, down slightly from 57.7% a year earlier. From January 2017, containerized imports from the PRC increased by 4.4%. Vietnam accounted for the next largest share of containerized import tonnage into USWC ports in January with a 4.6% share. Import tonnage from Vietnam rose by 6.5% in January. Japan increased its share of USWC imports by 7.2%, while imports from Taiwan (+6.9%) and South Korea (+13.0%) both increased.

Parsing the January 2018 Numbers Continued

NWSA Woes. The Northwest Seaport Alliance Ports of Tacoma and Seattle continued to underperform in January. Statistics compiled by the Pacific Maritime Association continue to reveal widely divergent experiences at the two ports. At Seattle, PMA figures show a 23.5% (+9,599 TEUs) jump in inbound loaded containers over January 2017 and a much smaller 5.5% (+1,698 TEUs) increase in outbound trade. But down at Tacoma, inbound traffic plummeted by 35.4% (-31,950 TEUs), while outbound trade was off by 18.1% (-12,010 TEUs).

U.S. foreign trade statistics reveal a similar dichotomy in terms of the declared weight of foreign shipments moving through the two ports. Seattle's containerized imports were up 24.2% over January 2017, while its containerized export tonnage rose 17.3%. Tacoma, meanwhile, handled 17.3% less import tonnage than it had a year earlier and 6.7% less export tonnage. Container traffic at Tacoma began a pattern of year-over-year declines in both imports and exports last May.

East Coast Ports See Steady Increase in Market Share

By tonnage, U.S. East Coast (USEC) ports saw a year-over-year increase of 7.6% in containerized imported goods from East Asia in January, with New York/New Jersey posting the most dramatic gain (+16.4%), and Jaxport (+11.1%) also recording a double-digit rise. Elsewhere, though, import tonnage declined at Charleston (-9.9%), Miami (-14.5%) and Philadelphia (-9.5%).

By comparison, containerized import tonnage from East Asia through USWC ports increased by 5.4% between January 2017 and January 2018, while imports through Gulf Coast ports from East Asia jumped by 22.7%. Exports were a different story. Containerized export tonnage from USEC ports fell by 17.3%, led by precipitous declines at Savannah (-19.4%), Norfolk (-11.1%) and Charleston (-8.3%).

USEC export tonnage in January totaled 1,735,133 million metric tons, while import tonnage stood at 2,995,497 metric tons. USWC export tonnage amounted to 3,010,549 metric tons, while import tonnage weighed in at 4,946,907 MT. Gulf Coast ports handled 551,846 MT in containerized imports in January as against 885,635 MT in exports. From ports of origin worldwide, Gulf Cost containerized import tonnage in January was 12.6% higher (+171,628 metric tons) than a year earlier. At East Coast ports, containerized import tonnage actually shrank by 0.5% (-33,793 metric tons) from a year earlier. USWC containerized import tonnage by contrast grew by 5.0% or +282,280 metric tons.

Our Scrap No Longer Wanted in China

China's restrictions, first announced last summer, on certain types of recyclables has definitely taken a toll on the number of containers moving from USWC ports to the People's Republic. January shipments of HS 470790 scrap paper were down 97.9% or 114,172 metric tons from the same month a year earlier. Just a year earlier, this often contaminated species of waste paper accounted for 8.7% of USWC containerized export tonnage to China. This January, HS 470790 accounted for just 0.2% of USWC containerized exports to China.

Compared to export levels in January 2017, overall USWC shipments of this most befouled type of scrap paper fell by 67.9% (-98,401 metric tons), largely because of that precipitous 97.9% (-114,172 metric tons) drop in shipments to China. To a limited extent, the effective loss of the China market to U.S. exporters was offset by dramatic surges in shipments to Indonesia (up 12,606 metric tons or +326.9%); India (up 6,731 metric tons or +723.3%); Vietnam (up 5,897 metric tons or +360.4%); and Taiwan (up 3,277 metric tons or +581.5%).

The Consequences of Curling?

We'd like to think it was the Canadian obsession with the Olympic ice sports that caused the Port of Vancouver to delay posting its December 2018 container trade statistics until March 1. Anyway, for the record, the British Columbia port recorded a 9.7% increase in inbound loaded containers in December (+11,650 TEUs) over the last month of 2017 and a parallel 4.4% (+4,175 TEUs) gain in loaded exports. For the year, Vancouver's imports were up 11.4% (+171,857 TEUs), while its exports barely increased (+948 TEUs). We hope port officials release their February numbers before the Stanley Cup playoffs begin on April 11. ■

Jock O'Connell's Commentary:

Pick a Number

You know the feeling. You're reading your morning paper or peering at your computer screen and up pops a number that looks just plain wrong. Almost invariably, your eyes crinkle and, depending on your mood, age, or whether you've had your second cup of coffee, your reaction might range from a variation on "gosh, that doesn't look right" to an even more explosive expletive.

I experienced such an episode on February 16 as I squinted at a figure cited in separate articles in *The Wall Street Journal* and *Logistics Management* that were based on the same report by an outfit in London named Panjiva, Inc., which has since been acquired by S&P Global, a bigger fish in the market intelligence business.

The number was 7.7%, and it was, by Panjiva's reckoning, the margin by which shipments to U.S. ports in January exceeded those in January 2017.

No doubt cobbling from a corporate press release, the *Logistics Management* piece bore the headline: "Panjiva points to strong import growth to start 2018." The sub-head pretty much laid out the story: "January shipments, at 1,006,861, were up 7.7% annually compared to 934,447 in January 2017."

Similarly cobbling, the *WSJ* article began: "U.S.-bound ocean shipments increased nearly 7.7% across all of the nation's seaports in January, according to Panjiva."

Wow, what an impressive start to the new year! And that – with the exclamation point at least figuratively included – was decidedly the impression left by both articles, even though, the WSJ article went on to sound a mildly discordant note: "California's ports...didn't see import volume grow in line with Panjiva's national estimates in January."

Indeed, California's three big ports, which had days earlier announced their January container statistics, had collectively posted a respectable but, by Panjiva's expectations, relatively modest 3.5% year-over-year increase in inbound loaded TEUs.

Still, Panjiva's report seemed to provide sufficient cause for the nation's ports and shippers to break out the champagne to celebrate at least a momentary high-point. For the *WSJ* article also noted Panjiva's advisory that January's "momentum will likely slow in February and March".

My "that can't be right" reaction to Pangiva's 7.7% growth figure was partially prompted by an exceedingly conservative January container trade estimate I had seen a month earlier from Global Port Tracker, a co-production of the National Retail Federation and Hackett Associates.

As reported in the January 8 edition of the *Journal of Commerce*: "The *Global Port Tracker* forecast January volume through the ports will be 1.68 million TEU, up 0.2 percent year over year."

So, there you have it. January's containerized import trade grew by either +7.7% or +0.2 %.

Not exactly the finest moment in the annals of box-counting.

Now you're probably guessing the discrepancy might be due to a difference in metrics. After all, the *Global Port Tracker* counts TEUs, as does virtually everyone else in the maritime industry. By contrast, Panjiva measures trade in "shipments", and here's where things can get terribly confusing for those of us struggling to understand whether inbound container trade was up a lot or not much at all in the first month of the year.

Let's begin with a very basic question about the Panjiva estimate. Like, what's a shipment? According to Panjiva's Christopher Rogers: "The units are raw shipment count. We find on average that for containerized traffic there is around 2 - 2.2 TEUs per shipment (which makes sense given most shipments relate to one 40-foot container for marine traffic)."

Now remember that *Logistics Management* article that reported Panjiva's claim that U.S.-bound shipments in January totaled 1,006,861? Given Mr. Rogers' explanation, what Panjiva calls "shipments" is looking a lot like FEUs.

Bear with me here while I do some basic arithmetic. Assuming we are talking about loaded containers and if

Continued

Jock O'Connell's Commentary Continued

indeed there are roughly 2-2.2 TEUs per shipment, then, by Panjiva's lights, U.S. ports should have seen somewhere between 2,013,722 TEUs and 2,215,094 TEUs in inbound loaded traffic in January. Or between 1,006,861 and 1,107,547 FEUs.

That's rather more than the *Global Port Tracker* forecast of 1.68 million TEUs for the same month, but then *Global Port Tracker* does not attempt to track cargos through every port. (The U.S. ports it does cover are: Los Angeles/ Long Beach, Oakland, Northwest Seaport Alliance, New York/New Jersey, Virginia, Charleston, Savannah, Miami, Port Everglades, and Houston. It also monitors trade through the Canadian ports of Vancouver, Prince Rupert, and Montreal.)

So, in the end, how many loaded inbound TEUs did America's chief maritime gateways report handling in January and how many more TEUs did they handle this January than last?

The January numbers provided by the eleven U.S. maritime gateways monitored by the *Global Port Tracker* show an inbound loaded TEU count of 1,735,247, which represents a 3.7% gain over January 2017.

PMSA compiles container statistics from 17 mainland U.S. ports, fifteen of which post monthly inbound/ outbound container trade statistics that helpfully distinguish loaded from empty containers. Those 15 include the 11 container ports covered by *Global Port Tracker* plus the Ports of Boston, Baltimore, Jacksonville, and New Orleans.)

Combining the data supplied by these fifteen ports, we calculate that January saw a 3.6% year-over-year increase in inbound loaded TEUs – 1,812,848 TEUs this January over 1,749,024 in January 2017.

These increases reported by the nation's largest container ports are reasonably consistent with the U.S. Commerce Department's finding that total containerized import tonnage entering American ports in January was 14.73 million metric tons, 3.1% higher than the 14.28 million metric tons that had arrived a year earlier.

As the ports PMSA monitors handle more than 90% of the nation's maritime box trade, it certainly does not appear that America's ports (even including our Canadian cousins) saw anything close to a 7.7% January over January jump in inbound loaded TEUs from a year earlier. Nor, obviously, did they squeak by with a 0.2% gain.

Looming Trade Wars and USWC Ports?

President Trump's decision to impose tariffs on imported steel and aluminum has definitely set the cat amongst the pigeons, as some of our older British friends remain fond of saying. The latest move was foreshadowed by the recent rehabilitation of hardline trade nationalist Peter Navarro in the president's inner circle. Now, with the resignation of Gary Cohn, head of the National Economic Council, Commerce Secretary Wilbur Ross and Navarro seem to be ascendant. Still, the president's aggressive trade agenda is being resisted within his own party and by a wide range of important industries, especially those which utilize steel and aluminum in their products. Even the hitherto sycophantic House Speaker Paul Ryan and other Republicans in Congress have now begun pushing back against Trump on the issue of tariffs.

The near-term outlook for California's ports had already been roiled by President Trump's decision in January to impose tariffs on imports of solar panels and washing machines. How America's trading partners would react has lately become a consuming topic of discussion and worry among economists and shippers alike.

Impossible as it has become to fathom the president's shifting moods, economist are increasingly out of our element in trying to forecast USWC trade flows. The good news, if there is any, is that countries disposed to retaliate have historically targeted U.S. exports from states or congressional districts that are politically sensitive to the incumbent administration.

In the current instance, the European Union has threatened to impose restrictions on such iconic items as Kentucky bourbon, Harley-Davidson motorcycles, and blue jeans. All three products have one thing in common; they are produced in regions represented in Congress by Republicans. Republicans Mitch McConnell and Rand

Continued

Jock O'Connell's Commentary Continued

Paul represent Kentucky in the U.S. Senate. Harley-Davidson is headquartered in Republican Paul Ryan's Wisconsin, while its manufacturing facilities are located in the Wisconsin congressional districts represented by Republicans Jim Sensenbrenner and Sean Duffy along with the Pennsylvania district represented by GOP Congressman Scott Perry. And, despite Levi Strauss' long association with California, nearly all American-made blue jeans are now manufactured in Mississippi (Republican Senators Thad Cochran and Roger Wicker), Tennessee (GOP Senators Bob Corker and Lamar Alexander), and Texas (Republican Senators John Cornyn and Ted Cruz). While more than 99% of Levi's jeans are made outside the United States, the San Francisco-based company does have a single collection of "Made in the USA" 501 jeans, sourced from a small denim mill in North Carolina (GOP Senators Richard Burr and Thom Tillis).

For its part, China has singled out U.S. soybeans as a likely target of retaliation. The states that would be hurt most by such a move would be Illinois, Iowa, Minnesota, Nebraska, Indiana, Missouri, Ohio, North Dakota, South Dakota, and Arkansas. All but two cast their electoral votes for Trump in the 2016 presidential election. The U.S. Department of Agriculture does not even acknowledge soybean production along the West Coast in its latest survey of soybean plantings by state.

How would an anticipated curb on Chinese imports of American soybeans affect USWC ports? U.S. soybean shipments to China in January were already down 31% from a year earlier. U.S. trade statistics indicate that USWC ports handled 658,668 metric tons or 20.5% of U.S. soybean exports to China in January. However, the data were likely skewed by upstream flooding along the Mississippi River and its major tributaries that hampered barge shipments to Gulf Coast ports. According to the U.S. Department of Agriculture, Gulf ports handle nearly 60% of U.S. soybean exports. The flooding issue persisted into February. ■

Jock's comments are his own and do not necessarily represent the views of PMSA.

Photo courtesy of the Port of Long Beach

Just When You Thought Your Stormwater was Safe to Go Back in the Water

By John Berge
Vice President, Pacific Merchant Shipping Association

The specter of additional environmental regulations coming at the maritime industry is the reality in California. What was once a steady drip, drip, drip of new environmental requirements in California has now become a firehose gusher of proposed rulemaking that makes one wonder, "what could be next".

Greenhouse gases and toxic air emissions from the goods movement sector has long been a target for state and local regulators. Adding to the regulatory mix is a proposal from the State Water Resources Control Board (Water Board) to amend their existing Industrial General Stormwater Permit (IGP), placing new treatment requirements for stormwater runoff, as well as increased legal exposure to marine facilities, leaving terminal operators wondering what sins they committed in a previous life.

The proposal is a set of amendments to the existing IGP, a five year stormwater permit that expires on June 30, 2020. Under the Clean Water Act - National Pollutant Discharge Elimination System (NPDES), virtually all industrial facilities that discharge stormwater runoff into common waterbodies are required to operate under the parameters of an IGP. The permit requires the development of a plan, periodic sampling and analysis of discharge and reporting of discharge pollutant constituents to the state. Stormwater discharges that exceed established limits must be mitigated to the satisfaction of the Regional Water Board. That mitigation can vary from best practices to filtration, to even capture and extensive treatment of all runoff; often at great expense. The benefit to the facility, if one can call it that, is recognition that they are in compliance with their permit and operating legally in the state.

While each industry has its own set of pollutants that they generate and must mitigate, marine terminals are faced with the dilemma of having to mitigate a set of pollutants that are generated by third party business not under their control. The tens of thousands of trucks that pass through marine terminals on a daily basis generate residual copper from brake pads and zinc from tires. These metals are difficult to mitigate, and because the sources are so ubiquitous, many water bodies in the state are impaired by their presence.

As difficult as it is for terminals to meet current pollutant discharge levels, the proposed amendments set much lower levels. Additional pollutant limits based on Total Maximum Daily Load (TMDL) will be incorporated into the IGP for specific impaired water bodies. These pollutant levels are typically much lower than those already established in the IGP and would require additional mitigation measures. Terminals in Los Angeles and Long Beach will be especially impacted due to the impaired nature of the harbor waters and it is questionable whether some of the levels can be met regardless of mitigation measures. And if that is not enough, the proposed amendments add a new metric for these pollutants, the Numeric Effluent Limitation (NEL), which in addition to imposing lower pollutant limits, also poses greater legal risk to facilities. Under the Numeric Action Levels (NAL) provision in the current IGP, pollutant levels can be exceeded in a storm event, but only if the discharger adopts Water Board approved corrective mitigation measures, the facility is considered in compliance with their permit. But exceedance of NELs places the permit holder in violation of the permit, regardless of actions taken. This exposes the permit holder to fines and penalties by the Water Board, and more significantly will greatly expose them to third party lawsuits.

There are some positive aspects to the proposed amendments, including off-site compliance options through municipal treatment systems. However on the whole, the proposal sets up the potential for forcing terminals to spend tens of millions of dollars without being assured of compliance at the end of the road.

Misery loves company, and almost every industrial facility in the state is wondering how they might cope with these new requirements. So the Water Board is getting an earful from around the state. For the maritime industry, consider it just one more straw on the camel's back. ■

February Cargo Volumes Up But Container Dwell Time Continues To Drop

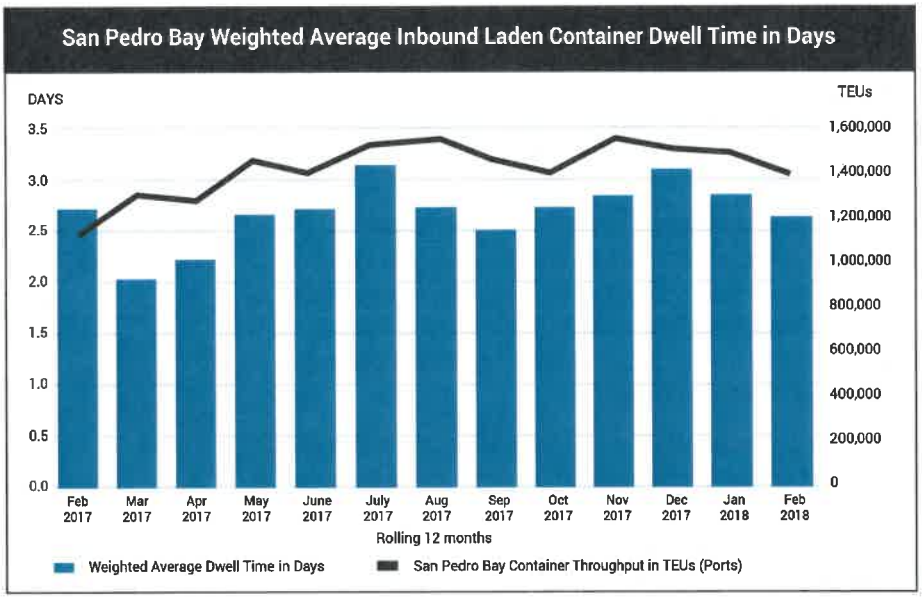
Container dwell time at San Pedro Bay ports improved in February 2018 despite historic volumes at the Ports of Los Angeles and Long Beach for the month of February.

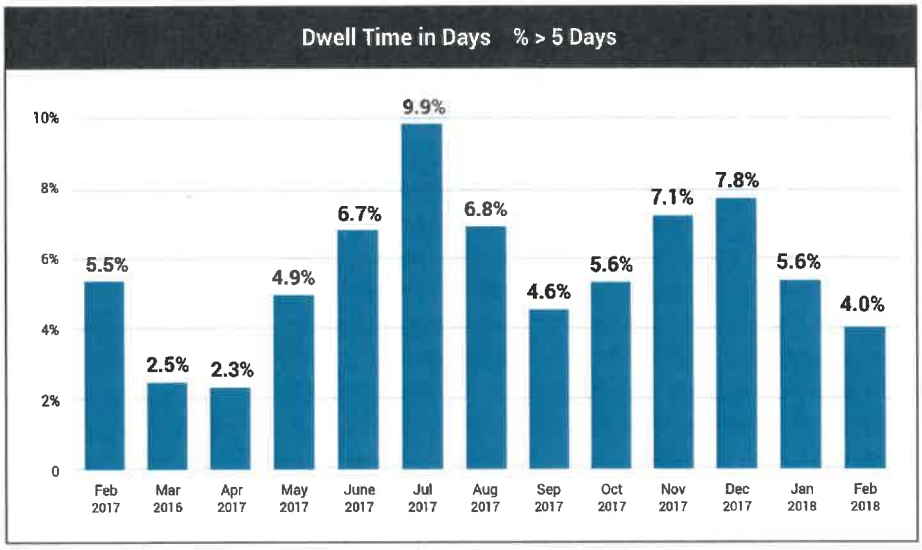
Dwell time, measured by the number of days containers are on a terminal after being off loaded from a ship, is viewed as a key benchmark of a terminal's efficiency.

February dwell times continue their seasonal downward trend increasing the capacity at the marine terminals. The San Pedro Bay ports experienced a 23% increase in cargo volumes over 2017 as cargo owners advanced their freight prior to the Asian Lunar New Year holiday.

For the month of February, the average number of days a container stayed on the terminal was 2.63 days. This was lower than the 2.87 days containers stayed at terminals on average the month before, or the 3.08 average days in December. Additionally, the number of containers that exceeded five days at a terminal was 4% - a 3.8% decrease from December 2017.

Container traffic at the ports totaled over 1.3 million in February, and the lower dwell time points to the efficient practices at terminals in San Pedro. It's a challenge to keep the dwell time down while accommodating traffic growth, however dwell time in February showed improvement a trend we want to continue. ■





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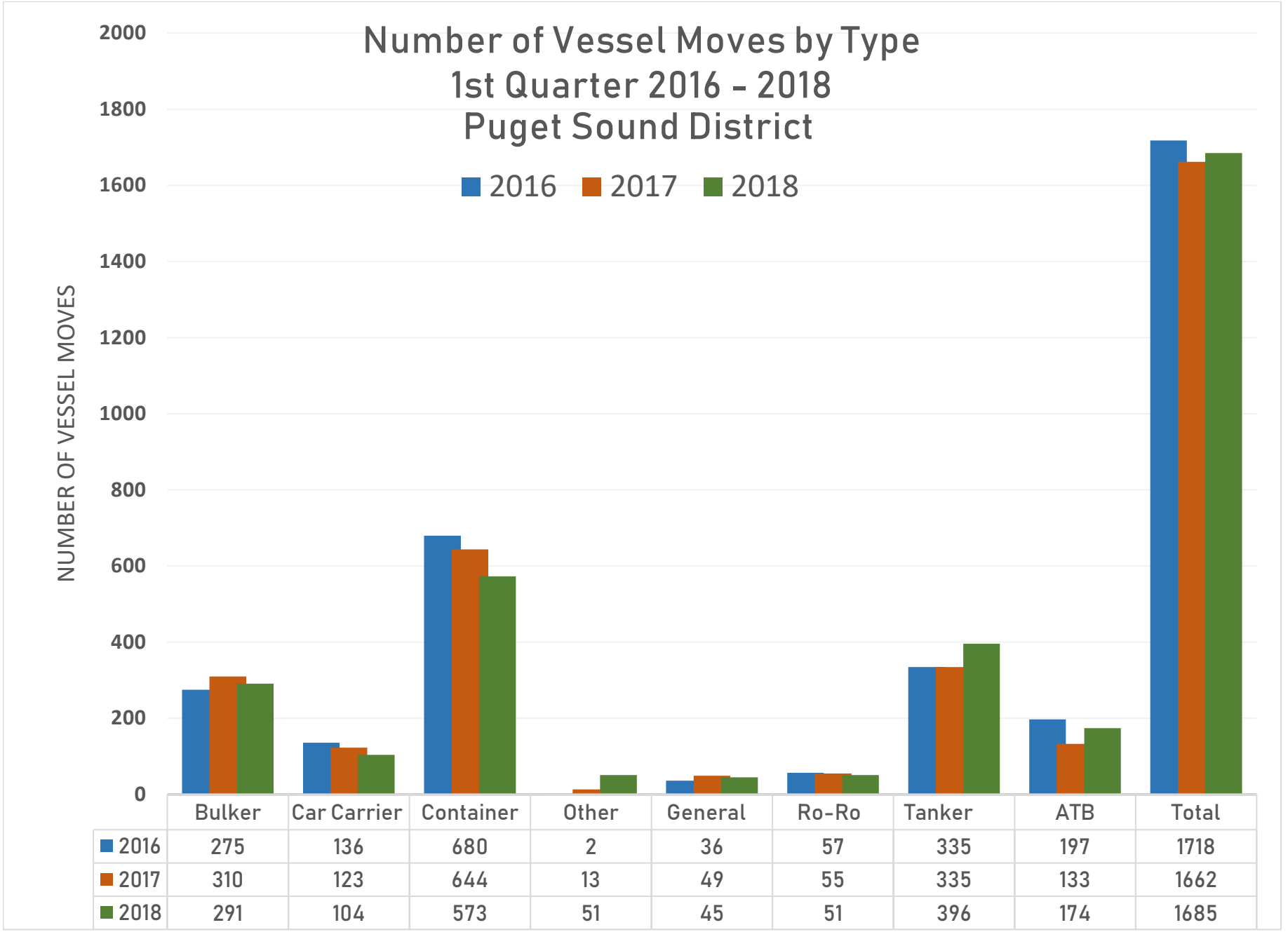
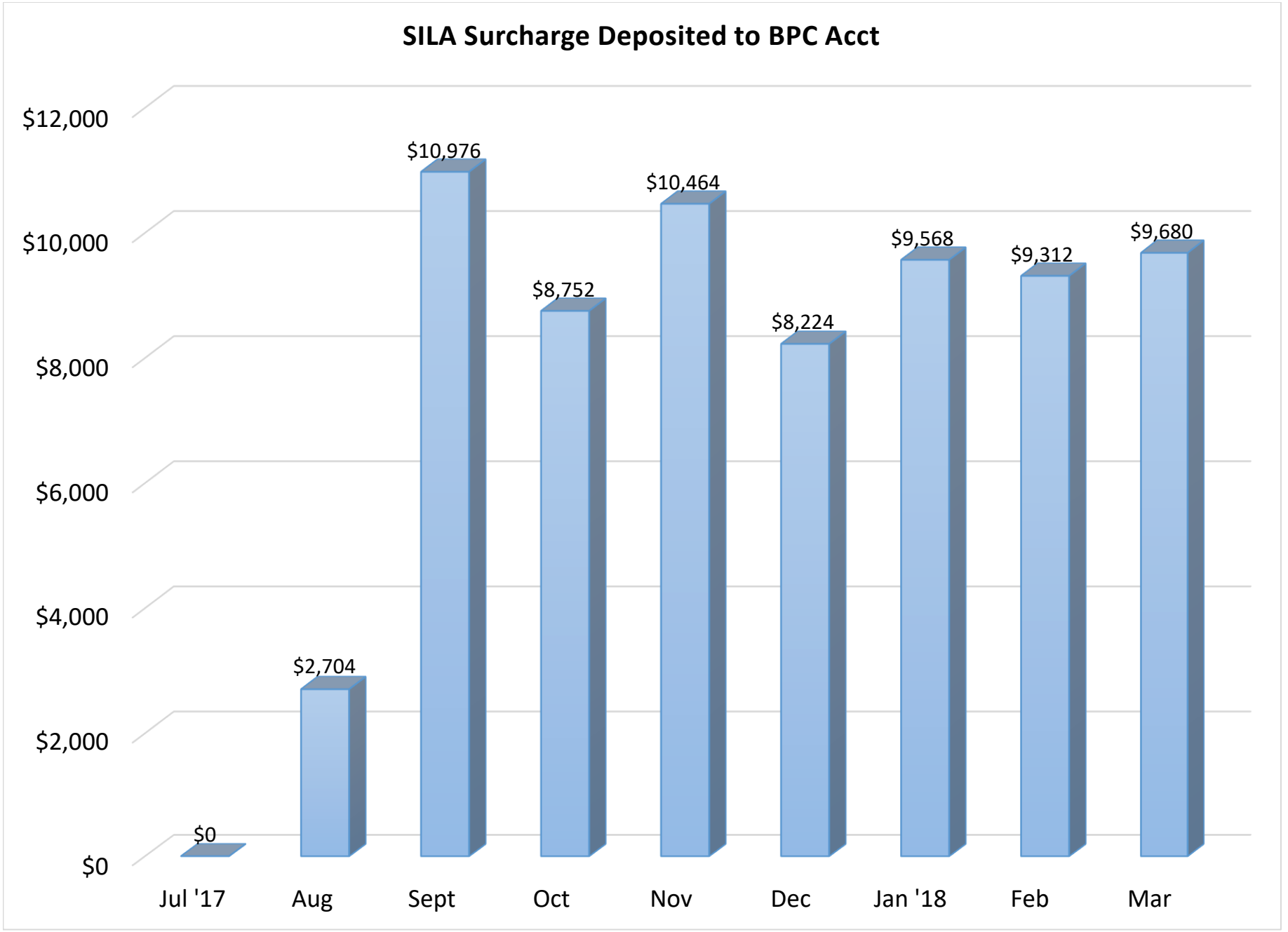
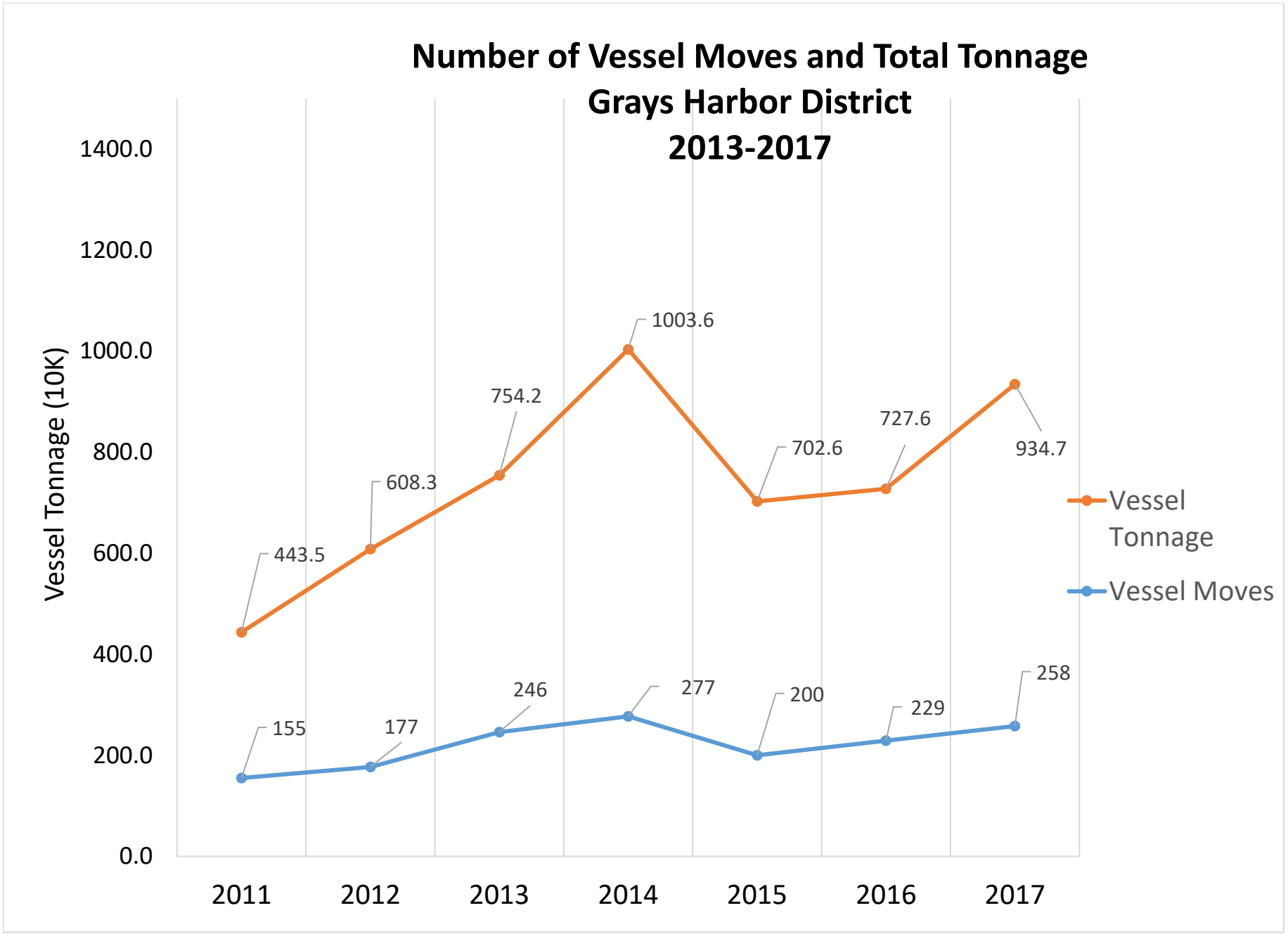
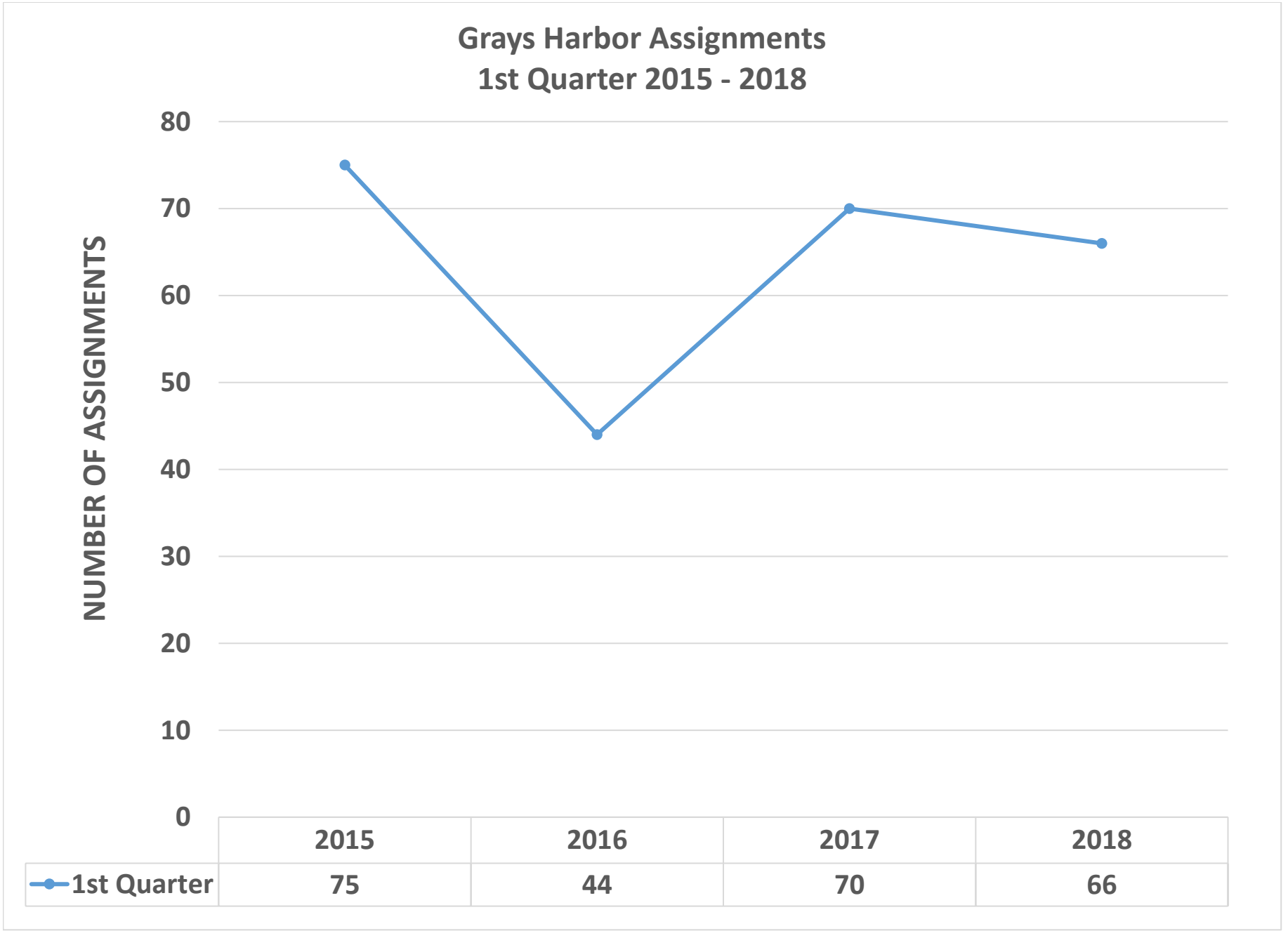


	Bulker	Car Carrier	Container	Other	General	Ro-Ro	Tanker	ATB	Total
2016	275	136	680	2	36	57	335	197	1718
2017	310	123	644	13	49	55	335	133	1662
2018	291	104	573	51	45	51	396	174	1685


SILA Surcharge Deposited to BPC Acct
$12,000
$10,000
$8,000
$6,000
$4,000
$2,000
$0
$0
$2,704
$10,976
$8,752
$10,464
$8,224
$9,568
$9,312
$9,680
Jul '17
Aug
Sept
Oct
Nov
Dec
Jan '18
Feb
Mar


Number of Vessel Moves and Total Tonnage
Grays Harbor District
2013-2017
Vessel Tonnage (10K)
1400.0
1200.0
1000.0
800.0
600.0
400.0
200.0
0.0
2011
2012
2013
2014
2015
2016
2017
443.5
608.3
754.2
1003.6
702.6
727.6
934.7
155
177
246
277
200
229
258
Vessel Tonnage
Vessel Moves


Grays Harbor Assignments
1st Quarter 2015 - 2018
NUMBER OF ASSIGNMENTS
80
70
60
50
40
30
20
10
0
2015
2016
2017
2018
1st Quarter
75
44
70
66

Source of Revenue Breakdown
January - March 2018, 2017, 2016

Earned Revenue Rpt Puget Sound Pilots	Jan-18	Feb-18	Mar-18	2018 1st Qtr YTD		Jan-17	Feb-17	Mar-17	2017 1st Qtr YTD		Jan-16	Feb-16	Mar-16	2016 1st Qtr YTD
--Counters & Misc Totals--														
Seattle Assigns	123	134	125	382	-8.4%	148	132	137	417	0.5%	150	129	136	415
Ship Assigns	602	556	583	1,741	2.1%	606	529	570	1,705	-3.1%	605	547	607	1,759
Pilot Boat Assigns	418	397	426	1,241	1.9%	422	389	407	1,218	-2.9%	419	401	434	1,254
Tonnage Surcharge/Moves	567	531	563	1,661	-0.1%	594	520	548	1,662	-3.3%	589	538	591	1,718
Surcharge Revenue	$1,364,136	$1,306,390	$1,350,510	$4,021,037	1.2%	$1,456,699	$1,256,480	$1,261,965	$3,975,144	0.1%	$1,329,440	$1,296,111	$1,345,308	$3,970,859
--Source of Revenue Breakdown--					Qtr end change					Qtr end change				
LOA/Zone (*)	$634,386	$601,823	$664,361	$1,900,570	-0.3%	$666,444	$595,861	$644,323	$1,906,628	-3.3%	$660,059	$623,092	$688,024	$1,971,175
Harbor Shift (*)	65,727	57,104	53,699	176,530	-26.8%	88,169	74,490	78,573	241,232	-5.4%	96,559	74,268	84,302	255,129
Transportation (**)	101,155	93,630	94,363	289,148	19.1%	89,385	74,474	78,888	242,747	-6.2%	88,464	79,737	90,643	258,844
BC Surcharge (***)	23,177	52,675	56,889	132,741	70.3%	23,177	23,177	31,605	77,959	5.7%	23,177	18,963	31,605	73,745
Bridge Transit (***)	6,532	3,774	3,538	13,844	-30.0%	9,592	3,151	7,028	19,771	-18.2%	7,802	10,064	6,314	24,180
Waterway (***)	40,584	38,228	37,848	116,660	-26.2%	58,558	46,436	53,048	158,042	-15.0%	59,869	62,225	63,897	185,991
Tonnage Surcharge (***)	1,364,136	1,306,390	1,350,510	4,021,037	1.2%	1,456,699	1,256,480	1,261,965	3,975,144	0.1%	1,329,440	1,296,111	1,345,308	3,970,859
Cancellations (***)	14,530	8,872	12,763	36,165	32.2%	6,412	7,503	13,437	27,352	11.4%	11,167	5,228	8,153	24,548
Compass Adj (***)	359	0	359	718				718	718	-33.3%	718	359		1,077
Standby/Sail Delay (***)	18,924	20,294	18,394	57,612	-17.0%	18,358	23,088	27,966	69,412	-21.7%	46,059	25,244	17,307	88,610
Slow Down (***)	3,562	3,854	5,224	12,640	-13.0%	4,658	5,754	4,110	14,522	-73.2%	42,470	3,562	8,220	54,252
Salmon Bay (***)	211	1,899	422	2,532	1100.0%		211		211	0.5%	210			210
Lk Union/Washington (***)	164	0	164	328	100.0%		164		164	0.0%	164			164
Sea Trials (***)	48,672	38,194		86,866	2236.4%	1,183	2,535		3,718	0.0%	1,690		2,028	3,718
Delayed Arr & Dock Delay (***)	4,384	6,320	4,411	15,115	-43.7%	8,220	8,768	9,864	26,852	-38.0%	18,650	10,960	13,700	43,310
Miscellaneous (***)	696	1,662	696	3,054	5353.6%		42	14	56					0
Pilot Boat (***)	145,464	138,156	148,248	431,868	1.9%	146,856	135,372	141,636	423,864	-2.9%	145,812	139,548	151,032	436,392
Total-Source Section	$2,472,664	$2,372,875	$2,451,889	$7,297,428	1.5%	$2,577,711	$2,257,506	$2,353,175	$7,188,392	-2.8%	$2,532,310	$2,349,361	$2,510,533	$7,392,204
---------Revenue---------														
Mileage (LOA/Zone) (*)	$700,113	$658,927	$718,060	$2,077,100	-3.3%	$754,613	$670,351	$722,896	$2,147,860	-3.5%	$756,618	$697,360	$772,326	$2,226,304
Trans (**)	101,155	93,630	94,363	289,148	19.1%	89,385	74,474	78,888	242,747	-6.2%	88,464	79,737	90,643	258,844
Special (***)	1,671,395	1,620,318	1,639,466	4,931,179	2.8%	1,733,713	1,512,681	1,551,391	4,797,785	-2.2%	1,687,228	1,572,264	1,647,564	4,907,056
Total -Revenue Section	$2,472,664	$2,372,875	$2,451,889	$7,297,428	1.5%	$2,577,711	$2,257,506	$2,353,175	$7,188,392	-2.8%	$2,532,310	$2,349,361	$2,510,533	$7,392,204
RPA including transportation				$4,192	-0.6%				$4,216	0.3%				$4,203
Revenue/Assignment, w/o Transp	**$3,939**	**$4,099**	**$4,044**	**$4,025**	**-1.2%**	**$4,106**	**$4,127**	**$3,990**	**$4,074**	**0.5%**	**$4,039**	**$4,149**	**$3,987**	**$4,055**
Other Stats	2,371,508	$2,279,245		$7,008,279		2,488,326	$2,183,032	$2,274,287	$6,945,645		2,443,846.00	2,269,624.00		$7,133,360
Pilot Boat Charges	$145,464	$138,156	$148,248	$431,868	1.9%	$146,856	$135,372	$141,636	$423,864	-2.9%	$145,812	$139,548	$151,032	$436,392
Pilot Boat Assignments	418	397	426	1,241	1.9%	422	389	407	1,218	-2.9%	419	401	434	1,254
Avg	348	348	348	348		348	$348	$348	348		348	348	348	348
Tonnage Surcharge Revenue	$1,364,136	$1,306,390	$1,350,510	$4,021,037	1.2%	$1,456,699	$1,256,480	$1,261,965	$3,975,144	0.1%	$1,329,440	$1,296,111	$1,345,308	$3,970,859
Tonnage Surcharge Charge # moves	567	531	563	1,661	-0.1%	594	520	548	1,662	-3.3%	589	538	591	1,718
Avg Tonnage Surcharge/Move	$2,406	$2,460	$2,399	$2,421	1.2%	$2,452	$2,416	$2,303	$2,392	3.5%	$2,257	$2,409	$2,276	$2,311

Just the Basics
2018-2015

MONTH								Year to Date					
2018	**Month**	**Revenue(Trans)**		**Assignments**		**RPA for month**		**YTD Revenue**		**YTD Assgn**		**YTD RPA**	
	Jan	-4.7%	2,371,508	602	-0.7%	3,939	-4.1%						-0.7%
	Feb	4.4%	2,279,245	556	5.1%	4,099	-0.7%	4,650,753	-0.4%	1,158	2.0%	4,016	-2.4%
	Mar	3.7%	2,357,526	583	2.3%	4,044	1.3%	7,008,279	0.9%	1,741	2.1%	4,025	-1.2%
	2018	0.9%	**7,008,279**	**1741**									
2017	**Month**	**Revenue(Trans)**		**Assignments**		**RPA for month**		**YTD Revenue**		**YTD Assgn**		**YTD RPA**	
	Jan	1.8%	2,488,326	606	0.2%	4,106	1.7%						
	Feb	-3.8%	2,183,032	529	-3.3%	4,127	-0.5%	4,671,358	-0.9%	1,135	-1.5%	4,116	0.6%
	Mar	-6.0%	2,274,287	570	-6.1%	3,990	0.1%	6,945,645	-2.6%	1,705	-3.1%	4,074	0.5%
	Apr	-1.5%	2,315,825	565	-3.3%	4,099	1.9%	9,261,470	-2.3%	2,270	-3.1%	4,080	0.8%
	May	-2.3%	2,968,949	664	-1.2%	4,471	-1.1%	12,230,419	-2.3%	2,934	-2.7%	4,169	0.4%
	Jun	-4.8%	3,060,089	636	-12.3%	4,811	8.5%	15,290,508	-2.8%	3,570	-4.5%	4,283	1.8%
	Jul	-2.6%	3,235,074	664	-4.3%	4,872	1.8%	18,525,582	-2.8%	4,234	-4.5%	4,375	1.8%
	Aug	-5.3%	3,089,703	657	-4.2%	4,703	-1.1%	21,615,285	-3.2%	4,891	-4.5%	4,419	1.4%
	Sep	-2.4%	2,948,218	608	-6.9%	4,849	4.9%	24,563,503	-3.1%	5,500	-4.7%	4,466	1.7%
	Oct	-8.3%	2,357,919	564	-8.6%	4,181	0.3%	26,921,423	-3.5%	6,064	-5.1%	4,440	1.6%
	Nov	-9.6%	2,370,766	597	-9.7%	3,971	0.1%	29,292,188	-4.1%	6,661	-5.5%	4,398	1.5%
	Dec	-2.5%	2,383,967	589	-3.4%	4,047	0.9%	31,676,155	-4.0%	7,249	-5.4%	4,370	1.5%
	2017	**-4.0%**	**31,676,155**	**7249**	**-5.4%**								
2016	**Month**	**Revenue(Trans)**		**Assignments**		**RPA for month**		**YTD Revenue**		**YTD Assgn**		**YTD RPA**	
	Jan	11.0%	2,443,846	605	4.9%	4,039	5.8%						
	Feb	12.1%	2,269,624	547	5.8%	4,149	5.9%	4,713,470	11.5%	1,152	5.3%	4,092	5.9%
	Mar	2.3%	2,419,890	607	-5.0%	3,987	7.7%	7,133,360	8.2%	1,759	1.5%	4,055	6.6%
	Apr	9.2%	2,350,195	584	-5.8%	4,024	15.9%	9,483,555	8.4%	2,343	-0.4%	4,048	8.9%
	May	2.7%	3,039,515	672	-13.2%	4,523	18.3%	12,523,070	7.0%	3,015	-3.6%	4,154	11.0%
	Jun	0.1%	3,215,179	725	-8.3%	4,435	9.2%	15,738,249	5.5%	3,740	-4.5%	4,208	10.5%
	Jul	12.2%	3,320,803	694	9.8%	4,785	2.2%	19,059,052	6.6%	4,434	-2.5%	4,298	9.4%
	Aug	-0.9%	3,261,886	686	-1.0%	4,755	0.1%	22,320,938	5.4%	5,120	-2.3%	4,360	8.0%
	Sep	9.5%	3,019,483	653	8.7%	4,624	0.8%	25,340,421	5.9%	5,773	-1.2%	4,389	7.2%
	Oct	-3.3%	2,571,409	617	-7.4%	4,168	4.4%	27,911,830	5.0%	6,390	-1.8%	4,368	7.0%
	Nov	5.8%	2,622,922	661	2.6%	3,968	3.1%	30,534,752	5.1%	7,051	-1.4%	4,331	6.6%
	Dec	-6.6%	2,446,187	610	-4.8%	4,010	-1.8%	32,980,939	4.1%	7,661	-1.7%	4,305	5.9%
	2016	**4.1%**	**32,980,939**	**7,661**	**-1.7%**					(134)			
2015	**Month**	**Revenue(Trans)**		**Assignments**		**RPA for month**		**YTD Revenue**		**YTD Assgn**		**YTD RPA**	
	Jan	-13.8%	2,202,588	577	-9.7%	3,817	-4.5%						
	Feb	-10.5%	2,024,842	517	-11.3%	3,917	1.0%	4,227,430	-12.2%	1,094	-10.5%	3,864	-2.0%
	Mar	-1.6%	2,365,096	639	2.6%	3,701	-4.1%	6,592,526	-8.7%	1,733	-6.1%	3,804	-2.8%
	Apr	-12.6%	2,153,086	620	-1.6%	3,473	-11.2%	8,745,612	-9.7%	2,353	-4.9%	3,717	-5.0%
	May	-2.5%	2,959,296	774	15.4%	3,823	-15.5%	11,704,908	-8.0%	3,127	-0.6%	3,743	-7.4%
	Jun	5.8%	3,210,995	791	14.6%	4,059	-7.7%	14,915,903	-5.3%	3,918	2.1%	3,807	-7.3%
	Jul	-2.1%	2,960,243	632	-4.7%	4,684	2.7%	17,876,146	-4.8%	4,550	1.1%	3,929	-5.9%
	Aug	2.2%	3,291,439	693	1.2%	4,750	1.1%	21,167,585	-3.8%	5,243	1.1%	4,037	-4.9%
	Sep	3.8%	2,756,533	601	0.7%	4,587	3.1%	23,924,118	-3.0%	5,844	1.1%	4,094	-4.0%
	Oct	9.4%	2,659,033	666	4.2%	3,993	5.0%	26,583,151	-1.8%	6,510	1.4%	4,083	-3.2%
	Nov	13.9%	2,479,703	644	8.8%	3,850	4.7%	29,062,854	-0.7%	7,154	2.0%	4,062	-2.7%
	Dec	20.2%	2,618,146	641	6.1%	4,084	13.3%	31,681,000	0.8%	7,795	2.4%	4,064	-1.5%
	2015	**0.8%**	**31,681,000**	**7,795**	**2.4%**					179			

Selected Comparatives Summary

PSP 2018	January	Jan to prev Jan	February	Feb to prev Feb	March	Mar to prev Mar	3 mo to date	compared to previous year
Tariff Revenue-Trans	$2,371,489	-4.7%	$2,279,245	4.4%	$2,357,526	3.7%	$7,008,687	0.9%
RPA-Revenue per Assign	$3,939	-4.1%	$4,099	-0.7%	$4,044	1.4%	$4,027	-1.2%
# of licensed pilots w/o Pres	50		50		50		50	
Average Assgn/pilot on rotation	12.30		11.35		11.90		11.83	
# pilots with < 6 jobs (+1=Pres)	3 + 1		2 + 1		5 + 1			
Assignments	602	-0.7%	556	5.1%	583	2.3%	1741	2.1%
Assignment change	-4		27		13		36	
Moves	579	-2.5%	543	4.4%	563	2.7%	1685	1.4%
Moves change	-15		23		15		23	
Cancellations	23	91.7%	13	44.4%	20	-9.1%	56	30.2%
Tonnage Revenue	$1,364,136	-6.4%	$1,306,390	4.0%	$1,350,510	7.0%	$4,021,036	1.2%
Tonnage Revenue per Move	$2,356	-3.9%	$2,406	-0.4%	$2,399	4.2%	$2,386	
Gross Tonnage Moved	27,962,363	-10.7%	26,106,585	-4.1%	27,303,886	-0.5%	$81,372,834	-5.4%

PSP 2017	January	Jan to prev Jan	February	Feb to prev Feb	March	Mar to prev Mar	3 mo to date	compared to previous year
Tariff Revenue-Trans	$2,488,326	1.8%	$2,183,031	-3.8%	$2,273,861	-6.0%	$6,945,218	-2.6%
RPA-Revenue per Assign	$4,106	1.7%	$4,127	-0.5%	$3,989	0.1%	$4,074	0.5%
# of licensed pilots w/o Pres	51		51		51		51	
Average Assgn/pilot on rotation	11.88		10.37		11.18		11.13	
# pilots with < 6 jobs (+1=Pres)	2 + 1		5 + 1		3 + 1			
Assignments	606	0.2%	529	-3.3%	570	-6.1%	1705	-3.1%
Assignment change	1		-18		-37		-54	
Moves	594	0.8%	520	-3.3%	548	-7.3%	1662	-3.3%
Moves change	5		-18		-43		-56	
Cancellations	12	-25.0%	9	0.0%	22	37.5%	43	4.9%
Tonnage Revenue	$1,456,699	9.6%	$1,256,480	-3.1%	$1,261,965	-6.2%	$3,975,144	0.1%
Tonnage Revenue per Move	$2,452	8.7%	$2,416	0.3%	$2,303	1.2%	$2,392	3.5%
Gross Tonnage Moved	31,303,842	5.7%	27,225,601	-2.2%	27,446,553	-7.5%	$85,975,996	-1.3%

PSP 2016	January	Jan to prev Jan	February	Feb to prev Feb	March	Mar to prev Mar	3 mo to date	to previous year
Tariff Revenue-Trans	$2,443,846	11.0%	$2,269,624	12.1%	$2,419,887	2.3%	$7,133,357	8.2%
RPA-Revenue per Assign	$4,039	5.8%	$4,149	5.9%	$3,987	7.7%	$4,055	6.6%
# of licensed pilots w/o Pres	51		51		50		51	
Average Assgn/pilot	12.26		10.73		12.14		11.49	
# pilots with < 6 jobs(+1=Pres)	6 + 1		8 + 1		3 + 1			
Assignments	605	4.9%	547	5.8%	607	-5.0%	1759	1.5%
Assignment change	28		30		-32		26	
Moves	589	4.1%	538	7.4%	591	-5.1%	1718	1.7%
Moves change	23		37		-32	-0.061	28	57.0%
Cancellations	16		9		16		41	
Tonnage Revenue	$1,329,440		$1,296,111		$1,345,308		$3,970,859	9.9%
Tonnage Revenue per Move	$2,257		$2,409		$2,276		$2,311	8.1%
Gross Tonnage Moved	29,609,106	7.3%	27,830,304	12.8%	29,667,076	2.2%	87,106,486	7.1%

PSP 2015	January	Jan to prev Jan	February	Feb to prev Feb	March	Mar to prev Mar	3 mo to date	
Tariff Revenue-Trans	$2,202,588	-13.8%	$2,024,841	-10.5%	$2,365,096	-1.6%	$6,592,525	-58.2%
RPA-Revenue per Assign	$3,817	-4.5%	$3,917	1.0%	$3,701	-4.1%	$3,804	-7.4%
# of licensed pilots w/o Pres	53		53		52		53	
Average Assgn/pilot	10.89		9.75		12.29		10.32	
# pilots with < 6 jobs(+1=Pres)	7		9		4			
Assignments	577	-9.7%	517	-11.3%	639	2.6%	1733	-54.8%
Assignment change	-62		-66		16		-112	
Moves	566	-10.3%	501	-12.4%	623	1.0%	1690	-55.4%
Moves change	-65		-71	-0.131	6	-0.005	-130	
Cancellations	11		16		16		43	
Tonnage Revenue	$1,216,397		$1,132,850		$1,263,220		$3,612,467	-61.6%
Tonnage Revenue per Move	$2,149		$2,261		$2,028	$0	$2,138	-14.0%
Gross Tonnage Moved	27,588,264	-13.5%	24,671,828	-14.4%	29,034,609	-5.2%	81,294,701	-58.2%

		2018		Jan	Feb	Mar	2018	2018
Pilot Code		Actual Trips PSP Earned Revenue Report **Detail**	Lic or Ret Date	Actual Assign	Actual Assign	Actual Assign	YTD Actual Assign	Average Assgn 145/12=12.1
5	ANA	Anacker, D.S.	Lic. 3/27/12	11	9	15	35	11.7
5	ANT	Anthony, Michael	Lic. 7/24/12	16	8	13	37	12.3
5	ARN	Arnold, J. E.		6	14	19	39	13.0
5	BOU	Bouma, Blair		16	15	***0***	31	10.3
4	BRO	Brouillard, Dan	Lic. 7/31/13	14	9	19	42	14.0
5	BRU	Brusco, David		10	***5***	12	27	9.0
5	BUJ	Bujacich, J.P.		12	11	9	32	10.7
5	CAW	Carley, W. Bud	Lic. 1/10/13	11	9	15	35	11.7
5	CAI	Carlson, I.J.		12	13	***4***	29	9.7
2	CAJ	Carstensen, J	Lic. 9/30/15	15	13	10	38	12.7
5	COE	Coe, F.A.		6	11	8	25	8.3
3	COL	Coleman, S	Lic. 8/27/14	11	6	9	26	8.7
4	COR	Coryell, T.D.	Lic. 12/13/13	17	8	16	41	13.7
5	EME	Emerson, L. P.		19	14	14	47	15.7
5	ENF	Engstrom, F. E.	Lic. 11/15/12	14	12	10	36	12.0
3	GAL	Galvin, Jamie	Lic. 11/11/14	13	9	16	38	12.7
5	GRD	Grobschmit, D.W.		15	11	15	41	13.7
5	HAJ	Hannuksela, J		***0***	***0***	8	8	2.7
5	HAR	Harris, J. B.		17	12	12	41	13.7
0	HEJ	Henderson, J. David	Lic. 7/6/17	11	7	***5***	23	7.7
5	HEN	Henshaw, B. F.		14	11	13	38	12.7
0	HUP	Hunter, P.V	Lic. 10/13/17	8	10	6	24	8.0
3	JEN	Jensen, Brian	Lic. 12/22/14	15	11	12	38	12.7
5	KAL	Kalvoy, J.E.		14	16	12	42	14.0
5	KEA	Kearns, J.		13	14	19	46	15.3
1	KEN	Kelleher, N.T.	Lic. 4/14/16	7	11	7	25	8.3
5	KEP	Kelly, P.S.		19	***5***	14	38	12.7
5	KLA	Klapperich, E.C.		10	11	15	36	12.0
3	LIC	Lichty, E.C.	Lic. 5/1/14	6	14	6	26	8.7
2	LOB	Lowe, Brad	Lic. 9/23/15	16	12	7	35	11.7
5	LOW	Lowery, W.W.	Lic. 2/11/13	17	14	8	39	13.0
5	MAR	Marmol, E.		9	11	12	32	10.7
5	MAY	Mayer, D. W.		13	12	20	45	15.0
5	MOT	Moreno, S.		13	19	10	42	14.0
0	MYE	Myers, R	Lic. 11/28/17	15	7	8	30	10.0
5	NEW	Newman, A. J.		***3***	17	23	43	14.3
0	ROU	Rounds, Chris	Lic. 7/11/17	12	10	8	30	10.0
5	SAN	Sanders, D. A.		18	12	8	38	12.7
5	SCO	Scoggins, J		14	14	17	45	15.0
5	SCR	Scragg, J.		11	***5***	9	25	8.3
5	SEM	Semler, J. R.		8	12	10	30	10.0
5	SES	Semler, S.		12	15	14	41	13.7
5	SEY	Seymour, L.		14	13	12	39	13.0
5	SHA	Shaffer, D. L.		10	15	22	47	15.7
5	SHJ	Shaffer, J. A.		13	16	16	45	15.0
5	SHU	Shuler, M.		***2***	6	***2***	10	3.3
5	SLI	Sliker, W.J.		14	9	13	36	12.0
5	SOR	Soriano, D. B.		7	14	14	35	11.7
5	THG	Thoreson, George		13	11	13	37	12.3
5	VON	vonBrandenfels, E. M.	president	***0***	***0***	***0***	0	0.0
5	WIG	Wildes, G. R.		16	13	***4***	33	11.0
		Total Assignments/ Month		**602**	**556**	**583**	**1741**	871
		Number of **licensed** PS pilots		51	51	51	51	
		Pilots **on rotation**		49	49	49	49	12.1*12*51=
		Average Assgn/pilot on rotation		12.3	11.35	11.90		=7405 assgns/y
		PSP LOA Report (MOVES)		567	520	563	**1650**	
		Move w/o tonnage charge		12	12		**24**	
		Cancellations		23	24	20	**67**	
		# of Pilots with < 6 jobs(+1=Pres)		3 + 1	2 + 1	5 + 1		
		Pilots w/>5 trips & their avg # of trips		47 12.6	48 11.6	45 12.6		
		Medical circumstances:		1	1	1		

GRAYS HARBOR

		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total		
2018 Grays Hbr	ARRIVALS (new stat)	8	9	9										26		
	D'Angelo	2	24	9												
	White	17	0	14												
	GH Actual Assignments	***19***	***24***	***23***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***66***	Jan,Feb,Mar	
		-24.0%	-4.0%	15.0%												***22.9%***
		Jan	**Feb**	**Mar**	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sep**	**Oct**	**Nov**	**Dec**	**Total Assignments**		
2017 Grays Hbr	ARRIVALS (new stat)	**9**	**12**	**8**	**6**	**8**	**9**	**8**	**9**	**10**	**9**	**11**		**99**		
	D'Angelo	25	10	20	0	18	1	13	19	0	21	0	26	***153***		
	White	0	15	0	13	0	21	6	0	22	0	28		***105***		
	GH Actual Assignments	***25***	***25***	***20***	***13***	***18***	***22***	***19***	***19***	***22***	***21***	***28***	***28***	***260***	***Jan-Dec***	
		92.3%	66.7%	25.0%	-18.8%	-5.3%	57.1%	18.8%	26.7%	22.2%	-30.0%	-3.4%	0.0%	13.5%		***13.5%***
2016 Grays Hbr	ARRIVALS (new stat)													***99***		
	D'Angelo	3	13	8	15	7	14	11	9	18				***98***	***Jan-Dec***	
	White	10	2	8	1	12	0	5	6	0				***44***		
	GH Actual Assignments	***13***	***15***	***16***	***16***	***19***	***14***	***16***	***15***	***18***	***30***	***29***	***28***	***229***	*229*	***14.5%***
		-35.0%	-40.0%	-46.7%	33.3%	58.3%	-46.2%	128.6%	-6.3%	80.0%	114.3%	70.6%	154.5%	14.5%		
2015 Grays Hbr	Cooke	0	3	Retired	2/7/15									***3***		
	D'Angelo	18	20	28	10	10	19	4	16	8	11	10	8	***162***	***Jan-Dec***	
	White	2	2	2	2	2	7	3	0	2	3	7	3	***35***		
	GH Actual Assignments	***20***	***25***	***30***	***12***	***12***	***26***	***7***	***16***	***10***	***14***	***17***	***11***	***200***	*200*	***-27.8%***
		-28.6%	-3.8%	0.0%	-68.4%	33.3%	23.8%	-58.8%	0.0%	-44.4%	-17.6%	-43.3%	-59.3%	-27.8%		
2014 Grays Hbr	Cooke	23	0	26	2	9	0	10	16	0	10	0	26	122	***Jan-Dec***	
	D'Angelo	5	26	4	36	0	21	7	0	18	7	30	1	155		
	GH Actual Assignments	***28***	***26***	***30***	***38***	***9***	***21***	***17***	***16***	***18***	***17***	***30***	***27***	***277***	*277*	***12.6%***
		27.3%	30.0%	11.1%	280.0%	-59.1%	31.3%	88.9%	-20.0%	12.5%	-39.3%	50.0%	-25.0%	12.6%		
2013 Grays Hbr	Cooke	2	4	2	10	1	16	9	0	12	0	20	0	76	***Jan-Dec***	
	D'Angelo	20	16	25	0	21	0	0	20	4	28	0	36	170		
	GH Actual Assignments	***22***	***20***	***27***	***10***	***22***	***16***	***9***	***20***	***16***	***28***	***20***	***36***	***246***	*246*	***39.0%***
		144.4%	-9.1%	107.7%	-37.5%	69.2%	33.3%	-43.8%	81.8%	14.3%	75.0%	-23.1%	300.0%	39.0%		

~~GH Pilot detail~~

TONNAGE, NUMBER OF MOVES -- BY VESSEL TYPE
2018 - 2015

	Bulker	#	Car Carrier	#	Container	#	General	#	Naval	#	Other	#	Passenger	#	Ro-Ro	#	Tanker	#	ATB & % of Tankers		Total Tonnage	#
January	3,439,902	104	1,789,883	30	12,733,269	191	27,776	14	-	-	343,750	22	12,592	3	704,729	15	8,910,462	200	69	35%	27,962,363	579
February	2,998,709	90	1,983,484	33	12,346,595	184	35,464	17	-	-	352,415	20	-	-	630,344	16	7,759,574	182	56	31%	26,106,585	542
March	3,452,959	97	2,435,273	41	12,815,720	198	11,610	8	-	2	200,361	9	-	-	690,659	20	7,697,304	188	49	26%	27,303,886	563
2018	***9,891,570***	***291***	***6,208,640***	***104***	***37,895,584***	***573***	***74,850***	***39***	***-***	***2***	***896,526***	***51***	***12,592***	***3***	***2,025,732***	***51***	***24,367,340***	***570***	***174***	31%	***81,372,835***	***1,684***
Δ 2018/2017	(647,877)	(19)	(1,084,238)	(19)	(7,911,394)	(71)	(2,436)	-	(407,040)	(6)	782,510	38	910	1	117,482	(4)	4,548,921	102	41		(4,603,161)	22
January	3,598,299	110	2,601,920	43	16,040,517	220	25,203	11	227,040	5	54,307	4	5,841	1	676,105	17	8,074,610	183	47	26%	31,303,842	594
February	3,398,733	93	2,168,144	36	14,860,771	209	16,208	10		-	41,730	6	5,841	1	531,502	17	6,202,672	148	46	31%	27,225,601	520
March	3,542,415	107	2,522,814	44	14,905,690	215	35,875	18	180,000	3	17,979	3	-	-	700,643	21	5,541,137	137	40	29%	27,446,553	548
2017	***10,539,447***	***310***	***7,292,878***	***123***	***45,806,978***	***644***	***77,286***	***39***	***407,040***	***8***	***114,016***	***13***	***11,682***	***2***	***1,908,250***	***55***	***19,818,419***	***468***	***133***	28%	***85,975,996***	***1,662***
Δ 2017/2016	1,860,524	35	(360,678)	(13)	(1,182,665)	(36)	(624,395)	10	338,975	4	78,326	11	(5,841)	(1)	(82,145)	(2)	(1,362,747)	(64)	(64)		(1,340,646)	(56)
January	2,919,918	89	2,194,663	40	16,169,580	232	338,644	14	68,065	4	17,845	1	5,841	1	577,341	19	7,399,311	191	76	40%	29,691,208	591
February	2,896,362	90	2,552,002	44	14,781,234	212	162,009	7			-	-	11,682	2	711,930	18	6,703,933	164	54	33%	27,819,152	537
March	2,862,643	96	2,906,891	52	16,038,829	236	201,028	8			17,845	1	-	-	701,124	20	7,077,922	177	67	38%	29,806,282	590
2016	***8,678,923***	***275***	***7,653,556***	***136***	***46,989,643***	***680***	***701,681***	***29***	***68,065***	***4***	***35,690***	***2***	***17,523***	***3***	***1,990,395***	***57***	***21,181,166***	***532***	***197***	37%	***87,316,642***	***1,718***
Δ 2016/2015	(857,637)	(17)	506,339	13	6,127,261	18	(218,781)	(13)	68,065	3	(430,807)	(47)	5,841	1	(71,422)	(5)	893,082	75	30		6,021,941	28

	Moves YTD	Moves/ Month	SHIP MOVES BY ZONE/DISTANCE							SHIP MOVES BY TYPE											Totals
			NEW! 2 Pilot jobs	IntraHbr 1	≤ 30 mi 2	≤50 mi 3	≤75 mi 4	≤100mi 5	101+ mi 6	Bulker	Car Carrier	Container	General	Naval	Other	Passngr	Reefer	Ro-Ro	Tanker	ATB Memo	
Jan		579	34	108	99	65	150	157	0	104	30	191	14	0	22	3	0	15	200	69	579
Feb	1,121	542	34	89	94	69	156	134	0	90	33	184	17	0	20	0	0	16	182	56	542
Mar	1,684	563	35	74	90	64	165	170	0	97	41	198	8	2	9	0	0	20	188	49	563
2018		*1684*	*103*	*271*	*283*	*198*	*471*	*461*	*0*	*291*	*104*	*573*	*39*	*2*	*51*	*3*	*0*	*51*	*570*	*174*	*1684*
@2018/2017 Δ	change	22	(57)	(15)	(22)	42	34	(17)	0	(19)	(19)	(71)	0	(6)	38	1	0	(4)	102	41	22
Jan		594	63	111	114	53	150	166	0	110	43	220	11	5	4	1	0	17	183	47	594
Feb	1,114	520	46	80	101	52	144	143		93	36	209	10	0	6	1	0	17	148	46	520
Mar	1,662	548	51	95	90	51	143	169	0	107	44	215	18	3	3	0	0	21	137	40	548
2017		*1662*	*160*	*286*	*305*	*156*	*437*	*478*	*0*	*310*	*123*	*644*	*39*	*8*	*13*	*2*	*0*	*55*	*468*	*133*	*1662*
@2017/2016 Δ	change	(56)	(9)	(28)	27	(6)	(9)	(40)	0	35	(13)	(36)	10	4	11	(1)	0	(2)	(64)	(64)	(56)
Jan		589	57	121	84	61	157	166	0	88	39	232	14	4	1	1	0	19	191	76	589
Feb	1,127	538	54	91	102	43	139	163	0	90	45	212	7	0	0	2	0	18	164	54	538
Mar	1,718	591	58	102	92	58	150	189	0	97	52	236	8	0	1	0	0	20	177	67	591
2016		*1718*	*169*	*314*	*278*	*162*	*446*	*518*	*0*	*275*	*136*	*680*	*29*	*4*	*2*	*3*	*0*	*57*	*532*	*197*	*1718*
@2016/2015 Δ	change	28	*incomplete data*	20	12	21	(65)	51	(5)	(17)	13	18	(13)	3	(47)	1	0	(5)	75	30	28

2015	Moves YTD	Moves/ Month		IntraHbr 1	≤ 30 mi 2	≤50 mi 3	≤75 mi 4	≤100mi 5	101+ mi 6	Bulker	Car Carrier	Container	General	Naval	Other	Passngr	Reefer	Ro-Ro	Tanker	ATB Memo	Totals
Jan		566		88	93	51	189	144	1	102	35	219	23		4	1		18	164	63	566
Feb	1,067	501		67	88	40	154	144	4	70	43	209	5		7	1		21	145	51	501
Mar	1,690	623		139	85	50	168	179	0	120	45	234	14	1	38			23	148	53	623
2015		*1690*		*294*	*266*	*141*	*511*	*467*	*5*	*292*	*123*	*662*	*42*	*1*	*49*	*2*	*0*	*62*	*457*	*167*	*1690*

PS Zone-Type Moves

Vessel Moves by Zone and LOA

2018 YTD	MARCH 2018 Totals	LOA	IntraHbr 1	≤ 30 mi 2	≤50 mi 3	≤75 mi 4	≤100mi 5	101+ mi 6
109	36	Up to 500	3	10	13	7	3	0
143	42	500-599	7	7	4	17	7	0
504	167	600-699	15	38	32	40	42	0
245	91	700-799	12	12	3	22	42	0
171	57	800-899	5	7	9	13	23	0
434	148	900-999	32	15	3	45	53	0
78	22	1000--	0	1	0	21	0	0
moves	563		74	90	64	165	170	0
2017 YTD totals	1684		*271*	*283*	*198*	*471*	*461*	*0*
YTD Averages		561.3	90.3	94.3	66.0	157.0	153.7	0.0

2017 YTD	MARCH 2017 Totals	LOA	IntraHbr 1	≤ 30 mi 2	≤50 mi 3	≤75 mi 4	≤100mi 5	101+ mi 6
61	27	Up to 500	0	8	10	9	0	0
179	54	500-599	12	8	4	18	12	0
460	150	600-699	19	33	28	28	42	0
262	88	700-799	10	20	3	21	34	0
219	61	800-899	11	7	5	17	21	0
237	83	900-999	16	5	1	25	36	0
244	85	1000--	27	9		25	24	0
moves	548		95	90	51	143	169	0
2017 YTD totals	1662		*286*	*305*	*156*	*437*	*478*	*0*
YTD Averages		554.0	95.3	101.7	52.0	145.7	159.3	0.0

2016 YTD	MARCH 2016 Totals	LOA	IntraHbr 1	≤ 30 mi 2	≤50 mi 3	≤75 mi 4	≤100mi 5	101+ mi 6
35	15	Up to 500	1	4	8	2	0	0
198	65	500-599	15	11	2	28	9	0
492	176	600-699	20	38	35	35	48	0
234	71	700-799	7	13	1	14	36	0
204	78	800-899	9	11	10	18	30	0
310	106	900-999	21	6	2	29	48	0
245	80	1000--	29	9	0	24	18	0
moves	591		102	92	58	150	189	0
2016 YTD totals	1718		*314*	*278*	*162*	*446*	*518*	*0*
YTD Averages		572.7	104.7	92.7	54.0	148.7	172.7	0.0

2018 YTD	FEBRUARY 2018 Totals	LOA	IntraHbr 1	≤ 30 mi 2	≤50 mi 3	≤75 mi 4	≤100mi 5	101+ mi 6
73	40	Up to 500	14	7	13	6	0	0
101	46	500-599	5	11	2	21	7	0
337	159	600-699	18	45	37	29	30	0
154	73	700-799	13	6	0	21	33	0
114	58	800-899	7	11	12	15	13	0
286	141	900-999	31	14	5	40	51	0
56	25	1000--	1	0	0	24	0	0
moves	542		89	94	69	156	134	0
YTD totals	1121		*197*	*193*	*134*	*306*	*291*	*0*
YTD Averages		560.5	98.5	96.5	67.0	153.0	145.5	0.0

2017 YTD	FEBRUARY 2017 Totals	LOA	IntraHbr 1	≤ 30 mi 2	≤50 mi 3	≤75 mi 4	≤100mi 5	101+ mi 6
34	22	Up to 500	0	6	5	8	3	0
125	69	500-599	3	11	4	13	38	0
310	140	600-699	12	42	25	30	31	0
174	79	700-799	9	22	5	25	18	0
158	80	800-899	12	5	12	17	34	0
154	65	900-999	15	7	0	24	19	0
159	65	1000--	29	8	1	27	0	0
moves	520		80	101	52	144	143	0
YTD totals	1114		*191*	*215*	*105*	*294*	*309*	*0*
YTD Averages		557.0	95.5	107.5	52.5	147.0	154.5	0.0

2016 YTD	FEBRUARY 2016 Totals	LOA	IntraHbr 1	≤ 30 mi 2	≤50 mi 3	≤75 mi 4	≤100mi 5	101+ mi 6
20	6	Up to 500	2	0	4	0	0	0
133	65	500-599	18	20	3	15	9	0
316	153	600-699	14	39	28	30	42	0
163	75	700-799	5	17	2	20	31	0
126	62	800-899	7	13	5	15	22	0
204	101	900-999	21	3	1	31	45	0
165	76	1000--	24	10	0	28	14	0
moves	538		91	102	43	139	163	0
YTD totals	1127		*212*	*186*	*104*	*296*	*329*	*0*
YTD Averages		563.5	106.0	93.0	52.0	148.0	164.5	0.0

2018 YTD	JANUARY 2018 Totals	LOA	IntraHbr 1	≤ 30 mi 2	≤50 mi 3	≤75 mi 4	≤100mi 5	101+ mi 6
	33	Up to 500	13	5	11	3	1	0
	55	500-599	11	16	3	16	9	0
	178	600-699	29	34	37	37	41	0
	81	700-799	14	14	1	18	34	0
	56	800-899	8	16	6	13	13	0
	145	900-999	31	14	7	36	57	0
	31	1000--	2	0	0	27	2	0
moves	579		108	99	65	150	157	0

2017 YTD	JANUARY 2017 Totals	LOA	IntraHbr 1	≤ 30 mi 2	≤50 mi 3	≤75 mi 4	≤100mi 5	101+ mi 6
	12	Up to 500	1	4	7			
	56	500-599	25	7	2	16	6	
	170	600-699	13	51	32	34	40	
	95	700-799	13	19	3	22	38	
	78	800-899	13	13	9	23	20	
	89	900-999	15	8		28	38	
	94	1000--	31	12		27	24	
moves	594		111	114	53	150	166	0

2016 YTD	JAN 2016 2016 Totals	LOA	IntraHbr 1	≤ 30 mi 2	≤50 mi 3	≤75 mi 4	≤100mi 5	101+ mi 6
	14	Up to 500	4	3	1	6		
	68	500-599	14	12	11	23	8	
	163	600-699	20	35	34	31	43	
	88	700-799	17	9	4	26	32	
	64	800-899	17	7	9	13	18	
	103	900-999	20	7	2	28	46	
	89	1000--	29	11		30	19	
moves	589		121	84	61	157	166	0

CODE REVISER USE ONLY

PROPOSED RULE MAKING

CR-102 (December 2017)
(Implements RCW 34.05.320)
Do **NOT** use for expedited rule making

Agency: Board of Pilotage Commissioners

☒ **Original Notice**

☐ **Supplemental Notice to WSR _____**

☐ **Continuance of WSR _____**

☒ **Preproposal Statement of Inquiry was filed as WSR** 18-07-075 **; or**

☐ **Expedited Rule Making--Proposed notice was filed as WSR _____; or**

☐ **Proposal is exempt under RCW 34.05.310(4) or 34.05.330(1); or**

☐ **Proposal is exempt under RCW _____.**

Title of rule and other identifying information: (describe subject) Chapter 363-116-0751 WAC, Qualifications for pilot applicants

Hearing location(s):

Date:	**Time:**	**Location:** (be specific)	**Comment:**
June 21, 2018	10:00am	2901 Third Avenue, 1st Floor Agate Conference Room, Seattle, WA, 98121	

Date of intended adoption: June 21, 2018 (Note: This is **NOT** the **effective** date)

Submit written comments to:

Name: Sheri Tonn, Chair
Address: 2901 Third Avenue, Suite 500
Email: BeverJ@wsdot.wa.gov
Fax: 206-515-3906
Other:
By (date) June 14, 2018

Assistance for persons with disabilities:

Contact Jolene Hamel
Phone: 206-515-3904
Fax: 206-515-3906
TTY:
Email: HamelJ@wsdot.wa.gov
Other:
By (date) June 19, 2018

Purpose of the proposal and its anticipated effects, including any changes in existing rules: The Board will be considering amendments to this rule in anticipation of administering a state pilot exam in November 2018 to qualify applicants for entrance into a training program. The Board intends to test applicants for both the Puget Sound and Grays Harbor Pilotage Districts. Modifications, updates, clarification, and house-keeping are among the elements reflected in this proposed rule.

Reasons supporting proposal: The purpose of modifying this rule is to update the pilot exam qualifications to include a sea service category for ATBs (Articulated Tug and Barge) based on feedback from industry stakeholders, and to clarify language for aspirant ease in determining exam eligibility.

Statutory authority for adoption: Chapter 88.16 RCW

Statute being implemented: Chapter 88.16 RCW

Is rule necessary because of a:

Federal Law?	☐ Yes	☒ No
Federal Court Decision?	☐ Yes	☒ No
State Court Decision?	☐ Yes	☒ No

If yes, CITATION:

Agency comments or recommendations, if any, as to statutory language, implementation, enforcement, and fiscal matters:

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

☐ Private
☐ Public
☒ Governmental

Name of agency personnel responsible for:

	Name	Office Location	Phone
Drafting:	Jaimie C. Bever	2901 Third Avenue, Seattle, WA 98121	206-515-3887
Implementation:	Board of Pilotage Commissioners	2901 Third Avenue, Seattle, WA 98121	206-515-3904
Enforcement:	Board of Pilotage Commissioners	2901 Third Avenue, Seattle, WA 98121	206-515-3904

Is a school district fiscal impact statement required under RCW 28A.305.135? ☐ Yes ☒ No

If yes, insert statement here:

The public may obtain a copy of the school district fiscal impact statement by contacting:
Name:
Address:
Phone:
Fax:
TTY:
Email:
Other:

Is a cost-benefit analysis required under RCW 34.05.328?

☐ Yes: A preliminary cost-benefit analysis may be obtained by contacting:
Name:
Address:
Phone:
Fax:
TTY:
Email:
Other:

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

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

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

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

Citation and description:

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

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

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

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

☐ This rule proposal, or portions of the proposal, is exempt under RCW _____.

Explanation of exemptions, if necessary:

COMPLETE THIS SECTION ONLY IF NO EXEMPTION APPLIES

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

☐ No Briefly summarize the agency's analysis showing how costs were calculated. _____

☐ Yes Calculations show the rule proposal likely imposes more-than-minor cost to businesses, and a small business economic impact statement is required. Insert statement here:

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

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

Date: _____, 2018	**Signature:**
Name: Jaimie C. Bever	
Title: Executive Director	

WAC 363-116-0751 Qualifications for pilot applicants. (1) Sea service.

(a) In addition to meeting the preexamination requirements of RCW 88.16.090, pilot applicants must, before taking the examination provided in WAC 363-116-076, meet one of the following indicated service requirements as master, while holding a minimum license as mate/master of steam or motor vessels of not more than 1600 GRT or 3000 GT (ITC):

Vessel Type	Minimum Size	Waters	Minimum Time
Cargo or tank	5000 GRT or 10,000 GT (ITC)	Ocean or near coastal	1 year as master
Cargo or tank	700 GRT or 1400 GT (ITC)	Ocean or near coastal	2 years as master
Cargo or tank	1600 GRT or 3000 GT (ITC)	Inland	2 years as master
Passenger or ferry	1600 GRT or 3000 GT (ITC)	Ocean, near coastal or inland	2 years as master
Towing	150 GRT or 300 GT (ITC)	Ocean, near coastal or inland	2 years as master
Articulated Tug Barge (ATB)	Combined 10,000 GRT (ITC)	Ocean or near coastal	4 years sailing as a licensed officer with a minimum of 1 year as master
U.S. Flag Government	3000 displacement tons	Ocean, near coastal or inland	2 years as commanding officer or master
Special Purpose	1600 GRT or 3000 GT (ITC)	Ocean, near coastal or inland	2 years as master
Other	**Minimum Size**	**Waters**	**Minimum Time**
Professional Pilot Association or Government Employed Pilot	1600 GRT or 3000 GT (ITC)	Ocean, near coastal or inland	2 years as master

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(b) In calculating sea service under subsection (1) of this section, a year of service shall equal three hundred sixty days of ser-

vice on the vessel in the required capacity. Pilot applicants combining the above types of sea service shall have a total of at least two years of the various service times, except that one day of service as master on cargo, tank, or passenger vessels of at least 5000 GRT or 10,000 GT (ITC) shall be credited as two days of service time for the purpose of calculating such combined service times.

(2) In lieu of the requirements of subsection (1) of this section, a pilot applicant may substitute either:

(a) Three years of service as an active member of an organized professional pilot association or as a government employed pilot during which periods the pilot applicant was actively engaged in piloting and docking vessels while holding a minimum license as a master of steam or motor vessels of not more than 1600 GRT or 3000 GT (ITC) upon oceans, near coastal waters or inland waters. For purposes of this section, piloting shall refer to piloting vessels in the capacity of the pilot in charge of navigation with no other responsibilities (either when piloting or not piloting) as a member of the ship's crew; or

(b) Two years of service as a commanding officer or master of U.S. flag government vessels of not less than 3000 displacement tons. The pilot applicant must hold at the time of application a minimum li-

cense as master of steam or motor vessels of not more than 1600 GRT or 3000 GT (ITC) upon oceans, near coastal waters or inland waters; or

(c) Two years of service as master of special purpose vessels of not less than 1600 GRT or 3000 GT (ITC) while holding a minimum license as master of steam or motor vessels of not more than 1600 GRT or 3000 GT (ITC), provided that the sea time making up the sea service was spent in charge of a vessel that can be documented to have been underway and to have required the type of ship-handling, navigation and leadership skills that the board finds necessary to provide the experience needed to become a pilot. Evaluation of service time on special purpose vessels shall be made by the board on a case-by-case basis and shall not be approved unless the board finds the service to be the substantial equivalent of the sea service required in subsection (1)(a) and (b) of this section or (a) and (b) of this subsection (2). The determination of the board as to the suitability of service as master of a special purpose vessel will be final.

(3) As used in this section these terms shall have the following meanings:

(a) Cargo or tank vessels shall refer to vessels primarily engaged in the transportation of cargo between points.

(b) Passenger vessels shall refer to vessels primarily engaged in the transportation of passengers between points. This shall include yachts only to the extent and for such times that such vessels are actively engaged in moving passengers between points.

(c) Ferry vessels shall refer to vessels primarily engaged in the transportation of vehicles and passengers between points.

(d) Towing vessels shall refer to vessels primarily engaged in commercial towing of vessels or in ship assist work.

(e) GRT shall refer to gross register tonnage (domestic).

(f) GT (ITC) shall refer to gross tonnage measured in accordance with the requirements of the *1969 International Convention on Tonnage Measurement of Ships*.

(g) Master shall refer to the person of master's rank on the vessel's station bill or muster list or other such document who, in the event of an emergency or the sounding of a general alarm, is required to be on the bridge and in charge. If there is no such designation, the term master shall refer to the person of master's rank and pay who is ultimately in charge of the navigation of the vessel as reflected in the vessel's official log book, or there being no official log book, the bridge log of the vessel.

(h) Mate shall refer to the person of mate's rank (Third Mate, Second Mate, Chief Mate or simply Mate) whose duties include regular bridge watchkeeping.

(4) It will be the responsibility of the pilot applicant to provide adequate documentation to enable the board to set forth and verify sea service in the manner specified in the board's application form.

The board will not provide applicants with a final determination verifying service until it receives an application form. An applicant will not get official notification of whether he/she qualifies to sit for the examination until the board reviews a formal application. In the event an applicant is working on a vessel other than one of the five specified in subsection (1)(a) of this section, e.g., a special purpose vessel, he/she will be required to provide the board with sufficient documentation to demonstrate to the board the amount of time involved in the navigation of a vessel underway.

[Statutory Authority: Chapter 88.16 RCW. WSR 12-05-064, § 363-116-0751, filed 2/15/12, effective 3/17/12. Statutory Authority: Chapter 88.16 RCW and 2008 c 128. WSR 08-15-119, § 363-116-0751, filed 7/21/08, effective 8/21/08. Statutory Authority: Chapter 88.16 RCW and

2005 c 26. WSR 05-18-021, § 363-116-0751, filed 8/29/05, effective 10/1/05.]

(5) This section expires July 1, 2021.

Sec. 205. RCW 88.46.167 and 2006 c 316 s 2 are each amended to read as follows:

In addition to other inspection authority provided for in this chapter and chapter 90.56 RCW, the department may conduct inspections of oil transfer operations regulated under RCW 88.46.160 or 88.46.165. The department must conduct specialized reviews and prioritize adding capacity for the inspection of oil transfer operations where oils, depending on their qualities, weathering, environmental factors, and method of discharge, may submerge or sink in water.

NEW SECTION. **Sec. 206.** (1)(a) The department of ecology, in consultation with the Puget Sound partnership and the pilotage commission, must complete a report of vessel traffic and vessel traffic safety within the Strait of Juan de Fuca, Puget Sound area that includes the San Juan archipelago, its connected waterways, Haro Strait, Boundary Pass, Rosario Strait, and the waters south of Admiralty Inlet. A draft report, including recommendations, must be completed and submitted, consistent with RCW 43.01.036, to the legislature by December 1, 2018. The final report must be completed and submitted to the legislature by June 30, 2019.

(b) In conducting the evaluation to produce the report, the department of ecology must rely only on existing current vessel traffic risk assessments and other available studies, consult with the United States coast guard, maritime experts, including representatives of covered vessels, onshore and offshore facilities, environmental organizations, tribes, commercial and noncommercial fishers, recreational resource users, provincial experts, representatives of the Salish Sea shared waters forum established in section 204 of this act, and other appropriate entities.

(2) The report completed under subsection (1) of this section must include an assessment and evaluation of:

(a) Worldwide incident and spill data for articulated tug barges and other towed waterborne vessels or barges;

(b) Transport of bitumen and diluted bitumen;

(c) Emerging trends in vessel traffic;

(d) Tug escorts for oil tankers, articulated tug barges, and other towed waterborne vessels or barges, including a review of requirements in California and Alaska;

(e) Requirements for tug capabilities to ensure safe escort of vessels, including manning and pilotage needs;

(f) An emergency response system in Haro Strait, Boundary Pass, and Rosario Strait, similar to the system implemented by the maritime industry pursuant to RCW 88.46.130;

(g) The differences between locations and navigational requirements for vessels transporting petroleum;

(h) The economic impact of proposals for tug escorts and limitations on vessel size; and

(i) Situations, where oils, depending on their qualities, weathering, environmental factors, and method of discharge, may submerge or sink in water.

(3) The report required under subsection (1) of this section must include recommendations for:

(a) Vessel traffic management and vessel traffic safety; and

(b) The viability of the following in reducing oil spill risk:

(i) Tug escorts for oil tankers, articulated tug barges, and other towed waterborne vessels or barges. If tug escorts are determined in this assessment to reduce oil spill risk, the department of ecology must recommend specific requirements and capabilities for tug escorts;

(ii) An emergency response system in Haro Strait, Boundary Pass, and Rosario Strait, similar to the system implemented by the maritime industry pursuant to RCW 88.46.130. If the department of ecology determines such a system will decrease oil spill risk, it must also recommend an action plan to implement it.

(4) The definitions in this subsection apply throughout this section unless the context clearly requires otherwise.

(a) "Articulated tug barge" means a tank barge and a towing vessel joined by hinged or articulated fixed mechanical equipment affixed or connecting to the stern of the tank barge.

(b) "Waterborne vessel or barge" means any ship, barge, or other watercraft capable of traveling on the navigable waters of this state and capable of transporting any crude oil or petroleum product in quantities of ten thousand gallons or more for purposes other than providing fuel for its motor or engine.

(5) This section expires June 30, 2019.

STATE OF WASHINGTON

BOARD OF PILOTAGE COMMISSIONERS

STATEMENT OF POLICY

REGARDING: **Payment of Stipends to Pilot Trainees**
(supersedes Policy Statement dated January 13, 2011)

WAC 363-116-078(10) states that pilot trainees may request a change in stipend status and are entitled to prorated stipends.

It is the policy of the Board that the procedure by which stipends to pilot trainees are prorated in the context of WAC 363-116-078(10)(a)(i)(C) is set forth below:

A trainee is entitled to a stipend in the amount of $6,000 per calendar month for completing 18 trips that fulfill one or more Observation, Training, or Evaluation requirements of his/her Training Program. In the event a pilot trainee does not or is unable to complete the 18 transits during a calendar month, a prorated stipend will be paid so long as the trainee completes a minimum of 12 trips in a calendar month. The prorated stipend will begin at $4,000 for 12 trips and an additional $333.34 will be awarded per trip in excess of 12, up to a maximum of $6,000 for completing all 18 trips. **If a trainee is unable to complete at least 12 required trips in a calendar month, a stipend will not be earned or paid. In no event shall a trainee receive more than $6,000 in stipends for any calendar month.**

Every effort must be made to satisfy any prescribed Hard-to-Get requirements each month. If a trainee foresees difficulty in fulfilling these requisite trips, a waiver must be obtained from the TEC.

Adopted in regular session on April 19, 2018 by the Washington State Board of Pilotage Commissioners.