STATE OF WASHINGTON
BOARD OF PILOTAGE COMMISSIONERS
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Meeting Minutes – Oil Transportation Safety Committee (OTSC)
June 18, 2024, 10:00am – 12:00pm
Via MS Teams

Attendees:
Jaimie Bever (Chair/BPC), Brian Kirk (Ecology Alternate/BPC), Adam Byrd (Ecology Alternate/BPC), Haley Kennard (Ecology Alternate/BPC), Angela Zeigenfuse (Ecology Alternate/BPC), Megan Hillyard (Ecology Alternate/BPC), JD Ross Leahy (Ecology Alternate/BPC), Blair Bouma, (Pilot/PSP), Keith Kridler (Pilot Alternate/Puget Sound Pilots), Dave Corrie (Tug Industry Alternate/Foss – Retired), Jim Peschel (Tug Industry Alternate/Vane Brothers), Jeff Slesinger (Tug Industry/Delphi Maritime), Clyde Halstead (Tribal Government/Swinomish), Jason Hamilton (Commissioner/BPC), Antonio Machado (Oil Industry/WSPA)

1. **Introductions & Meeting Minutes**
   Jaimie Bever (OTSC Chair/BPC) welcomed everyone to the meeting. She asked if there were any questions, comments, or revisions to the June 5 meeting minutes. She asked that clarifying comment be sent to her via email. She will then finalize the minutes and include them in the BPC meeting materials for the July 15 meeting.

2. **Meeting Goal**
   Jaimie reviewed the objective for the meeting, which was to write a recommendation to the Board on escort tug functionality and operational requirements.

3. **Ideas for Today's Discussion**
   Functionality: Horsepower and Propulsion
   Operational: Pre-escort Conference
   Jaimie then handed the presentation over to Sara Thompson (Ecology Alternate/BPC) to walk through each one in more detail. Sara suggested that the group focus on the three items (horsepower, propulsion, and pre-escort conference) and then move onto to any additional recommendations.

4. **Functionality: Horsepower**
   Sara showed the horsepower slide, which was shown at the last meeting:

- **RCW:** Aggregate shaft horsepower equivalent to at least 5% of a 40,000 DWT tanker (2,000).
- **Previous workshop discussion**: Horsepower doesn't tell the whole story, but it is measurable and can be used to set minimum criteria.
- **Local usage**: Horsepower used by local escort providers is 4,700 – 8,000.

Benefits	Drawback	Voluntary Approach	Implementation and Compliance
Assurance of power	Current 5% requirement may be insufficient, but a different requirement would result in inconsistent HP requirement for smaller verse larger tanker escorts.	Create new voluntary HSC SOC	Would need database of tugs meeting HP requirement to verify compliance. More challenging for unpiloted vessels.

5. **Functionality: Horsepower**

Sara reiterated what was discussed at the previous meeting about a 3,000 minimum requirement. Language examples were:

Vessels escorted by the rule must have an escort with at least 3,000 horsepower or

Vessels between 30,000 and 40,000 DWT must have any escort with at least 3,000 horsepower

6. Sara then showed a slide for awareness of OTSC members that making a 3,000 floor for the purposes of the rulemaking would create a discrepancy in practice because the rulemaking does not include and will have no influence on the vessels at or above 40,000 DWT. Those vessels will still be required to follow the RCW, which is 5% of the DWT. This will not stop the rulemaking, as the charge is with the 5,000 – 40,000 DWT.

DWT	Horsepower	Source
5,000	2,000	Rulemaking
10,000	2,000	Rulemaking
15,000	2,000	Rulemaking
20,000	2,000	Rulemaking
25,000	2,000	Rulemaking
30,000	3,000	Rulemaking
35,000	3,000	Rulemaking
40,000	2,000	RCW
45,000	2,250	RCW
50,000	2,500	RCW
55000	2,750	RCW
60000	3,000	RCW

Sara then opened it up for discussion:

Blair Bouma (Pilot/Puget Sound Pilots), after conversations with other pilots and subject matter experts, suggested that the recommendation set the minimum horsepower at 3,000. On the small size vessels, a 2,000 could be adequate, but a 3,000-horsepower tug will be bigger and have better capabilities in general. Regarding the discrepancy with the 40,000 and over, he suggests making a note of it and recommend that it be addressed separately.

Jim Peschel (Tug Industry Alternate/Vane Brothers) offered a real-world scenario for Vane Brothers with a 5,000DWT barge towed by a 4,000-horsepower tug, which would then require at least a 2,000-horsepower escort. Sara inquired about the horsepower of the current escort tugs. He answered it was whoever they hired, sometimes a Dunlap tug, sometimes Foss, whichever happens to be in the area. His port captain then confirmed that all the of the tugs they use are at least 3,000 horsepower.

Jeff Slesinger (Tug Industry/Delphi Maritime) wondered what it would take process-wise to get the RCW to align the two different approaches. Jaimie explained that if the Board decided to lead the process, it would be Agency Request Legislation for the 2026 Legislation Session. Industry could lobby for a bill separately, which would be a shorter deadline that what is required by state agencies.

7. **Functionality: Propulsion (Screw/Drive)**

Sara shared the details of the propulsion discussed as depicted on the slide.

- **Previous workshop discussion**: Tractor or Z drive are preferrable for larger vessels, but twin screw is ok for smaller vessels.
- **Local usage**: Local escort providers have voith, Z-drive, or ASD propulsion.

Benefits	Drawback	Voluntary Approach	Implementation and Compliance
Assurance of maneuverability	• Not required for larger (over 40,000 DWT) escorts. • May not be necessary for under 40,000 DWT vessels.	Create new voluntary HSC SOC	Would need database of tugs meeting propulsion requirement to verify compliance. More challenging for unpiloted vessels.

8. **Functionality: Propulsion (Screw/Drive)**

Language phrasing examples included:

Vessels escorted by this rule much have an escort tug with at least two screws or

Conventional tugs may not provide escorts provided by this rule

Blair Bouma (Pilot/Puget Sound Pilot) suggested that saying twin-screw implied conventional propulsion. He deferred to Jeff for additional insight. Jeff Slesinger (Tug Industry/Delphi Maritime) suggested that it would depend on how granular the language should be. Right now, there are no Z-drives with one propulsion unit with a reversible propeller. Could that happen? He doesn't know. Blair wondered if using a negative versus a positive was the right move. He thought the negative was a little more confusing. Jaimie suggested it should be easy to decipher and follow. Dave Corrie (Tug Industry Alternate/Foss-retired) added that he pushed for twin-screw because of redundancy. If there are two engines and one fails, there is a backup. The issue isn't just maneuverability, but safety. The group settled on "must have at least twin-screw propulsion to provide escorts required by the rulemaking". Blair clarified this would mean two conventional propellers or better. Jeff suggested leaving the word screw in to capture both an engine and a propeller. Keith Kridler (Pilot Alternate/Puget Sound Pilots) agreed with that approach. Blair added that a 3,000 hp twin-screw conventional was adequate for this size range of vessels to be escorted.

9. Operational: Pre-escort conference conducted and recorded in vessel log

Sara shared the details of the propulsion discussed as depicted on the slide.

Previous workshop discussion: Consider requiring a pre-escort conference during which tethering, bollard pull, speed, and escort plan are discussed and agreed upon.

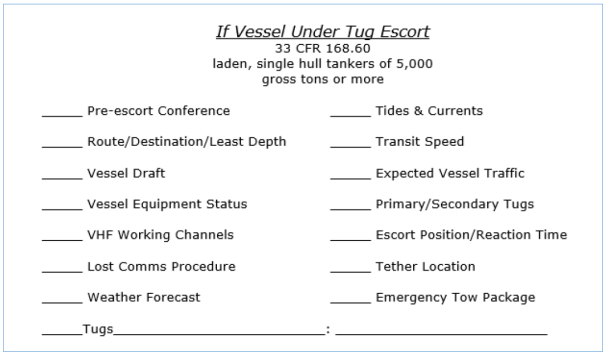
Benefits	Drawback	Voluntary Approach	Implementation and Compliance
Assurance that escort and escorted vessel have common understanding of escort plan	Add time to escort setup process	?	Challenging to verify compliance

10. Operational: Pre-escort conference conducted and recorded in vessel log

The group previously discussed a mandatory pre-escort conference that must be conducted between the escort tug and the escorted vessel prior to beginning the escort to discuss:

Transit speed and route
Positioning of escort tug relative to ship being escorted
Tethering plan
Safe working load of hard points used for tethering
Predicted weather and sea conditions included weather limitations

***11.* Operational: Pre-escort conference conducted**



If Vessel Under Tug Escort
33 CFR 168.60
laden, single hull tankers of 5,000
gross tons or more

_____ Pre-escort Conference
_____ Route/Destination/Least Depth
_____ Vessel Draft
_____ Vessel Equipment Status
_____ VHF Working Channels
_____ Lost Comms Procedure
_____ Weather Forecast
_____ Tides & Currents
_____ Transit Speed
_____ Expected Vessel Traffic
_____ Primary/Secondary Tugs
_____ Escort Position/Reaction Time
_____ Tether Location
_____ Emergency Tow Package
_____Tugs_____: _____

This slide contains components of pre-escort documentation from both Blair Bouma and Jim Peschel as a starting point to discussing the requirements for the rulemaking.

Blair Bouma (Pilot/Puget Sound Pilots) shared his screen and the document that he, Captain Kridler, and Captain Corrie had discussed previously. The items in blue were additions made via suggestions during the OTSC discussion. It was clear that there was a desire to leave details to the experts in the field, but that there should be some structure. Sara reminded everyone, prior to their review of the slide, to focus on the bullets and that rule language crafting would be happening at a future time.

- The location and approximate time of beginning and ending the escorted transit.
- The anticipated route and destination.
- The primary and secondary means of communication (i.e. VHF channels).
- The anticipated weather and state of tides, currents, sea-state and anticipated traffic.
- The operational status of each vessel and their equipment including any limitations such as speed.
- The propulsion type and maximum direct bollard pull of the escort tug.
- The safe working load of the deck fittings on the escorted vessel.
- The availability of appropriate crewmembers and their roles when responding to an emergency.
- The anticipated speeds along route.
- The relative position, direction of travel and tethering locations of the escort tug(s) while on transit.
- The method of connection of the escort tug to the tank vessel in an emergency or if tethering (i.e. tugs line, pennant, messenger lines etc.).
- Whether any training or escort exercise will be performed during the transit.

Regarding bullet point 6 – safe working load of the deck fittings on the escorted vessel – Jim Peschel (Tug Industry Alternate/Vane Brothers) responded that they know the safe load when it was built, but they can't necessarily say what it is today. Blair Bouma (Pilot/Puget Sound Pilots) responded that the point was to talk about it and make appropriate plans during the pre-escort conference. Sara wondered about how the points would be put into practice. Yes, they will be codified, but the hope would be that companies would create their own checklists. Jim Peschel wondered if bullet 10 should specify "in an emergency or if tethering". Blair agreed. On the last bullet, Blair suggested continued conversations about drills and training. He thought it should be talked about every transit in case there are opportunities. Jeff Slesinger (Tug Industry/Delphi Maritime) asked about identifying personnel in a specific role. Does that include experience of individuals without asking direct questions, just for information gathering? Blair suggested that bullet 8 would cover this. Blair and Jeff both agreed that adding the term "any training" should be added on the last bullet. Jim offered another real-world example of this situation, which was helpful for the group. Dave Corrie (Tug Industry Alternate/Foss-retired) cautioned that if asking people about their training, does that mean there will be a required certification for escort training? He wondered if it was necessary. After some discussion between members, Sara suggested keeping the language precise and self-explanatory. Jeff called the document a policy statement, in that it is non-negotiable. He cautioned that the committee leave out anything that would not be considered a must. He was feeling good about the list after the discussions and revisions.

12. Not requirements – consider BPC or Harbor Safety Committee guidance on best practices

Sara explained that the idea was to provide some broad recommendations to the BPC to develop or refer to the PS Harbor Safety Committee guidance and best practice on these items: Tethering, Training and Drills, and Pre-Escort Conference Details.

Blair Bouma (Pilot/Puget Sound Pilots) said that the group has talked about tethering and that it seemed to him that the OTSC was in general agreement that tethering decisions should be left to the operators. He pointed to his

pre-conference list which included a lot of tethering topics. Jeff Slesinger (Tug Industry/Delphi Maritime) responded that the language regarding tethering should clearly point back to the pre-escort conference and that decisions were being made by the experts. The group agreed on a general statement acknowledging that tethering is an effective tool that can be used mitigate risk when appropriate and agreed upon by both parties. Regarding training and drills, the group agreed on a recommendation for the encouragement of training and live drills when the opportunity is present.

13. Not requirements – include recommendation for BPC to request Harbor Safety Committee update to Escort Standards of Care to account for newly escorted vessels

Sara presented this section as likely a recommendation from the BPC, as opposed to actual rulemaking.

Blair Bouma (Pilot/Puget Sound Pilots) said it made sense to update the Harbor Safety Plan after the rulemaking is complete, and to include any other updates.

Blair then gave a shoutout to the towing industry. He reminded everyone that at the last OTSC meeting, a discussion occurred regarding bollard pull testing compliance with the Harbor Safety Plan Standards of Care. He was happy to report that last week, Puget Sound Pilots met with tug companies. He reported that Western Towboat is fully compliant and up to date on their tests. Foss has 5 of 7 boats in compliance and they plan to be fully compliant by June 1, 2025. Crowley is all but one boat compliant, and while committed to June 1, 2025 full compliance, they will be compliant in a few months. Brusco also agreed to full compliance by June 1, 2025. Blair acknowledged that COVID played a big part in the delay for compliance. He was happy to report that the companies are really leaning and that local tug companies are showing their integrity and performance of their boats. He reminded everyone that the Standards of Care have no funding, no accountability, and no enforcement.

Sara then showed her screen which captured the recommendations for OTSC voting:

Tug providing escorts to meet this requirement must have (at a minimum):
- 3,000 horsepower, and
- twin-screw propulsion.

PILOT: Blair Bouma (Pilot/Puget Sound Pilots) Agreed.

OIL INDUSTRY: Antonio Machado (Oil Industry/WSPA) Agreed.

TUG INDUSTRY: Jeff Slesinger (Tug Industry/Delphi Maritime) Agreed.

TRIBAL: Clyde Halstead (Tribal/Swinomish) Agreed.

ENVIRONMENT: Not present.

BPC: Jason Hamilton (BPC) Agreed.

<u>Before commencing an escort transit, the escorted vessel officer in charge shall confer with the pilot (if applicable) and escort vessel officer in charge to discuss and agree upon the operational details of the transit.</u> The escort transit shall be conducted in such a way that, in the event of a failure or emergency, the tank vessel can be kept under control within the limits of the available channel. A pre-escort conference must be recorded in the logbooks of the participating vessels and must include:

- The location and approximate time of beginning and ending the escorted transit.
- The anticipated route and destination.
- The primary and secondary means of communication (i.e. VHF channels).
- The anticipated weather and state of tides, currents, sea-state and anticipated traffic.
- The operational status of each vessel and their equipment including any limitations such as speed.
- The propulsion type and maximum direct bollard pull of the escort tug.
- The safe working load of the deck fittings on the escorted vessel.
- The availability of appropriate crewmembers and their roles when responding to an emergency.
- The anticipated speeds along route.
- The relative position, direction of travel and tethering locations of the escort tug(s) while on transit.
- The method of connection of the escort tug to the tank vessel in an emergency or if tethering (i.e. tugs line, pennant, messenger lines etc.).
- Whether any training or escort exercise will be performed during the transit.

PILOT: Blair Bouma (Pilot/Puget Sound Pilots) Agreed.

OIL INDUSTRY: Antonio Machado (Oil Industry/WSPA) Agreed.

TUG INDUSTRY: Jeff Slesinger (Tug Industry/Delphi Maritime) Agreed.

TRIBAL: Clyde Halstead (Tribal/Swinomish) Agreed.

ENVIRONMENT: Fred Felleman (Environment/Friends of the Earth) Not present.

BPC: Jason Hamilton (BPC) Agreed.

Other recommendations:
- General recommendation to set a minimum of 3,000 horsepower for 40,000 to 60,000 DWT tankers in the future.
- Recommend Board address:
  - Tethering: Acknowledge that it is an effective tool that that can be used to mitigate risk when appropriate. (point back to agreement between both parties and pre-escort conference)
  - Training and drills: Acknowledge their value and encourage live and simulator drills and training.
- Once rulemaking is complete, recommend Board work with the Harbor Safety Committee to update Standards of Care to address newly escorted vessels.

PILOT: Blair Bouma (Pilot/Puget Sound Pilots) Agreed.

OIL INDUSTRY: Antonio Machado (Oil Industry/WSPA) Agreed.

TUG INDUSTRY: Jeff Slesinger (Tug Industry/Delphi Maritime) Agreed.

TRIBAL: Clyde Halstead (Tribal/Swinomish) Agreed.

ENVIRONMENT: Fred Felleman (Environment/Friends of the Earth) Not present.

BPC: Jason Hamilton (BPC) Agreed.

Jaimie said she would run the recommendations by the Environmental members prior to presentation to the Board.

ENVIRONMENT: Fred Felleman (Environment/Friends of the Earth) Agreed via email after the meeting noting the "use of horsepower instead of bollard pull for a tug spec was a bit surprising". He added that "not using shaft horsepower ratio of original rule could have done something perhaps more indicative of vessel control."

14. Workshops & Outreach

Jaimie reviewed the upcoming workshop schedule. The August OTSC will not be needed.

Dates	Activity
June 18, 2024	OTSC – Escort tug operation and capability
July 10, 2024	Stakeholder Workshop 8 - SEPA
July 16, 2024	Tribal Workshop 8 - SEPA
July 17, 2024	OTSC Workshop 8 - SEPA
August 2024	Potential OTSC
September 3, 2024	Stakeholder Workshop 9 - SEPA
September 10, 2024	Tribal Workshop 9 - SEPA
September 12, 2024	OTSC Workshop 9 - SEPA
October 24, 2024	SEPA SME discussion

15. Wrap Up

She asked if there were any general questions or comments from the group. She thanked them for the great discussion and providing their time and expertise on this very technical piece.

The meeting adjourned at 11:30am.