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### Questions in Regard to in the Request to Increase Pilot Numbers

1. Can the PSP, with the current tariffs, financially support 60 pilots?
2. What cost saving measures has PSP taken to be more fiscally solvent?
3. What has the PSP done, or what do they think needs to be done, to the rotation schedule to try to avoid call backs?
4. What is the BPC's role in keeping the PSP fiscally solvent?
5. What type of outreach is the PSP doing that is hindering from their ability to perform their primary job duty of moving vessels? Are pilots accumulating more comp days because they are doing outreach on their rotation days off?
6. Could health insurance be offered to the PSP via the State of Washington? Would this represent a cost savings measure for the PSP?
7. What is the definition of an assignment?
8. Are there enough qualified candidates to fill 60 licenses?
9. How would additional trainees strain the system?
10. What would the BPC do if there were several unfilled licenses for a period of several years?
11. Who is in charge of making sure that all foreign flagged vessels in Washington waters have an exemption or have a pilot onboard?
12. How are fines or penalties assessed to vessels that violate pilotage laws? How is that money used?
13. Where does the money from exemptions go? How is it used?
14. Does the BPC have the ability to create a special license for the PSP President & Vice-President that would allow for more pilots but not take away from the President's or Vice-Presidents ability to pilot vessel when needed?
15. Would it be in the best interest of the State of Washington to make the pilots employees of the State? Does the State of Washington have the authority to convert the PSP into a state agency?
16. Why do payments for pilotage services get directed to St. Louis? How much money would the PSP save if payments for services rendered was sent directly to the Seattle office?
17. What is the PSP doing to improve its reputation with local captains? There is a belief amongst local captains that you can only become a pilot if you personally know or are related to a current pilot? There are many local, and highly qualified captains, who do

not apply to take the test because there is this belief that you have to have an inside connection to become accepted within the pilot's association.

18. Does the dispatcher have the right to say to a vessel "we are booked at 8am but will have a pilot at 9am?"
19. In 2018, how many delays were caused by the PSP? In 2018, how many delays were caused by the vessel?
20. What is the definition of a delay?
21. In 2018, how many cancellation fees did the PSP collect? What was the dollar total for cancellation fees collected? What percentage of the total revenue for PSP is made up of cancellation fees?
22. Why is the repositioning of a vessel in Lake Union charged an additional \$700.00 surcharge when the vessel did not leave or enter the lake?
23. How many assignments a year are the PSP President and Vice-President required to take to keep their pilotage license current?
24. How is it decided if a pilot starts their day in Seattle or out at the PA station?
25. What is the definition of a cancellation?
26. While repositioning a pilot, what steps does PSP use to minimize the need for repositioning before the repositioning happens?
27. Can the BPC create a different kind of license for a pilot who is using comp days before retirement? The license could allow them to use their comp days but only move a vessel in an absolute emergency.
28. How many dispatchers does the PSP currently employ? What is the succession plan for when they start to retire?
29. How does the BPC or the PSP measure the negative economic impact of the pilotage tariffs?
30. What type of economic impact studies are done before a tariff increase is considered?
31. How are stakeholders of economic impact studies decided?