

BPC messages on page 3 and page 122 screen capped below:

[illegible]

*June 2025 Board of Pilotage Commissioners Meeting*  
*NWSA report notes*

**May numbers**

- Total TEU volumes **decreased 9.4%** for the month and are **up 10.2%** YTD.
- Intermodal lifts **decreased 9.9%** for the month and are **up 28.9%** YTD.
- Auto units **increased 4.7%** for the month and are **down 13.8%** YTD.
- Breakbulk tonnage **increased 18%** for the month and are **down 31.1%** YTD.

**April numbers**

- Total TEU volumes **increased 7.4%** for the month and are **up 15.9%** YTD.
- Intermodal lifts **increased 13.1%** for the month and are **up 40.8%** YTD.
- Auto units **decreased 13.8%** for the month and are **down 17.1%** YTD.
- Breakbulk tonnage **decreased 50.2%** for the month and are **down 40.2%** YTD.

**General**

- 31 ad-hoc calls so far in 2025 – as compared to 36 for all of 2024.
- 69 void calls anticipated so far through August – as compared to 50 by August 2024.

**Gateway and Performance Outlook:** attached separately for the last four weeks

**New Weekly NWSA Volumes & Metrics Report:** Following the Trump Administration’s April 2 “Liberation Day” and announcement of planned tariff increases on all imports the NWSA convened an internal working group to address the flood of media inquiries and from other non-industry parties. The result has been the new “Weekly NWSA Volumes & Metrics Report” which can be found on our website [here](#). The recent attention to the supply chain has been reminiscent of COVID times. Our team has been trying to take advantage of the spotlight in education of a broader audience in how our industry works, but the reality of the uncertainties plaguing the supply chain is challenging.

**Voyage Consistency & On-Time Arrival Award Program:** Earlier in June, NWSA recognized the top performing services for this inaugural program cycle, which concluded at the end of April. Read full press release [here](#). While the services did not meet all the criteria required to receive a financial award, they will benefit from the publicity about their strong performance during the past year. The top services were Swire’s Westwood Service, MSC’s California Express, and Swire’s Sun Chief Express. We received a lot of positive feedback about this new recognition and award program and have heard from several ocean carriers that the program was impactful for them. Many thanks to Managing Members for their support of this new program.

**Husky Terminal Shore Power Operational:** Earlier this month, NWSA announced the completion of shore power at Husky Terminal in Tacoma. June 15th the terminal welcomed Hapag-Lloyd’s Kuala Lumpur Express as its inaugural shore power plug-in. The successful plug-in is a significant step in the NWSA’s Northwest Clean Ports Clean Air Strategy drive towards emissions reductions throughout our gateway. Read full press release [here](#).

## **Service and Operations Notes**

### **Autos**

NWSA has had some direct impact due to tariffs (auto manufacturing sourcing production from Asia factories to the US), it has been minor. We are down 18.6% through May of last year. A good portion of our downturn is due to the loss of GM which realigned their west coast volume in December. Even with all that our volumes are down, which has more to do with market saturation, interest rates and uncertainty around major purchases.

### **Container Terminals**

#### **General**

We have seen significant external interest in our ship schedules as it relates to the ongoing swirl of federal tariff and trade policies. The uncertainty vibrating through the supply chain has been demonstrated through our numbers – Q1 provided a 19% increase in volumes over 2024 (symbolic of the “front loading” from shippers) and full international imports decreased 21.2% May 2025 vs. May 2024. The decline in May volumes reflect, in part, tariff uncertainty impacts to shipping decisions.

#### **T5**

- MSC’s CLX: No voids through August, no vessel size change; recently running few days off schedule
- MSC’s Chinook: No voids through August and fully upsized to 12-14K TEU vessels from proforma position ETA 29-Jun onward
  - MSC Virgo, 14,952 TEU vessel, second largest vessel to call T5; required a 4-tug package, impacted tug availability for a Premier Alliance vessel
- OOCL’s PNW1: Still lacking full complement of vessels for 6-week rotation, thus a void in July and August
- COSCO’s CPV: Also lacking vessels to fill rotation, thus a void in June, July, August

#### **T18**

- Swire Shipping’s EB Service: On time performance good, no voids through August
- Swire Shipping/UWL’s Sun Chief Express: On time performance good, no voids through August
- ANL/Hapag/Maersk’s PCX/WSN(PNW)/PANZ: Arriving on time, 1 void late August
- CMA’s Columbus PNW: Arriving on time, 1 void in mid-July, but near 13K TEU vessel arriving the week after that void
- SM Line’s PNS: Arriving on time, 1 void in early August

#### **PCT**

- Evergreen’s ANP: 1 void in June, otherwise no voids thereafter through August

#### **Husky**

- Premier’s FP2: 1 void next week, then no voids through August; YM Tiptop first vessel to call VAN FPOC per proforma design
- Gemini’s WC4/TP5: Cleanest looking schedule: 14 voyages so far, all 14 on time and still averaging 4 hours early, no voids; no change in vessel size

## WUT

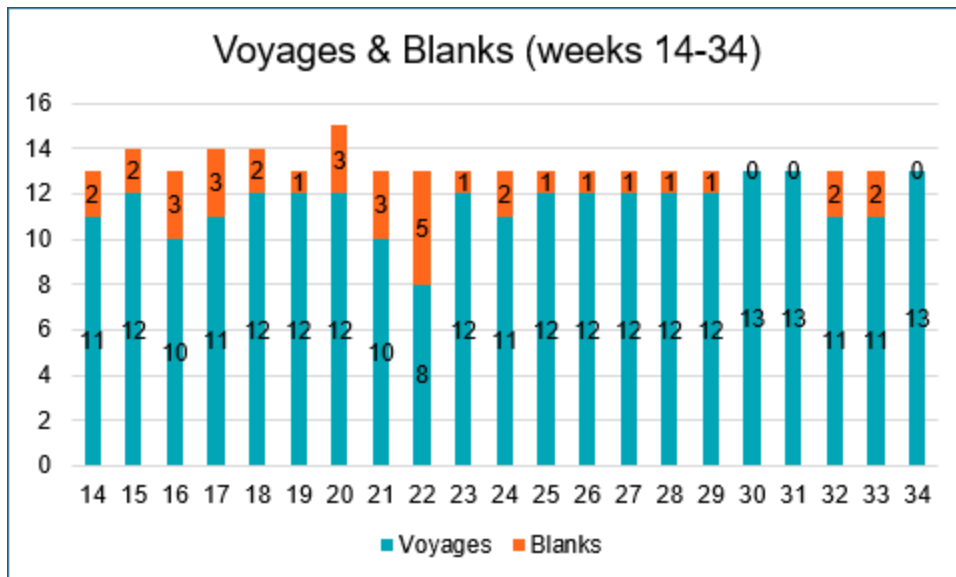
- Premier's PN1: For the first time in many months, no voids through August
- Premier's PN3: Similar to PN1, no voids through August

## Other notes

### VOIDS (BLANKS) VS. VOYAGES

	Jan-Apr	May-Jun	Jul-Aug
Weeks	1-17	18-26	27-34
Voyages	151	98	97
Possible voyages	186	117	104
% of voyages vs. proforma	81%	84%	93%

	2024		2025	
	Blanks	Voyages	Blanks	Voyages
May	5	54	9	46
Jun	7	65	10	55
Jul	4	52	3	49
Aug	3	54	4	48



### VOIDS (as of 6/3)

#### By month

Port Month	2022	2023	2024	2025
January	35	24	6	8
February	36	26	7	7
March	37	26	14	18

April	29	17	4	10
May	26	19	5	9
June	33	17	7	10
July	28	17	4	3
August	30	22	3	4
September	43	12	12	0
October	36	10	8	0
November	21	8	9	0
December	32	10	13	0
<b>Grand Total</b>	<b>386</b>	<b>208</b>	<b>92</b>	<b>69</b>

By service

	Total
Latin America / EU	1
CLX	1
Oceania	3
PCX/WSN(PNW)/PANZ	3
Transpacific	65
PNW1	11
CPV	8
ANP	7
FP2	7
Columbus PNW	7
PN1	5
PNS	5
PN3	4
Chinook	4
TPX	3
EB Service	2
PN4	1
PN2	1
<b>Total</b>	<b>69</b>

AD HOCS (as of 6/3)

Not seeing any extra loaders on the way.

Port Month	2022	2023	2024	2025
January	4	2	3	9
February	5	0	0	5
March	7	2	3	8
April	6	3	2	6
May	6	3	5	3
June	6	2	7	0
July	4	3	0	0
August	4	3	1	0
September	4	8	5	0
October	2	2	1	0
November	3	1	3	0
December	2	4	6	0

<b>Grand Total</b>	<b>53</b>	<b>33</b>	<b>36</b>	<b>31</b>
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# PUGET SOUND PILOTAGE DISTRICT ACTIVITY REPORT

**May-2025**

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:	609	Cancellations:	10		
Total ship moves:	599	Cont'r:	149	Tanker:	161
				Genl/Bulk:	100
				Other:	189
Assignments delayed due to unavailable rested pilot:	10	Total delay time:	13.75	hours	
Assignments delayed for efficiency reasons:	9	Total delay time:	21.5	hours	
Billable delays by customers:	142	Total delay time:	141		
Order time changes by customers:	55				
2 pilot jobs:	34	Reason:	PSP GUIDELINES FOR RESTRICTED WATERWAYS		
Day of week & date of highest number of assignments:	THU, 5/15				32
Day of week & date of lowest number of assignments:	TUE, 5/6 and MON 5/19				12
Total number of pilot repositions	131	Upgrade trips	18	YTD	78
3 consecutive night assignments:	35	YTD	149		

## Callback Days/Comp Days

	Starting Total	Call Backs (+)	Used (-)	Burned (-)	Ending Total
Licensed	2511	54	53		2512
Unlicensed					
Total	2511				1212

<b>On watch assignments</b>	<b>549</b>	<b>Call back assignments</b>	<b>60</b>	<b>CBJ ratio</b>	<b>9.85%</b>
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Pilots Out of Regular Dispatch Rotation (pilot not available for dispatch during "regular" rotation)

## A. Training & Continuing Education Programs

Start Dt	End Dt	City	Facility	Program Description	Pilot Attendees
1-May	1-May	Seattle	PMI	Azipod Training	HAM*, KNU*, MCN*
1-May	4-May	Lyon, FR	Port Revel	Manned Model	VEL(4off)
6-May	7-May	Seattle	PMI	LCV	BOU(2on*), HAM(2on*), KNU(2on*)
27-May	28-May	Seattle	PMI	LCV	BOU(2off), MCN(2on*), SID(1on*,1off)
1-May	31-May			Upgrade Assignments On Duty	MIE*
1-May	31-May			Upgrade Assignments Off Duty	BOS, EKE(2off), FLE, GAR(3off), HAM(2off), MAN(2off)
					MIE, MOO(3off), SCS(2off),
					* On Watch    Off Watch    ** paired to assign.
					13                      24

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

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees
1-May	12-May	Seattle	PSP	Ops Pilot	HAM(12on*)
5-May	7-May	Seattle	PSP	Rate Committee	MCG(2on*,1off)
6-May	6-May	Seattle	PSP	Refman	KEN*, SCS, SID, STA
6-May	6-May	Seattle	PSP	Sea Trials, HYDRO	COR**
7-May	7-May	Seattle	PSP	Harbor Safety	KAL
8-May	8-May	Seattle	BPC	Pilot Safety	ANA*, SCR
8-May	8-May	Seattle	USCG	Outreach, USCG	COL*, RID, MYE
10-May	10-May	Edmonds	PSP	Outreach, YMTA	NIN**
12-May	15-May	Seattle	PSP	Rate Committee	MCG(3off)
13-May	25-May	Seattle	PSP	Ops Pilot	KEP(10on*,3off)
14-May	14-May	Seattle	BPC	TEC	ANT, KNU, BOZ**

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees		
14-May	14-May	Seattle	BPC	BPC Prep	ANT, HAM, KNU		
14-May	14-May	Seattle	PSP	Rate Committee	HAM		
15-May	15-May	Seattle	BPC	BPC	ANT, KNU		
15-May	15-May	Tacoma	PSP	Outreach, POT	MEL**		
16-May	16-May	Gig Harbor	PSP	Outreach, Rotary	MEL		
16-May	16-May	Seattle	PSP	Orca Advisory Group	KAL		
16-May	16-May	Seattle	PSP	President	HAM		
16-May	16-May	Seattle	PSP	Administrative	HAM, GRK**		
19-May	19-May	Seattle	PSP	Rate Committee	MCG(2on*, 1off)		
19-May	19-May	Seattle	PSP	Outreach	VON**		
20-May	20-May	Seattle	PSP	Pilot Boat	COR*, MAN*, ROU*, SEM*		
21-May	22-May	Seattle	PSP	President	HAM(2off)		
21-May	21-May	Seattle	PSP	Administrative	BEN, BOZ*, GRK, HAM		
22-May	22-May	Seattle	PSP	BOD	GRK, HAM, KEP*, MCG*, MIL, MYE*		
26-May	29-May	Seattle	PSP	Rate Committee	MCG(4on*)		
26-May	31-May	Seattle	PSP	Ops Pilot	MYE(1pair** 3on*, 2off)		
29-May	29-May	Seattle	PSP	Rate Committee	KLA**		
29-May	29-May	Tukwila	PSP	Outreach	MIL		
29-May	29-May	Seattle	BPC	BPC Orientation	KNU*		
30-May	30-May	Seattle	UTC	Analytics, UTC staff	MCG**		
					* On Watch	Off Watch	** paired to assign.
					45	38	9
Safety/Regulatory							
Outreach							
Administrative							
C. Other (i.e. injury, not-fit-for-duty status, COVID risk							
Start Dt	End Dt	REASON	PILOT				
1-May	21-May	NFFD	SES				
1-May	7-May	NFFD	VEL				
13-May	31-May	NFFD	HUP				
15-May	15-May	Jury Duty	STA				
Trailing 12 months revenue assignments							
7,185							
Call back job ratio during the last 12 months (June 2024-May 2025) 9.81 %							



# Puget Sound District Activity Report Dashboard

2025 May

Last modified  
06/18/2025

Licensed Pilots  
Including President

56

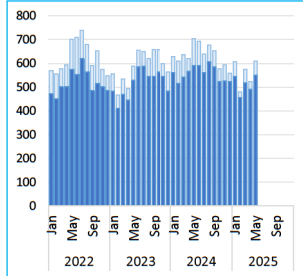
No changes in May.

PS District  
Trainees

8

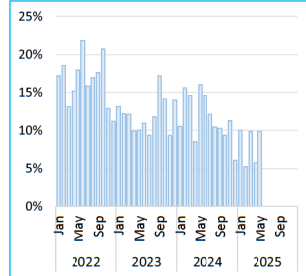
Two new trainees  
started in May.

Monthly Total  
Assignment Count  
**609**

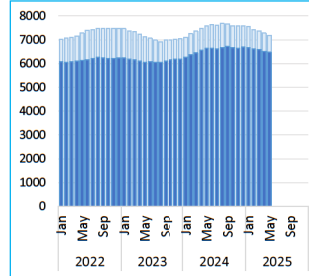


549 On-Watch (dk blue), 60 Off-Watch (lt blue)

Monthly Off-Watch  
Assignment Percentage  
**9.9%**

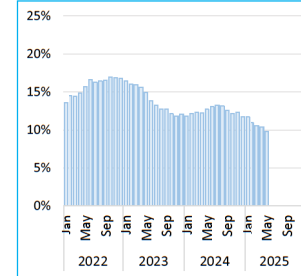


Trailing 12 Total  
Assignment Count  
**7184**



6480 On-Watch (dk blue), 704 Off-Watch (lt blue)

Trailing 12 Off-Watch  
Assignment Percentage  
**9.8%**



Licensed Pilots w/o Pres **55**  
Pilots NFFD whole month **0**  
Available Pilots **55**

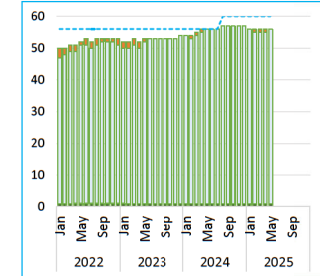
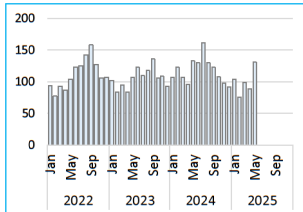
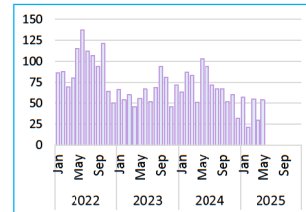


chart also includes president (1 pilot)

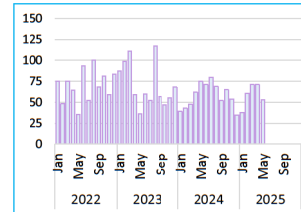
Repositions  
**131**



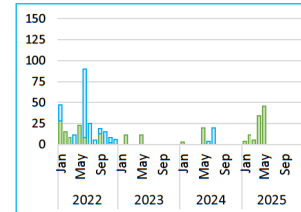
Comp Days Earned  
(Callbacks)  
**54**



Comp Days Used  
(Licensed Pilots)  
**53**

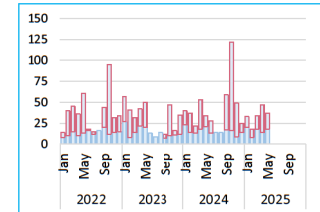


COVID Days\* **0**  
NFFD Days\* **46**



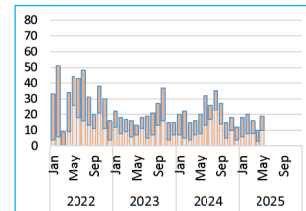
count of NFFD & Covid days if  
pilot(s) not NFFD whole month

Training Days **19**  
Upgrade Trips **18**



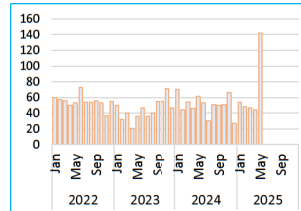
training days (red) stacked  
on upgrade trips (blue)

Pilot Delays (Count)  
combined total  
**19**

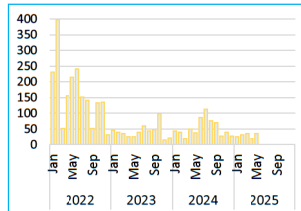


efficiency delay counts stacked on top  
of pilot shortage delay counts on bottom

Billable Delays (Count)  
by Customers  
**142**

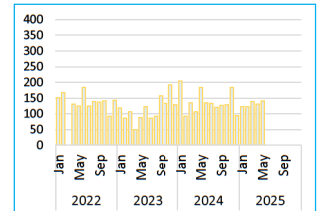


Pilot Delay Hours  
(Pilot Shortage & Efficiency)  
**35.25 hrs**



total pilot delay hours (not separated into  
efficiency & pilot shortage components)

Billable Delay Hours  
by Customers  
**141 hrs**



## **Port of Grays Harbor**

### **Pilotage Report**

**June 26, 2025**

#### Pilotage Activity

There were a total of 10 arrivals in May of 2025 (3 dry bulkers and 7 RoRo). This equated to 22 jobs. Year to date there have been 47 vessels and a total of 120 jobs

The June schedule shows 10 arrivals scheduled so far: 6 dry bulkers and 4 RoRo's.



STATE OF WASHINGTON  
**BOARD OF PILOTAGE COMMISSIONERS**

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

May 22, 2025

United States Coast Guard  
Regional Exam Center  
Attn: Ken Heaton, Chief  
Jackson Federal Building  
915 Second Ave, Room 194  
Seattle, WA 98174-1067

Via email: [RECSeattle@uscg.mil](mailto:RECSeattle@uscg.mil)

Dear Ken and REC Team,

Recently, the BPC's Trainee Evaluation Committee (TEC) has been receiving very positive feedback from the current pool of Pilot Trainees regarding their experience at the REC. They are reporting quick turnarounds, flexibility for testing, and very helpful and supportive interactions with REC staff.

The Board and BPC staff would like to extend our appreciation and thanks to your team! The Pilot Training Program is hard enough on its own. Adding the federal endorsement piece creates another layer of difficulty. It helps immensely for the process to be clear and predictable. The REC is a critical component of the pilotage journey. It takes a village!

Thank you again for all your efforts, support, and partnership.

Sincerely,

Jamie C. Bever  
Executive Director

cc Captain Severin Knutsen, BPC Trainee Evaluation Committee Chair  
Jolene Hamel, BPC Training Program Manager

**From:** [OSC-SMB-NMC-1-RECAPPSUBMISSION-SEA](#)  
**To:** [Bever, Jaimie \(WSF-Pilotage\)](#); [OSC-SMB-NMC-1-RECAPPSUBMISSION-SEA](#)  
**Cc:** [Commissioner Knutsen](#) ; [Hamel, Jolene \(WSF-Pilotage\)](#)  
**Subject:** [EXTERNAL] RE: A Letter from the Board of Pilotage Commissioners  
**Date:** Friday, May 23, 2025 9:35:19 AM  
**Attachments:** [image001.png](#)

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Jamie,

Thank you very much! It's great being part of this process and seeing trainees succeed as they make their way through the program. We feel that the collaboration which includes the U.S. Coast Guard National Maritime Center, REC Seattle, our Coast Guard Auxiliarist volunteer, CG Sector Puget Sound, and the State of Washington Board of Pilotage Commissioners, is paramount to the success of the Pilot Trainees along with their individual efforts. Yes, it takes a village!

I've printed out a copy and posted your letter for the REC staff and I will share it with the National Maritime Center as well.

Have a great Memorial Day weekend!

Respectfully,

Ken Heaton  
Chief, Regional Exam Center  
915 Second Ave, Room 194  
Seattle, WA 98174  
571-607-4506

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**From:** Bever, Jaimie (WSF-Pilotage) <jaimie.bever@wsdot.wa.gov>  
**Sent:** Thursday, May 22, 2025 1:45 PM  
**To:** OSC-SMB-NMC-1-RECAPPSUBMISSION-SEA <RECSEATTLE@uscg.mil>  
**Cc:** Commissioner Knutsen <bpccommissionerknutsen@gmail.com>; Hamel, Jolene (WSF-Pilotage) <jolene.hamel@wsdot.wa.gov>  
**Subject:** [Non-DoD Source] A Letter from the Board of Pilotage Commissioners

Good morning,

Attached please find a letter from the BPC and Staff to share with your team.

Thank you,  
Jaimie

**Jaimie C. Bever** | (she/her) | *Executive Director*  
**Washington State Board of Pilotage Commissioners**



STATE OF WASHINGTON  
**BOARD OF PILOTAGE COMMISSIONERS**

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

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**Puget Sound Pilotage Tariff  
Training Surcharge/Trainee Stipend Increase Request**

**OBJECTIVE**

At the November 21, 2024, monthly meeting of the Board of Pilotage Commissioners (BPC), the Board authorized the following additions to the Pilot Training Program:

- Simulator Training for Trainees - \$10,000 (assumes 3 trainees, 2 days at \$3,400/trainee/year)
  - Psychometric Review of the Training Program and Exam - \$50,000 (ongoing)
  - DEI Consultant - \$10,000 (ongoing)
  - COL Stipend Increase for Trainees - \$180,000 (from \$8,000/month to \$9,500/month)
- 

**SUMMARY**

**Stipend Increase**

A strong pool of highly qualified pilot aspirants is imperative to filling available and authorized pilot positions. To attract the mariners required, Washington state needs to remain competitive with other pilotage districts, and specifically west coast pilotage districts.

When a captain is ready to pursue pilotage, they are typically at the top of their maritime career, established, and nearly at or well into their midlife. They are not typically a young, unencumbered person. Trainees are not employees of the BPC or Washington state. The stipends they receive are to assist with living costs while in the Pilot Training Program. Stipends are not a payment for a service, as trainees are learning to pilot and not providing a service to the state. In addition, trainees are responsible for obtaining their own health insurance. The BPC and Washington state do not offer benefits as a part of the training program in the Puget Sound Pilotage District (PSPD). Trainees in the Grays Harbor Pilotage District (GHPD) are employed by the Port of Grays Harbor and do not receive a training stipend from the BPC.

The pool for qualified mariners to enter the pilotage pipeline is a small one. Pilotage districts, especially on the west coast, are typically in competition with each other for the same qualified

aspirants. The BPC does not receive specific information from applicants on the factors influencing their decisions to train in Washington or elsewhere . However, we are aware of several factors that go into the decision including pay, cost of living, schedule, rank on the waiting list, and familial ties.

In Q2 of 2024, Seattle was one of the most expensive urban areas per The Council for Community and Economic Research.

[PRESS RELEASE – For Immediate Release – COLI Q2 – C2ER Cost of Living Index](#)

The Ten Most and Least Expensive Urban Areas in the Cost of Living Index (COLI) Review of Quarter Two in 2024 National Average for 251 Urban Areas = 100					
Most Expensive			Least Expensive		
Ranking	Urban Areas	COL Index	Ranking	Urban Areas	COL Index
1	New York (Manhattan) NY	226.0	1	Ponca City OK	79.4
2	Honolulu HI	188.4	2	Decatur IL	79.7
3	San Jose CA	180.8	3	Richmond IN	80.9
4	San Francisco CA	167.4	4	Oklahoma City OK	81.3
5	New York (Brooklyn) NY	160.2	5	Amarillo TX	82.5
6	Orange County CA	155.3	6	Jonesboro AR	82.8
7	Los Angeles-Long Beach CA	148.6	7	Pittsburg KS	83.0
8	New York (Queens) NY	148.1	8	Harlingen TX	83.0
9	Seattle WA	146.3	9	Florence AL	83.1
10	San Diego CA	145.6	10	Tupelo MS	83.1

The BPC’s last stipend increase went into effect in February 2021. Using the [CPI Inflation Calculator](#), \$8,000/month in 2021 compares to \$9,500 in 2024.

CPI Inflation Calculator

\$

8,000.00

in

February

2021

has the same buying power as

\$9,590.39

in

September

2024

Calculate

Washington state’s pilotage districts are in direct competition with California districts, and more specifically with San Francisco. It is not uncommon for our two states to share candidates on the waiting list to enter training.

In looking at other west coast pilotage groups, BPC, through the San Francisco BOPC’s Trainee Stipend Staff Report and through direct conversations, found that:

- Trainees contract directly with the pilot associations, either Columbia River Pilots or the Columbia River Bar Pilots, and are paid a share of the pilot’s earnings while training. The Oregon Board of Maritime Pilots does not pay a training stipend for pilot trainees.<sup>1</sup>

<sup>1</sup> From BOPC’s Trainee Stipend Staff Report as presented to the BOPC on July 23, 2019

- The Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun increased their monthly training stipend from \$7,000/month to \$8,000/month in January 2023.
- Los Angeles Port Pilots are county employees and are paid a county salary with full benefits to train, like the Grays Harbor Pilotage District in WA State.<sup>2</sup>
- The Alaska Board of Marine Pilots does not pay a stipend to trainees during training (training is seasonal, largely dependent on cruise ship traffic).

The BPC is required to offer an exam at least every four years. We anticipate holding another pilot exam in 2026. It is projected that those on the 2024 exam waiting list will by then be brought into the training programs for either the PSPD or the GHPD.

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#### Current Surcharge

The [Puget Sound Pilotage Tariff](#), pursuant to [RCW 81.116.020](#), requires the UTC to include a tariff surcharge to fund the stipend the Board of Pilotage Commissioners is authorized to pay to pilot trainees and to use in its pilot training program under [RCW 88.16.035](#).

Per [RCW 81.116.020](#) (4), in setting tariffs, the UTC may fix extra compensation for extra services to vessels in distress, for awaiting vessels, for all vessels in direct transit to or from a Canadian port where Puget Sound pilotage is required for a portion of the voyage, or for being carried to sea on vessels against the will of the pilot, and for such other services as may be determined by the board. In setting tariffs, the commission must include a tariff surcharge to fund the stipend the board of pilotage commissioners is authorized to pay to pilot trainees and to use in its pilot training program under [RCW 88.16.035](#).

This surcharge funds the BPC's Pilot Training Program and Marine Pilot Exam. Initially, the stipend surcharge was based on 7,200 assignments per year to break even. Effective in 2021, \$13.50 of the \$19.00 surcharge is the pass-through cost of stipends, paid directly to qualifying trainees per [WAC 363-116-078\(11\)](#). The remaining \$5.50 funds the BPC's training program, including the exam process.

#### PSPD Training Surcharge Increase

The table below indicates potential revenue collected through increases in the Training Surcharge and increased stipend pass-through to trainees. These calculations assume 7,200 pilotage assignments per calendar year and 10 trainees in the program. Actual numbers may vary depending on how many are in the program at any given time:

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<sup>2</sup> From BOPC's Trainee Stipend Staff Report as presented to the BOPC on July 23, 2019

Current Training Surcharge <i>per assignment, per trainee</i>	Annual Surcharge Revenue @10 Trainees <i>7200 assignments</i>	Stipend-only pass through	Annual Stipend Total @10 Trainees <i>\$8,000 per month</i>	Remaining Funds for Training Program Related Expenses
<b>\$19.00</b>	<b>\$1,368,000</b>	<b>\$972,000</b>	<b>\$960,000</b>	<b>\$396,000</b>
<b>\$13.50</b> <i>pass thru for stipends</i>				
<b>\$5.50</b> <i>remaining funds for training program related expenses</i>				
Proposed Training Surcharge <i>per assignment, per trainee</i>	Annual Surcharge Revenue @10 Trainees <i>7200 assignments</i>	Stipend-only pass through	Annual Stipend Total @10 Trainees <i>\$9,500 per month</i>	Remaining Funds for Training Program Related Expenses
<b>\$23.00</b>	<b>\$1,656,000</b>	<b>\$1,152,000</b>	<b>\$1,140,000</b>	<b>\$504,000</b>
<b>\$16.00</b> <i>pass thru for stipends</i>				
<b>\$7.00</b> <i>remaining funds for training program related expenses</i>				

## CONCLUSION

The BPC is requesting an increase in the Training Surcharge from \$19.00/trainee/assignment to \$23.00/trainee/assignment. The pass-through cost to trainees would increase from \$13.50/trainee/assignment to \$16.00/trainee/assignment. The amount to the BPC would increase from \$5.50/trainee/assignment to \$7.00/trainee/assignment. The proposed surcharge increase would provide an extra \$108,000+/- to the BPC for the initiatives listed above, and the increased stipend would assist pilot trainees with the ability to transition from their established careers to training here in the Pacific NW.

Due to our area's cost of living increases, an increase in authorized pilot licenses, changes in rest rules, retirements, and a small national pool of qualified pilot aspirants, it is imperative that Washington state's pilotage districts continue to attract pilot aspirants by offering a first-rate pilot training program and reducing the financial burden on trainees during this critical phase in their careers. It is also imperative that the BPC receive the necessary funding for the training program to prepare pilot trainees for piloting in Washington state's inland waters.





# PROPOSED RULE MAKING

## CR-102 (June 2024) (Implements RCW 34.05.320) Do NOT use for expedited rule making

CODE REVISER USE ONLY

**Agency:** Board of Pilotage Commissioners

☒ **Original Notice**

☐ **Supplemental Notice to WSR** \_\_\_\_\_

☐ **Continuance of WSR** \_\_\_\_\_

☒ **Preproposal Statement of Inquiry was filed as WSR 25-07-101 ; or**

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

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

☐ **Proposal is exempt under RCW** \_\_\_\_\_.

**Title of rule and other identifying information:** (describe subject) WAC 363-116-080 Licensing of pilots

**Hearing location(s):**

Date:	Time:	Location: (be specific)	Comment:
September 18, 2025	10:00am	2901 3 <sup>rd</sup> Avenue, 1 <sup>st</sup> Floor Agate Conference Room, Seattle, WA 98121 and via MS Teams.	For a MS Teams link to the meeting, please visit <a href="http://www.pilotage.wa.gov">www.pilotage.wa.gov</a>

**Date of intended adoption:** September 18, 2025 (Note: This is **NOT** the **effective** date)

**Submit written comments to:**

Name Jaimie Bever, Executive Director

Address 2901 3<sup>rd</sup> Avenue, Suite 500, Seattle, WA 98121

Email [jaimie.bever@wsdot.wa.gov](mailto:jaimie.bever@wsdot.wa.gov)

Fax

Other

Beginning (date and time) TBD

By (date and time) September 10, 2025 - 4pm PDST

**Assistance for persons with disabilities:**

Contact Jolene Hamel

Phone 206-515-3904

Fax

TTY

Email [jolene.hamel@wsdot.wa.gov](mailto:jolene.hamel@wsdot.wa.gov)

Other

By (date) September 15, 2025

**Purpose of the proposal and its anticipated effects, including any changes in existing rules:** The BPC is proposing a revision to WAC 363-116-080 Licensing of Pilots requiring pilot candidates to provide a certificate representing competency in Electronic Charts Display and Information Systems (ECDIS) training prior to state licensure.

The proposed rule modifies existing licensure requirements by adding the following requirement to WAC 363-116-080(3): a certificate representing competency in electronic chart display and information systems (ECDIS) that complies with International Maritime Organization (IMO) standards and International Hydrographic Organization (IHO) regulations.

**Reasons supporting proposal:** This proposed rule revision is necessary due to the National Oceanic and Atmospheric Administration's (NOAA) sunset of traditional paper and raster nautical charts to focus solely on electronic navigational chart data, the more common source of navigation worldwide.

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

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

**Is rule necessary because of a:**

Federal Law?

☐ Yes ☒ No

Federal Court Decision?

☐ Yes ☒ No

State Court Decision?

☐ Yes ☒ No

If yes, CITATION:

**Agency comments or recommendations, if any, as to statutory language, implementation, enforcement, and fiscal matters:** Both the BPC Pilot Exam Committee (PEC) and Trainee Evaluation Committee (TEC) have made this recommendation to the Board recognizing the need to ensure electric chart competency.

<b>Name of proponent:</b> (person or organization) Board of Pilotage Commissioners <b>Type of proponent:</b> <input type="checkbox"/> Private. <input type="checkbox"/> Public. <input checked="" type="checkbox"/> Governmental.			
<b>Name of agency personnel responsible for:</b>			
	Name	Office Location	Phone
Drafting	Jaimie Bever	Seattle, WA	206-515-3887
Implementation Commissioners	Board of Pilotage	Seattle, WA	206-515-3904
Enforcement Commissioners	Board of Pilotage	Seattle, WA	206-515-3904
<b>Is a school district fiscal impact statement required under <a href="#">RCW 28A.305.135</a>?</b>			<input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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			
<b>Is a cost-benefit analysis required under <a href="#">RCW 34.05.328</a>?</b>			
<input type="checkbox"/> Yes: A preliminary cost-benefit analysis may be obtained by contacting: Name Address Phone Fax TTY Email Other			
<input checked="" type="checkbox"/> No: Please explain: The BPC is not a listed agency in RCW 34.05.328(5)(a)(i)			
<b>Regulatory Fairness Act and Small Business Economic Impact Statement</b> Note: The <a href="#">Governor's Office for Regulatory Innovation and Assistance (ORIA)</a> provides support in completing this part.			
<b>(1) Identification of exemptions:</b> This rule proposal, or portions of the proposal, <b>may be exempt</b> from requirements of the Regulatory Fairness Act (see <a href="#">chapter 19.85 RCW</a> ). For additional information on exemptions, consult the <a href="#">exemption guide published by ORIA</a> . Please check the box for any applicable exemption(s):			
<input type="checkbox"/> This rule proposal, or portions of the proposal, is exempt under <a href="#">RCW 19.85.061</a> 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:			
<input type="checkbox"/> This rule proposal, or portions of the proposal, is exempt because the agency has completed the pilot rule process defined by <a href="#">RCW 34.05.313</a> before filing the notice of this proposed rule.			
<input type="checkbox"/> This rule proposal, or portions of the proposal, is exempt under the provisions of <a href="#">RCW 15.65.570(2)</a> because it was adopted by a referendum.			

<input checked="" type="checkbox"/> This rule proposal, or portions of the proposal, is exempt under <a href="#">RCW 19.85.025(3)</a> . Check all that apply:	
<input type="checkbox"/> <a href="#">RCW 34.05.310</a> (4)(b) (Internal government operations)	<input checked="" type="checkbox"/> <a href="#">RCW 34.05.310</a> (4)(e) (Dictated by statute)
<input type="checkbox"/> <a href="#">RCW 34.05.310</a> (4)(c) (Incorporation by reference)	<input type="checkbox"/> <a href="#">RCW 34.05.310</a> (4)(f) (Set or adjust fees)
<input type="checkbox"/> <a href="#">RCW 34.05.310</a> (4)(d) (Correct or clarify language)	<input type="checkbox"/> <a href="#">RCW 34.05.310</a> (4)(g) ((i) Relating to agency hearings; or (ii) process requirements for applying to an agency for a license or permit)
<input type="checkbox"/> This rule proposal, or portions of the proposal, is exempt under <a href="#">RCW 19.85.025(4)</a> . (Does not affect small businesses).	
<input type="checkbox"/> This rule proposal, or portions of the proposal, is exempt under RCW _____.	
Explanation of how the above exemption(s) applies to the proposed rule:	
<b>(2) Scope of exemptions: Check one.</b> <input checked="" type="checkbox"/> The rule proposal: Is fully exempt. ( <i>Skip section 3.</i> ) Exemptions identified above apply to all portions of the rule proposal. <input type="checkbox"/> The rule proposal: Is partially exempt. ( <i>Complete section 3.</i> ) The exemptions identified above apply to portions of the rule proposal, but less than the entire rule proposal. Provide details here (consider using <a href="#">this template from ORIA</a> ): <input type="checkbox"/> The rule proposal: Is not exempt. ( <i>Complete section 3.</i> ) No exemptions were identified above.	
<b>(3) Small business economic impact statement: Complete this section if any portion is not exempt.</b> If any portion of the proposed rule is <b>not exempt</b> , does it impose more-than-minor costs (as defined by RCW 19.85.020(2)) on businesses?	
<input type="checkbox"/> No Briefly summarize the agency's minor cost analysis and how the agency determined the proposed rule did not impose more-than-minor costs. _____ <input type="checkbox"/> Yes Calculations show the rule proposal likely imposes more-than-minor cost to businesses and a small business economic impact statement is required. Insert the required small business economic impact 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	
<b>Date:</b>	<b>Signature:</b>  <div style="text-align: center; padding-top: 20px;">Place signature here</div>
<b>Name:</b>	
<b>Title:</b>	

**WAC 363-116-080 Licensing of pilots.** (1) No person shall be issued a pilot license until he/she has applied for a pilot license and successfully completed:

- (a) The written examination(s);
- (b) The simulator evaluation;
- (c) The pilot training program, as determined by the board;
- (d) A physical examination; and
- (e) Tendered the license fee stipulated in WAC 363-116-070.

(2) A majority of board members in attendance at a meeting where licensing of an applicant is scheduled for consideration, shall vote on the issuance of a pilot license. Pilot licenses shall be signed by the chairperson or his/her designee.

(3) At the time of completion of a training program as provided in WAC 363-116-078 and at the time of consideration for licensing, all applicants must provide a copy of his/her U.S. master license required by RCW 88.16.090 with a first class U.S. pilotage endorsement without tonnage or other restrictions on that U.S. master license to pilot in all of the waters of the pilotage district defined in RCW 88.16.050 in which the applicant desires to be licensed and an endorsement on that U.S. master license as a radar observer (unlimited); and both a certificate representing competency in automatic radar plotting aids (ARPA) and a certificate representing competency in electronic chart display and information system (ECDIS) that complies with International Maritime Organization (IMO) standards and International Hydrographic Organization (IHO) regulations.

(4) No person shall be licensed by the board who has been convicted of an offense involving drugs or the personal consumption of alcohol in the (~~twelve~~) 12 months prior to the date of application. This restriction shall not apply to license renewals.

(5) After completion of a training program the trainee evaluation committee (TEC) shall review the evaluations and the pilot trainee's performance on other required aspects of the training program and report to the board that the pilot trainee has or has not: Successfully completed all requirements set forth in the training program including any addendum(s) to the program. The board shall consider training program documentation and TEC reports and may: Issue the license if there is a need for a pilot in the relevant pilotage district; deny a license if it finds that the pilot trainee should not be licensed; or, delay the issuance of a license, if there is no need for a pilot at that time in the relevant district. If the board delays the issuance of a license, it may at its discretion offer an optional program that would maintain piloting skills and knowledge and may enable stipend credit to be earned and paid. The criteria to be followed by the board in issuing or denying licenses shall include, but not be limited to: Performance in the training program; piloting and ship handling and general seamanship skills; local knowledge; and, bridge presence and communication skills.

(6) If two or more pilot trainees are deemed qualified by the board for issuance of a license at the same meeting of the board, the pilot trainee with the highest combined score on the initial written examination and simulator evaluation shall be licensed first.



# **PUGET SOUND PILOTS**

Protecting Puget Sound Since 1935

FINANCIAL STATEMENT PRESENTATION  
TO  
WASHINGTON STATE BOARD OF PILOTAGE COMMISSIONERS





## PUGET SOUND PILOTS OVERVIEW

- Audited Financial Statements on Modified Accrual Basis (not Generally Accepted Accounting)
- Taxed as a Partnership
- Figures consolidated with Pilot Technology Services II

# CHANGES FROM 2023 TO 2024



Note I – Second year of  
full activity in PTS



No rate changes in 2024



Medical Insurance not paid by  
PSP

## AUDIT PROCESS

Risk Based Audit

Test Tariff Rates

Sample of invoices recalculated and tested

Sample of bills paid

Review of processes and internal controls



## MODIFIED ACCRUAL BASIS

Records revenue (income) at the time it is earned (the day the job is completed)

Expenses are recorded when paid (in general)

Depreciation expense is normal and customary

Unrecorded Liabilities

## UNRECORDED LIABILITITES

Unfunded Comp Days – Estimated Value at December 31, 2024 is \$3,848,552

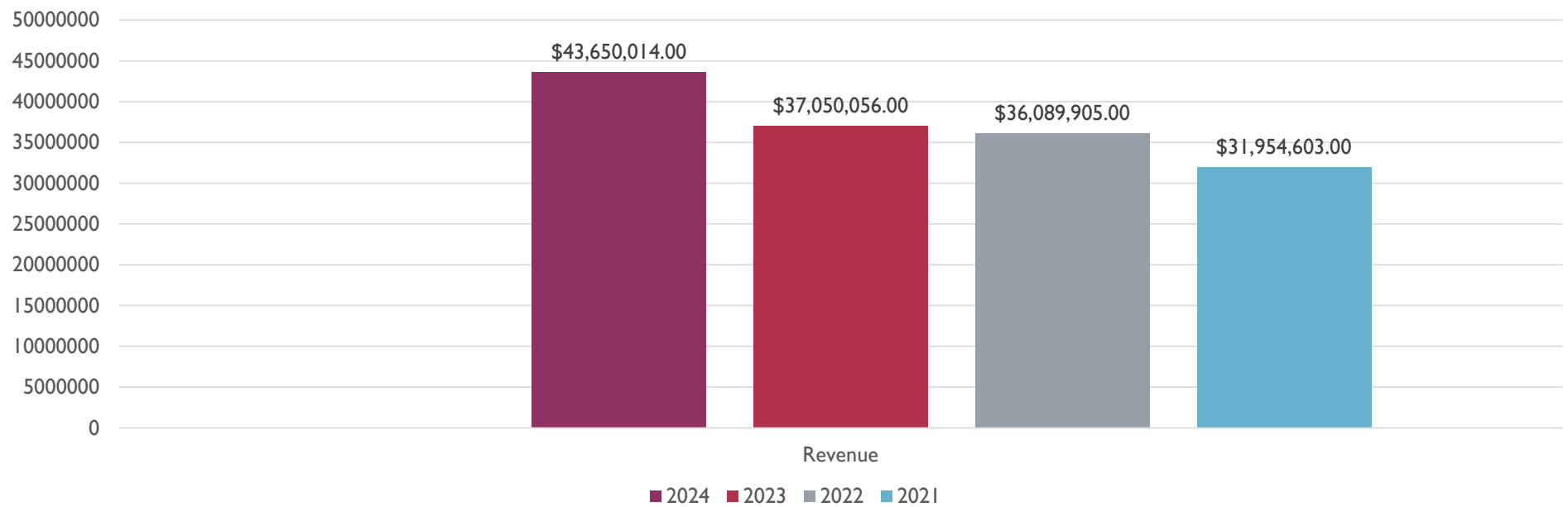
Vacation Payable – Estimated Value at December 31, 2024 is \$1,296,277

Major Medical – amount not determined

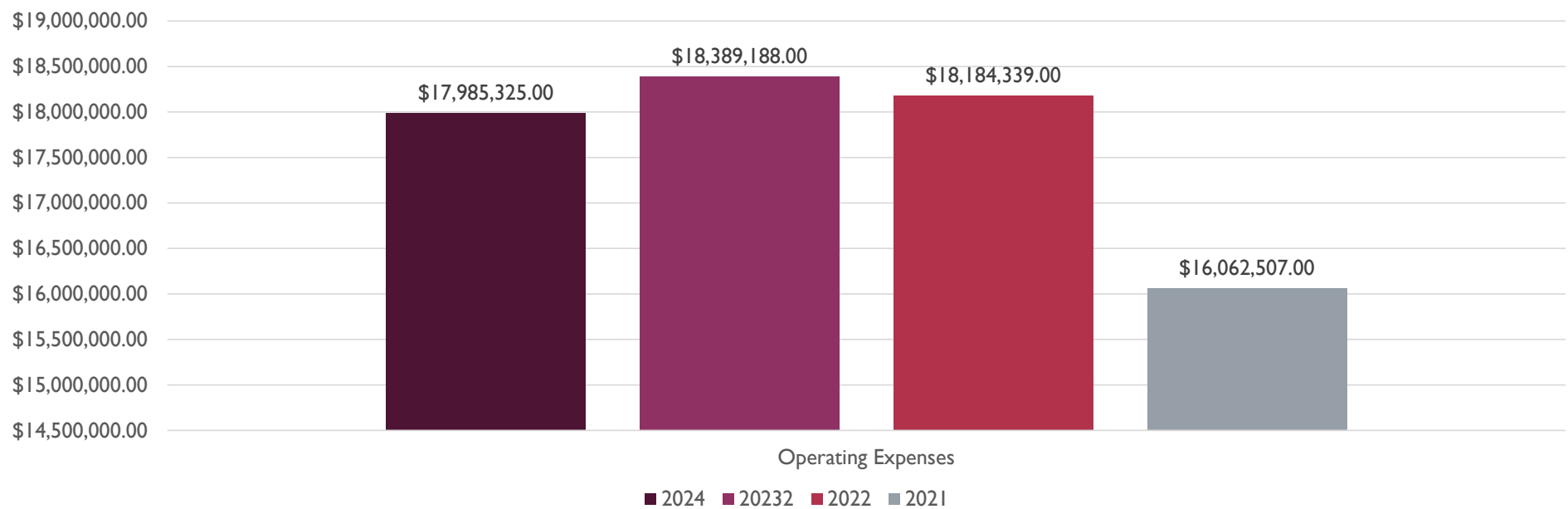
Membership Buy Outs at December 31, 2024 was \$3,254,571

Pilot's Pension – amount not determined

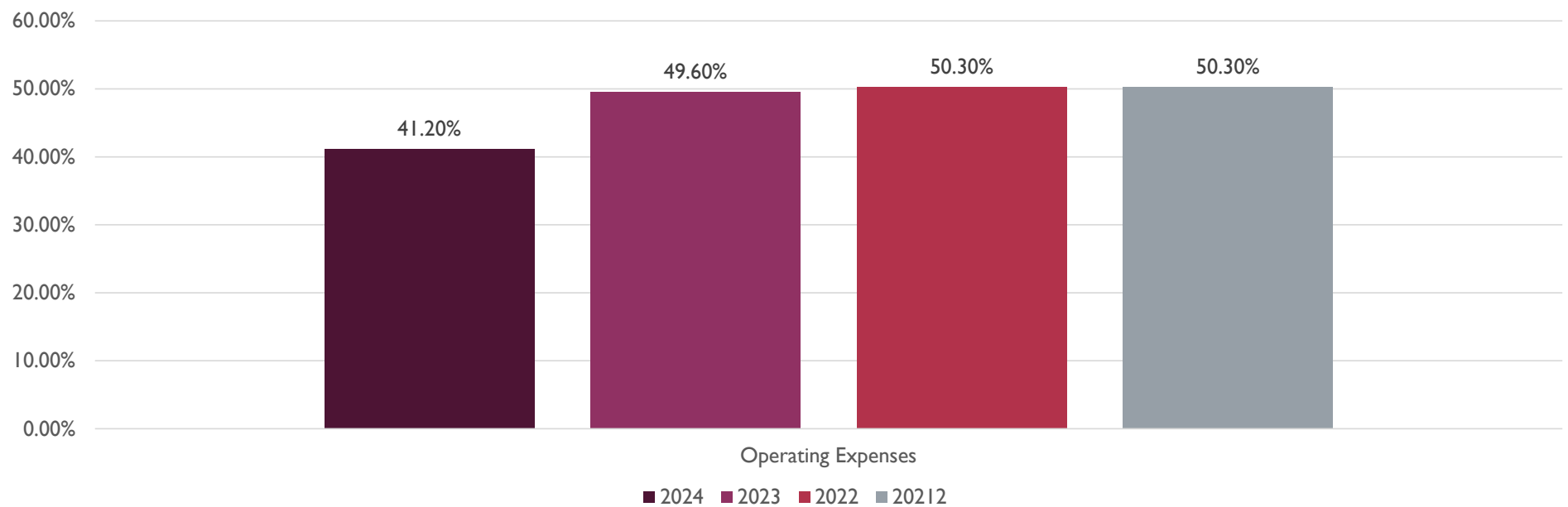
# REVENUE



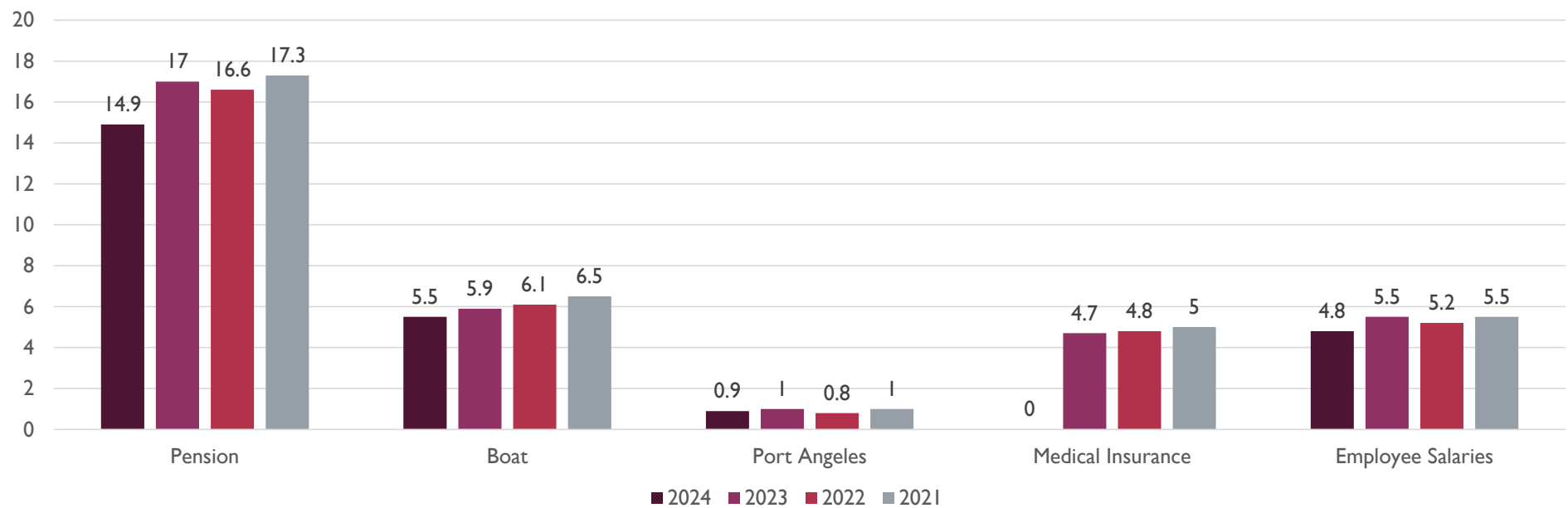
# TOTAL OPERATING EXPENSES



## TOTAL OPERATING EXPENSES AS % OF REVENUE



## COMPARATIVE EXPENSES



## UNDERSTANDING DISTRIBUTION OF PILOTAGE REVENUE AND EXPENSES

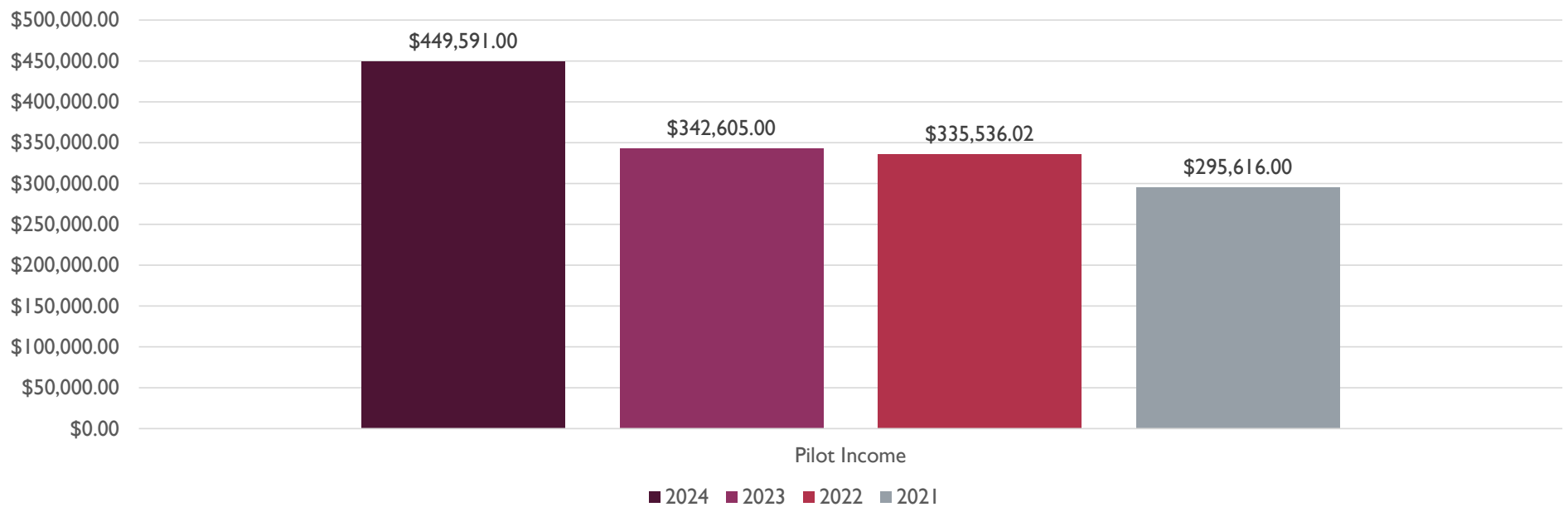
Column	Source	Total
(1) Days of Service	Calculated as total days in a year for each individual pilot. If a pilot is new or retired during a year his/her days of service will be less	20,693
(2) Credit for Pilotage Revenue	Page 7 of Financial Statements, Line 1	43,650,014
(3) Charge for Operating Expenses	Page 7 of Financial Statements, Line 6	17,985,325
(4) Charge for Other Expense	Disability Insurance	245,593
(5) Share of Balance of Pilotage Revenue Pooled	Column (2) minus (3) minus (4)	25,419,096

## CALCULATING PILOT INCOME (POOL SHARE)

Description	Reference	Amount
Share of Balance of Pilotage Revenue Pooled	Schedule of Days of Service and Distribution of Pilotage Revenue and Expense total Column (5)	25,419,096
Total Duty Days	Schedule of Days of Service and Distribution of Pilotage Revenue and Expense total Column (1)	20,693
Days in Year	Schedule of Days of Service and Distribution of Pilotage Revenue and Expense total Column (1)	365
Rounded Working Pilot Roster	Duty Days/Days in Year	56.5
Net Distributable Income Per Pilot	Share of Balance of Pilotage Revenue Pooled/Working Pilot Roster	449,591



# INCOME PER PILOT



**RCW 88.16.190 Oil tankers--Restricted waters--Requirements.**

(1) Any oil tanker, whether enrolled or registered, of greater than one hundred twenty-five thousand deadweight tons shall be prohibited from proceeding beyond a point east of a line extending from Discovery Island light south to New Dungeness light, unless authorized by the United States coast guard, pursuant to 33 C.F.R. Sec. 165.1303.

(2)(a)(i) An oil tanker of forty to one hundred twenty-five thousand deadweight tons may operate in the waters east of a line extending from Discovery Island light south to New Dungeness light and all points in the Puget Sound area, including but not limited to the San Juan Islands and connected waterways and the waters south of Admiralty Inlet, to the extent that these waters are within the territorial boundaries of Washington, only if the oil tanker is under the escort of a tug or tugs that have an aggregate shaft horsepower of at least three thousand or equivalent to at least five percent of the deadweight tons of the escorted oil tanker, whichever is greater.

(ii) Effective September 1, 2020, the following may operate in Rosario Strait and connected waterways to the east only if under the escort of a tug or tugs that have an aggregate shaft horsepower equivalent to at least five percent of the deadweight tons of a forty thousand deadweight ton oil tanker: (A) Oil tankers of between five thousand and forty thousand deadweight tons; and (B) both articulated tug barges and towed waterborne vessels or barges that are: (I) Designed to transport oil in bulk internal to the hull; and (II) greater than five thousand deadweight tons.

(iii) The requirements of (a)(ii) of this subsection: (A) Do not apply to vessels providing bunkering or refueling services; (B) do not apply to a towed general cargo deck barge; and (C) may be adjusted or suspended by rule by the board of pilotage commissioners, consistent with RCW 88.16.260(1)(c).

(b) An oil tanker, articulated tug barge, or towed waterborne vessel or barge in ballast or when unladen is not required to be under the escort of a tug.

(c) A tanker assigned a deadweight of less than forty thousand deadweight tons at the time of construction or reconstruction as reported in Lloyd's Register of Ships is not subject to the provisions of RCW 88.16.170 and 88.16.180.

(3) 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) "Oil tanker" means a self-propelled deep draft tank vessel designed to transport oil in bulk. "Oil tanker" does not include an articulated tug barge tank vessel.

(c) "Towed general cargo deck barge" means a waterborne vessel or barge designed to carry cargo on deck.

(d) "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.

DRAFT