



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.

Volunteer Needed

CERB seeks Board member to represent small business West of Puget Sound

Grants for economic development projects. Low interest loans to rural, local governments for infrastructure projects. Funds that increase rural telecommunications access and broadband. Strategic grants to serve as match for federal and state funding for projects that create jobs in rural areas. These are just a few of the tools in the CERB economic development tool chest.

The Washington State Community Economic Revitalization Board (CERB) has played an important role in local economic development in Washington communities since 1982 by providing funding to local governments and tribes for public infrastructure.

The CERB Board is currently seeking applications to fill Position #5 on its 12-member board. This position represents Small Business West of Puget Sound. Interested individuals employed by a small business (roughly 50 or less employees) that is physically located west of Puget Sound are invited to fill out an application.

For more information or to apply, visit CERB's website www.commerce.wa.gov/building-infrastructure/community-economic-revitalization-board/cerb-board-members/ or contact CERB Program Assistant Barbara Smith at 360-764-9820 or Barbara.Smith@commerce.wa.gov.

Economic Development

CERB awards PGH grant for East Terminal 4 Cargo Yard Expansion Plan



A plan to bring a 55-acre rail-served, industrial waterfront site back into productive economic use will soon be underway thanks to a \$50,000 grant from the Washington State Community Economic Revitalization Board (CERB).

The CERB Board awarded the grant for the East Terminal 4 Cargo Yard Expansion Plan at its July meeting. The Plan will consist of marketing and development options, along with a much-needed space utilization plan including how the site will be incorporated into the adjacent marine terminal complex.

The site was formerly used for the construction of pontoons for the 520-floating bridge. The Washington State Department of Transportation decommissioned the site in 2016 and the Port purchased the property at auction at the end of 2018.

"The Port and CERB have a demonstrated track record of successfully working together on projects throughout Grays Harbor. We look forward to partnering with them once again to put this site back into economic use for our community," shared Port Commission President Stan Pinnick.

Westport Fresh Catch connects you to fresh, local seafood



Through a recent grant award from Catch Together, the City of Westport and the Westport Marina have teamed up on a new project called *Westport's Fresh Catch* to educate the public on what seafood is available in Westport and connect consumers with the fishermen and businesses who provide it.

In the coming weeks, those visiting the Marina District will notice a new sign near Main Dock outlining what seafood is in season each month, as well as a listing of local seafood sellers and retail markets. Experiencewestport.com will also feature a new page dedicated to Westport's commercial fishing industry, along with the availability of seafood and contact information for Westport-based seafood sellers and retail shops. And last but not least, Experience Westport will be launching an 18-month social media campaign highlighting Westport's seafood industry, local seafood sellers, available fish, and tips and tricks for seafood preparation.

Calendar

- August 4 *Kmarin Oslo@ T2*
- August 6 *Oriental Angel @ T2*
- August 8 *Thassos@ T2*
- August 9 *Kapta Mathios @ T2*
- August 11 PGH Commission Meeting, Remotely, 9am
- August 19 TBA @ T2
- August 23 TBA @ T2
- August 27 TBA @ T2
- September 7 PGH Offices Closed, Labor Day

Around the Docks

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Port of Grays Harbor

On Washington's Pacific Coast



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To join our mailing list contact

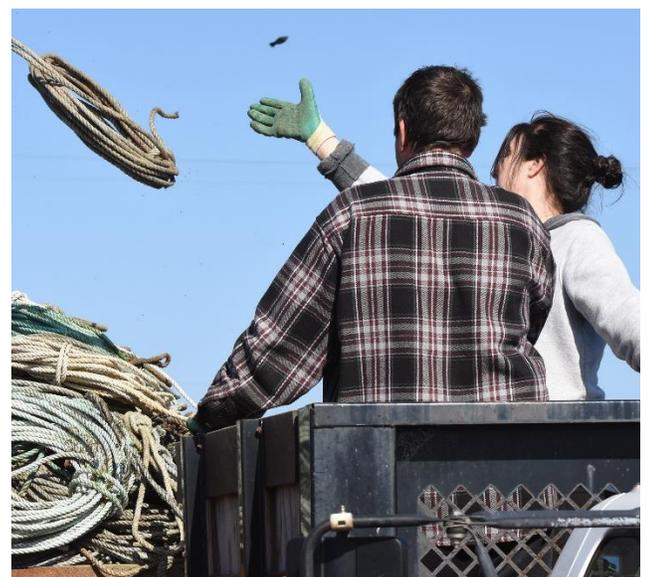
Amy Carlson at acarlson@portgrays.org

Fishing for Energy Program to continue at Westport

Derelict fishing gear will continue to be recycled at Westport Marina with funds recently awarded for the continuation of the popular Fishing for Energy Program.

Fishing for Energy originally launched in Westport in 2016. A partnership between NOAA, Covanta, and Schnitzer Steel, the Program provides commercial fishermen with no-cost disposal of derelict and retired fishing gear. Since 2016, over 12 tons of derelict fishing gear have been recycled each year.

The National Fish and Wildlife Foundation recently funded the Program in Westport through 2023.





Press Release:

July 16, 2020

Contact: Kayla Dunlap, Public Affairs Manager

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For Immediate Release

Port of Grays Harbor awarded \$50,000 grant for East Terminal 4 Cargo Yard Expansion Plan

Aberdeen, WA – On Thursday, the Washington State Community Economic Revitalization Board (CERB) awarded the Port of Grays Harbor a \$50,000 planning grant to complete the East Terminal 4 Cargo Yard Expansion Plan. The grant will be matched by \$20,000 in Port funds.

The Port acquired the 55-acre former Washington State Department of Transportation (WSDOT) pontoon construction site at auction at the end of 2018. A natural addition to the Port's cargo operations, the rail served, waterfront site is adjacent to the Port's marine terminal complex and the Port's largest terminal with two berths.

The Plan is aimed at bringing the site back into productive economic use for the Grays Harbor community. It will bring together market and development options with a much-needed space utilization plan to include how the site will be incorporated into the existing marine terminal complex. The final product will provide phased development alternatives with permitting matrices and infrastructure costs associated with each phase so the site can be developed and used as demand for space increases. This much-needed information will provide the flexibility to respond to private development opportunities wanting to partner, invest in, and utilize the site.

"We thank CERB for again choosing to partner with the Port of Grays Harbor to foster economic opportunities for our community," stated Port of Grays Harbor Commission President Stan Pinnick.

"Marine shipping through Grays Harbor has grown over the past 10 years bringing new companies

and steady jobs to our community. We look forward to applying our business model of utilizing our public infrastructure to attract private investment to create jobs and opportunities for Grays Harbor to this site. Completing the East Terminal 4 Cargo Yard Plan is a critical step in putting this site back into economic use for the community.”

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



CERB awarded the Port of Grays Harbor a \$50,000 planning grant to complete the East Terminal 4 Cargo Yard Expansion Plan. The Plan will address options for incorporating the 55-acre former WSDOT pontoon construction site into the Port’s existing marine terminal complex.

**State of Washington
Pilotage Commission
August 20, 2020**

Grays Harbor District Report

There were 10 arrivals in July for a total of 24 jobs. That gives us 47 arrivals YTD July 31, 2020 for a total of 122 jobs. Capt. White was on duty July 1 thru July 21 and Capt. D'Angelo was on duty July 22 thru August 31. In July we had 8 dry bulk, 1 logger and 1 liquid bulk. August is looking a little slower with 7 dry bulkers scheduled thus far. However, our forecast of 75 arrivals for the year still looks achievable.

Pilot Boat

The Pilot Boat Chehalis will be back in service August 17th. Wear on the shaft at the bearing locations was discovered when it was taken out of the water and required replacement of the shaft. Cost for the new shaft will be nearly \$30,000 on top of original maintenance contract. The shaft repairs include removal of the shaft, on-site inspection, and reinstallation. Commission approved the change order request at August 11th meeting.

Pilot Boat Replacement Project - VEGA

Randy, Kevin Campbell and Molly went to Long Beach on August 6th and conducted visual inspection and sea trial of the Pilot Boat VEGA. Both went very well. Jacobson Pilot Service is a first-class organization and has maintained the VEGA very well. The representatives from Jacobson were extremely helpful and went through all of the systems and equipment with us and answered all of our questions. The group was able to identify items that will require modification such as fendering and a man overboard recovery system that will need to be addressed before it can be put into operation. Also included in the purchase will be full maintenance records, a spare parts inventory and propeller repair. We had the boat pulled August 10th for hull repairs and painting. Randy has submitted a recommendation to purchase the VEGA to the Pilot Boat Replacement Team and Gary. The Commissioners approved the staff recommendation and we are proceeding with closing the transaction, transferring title, procuring insurance and planning for transport to Grays Harbor.

Harbor Maintenance Dredging

The Corps maintenance contractor, HME, has been on site since July 15. They will be completing Inner Harbor dredging (Crossover thru Cow Point) and focusing on pinch points in the Crossover, North Reach and Hoquiam.

Port terminal dredging will occur the last week of September.



First Glimpse at the June TEU Numbers

June's container trade numbers are expected to be down from a year ago, but by margins much less ghastly than May's collapse. In its July 8 outlook, the National Retail Federation's Global Port Tracker (GPT) predicted that container import traffic in June will be off by 5.8% from a year earlier. That is certainly more optimistic than the 12.9% drop the GPT foresaw just a month earlier.

So what are the early reporting ports telling us so far about June?

The first of the big ports to report June tallies was Oakland, which actually saw an increase in inbound loaded TEUs, albeit of only 1.9%. But that was pretty much all the good news for U.S. West Coast ports. Long Beach sustained a 9.3% decline in inbound loads, while next door at the Port of Los Angeles inbound loads were down 6.8%. Together, the two San Pedro Bay ports handled 8.0% fewer loaded inbound TEUs than they had a year earlier. Worse were the numbers from the Northwest Seaport Alliance Ports of Tacoma and Seattle, where import loads fell by 15.1% from last June.

Altogether, the Big Five USWC ports saw an 8.0% drop in inbound loads in June.

North of the border in British Columbia, Vancouver eked out a 1.8% increase in inbound loads, but inbound loads slid by 16.3% at Prince Rupert.

Elsewhere, Maryland reported a 4.9% decline in inbound loads, while the Port of Virginia was down by 15.2%. Along the Gulf Coast, inbound loads at Houston were down 15.2%.

On the **export** side of the ledger, loaded outbound TEUs were off by 21.3% at Los Angeles and by 12.2% at Long Beach, leaving the San Pedro Bay down 16.9% from last June. Oakland posted a 5.7% year-over-year decline, and the NWSA ports witnessed an 8.0% slide from last June. Altogether, outbound loads through the Big Five USWC container ports were off by 13.3% from a year earlier.

To the north, outbound loads fell by 17.4% at Vancouver, but Prince Rupert saw a 12.2% increase, leaving the two British Columbia ports 13.6% short of last year's outbound trade.

On the East Coast, Maryland reported a 19.7% year-over-year drop in export loads, while Virginia was down 6.5% from last June. Houston's outbound traffic was off 8.3%.



Photo courtesy of the Port of San Diego



Parsing the May 2020 TEU Numbers

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

May 2020 Import Traffic

With a few exceptions, all of the eighteen U.S. and Canadian ports whose import/export loaded TEU traffic this newsletter monitors showed declines in May from a year earlier. The most conspicuous outlier was the Port of Long Beach, whose 7.6% gain (+22,022 TEUs) was due largely to a shift of two shipping lines from terminals at the Port of Los Angeles. The Ports of New Orleans (+739 TEUs) and Vancouver (+1,709 TEUs) were the only other gateways with higher import numbers this May than last.

Aside from Long Beach, import traffic was down at the other major U.S. West Coast (USWC) ports. Inbound loads at the Port of Los Angeles slumped by 29.4% (-121,466 TEUs), leaving the two San Pedro Bay ports with a combined year-over-year fall-off of 13.8% (-99,444 TEUs). Inbound loads at Oakland fell 14.6% (-12,541 TEUs), while tumbling by 22.9% (-25,601 TEUs) at the Northwest Seaport Alliance Ports of Tacoma and Seattle. Altogether, inbound loaded container traffic at the five major USWC ports was down 15.0% (-137,586 TEUs).

Exhibit 1	May 2020 - Inbound Loaded TEUs at Selected Ports					
	May 2020	May 2019	% Change	May 2020 YTD	May 2019 YTD	% Change
Los Angeles	306,323	427,789	-29.4%	1,581,444	1,863,960	-18.6%
Long Beach	312,590	290,568	7.6%	1,359,252	1,482,193	-8.3%
San Pedro Bay Totals	618,913	718,357	-13.8%	2,940,696	3,346,153	-12.1%
Oakland	73,423	85,964	-14.6%	371,900	393,250	-5.4%
NWSA	86,129	111,730	-22.9%	461,693	569,672	-19.0%
USWC Totals	778,465	916,051	-15.0%	3,774,289	4,309,075	-12.4%
Boston	10,439	11,436	-8.7%	58,335	59,324	-1.7%
NYNJ	266,004	340,680	-21.9%	1,444,677	1,544,254	-6.4%
Maryland	37,755	49,342	-23.5%	205,716	222,182	-7.4%
Virginia	87,669	119,592	-26.7%	493,551	546,012	-9.6%
South Carolina	73,072	88,009	-17.0%	410,833	434,332	-5.4%
Georgia	154,730	185,265	-16.5%	827,212	906,563	-8.8%
Jaxport	23,661	30,222	-21.7%	122,577	143,341	-14.5%
Port Everglades	19,410	25,619	-24.2%	127,278	141,525	-10.1%
Miami	29,658	37,943	-21.8%	165,269	180,875	-8.6%
USEC Totals	702,398	888,108	-20.9%	3,855,448	4,178,408	-7.7%
New Orleans	13,733	12,994	5.7%	59,554	56,944	4.6%
Houston	99,509	107,126	-7.1%	485,815	499,628	-2.8%
USGC Totals	113,242	120,120	-5.7%	545,369	556,572	-2.0%
Vancouver	132,478	130,769	1.3%	444,685	480,353	-7.4%
Prince Rupert	36,439	57,578	-36.7%	223,895	241,634	-7.3%
BC Totals	168,917	188,347	-10.3%	668,580	721,987	-7.4%
US/BC Totals	1,763,022	2,112,626	-16.5%	8,843,686	9,766,042	-9.4%
US Total	1,594,105	1,924,279	-17.2%	8,175,106	9,044,055	-9.6%
USWC/BC	947,382	1,104,398	-6.2%	4,442,869	5,031,062	-9.5%

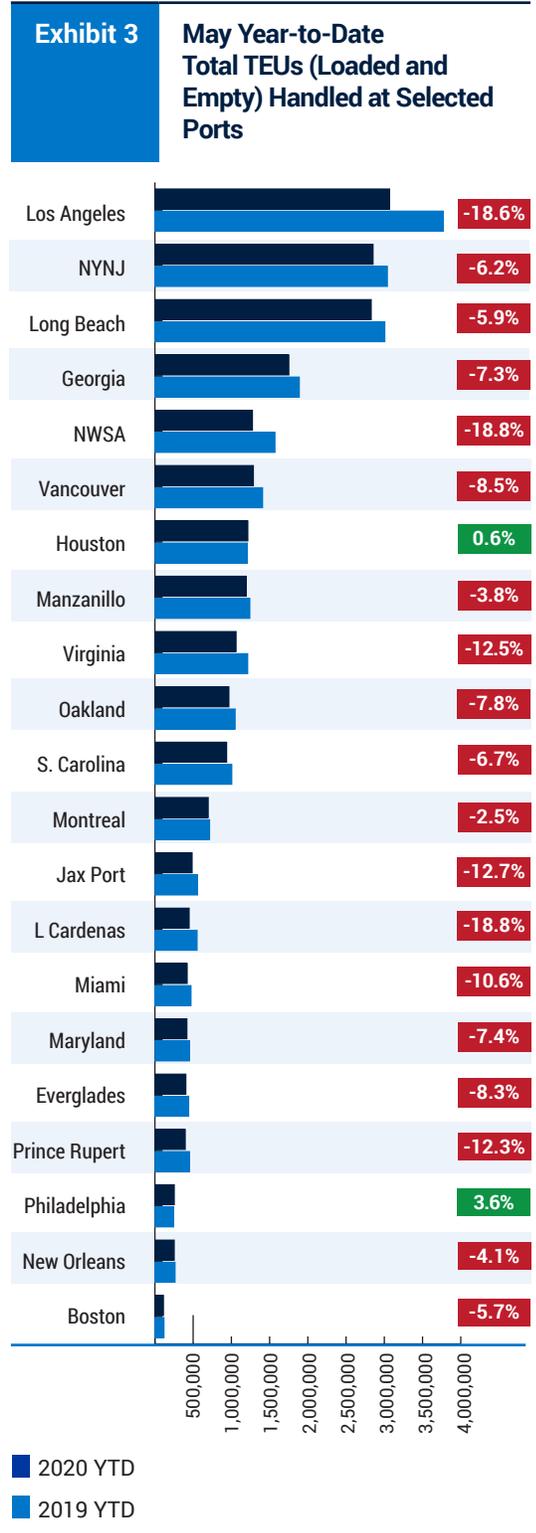
Source Individual Ports



Parsing the May 2020 TEU Numbers Continued

	May 2020 - Outbound Loaded TEUs at Selected Ports			May Year-to-Date Total TEUs (Loaded and Empty) Handled at Selected Ports		
	May 2020	May 2019	% Change	May 2020 YTD	May 2019 YTD	% Change
Los Angeles	104,382	167,357	-37.6%	638,524	769,362	-17.0%
Long Beach	134,556	120,577	11.6%	616,682	598,392	3.1%
San Pedro Bay Totals	238,938	287,934	-17.0%	1,255,206	1,367,754	-8.2%
Oakland	69,720	78,070	-10.7%	391,788	388,750	0.8%
NWSA	59,595	70,541	-15.5%	340,908	377,171	-9.6%
USWC Totals	368,253	436,545	-15.6%	1,987,902	2,133,675	-6.8%
Boston	4,086	6,853	-40.4%	28,685	32,833	-12.6%
NYNJ	95,462	132,315	-27.9%	561,843	618,855	-9.2%
Maryland	12,957	19,134	-32.3%	90,340	95,166	-5.1%
Virginia	72,160	88,065	-18.1%	394,241	417,315	-5.5%
South Carolina	58,972	71,399	-17.4%	331,400	348,232	-4.8%
Georgia	122,271	126,895	-3.6%	627,810	641,337	-2.1%
Jaxport	38,528	42,180	-8.7%	190,611	209,855	-9.2%
Port Everglades	20,643	35,805	-42.3%	142,668	175,566	-18.7%
Miami	26,545	35,357	-24.9%	152,578	174,502	-12.6%
USEC Totals	451,624	558,003	-19.1%	2,520,176	2,713,661	-7.1%
New Orleans	25,307	24,545	3.1%	123,897	123,259	0.5%
Houston	100,538	91,808	9.5%	536,954	516,063	4.0%
USGC Totals	125,845	116,353	8.2%	660,851	639,322	3.4%
Vancouver	96,902	95,220	1.8%	444,686	480,353	-7.4%
Prince Rupert	16,282	19,458	-16.3%	83,443	86,393	-3.4%
British Columbia Totals	113,184	114,678	-1.3%	528,129	566,746	-6.8%
US/Canada Total	1,058,906	1,225,579	-13.6%	5,697,058	6,053,404	-5.9%
US Total	819,877	994,548	-17.6%	4,508,078	4,847,336	-7.0%
USWC/BC	481,437	551,223	-11.0%	2,516,031	2,700,421	-5.3%

Source: Individual Ports



Source: Individual Ports



Parsing the May 2020 TEU Numbers *Continued*

Things were actually much worse along the East Coast. The Port of New York/New Jersey handled 74,676 fewer TEUs inbound loads than in May 2019. That drop of 21.9% was close to the norm for USEC ports. Charleston sustained a 17.0% (-14,937 TEUs) slump, and Savannah's inbound laden traffic slid by 16.5% (-30,535 TEUs). More precipitous was the 26.7% (-31,923 TEUs) drop at Virginia. Substantial year-over-year declines were also reported by Maryland (-23.5% or -11,587 TEUs), JaxPort (-21.7% or -6,561 TEUs), Port Everglades (-24.2% or -6,209 TEUs), and Miami (-21.8% or -8,285 TEUs). The nine East Coast ports we regularly track recorded a 20.9% (-185,710 TEUs) fall-off from a year earlier.

Along the Gulf Coast, inbound loads were off at Houston by 7.1% (-7,617 TEUs) but up 5.7% (+739 TEUs) at New Orleans, leaving the two Gulf Coast ports we track with a combined fall-off of 5.7% (-6,878 TEUs).

The two British Columbia ports we monitor saw vastly different results. Inbound loads at Vancouver were up a modest 1.3% (+1,709 TEUs), but Prince Rupert recorded a massive 36.7% drop (-21,139 TEUs), giving the two Canadian ports a combined 10.3% (-19,430 TEUs) decline from last May.

In market share terms, the Big Five USWC ports saw their share of inbound loads discharged at the U.S. mainland ports we track rise to 48.8% in May from 47.6% a year earlier.

USWC share of inbound loads through the seven major U.S. and Canadian Pacific Coast ports slipped to 82.2% from 82.9% last May. On a year-to-date basis, the USWC share of the binational traffic in outbound loads declined to 85.0% from 85.6%.

In its June 8 forecast update, Global Port Tracker estimated that the thirteen U.S. ports it monitors would handle 1.58 million loaded import TEUs in May, which would be down 14.6% from a year earlier. Based on what those ports have now reported, inbound loads at those thirteen ports totaled 1,594,105 TEUs in May, which was down 17.2% from a year earlier.

May 2020 Export Traffic

The Ports of Long Beach and Los Angeles posted divergent export numbers in May. At the Port of LA, outbound loads tumbled by 37.6% (-62,975 TEUs) from

the previous May, while Long Beach posted an impressive 11.6% (+13,979 TEUs) gain. Together, outbound loads at the two Southern California ports were down by 17.0% (-48,996 TEUs).

Outbound loads in May were also down elsewhere along the USWC. Oakland saw a 10.7% (-8,350 TEUs) decline, while outbound loads dropped by 15.5% (-10,946 TEUs) at the two NWSA ports. That left outbound loads in May through the Big Five USWC ports down by 15.6% (-68,292 TEUs) from the same month a year earlier.

The numbers were even more dreadful along the Atlantic Seaboard, where export counts were uniformly down, mostly by double digits. Outbound loads from PNYNJ plummeted by 27.9% (-36,853 TEUs) from a year earlier, while Charleston shipped 12,427 fewer loaded TEUs (-17.4%). Outbound loads were also down: by 15,905 TEUs (-18.1%) at Virginia; by 4,624 TEUs (-3.6%) at Savannah; by 8,812 TEUs (-24.9%) at Miami; and by 32.3% (-6,177 TEUs) at Maryland. Port Everglades sustained a 42.3% (-15,162 TEUs) drop in outbound loads. Coastwise, outbound loads at the nine USEC ports we follow were down 19.1% (-106,379 TEUs).

The two Gulf Coast ports we monitor saw outbound loads rise, by 9.5% (+8,730 TEUs) at Houston and by 3.1% (+762 TEUs) at New Orleans. Up in British Columbia, a 1.8% (+1,682 TEUs) gain in outbound loads was more than offset by a 16.3% (-3,176 TEUs) decline at Prince Rupert.

Altogether, outbound loads from the sixteen U.S. mainland and two British Columbia ports reporting May TEU figures were down 13.6% (-166,673 TEUs) from last May.

The Big Five USWC ports saw their share of outbound loads sailing from the U.S. mainland ports in May actually increase to 44.9% from 43.9% a year earlier.

However, the USWC share of outbound loads through the seven major U.S. and Canadian Pacific Coast ports fell to 76.5% from 79.2% last May.

Weights and Values

Even though the TEU is the shipping industry's preferred unit of measurement, we offer two alternative metrics – the declared weight and value of the goods contained in those TEUs – in hopes of further illuminating recent



Parsing the May TEU Numbers *Continued*

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

	May 2020	Apr 2020	May 2019
Shares of U.S. Mainland Ports Containerized Import Tonnage			
LA/LB	26.8%	26.8%	27.6%
Oakland	4.3%	4.3%	4.0%
NWSA	5.3%	4.9%	5.6%
Shares of U.S. Mainland Ports Containerized Import Value			
LA/LB	35.0%	34.0%	34.8%
Oakland	4.0%	3.8%	3.5%
NWSA	6.3%	6.2%	6.7%
Shares of U.S. Mainland Containerized Export Tonnage			
LA/LB	20.7%	20.8%	22.0%
Oakland	6.9%	7.3%	6.1%
NWSA	8.3%	7.8%	7.7%
Shares of U.S. Mainland Containerized Export Value			
LA/LB	22.3%	21.6%	20.7%
Oakland	7.2%	8.1%	6.0%
NWSA	4.5%	4.4%	4.2%

Source: U.S. Commerce Department.

trends in the container trade along the USWC. For the most part, these numbers contain little good news for USWC port officials.

Exhibit 4: USWC Ports and the Worldwide Container Trade. Exhibit 4 features some generally expected numbers on containerized imports (regardless of point of origin) entering mainland U.S. ports. The two San Pedro Bay ports actually saw their combined percentage of containerized import tonnage slide in May to 26.8% from 27.6% a year earlier. However, the two did enjoy a slight bump to 35.0% from 34.8% in their joint share of the declared value of containerized imports. Meanwhile, the Port of Oakland's share of import tonnage rose to 4.3% from 4.0% a year ago, with its share of import value also edging up to 4.0% from 3.5%. Further north, the two NWSA ports saw their combined share of import tonnage decline

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

	May 2020	Apr 2020	May 2019
Shares of U.S. Mainland Ports' East Asian Container Import Tonnage			
LA/LB	42.0%	44.6%	44.4%
Oakland	4.7%	4.9%	4.6%
NWSA	7.6%	7.2%	7.9%
Shares of U.S. Mainland Ports' East Asian Container Import Value			
LA/LB	50.1%	51.5%	51.6%
Oakland	4.4%	4.6%	4.0%
NWSA	8.7%	8.9%	9.6%
Shares of U.S. Mainland Ports' East Asian Container Export Tonnage			
LA/LB	32.1%	33.6%	36.3%
Oakland	9.6%	10.7%	9.2%
NWSA	12.8%	12.5%	12.5%
Shares of U.S. Mainland Ports' East Asian Container Export Value			
LA/LB	40.5%	40.2%	43.5%
Oakland	11.9%	13.8%	11.2%
NWSA	8.6%	8.1%	8.7%

Source: U.S. Commerce Department.

to 5.3% from 5.6% and, in value terms, to 6.3% from 6.7%.

On the export side, the Southern California ports shed market share in tonnage terms but increased their share by dollar value. Oakland fared much better with significant year-over-year gains in both export value and export tonnage. The NWSA ports' combined share of U.S. containerized export tonnage jumped while their share of export value was also up from last May.

Exhibit 5: USWC Ports and the East Asia Trade. The figures on containerized imports arriving at U.S. mainland ports from East Asia in May were not encouraging for USWC port officials. The Ports of Los Angeles and Long Beach saw their combined share of containerized import tonnage from East Asia decline to 42.0% from 44.4% a year earlier. At the same time, their collective share of containerized import value slipped to 50.1% from 51.6%.



Parsing the May TEU Numbers *Continued*

Elsewhere along the coast, Oakland improved on both measures, but the NWSA ports saw declines in both import value and tonnage shares.

On the outbound side, the San Pedro Bay ports' share of containerized export tonnage to East Asia slid to 32.1% from 36.3% a year earlier, while their combined share of the value of those containerized imports dropped to 40.5% from 43.5%. Oakland experienced sizable year-over-year bumps in both its import tonnage and value tonnage shares. Meanwhile, the two NWSA ports saw their shares of U.S. containerized export tonnage rise even though their share of the value of those shipments slipped slightly.

What's What's in the Box Worth?

Those of us who spend an ungodly portion of our days tracking the movement of containers need to periodically remind ourselves that, in the broader scheme of things, it's what's actually in the box that really counts. After all, neither gross domestic product nor the wagers my bookie expects me to cover are dominated in TEUs. So, for a different perspective, here are some dollar numbers that may bring a measure of comfort to the operators of West Coast ports.

Last year, containerized goods arriving at USWC ports were worth an average of \$5.62 per kilogram. Here's the port-by-port value per kilo breakdown: Los Angeles/Long Beach, \$5.95; NWSA, \$6.05; Oakland, \$4.27. (Oakland imports an awful lot of inexpensive bottles from China that will eventually be filled with California wine.)

By contrast, East Coast ports handled containerized imports in 2019 that were worth an average of \$4.36 per kilo. Goods coming through the Port of New York/Jersey were valued at a penny more than the East Coast average at \$4.37. Savannah's imports were worth a more respectable \$4.95, while Charleston's containerized imports were valued at \$5.52, and Norfolk's inbound trade was worth \$4.99 per kilo.

Along the Gulf Coast, containerized imports averaged only \$2.72 per kilo, even though Houston's containerized imports were worth \$3.32 on average.

East vs. West, containerized imports through USWC ports were nearly 30% more valuable than goods shipped through USEC ports.

The Ro-Ro Trade in Teslas

The pandemic took a big piece out of exports of electric vehicles from the Port of San Francisco's Pier 80 in March and April as Tesla was obliged to shut down production at its only U.S. assembly plant in nearby Fremont. After shipping \$1.35 billion in vehicles in this year's first two months, exports dove to zero over the next two months before recovering to \$196.38 million in May, down 71.9% from the same month a year earlier. At this time, it is unclear how a reported spike in positive COVID-19 cases among Tesla employees will affect operations at the Fremont facility. More than 130 Tesla workers, plus a dozen contractors and temporary employees, have reported tested positive for COVID-19.

Shipments from San Francisco in May went mostly to Belgium (\$139.45 million), with South Korea accounting for \$56.93 million in vehicles.

Soybeans

U.S. Commerce Department data indicate that soybean exports were down 23.1% year-over-year in May, to 1.65 million metric tons. Shipments to China were off by 86.5%. Sizable increases were, however, reported to Egypt, South Korea, and Italy. Exports to Japan were up 63.3% by tonnage. Along the USWC, the Port of Los Angeles and Long Beach accounted for 11.3% of those exports, while the Northwest Seaport Alliance ports handled 5.7%. Soybean shipments through the smaller river ports of the Pacific Northwest such as Kalama and Longview in Washington State were also far lower than a year ago.

Face Masks

From 2015 through 2019, the U.S. imported an average of \$1.59 billion of N95 masks during the first five months of each year. This year, we imported a lot more – \$6.71 billion – because of a surge in April and May imports. First quarter imports were actually lower than during the same quarter last year (\$965.01 million from \$1.05 billion). Things changed abruptly in April, in three ways. Not only did imports surge by 457% year-over-year in April and by 811% in May, the trade decisively took to air. Indeed, containerized mask imports in April and May of this year were down 8.0% by tonnage. While only 2-4% of facial mask imports arrived by air in previous years, just over 75% of masks imported in April and May came by plane. And, as demand soared, so did the prices. The declared



Parsing the May TEU Numbers *Continued*

air value of a kilo of imported masks this May was nearly four times higher than a year earlier.

Given the considerable time-lag involved in shipping products by sea from China (from which most of the mask imports originated) to the U.S., it is scarcely surprising that the sudden demand caused by the COVID-19 virus resulted in a surge in air shipments. Most likely, coming months will see maritime containers carry growing shares of the import trade in facial masks.

Who's #1?

Because it generally takes the box counters at the Port of New York/New Jersey at least five weeks to reveal the latest month's TEU counts, May is currently the most recent month for which comparable statistics are available for ranking the nation's three busiest ports. So,

for the record in the month of May, the Port of Long Beach was the nation's busiest container port with total traffic amounting to 628,205 TEUs. The Port of Los Angeles ran second with 581,665 TEUs, while PNYNJ placed third with 537,412 TEUs.

For sticklers demanding that only loaded boxes be counted, Long Beach was still the country's busiest container port in May with 446,146 TEUs, outdistancing the 410,705 loaded TEUs handled by the Port of Los Angeles and the 361,456 TEUs at PNYNJ.

The YTD totals (loads + empties) for the first five months of the year showed Los Angeles in the lead with 3,070,413 TEUs, with PNYNJ (2,854,319 TEUs) in second place followed by Long Beach with 2,830,855 TEUs.

Jock O'Connell's Commentary: Toys and Tires

Most discussions about market share loss cite highly aggregated numbers like the number of TEUs that might have transited a West Coast port were it not for *[insert whatever explanation best suits your agenda]*. This month, I thought it might be interesting to bore deeper into the available trade statistics by focusing on two particular commodity classifications to see whether recent developments on the trade policy front have been reshaping the flow of containerized imports through U.S. seaports.

In both of the cases examined here, U.S. West Coast ports have been seeing import traffic routed through ports elsewhere in North America. In the case of toys, the erosion of the USWC share of containerized imports looks like straightforward pilferage by ports on the East and Gulf Coasts. In the case of tires, U.S. tariffs and quotas have dramatically – and with remarkable alacrity – altered the supplier landscape, to the detriment of USWC ports.

Toys R China. Back when I was a railroad baron in the 1950s, I would receive gifts nearly every Christmas and birthday containing new components for what I

regarded as my private segment of the Boston & Maine Railroad, the one that ran through the attic of our house in Portland. Admittedly, it was not as impressive as the layout my friend Charlie had in his basement, but then of course his father was CEO of an actual railroad, the Maine Central. Still, I'm sure I derived much more enjoyment from model railroading back then than the average ten-year-old today gets playing ephemeral video games.

Times certainly change.

My electric train sets were manufactured in Hillside, New Jersey by Lionel, a company that later floundered through a debilitating series of mergers, acquisitions, and bankruptcies. Although I understand that someone did eventually buy the trademark, my guess is that the rolling stock now being marketed under the Lionel brand is no longer "Made in the USA".

With The Toy Association reporting that the average retail price of a toy today is \$10, it is scarcely surprising that much of the toy industry's manufacturing capacity long ago fled offshore. U.S. Commerce Department data indicate that imports of toys (Harmonized System



Commentary Continued

Classification Code 9503) amounted to \$14.6 billion last year. Nearly all of which (\$13.2 billion) arrived in containers.

Equally unsurprising is that the overwhelming majority of our imported toys come from China. Despite the trade policy disputes between President Trump and the Chinese over the past couple of years, China's share of U.S. toy imports was 84.2% in 2019, down only slightly from 85.8% in the pre-tariff-war year of 2017. A once-feared Tariff War on Christmas toys fortunately never materialized.

China also dominates imports of the more expansive category of playthings that includes sporting goods, exercise equipment, and even pinball machines – in addition to a vast array of toys, puzzles, tricycles, and model railroads. In 2017, the year before the tariff was erupted, the United States imported \$31.3 billion in toys and sporting goods (HS95). China's share was 81.5%, easily besting second-place Mexico, which accounted for just 3.4% of HS95 imports. By last year, China's share had slipped to a still commanding 78.1%, while Mexico (with a 2.9% share) had been overtaken by Vietnam and Taiwan (both with 3.9% shares).

In terms of containerized import tonnage, China's role has been even more imposing, accounting for 90.2% of the 3.45 million metric tons of toy, games, and sporting goods offloaded at U.S. seaports in 2017. Bilateral trade disputes had little impact, with China's share of containerized HS95 import tonnage slipping to 89.4% last year.

As with so many other categories of imported merchandise, U.S. West Coast ports have sustained a significant

Exhibit A

Containerized Imports of HR 95 (Toys, Games, Sporting Goods)

Source: U.S. Commerce Department

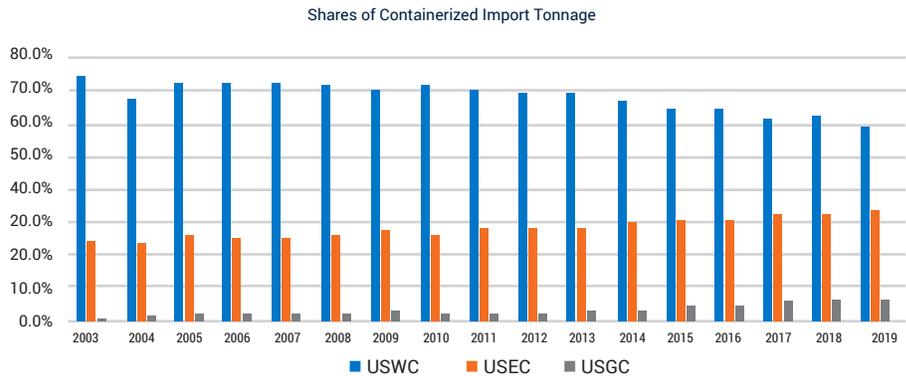
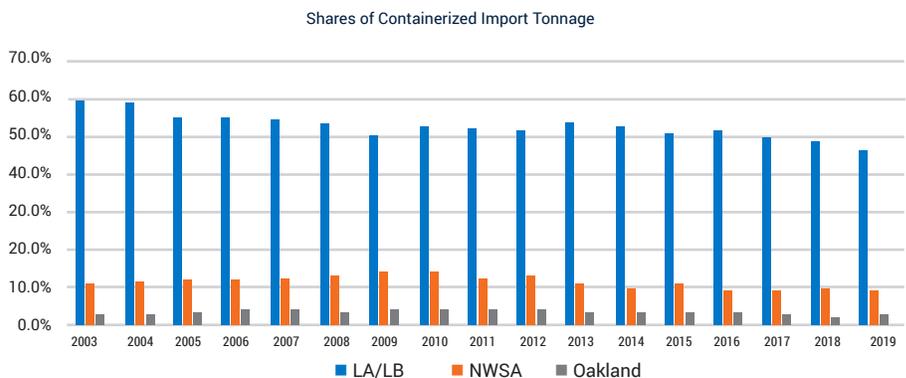


Exhibit B

Containerized Imports of HR 95 (Toys, Games, Sporting Goods)

Source: U.S. Commerce Department



loss of market share to ports along the East and Gulf Coasts. As **Exhibit A** reveals, the USWC share of containerized HR95 import tonnage, which was as high as 74.9% in 2004, fell to 59.1% last year. By contrast, East Coast ports saw their share rise from 24.5% in 2003 to 33.8% in 2019, while the share held by Gulf Coast ports jumped from less than one percent in 2003 to 7.1% last year.

As **Exhibit B** indicates, all three USWC port complexes experienced diminished shares of the U.S. toy import trade. In 2003, the San Pedro Bay ports of Los Angeles and Long Beach handled nearly 60% of all containerized HR95 import tonnage arriving at U.S. seaports. By last year, that share had declined to 46.2%. The Northwest Seaport Alliance ports of Tacoma and Seattle saw their collective share of toy imports peak in



Commentary Continued

2009 at 14.3% before declining almost steadily to a 9.7% share last year. The Port of Oakland handled as much as 4.3% of the trade in 2012 but then saw that share drop to a low of 2.4% in 2018 before recovering to 2.9% last year.

Competing ports on the East Coast saw their shares grow. The Port of New York/New Jersey enjoyed a smallish gain, from 9.4% in 2003 to 10.9% last year, while the Ports of Savannah and Charleston saw their combined 8.7% share in 2003 jump to 12.7% last year.

Tires R Thailand. Supply chain disruptions occasioned by tariffs and plagues have reportedly prompted many U.S. businesses to consider the presumed virtues of diversification in sourcing. More specifically, U.S. companies are said to be growing increasingly dubious about relying extensively, if not exclusively, on suppliers in China. Perhaps all of the rhetoric being spouted in the nation's capital these days about "de-coupling" the economies of America and China have prompted skittishness in many boardrooms. It certainly seems to be the intent of Secretary of State Michael Pompeo and White House epidemiologist-economist Peter Navarro to discourage commercial ties between the world's two largest economies.

To be sure, migration of manufacturing operations out of China has been underway for some years now. Over lunch in Hong Kong in 2007, I listened as a Chinese entrepreneur laid out his plan for moving his textile business out of neighboring Guangdong Province because of rising costs. His intended destination: Kenya. More current thinking is that manufacturers will shift

from China to locations in Southeast Asia. And that prospect, of course, has given rise to fears that goods produced in places like Vietnam, Thailand, Malaysia, and Indonesia would more readily find their way to U.S. markets via the Suez Canal.

Some cynics have pushed back, arguing that a shift of manufacturing capacity out of China big enough to substantially alter maritime trade flows would take years to accomplish. Moving manufacturing capacity from one country to another is a daunting challenge, one that involves much more than throwing up a new building and hiring a workforce. Entire clusters of suppliers and subcontractors would also have to move. The conclusion drawn by many pundits is that it will be many years before today's doubts about the dependability of Chinese suppliers translates into a reshaping of maritime trade routes.

But then there is the example of tire imports.

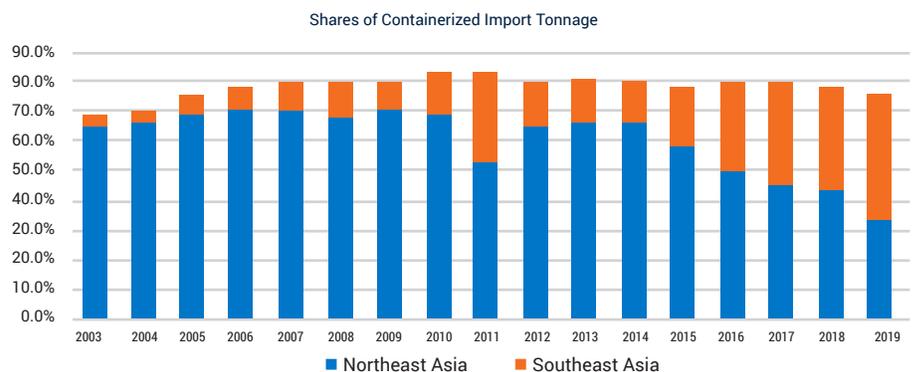
Last year, U.S. imports of new passenger automobile tires (HS4011) totaled \$14.6 billion. Once upon a time (i.e., 2014), China was the leading source of U.S. imports of new automobile tires with a 29.2% share of the trade. That was more than double second-place Canada's share that year. Since then, though, a series of import restrictions has resulted in a sharp decline in China's import share, all the way down to 7.9% last year. Canada, while still the second largest supplier of tires, also saw its share slide to 10.8% in 2019 from a high of 19.1% in 2009. The big winner has been Thailand, which saw its share of the U.S. import market grow from less than one percent in 2003 to 24.2% last year.

Let's focus now on containerized imports of tires from countries outside of North America. What we find is that there has been a remarkable and relatively rapid shift in the regions accounting for the great majority of

Exhibit C

Shifting Major Sources of Containerized Tire Imports

Source: U.S. Commerce Department





Commentary Continued

containerized tires arriving at U.S. seaports in recent years. In 2003, as **Exhibit C** shows, the declared weight of containerized new passenger automobile tire imports from Northeast Asia accounted for 65.1% of all containerized tire imports through American seaports. That share peaked in 2007 at 70.4% before plummeting to 33.9% last year. By contrast, imports from Southeast Asia in 2003 represented just 3.3% of all containerized imports. But, by last year, that share had burgeoned to 42.4%.

Between 2003 and 2019, all four of the major Northeast Asia countries exporting passenger tires to the U.S. saw their shares of the U.S. import trade decline. In Japan's case, a 22.8% share in 2003 fell to 8.3% last year. China's share plunged from 23.0% to 13.3% in the same period. South Korea sustained a drop from a 12.8% share in 2003 to an 8.3% share last year, while Taiwan's share slipped from 6.6% to 4.0%. Conversely, Thailand led the rise in Southeast Asia's role in the U.S. tire import trade with a jump from 1.4% to 28.6%.

So did the swift ascendancy of Southeast Asia tire exporters affect maritime trade flows? Befitting Southern California's car culture, the San Pedro Bay Ports of Los Angeles and Long Beach have continued to be the leading gateway for imports of HS4011. There has, however, been a marked decline in the two ports' share of U.S. tire imports since the peak year of 2011, when LA and Long Beach combined to handle 64.5% of all new passenger automobile tires imported through U.S. mainland ports.

Who were the beneficiaries? Certainly not the Northwest Seaport Alliance

Exhibit D

Containerized Tire Imports from Northeast Asia: 2003-2020

Source: U.S. Commerce Department

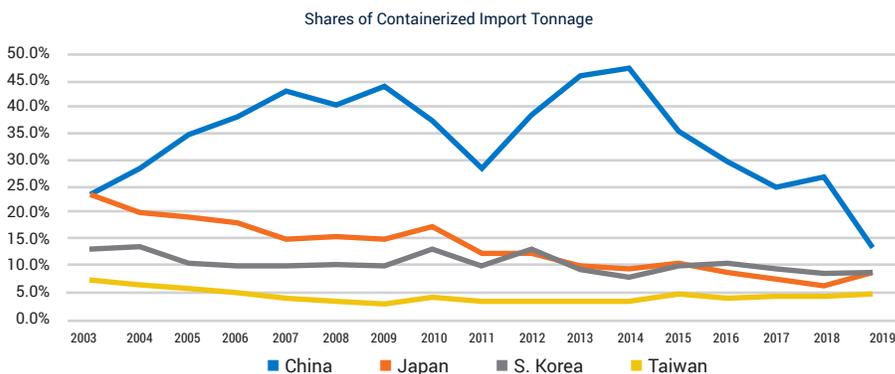


Exhibit E

Containerized Tire Imports from Southeast Asia: 2003-2020

Source: U.S. Commerce Department

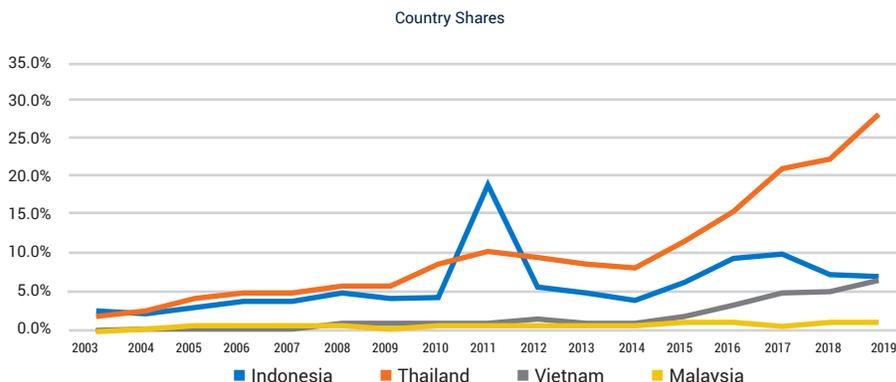
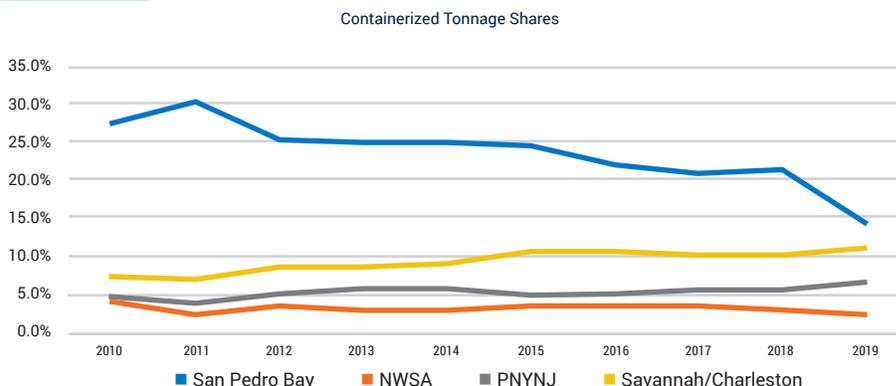


Exhibit F

U.S. Containerized Tire Imports by "Four Corners"

Source: U.S. Commerce Department





Commentary *Continued*

ports of Tacoma and Seattle. Their share was nearly halved between 2003 and 2019, falling from 8.5% to 4.3%. While Oakland remained steady at 2.3%, the Ports of Los Angeles and Long Beach, nation's largest maritime gateway, saw their share of the trade slide from 44.1% to 38.9% last year. Elsewhere, the share of tire imports arriving at the Port of New York/New Jersey rose from 6.3% to 13.0%, while the Port of Savannah and Charleston enjoyed a jump in share from 16.3% to 21.5%.

Given the scale of investments in tire manufacturing in Southeast Asia by companies such as Goodyear,

Bridgestone, Michelin, and others (combined with the expanding role of the American Southeast in new car production), it would appear that USWC ports will be extremely hard-pressed not to see a continued deterioration in their shares of the nation's imports of new passenger car tires.

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

Who's On First?

By John McLaurin, President, Pacific Merchant Shipping Association

In a coronavirus-shortened season, the Oakland A's baseball season is about to start in a stadium filled with cardboard cutouts of fans. Ironically, the cardboard cutouts will probably break the A's attendance records of the past couple of decades.

According to the Port of Oakland in 2019, the Port and its partners provide 84,144 jobs in the Bay Area and contributed \$698 million to state and local taxes. Business revenue, consumer spending and value of goods and services create the Port's overall economic value of \$130 billion.

Yet there is still uncertainty about whether the Port's commitment is to the trade community or the dream of luring the A's and their cardboard cutouts to the waterfront.

Way back in November 2019, long before the Coronavirus pandemic, the Port of Oakland hosted a meeting crowded with maritime stakeholders to discuss the proposed ballpark/hotel/housing/office development project at the port's Howard Terminal site. Also in attendance at this meeting were senior port staff and several port commissioners.

The purpose of the November meeting was to discuss "seaport compatibility measures" – mechanisms and safeguards to ensure that the A's proposed development wouldn't impact existing or future maritime operations, waterfront jobs, or the port's own future seaport revenue streams.

Lots of ideas and suggestions were offered in good faith by the many members of the trade community who are rightfully afraid of the consequences of introducing housing, office workers, and tens of thousands of sports fans into the current Howard Terminal footprint. Words of assurance were provided by port staff and commissioners. A summary of the meeting was dutifully written up by port staff and posted on the port website. All of the boxes were checked.

But in the intervening months since that meeting, nothing else has happened with regard to the seaport compatibility measures effort.

There has been no follow-up with stakeholders, no status report to port tenants and customers, no requests for additional information and no feedback on proposals. Nothing. Just silence.



Who's On First? *Continued*

The only noise being made is by the Oakland A's, who have started up their public pronouncements about their commitment to move forward with the development of the project, and to hold as close as possible to an accelerated timeline.

In the movie *Field of Dreams*, while watching a game of baseball, farmer Ray Kinsella tells his daughter Karin, to

"Watch Joe. Watch his feet as the pitcher gets the sign and starts to pitch. A good left fielder knows what pitch is coming, and he can tell from the angle of the bat where the ball's going to be hit."

At this point, the trade community is watching the Port of Oakland Harbor Commissioners to see where "the ball's going to be hit."

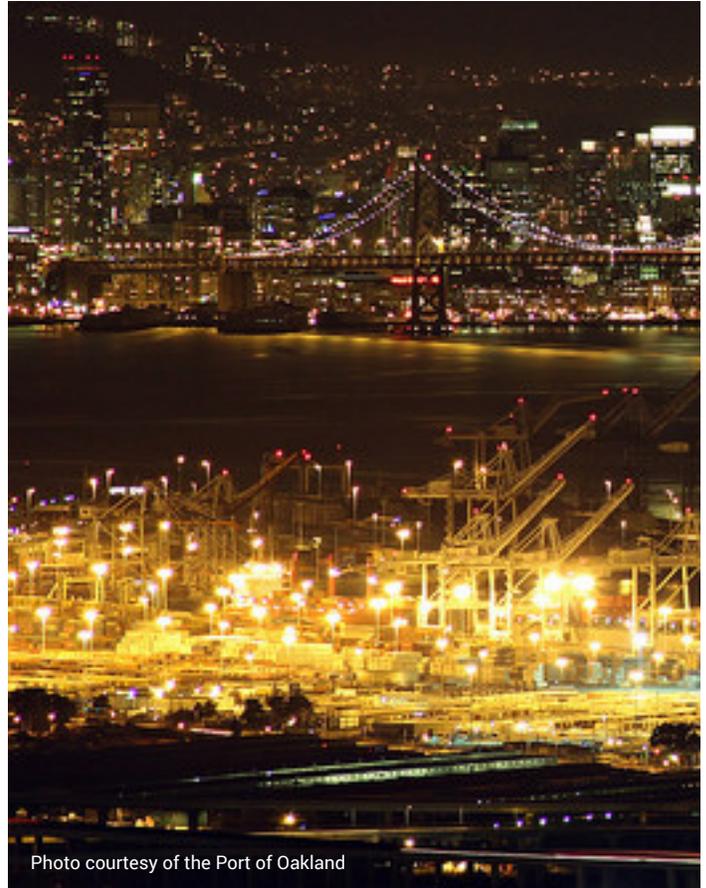


Photo courtesy of the Port of Oakland

Interested in membership in PMSA?

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

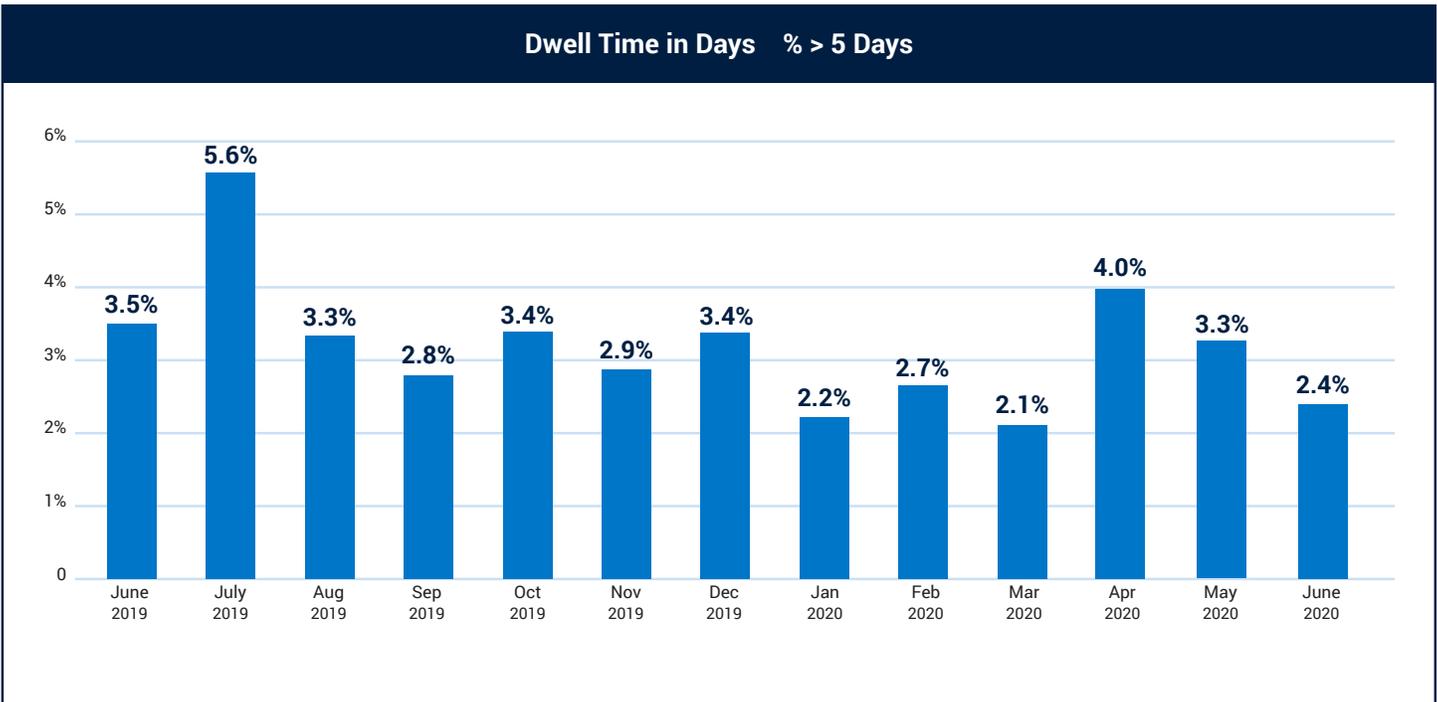
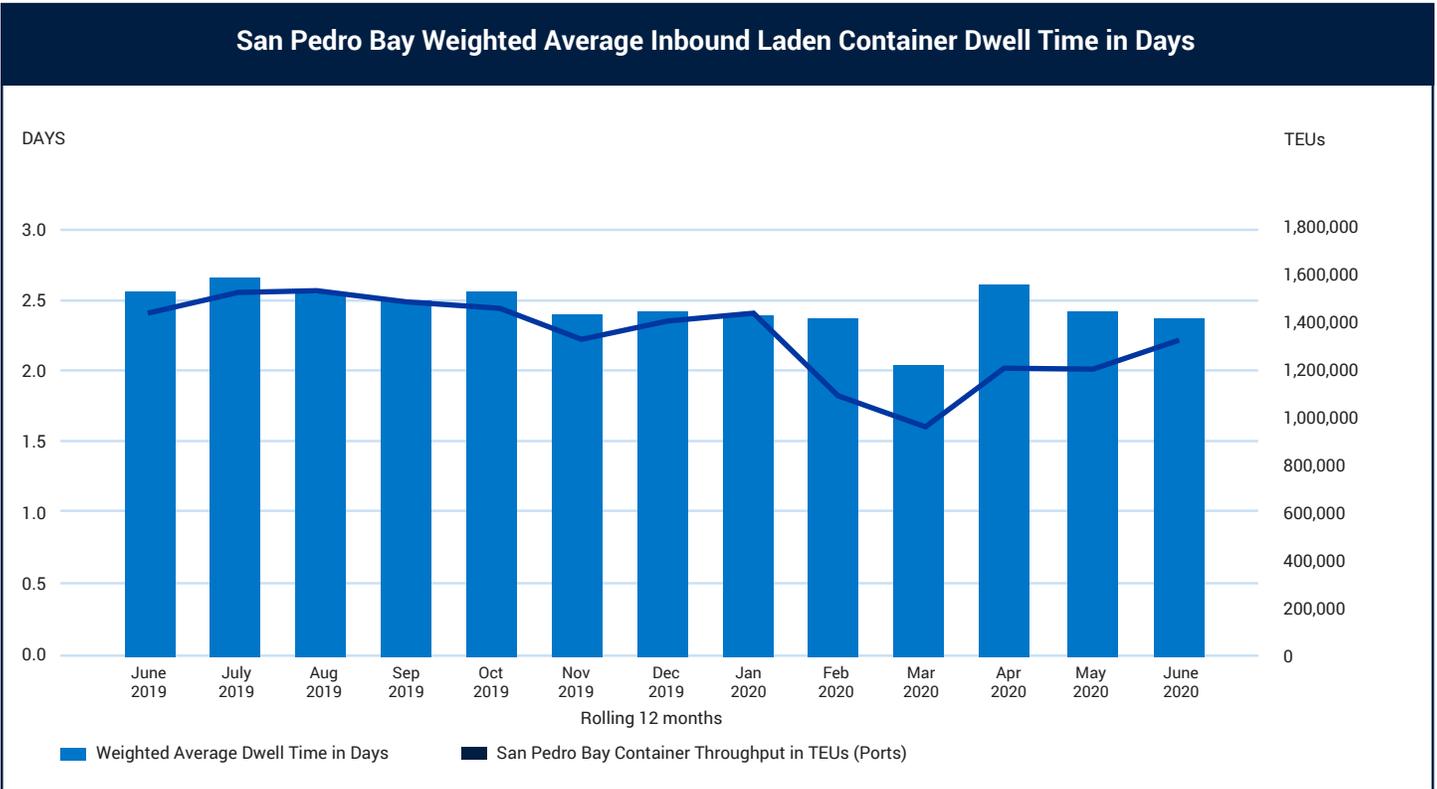
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Dwell Time Down in June



PUGET SOUND PILOTAGE DISTRICT ACTIVITY REPORT

Jul-2020

The Board of Pilotage Commissioners (BPC) requests the following information be provided to the BPC staff no

Activity									
Total pilotage assignments:	467		Cancellations:		7				
Total ship moves:	460	Cont'r:	188	Tanker:	136	Genl/Bulk:	59	Other:	77
Assignments delayed due to unavailable rested pilot	0		Total delay time:		0				
2 pilot jobs:	37	Reason:	PSP GUIDELINES FOR RESTRICTED WATERWAYS						
Day of week & date of highest number of assignmen	Fri-July 31								21
Day of week & date of lowest number of assignment	Sun-July 5								6
Total number of pilot reposition	110								

Comp Days							
Beg Total -	3360	Call Backs (+)	33	Used (-)	127	Ending total	3266

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

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

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees
1-Jul	10-Jul	Seattle	PSP	UTC	CAI
1-Jul	3-Jul	Seattle	PSP	UTC	COL, KLA
7-Jul	14-Jul	Seattle	PSP	UTC	MOT
7-Jul	7-Jul	Seattle	PSP	WUT	LOB
7-Jul	7-Jul	Seattle	PSP	OTSC	BOU
13-Jul	20-Jul	Seattle	PSP	UTC	CAI
13-Jul	13-Jul	Seattle	BPC	BPC-PSC	SCR
14-Jul	14-Jul	Seattle	BPC	Ecology and Safety	ANT, BOU, SCR
15-Jul	15-Jul	Seattle	BPC	TEC	ANT, KLA, SCR
16-Jul	16-Dec	Seattle	BPC	BPC	ANT, SCR
21-Jul	21-Jul	Seattle	PSP	BOD	ANA, CAI, COL, KLA, NEW, SEM
21-Jul	21-Jul	Seattle	PSP	Ferry Study	MCG
22-Jul	22-Jul	Seattle	PSP	Green Marine Ship	ROU
22-Jul	31-Jul	Seattle	PSP	UTC	CAI
23-Jul	23-Jul	Olympia	PSP	BPC-Grays Harbor	ANT
27-Jul	27-Jul	Seattle	PSP	OTSC	BOU
28-Jul	31-Jul	Seattle	PSP	UTC	KLA
29-Jul	31-Jul	Seattle	PSP	UTC	COL

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

Start Dt	End Dt	REASON	PILOT
1-Jul	31-Jul	Not fit for d	BEN
7-Jul	14-Jul	ETO	BOU, COL, MYE, SEA
13-Jul	31-Jul	Not fit for d	HEN
21-Jul	28-Jul	ETO	KEN, MEL, NEW, SOR

Presentations

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

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

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

Tank vessel Movement Report

Draft Outline

Washington State Board of Pilotage Commissioners

Tank Vessel (check one): Tanker, ATB, Towed Barge

Name: _____ Official Number: _____

Owner/Operator: _____ Agent/contact name/info: _____

Deadweight: _____ Draft: _____

Laden/Unladen: _____ Crude Oil/Refined Product: _____

Bunker Delivery (name of vessel receiving delivery): _____

Towing tug (if ATB or Towed barge)

Name: _____ Official Number: _____

Owner/Operator: _____ Agent/contact name/info: _____

Horse Power: _____ Configuration (conventional, ASD, Cycloidal): _____

Escort tug (if required)

Name: _____ Official Number: _____

Owner/Operator: _____ Agent/contact name/info: _____

Horsepower: _____ Configuration (conventional, ASD, Cycloidal): _____

Voyage Information

Departure time/location: _____

Escort start time/location: _____

Escort finish time/location: _____

Arrival time/location: _____

Notes:

- Instructions
- Interpretive statement references



STATE OF WASHINGTON
BOARD OF PILOTAGE COMMISSIONERS

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

2020 BPC Committees

***Still Requires Board Action**

TEC (Trainee Evaluation Committee)

Per WAC 363-116-078(11): The TEC shall include at a minimum: three active licensed WA State Pilots, who, to the extent possible, shall be from the pilotage district in which the pilot trainee seeks a license and at least one of whom shall be a member of the Board; one representative of the marine industry, who may be a Board member, who holds, or has held, the minimum U.S. Coast Guard license required by RCW 88-16-090; and one other member of the Board who is not a pilot. The TEC may include other persons as may be appointed by the Board. TEC shall be chaired by a pilot member of the Board.

Chair/Pilot Member	Captain John Scragg, BPC, PSP
Pilot Member	Captain Mike Anthony, BPC, PSP
Pilot Member	Captain Don Mayer, PSP, until May 2020
Pilot Member	Captain Ryan White, PGH
Pilot Member	Captain Eric Klapperich, PSP
Industry Member	Captain Mark Homeyer, Crowley
*Non-Pilot Board Member	Vacant April 1, 2020
Other	Sara Thompson, Ecology
Other	Captain Jeff Slesinger, Western Towboat
Other	Captain Ned Kiley, Retired USCG, Former BPC Member
Other	Mike Folkers, Port of Grays Harbor
Other	Captain Don Mayer, Retired pilot
Support	Jolene Hamel

JDC (Joint Diversity Committee)

Membership determined by the JDC at November 15, 2019 Meeting and adopted by the Board at the January 16, 2020 Meeting.

Co-Chair	Sheri Tonn, BPC
Co-Chair	Linda Styrk, PSP
Member	Eric vonBrandenfels, PSP
Member	Deb Dempsey, Retired Pilot
Member	Emily Reiter, Saltchuk
Member	Amy Scarton/Nicole McIntosh, WSF
Member	Sara Thompson, BPC, Ecology
Member	Mark Gleason, USI Insurance
Support	Jolene Hamel/Jaimie Bever

Exam Committee

* Member	Captain John Scragg, BPC, PSP
* Member	Captain Mike Anthony, BPC, PSP
* Member	Captain Jostein Kalvoy, PSP
* Member	Captain Chris Rounds, PSP
* Member	Captain Ned Kiley, TEC
* Member	Captain Ken Grieser, PSP
* Support	Jolene Hamel/Jaimie Bever

CIC (Commission Investigative Committee)

*Membership determine via Incident Investigation Procedures adopted by the Board on October 11, 2002: This two-person committee shall be comprised of a **flag representative commissioner** and the **pilot commissioner from the district involved** (should the pilot commissioner be involved in the incident or otherwise unavailable, the Chair will appoint a public representative commissioner as a replacement).*

Flag Rep. Member	Captain Rik Krombeen, BPC, Holland America Group
Pilot Member	Captain Mike Anthony, BPC, PSP
Public Member	Captain Jason R. Hamilton, BPC

OTSC (Oil Transportation Safety Committee)

Per OTSC Charter adopted at the 12/16/2019 BPC meeting, the OTSC shall consist of: one Chair, who is affiliated with the BPC, three members of the BPC including the Dept. of Ecology representative and the marine environment representative, one Puget Sound Pilot representative, one oil industry representative, one tug industry representative, one environmental community representative, and at least one tribal representative.

Chair	Jaimie Bever, BPC Executive Director
Exofficio Member	Sheri Tonn, BPC Chair
BPC Member – Ecology Ecology Spills Program Alternates	Dale Jensen Sara Thompson JD Leahy Brian Kirk
BPC Member – Marine Env. Rep	Eleanor Kirtley
BPC Member - Other	Jason R. Hamilton
Puget Sound Pilot Representative Alternate	Captain Blair Bouma Captain Keith Kridler
Oil Industry Representative Alternate	Bob Poole, WSPA Various
Tug Industry Representative Alternate	Charlie Costanzo, AWO Various
Environmental Community Rep. Alternate	Fred Felleman, Friends of the Earth NW Consultant Blair Englebrecht, Puget Soundkeeper Alliance
Tribal Representative * Alternate	Senator Joseph Williams, Swinomish Tribe TBD

(PSC) Pilot Safety Committee

Per PSC Charter adopted at the 2/20/2020 BPC meeting, the PSC shall consist of: one Chair/or two (2) Co-Chairs, up to four (4) members of the BPC, one (1) Puget Sound Pilot representative who is the president, one (1) maritime industry representative, and one (1) Port of Grays Harbors representative

Chair/Co-Chairs	Phil Morrell/John Scragg
BPC Representative	Sheri Tonn
BPC Representative Alternate	Eleanor Kirtley Jason Hamilton
Puget Sound Pilots Representative Alternate	Eric vonBrandenfels Various
Maritime Industry Representative Alternate	Mike Moore, PMSA Andrew Drennen, Polar
Port of Grays Harbor Representative	Mike Folkers
BPC Support	Bettina Maki

THE NORTHWEST SEAPORT ALLIANCE
MEMORANDUM

MANAGING MEMBERS
STAFF BRIEFING

Item No. 8A
Date of Meeting August 4, 2020

DATE: July 22, 2020

TO: Managing Members

FROM: John Wolfe, CEO

Sponsors: Sandy Kilroy, Director, Maritime Environment & Sustainability, Port of Seattle, and Jason Jordan, Director, Environmental and Planning Services

Project Manager: Jon Sloan, Sr. Manager, Environmental Programs, Port of Seattle

SUBJECT: "Quiet Sound" Underwater Noise Reduction Program Recommendations (State Orca Task Force Recommendation #22)

A. BRIEFING REQUESTED

Staff will brief the Managing Members on the recommendations of the Planning Team to establish a program for reducing underwater noise from large commercial vessels. No action is being requested.

B. BACKGROUND

GOVERNOR'S ORCA TASK FORCE

Governor Inslee's Southern Resident Orca Task Force issued its Task Force Report and Recommendations on November 16, 2018. It consisted of 36 recommendations to collectively achieve the vision of a thriving and resilient Southern Resident orca population.

The recommendations emphasize four goals:

- Increase Chinook salmon abundance
- Decrease disturbance and risk to Southern Resident orcas from vessels and noise
- Reduce the exposure of Southern Resident orcas and their prey to contaminants
- Ensure that funding, information and accountability mechanisms are in place to support effective implementation

Task Force Recommendation #22 is to "Implement shipping noise-reduction initiatives and monitoring programs, coordinating with Canadian and U.S. authorities". This includes the following objective related to noise reduction:

- Create a program similar to Port of Vancouver’s Enhancing Cetacean Habitat and Observation program (ECHO) for Washington State, including participation by ports, whale watching operators, private vessel operators and tribal governments as desired.

The implementation details associated with Recommendation #22 encourage collaboration with strategic U.S. and Washington State partners, including the U.S. Coast Guard, Washington State Ferries, Puget Sound ports, the Pacific Merchants Shipping Association, the Puget Sound Pilots, Orca Sound, tribal co-managers and others, with a goal to support “parallel and adaptive implementation of ECHO and related shipping noise-reduction initiatives while promoting safe, sustainable shipping practices.”

ECHO PROGRAM

The ECHO program, launched in 2014, is a Vancouver Fraser Port Authority-led initiative aimed at better understanding and managing the impact of shipping activities on at-risk whales throughout the southern coast of British Columbia. Its objective is to develop mitigation measures to reduce potential threats to whales from shipping activities. The ECHO Program, guided by an advisory working group, relies heavily on collaboration. Early input from scientists, shipping industries, environmental groups, First Nations, and government agencies helped focus efforts and set goals and objectives.

ECHO program studies concluded that many vessel types contribute to underwater noise, including recreational craft, but large commercial vessels are typically the loudest and their lower frequencies contribute most to behavioral changes. Mitigation alternatives evaluated by the ECHO program include both design solutions and operational changes. Changes to vessel design include quieter hulls and propellers, or the use of lightweight or dampening materials. For existing vessels, operational changes can include speed reduction, modification of shipping routes and regular vessel maintenance to reduce drag and cavitation (UNGA 2018).

C. “QUIET SOUND” PROGRAM

The focus of this briefing is the Planning Team’s recommendation to establish an ECHO-like program in Washington State, with a proposed name of “Quiet Sound”. The planning effort began with an October 3, 2019 workshop to discuss Recommendation #22 and identify ways to reduce underwater noise in Puget Sound. The workshop was attended by 75 state, federal, tribal, and Canadian government representatives, researchers, natural resource agencies, whale conservation groups, and representatives of the maritime industry. A subset of these stakeholders formed a Planning Team to prepare a proposal based on workshop findings and continued collaboration with subject matter experts.

The Planning Team membership includes:

- Port of Seattle
- Port of Tacoma
- The Northwest Seaport Alliance
- NOAA
- Washington State Ferries
- Puget Sound Partnership
- Governor’s Maritime Sector Lead
- Washington Maritime Blue
- Pacific Merchant Shipping Association

- Marine Exchange of Puget Sound
- U.S. Coast Guard (Advisory Only)
- Makah Tribe

COMMISSIONER INVOLVEMENT

Commissioners were briefed on the Quiet Sound program at various stages of its development. Briefings included:

- July 2019 – Full Managing Members Briefing
- February 2020 – Managing Members Orca Committee Meeting
- June 2020 – Managing Members Orca Committee Meeting
- August 2020 – Full Managing Members Briefing

Feedback from Commissioners included an emphasis on partnerships with industry, Marine Exchange, vessel noise rating systems such as Green Marine and tribal outreach, as well as the need for strong involvement at the state and federal level (including financial support). Suggestions were made regarding advisory board membership, and Commissioners cautioned against loss of institutional knowledge with upcoming retirements of key stakeholders.

Commissioners also provided technical guidance, expressed concerns regarding both the costs of the program and the capacity of Maritime Blue to provide ongoing coordination and management. Awareness of, and sensitivity to, present economic conditions was strongly advised. Commissioners emphasized that Quiet Sound should not supplant or impede existing efforts but should carefully tailor its scope to fill gaps and make connections among project sponsors while remaining diligent about tracking measures of success.

Staff will incorporate Commissioner guidance into the final recommendations, notably an emphasis on partnership with ongoing efforts and the importance of funding from state and federal entities. The recommendations also envision a strong partnership between Maritime Blue and the Marine Exchange; this to help integrate long-term institutional knowledge into the program management structure and to address potential capacity concerns.

PURPOSE AND GOALS

The purpose of the proposed Quiet Sound program is to better understand and reduce the cumulative effects of acoustic and physical disturbance from large commercial vessels on Southern Resident Orcas throughout their range in Washington State. The program will be voluntary; it will be implemented through coordination of multiple entities with a structure that supports adaptive management and continuous improvement. It will also:

- Promote data-driven, targeted, results-oriented projects that lead to reduction in acoustic and physical threats to Southern Resident orcas
- Engender the highest level of respect for treaty rights and coordinate actions with Washington State tribes
- Promote voluntary compliance

- Leverage relationships with public, private, and non-profit sector partners to ensure cost-effective and coordinated utilization of resources
- Employ “best available science” in decision-making and support data collection to fill gaps as necessary
- Be transparent and well-documented
- Reflect equity, diversity and inclusion in hiring, contracting, and participation

PROGRAM STRUCTURE

Program coordination and fiscal management of the Quiet Sound program will be provided by Washington Maritime Blue, a newly established, growing 501(c)(6) organization whose mission is to develop maritime business, technology and practices that promote a sustainable future contributing to economic growth, ecological health, and thriving communities. The Quiet Sound program will be overseen by an Advisory Board of no more than 10 members, and with chairpersons representing member entities from each of five work groups:

- Monitoring Whales & Vessel Noise
- Whale Notification System to Vessels
- Vessel Operations & Incentives
- Evaluation and Adaptive Management
- Innovation & Vessel Quieting

Staff supporting the work groups will be resourced in-kind from member entities, with contractor support as needed. The program’s structure will leverage existing resources and continually review data and evaluate program impacts to adapt and improve as needed. It will prioritize government-to-government consultation with treaty tribes as well as ECHO program leadership, with a key objective to strengthen cross-border coordination.

This work will recognize and incorporate ongoing efforts as possible, ensuring that its implementation does not hold up or impede work that is currently underway. Examples of such work include monitoring and visual sighting networks, vessel quieting innovation, and boater education programs, as well as salmon recovery efforts, habitat creation, and stormwater improvements.

PROGRAM FUNDING

The estimated annual cost of the Quiet Sound program as proposed is approximately \$500,000, including program coordination, administration, and consultant support. The program could be started incrementally, reducing startup costs while supplemental funding sources are identified. Work Group participation is expected to be funded in-kind through existing budgets of participating entities. In addition to in-kind staffing resources, funding to support coordination and contract assistance for the Quiet Sound program must be sought from multiple sources, including:

- Federal and state appropriations, with legislative support
- Budgeted contributions from participating entities

- Grants
- Philanthropy and private capital

A letter of support from the Quiet Sound Planning Team entities for funding requests is under development.

Staff recommends a 2021 budget commitment of a \$100,000 combined match contribution from Port of Seattle, Port of Tacoma, and NWSA. This will be included in future NWSA policy and budget discussions.

D. NEXT STEPS

Planning Team staff continue to coordinate on next steps. A Planning Team meeting was held July 20, 2020, to discuss near-term funding strategy alternatives. Other topics under consideration include mechanisms for formalizing the financial and in-kind staffing contributions of member entities.

E. PREVIOUS ACTIONS OR BRIEFINGS

Staff briefed the Managing Members on July 2, 2019 prior to the October 3 workshop. Previous briefings include an informal briefing memo to the Commission in February 2019, which accompanied a Friday briefing packet.



Item No.: 8A
Date of Meeting: August 4, 2020

Staff Briefing: “Quiet Sound” Underwater Noise Reduction Program Recommendations

Presenter: Jon Sloan

Sr. Manager, Environmental Programs, Port of Seattle

Overview

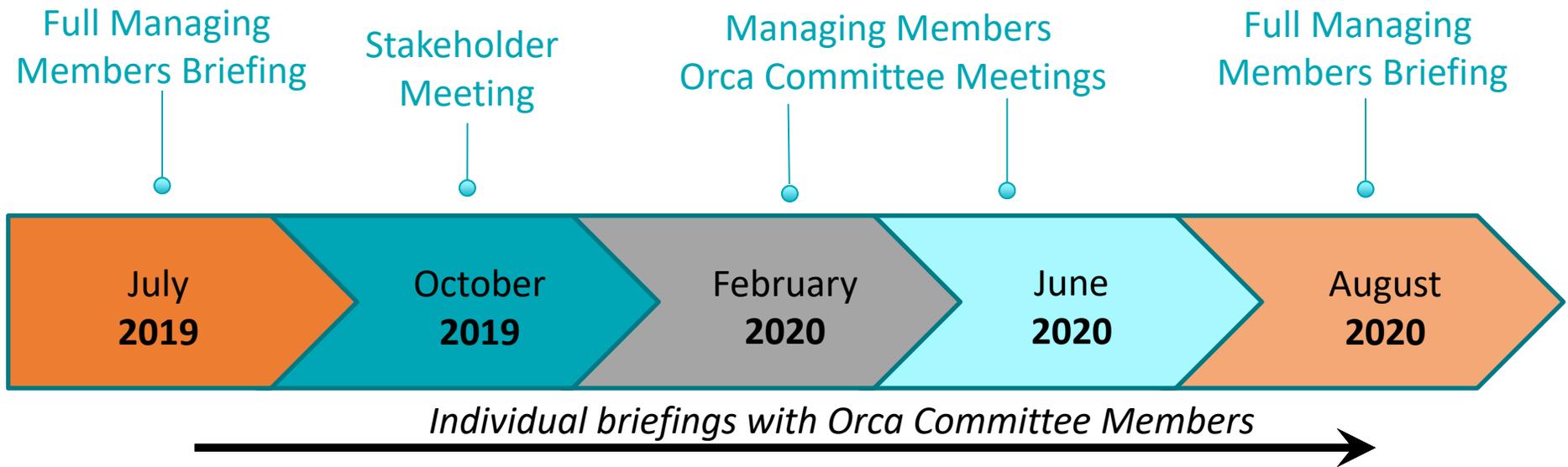
“Quiet Sound” Underwater Noise Reduction Program

Briefing Overview

- **Background**
 - Governor’s Orca Task Force
 - ECHO Program
- **Proposed “Quiet Sound” Program**
 - Planning Team
 - Purpose and Goals
 - Program Structure
 - Funding
 - Open Discussion Items & Next Steps
- **No action is requested.**



Managing Members Briefings/Timeline

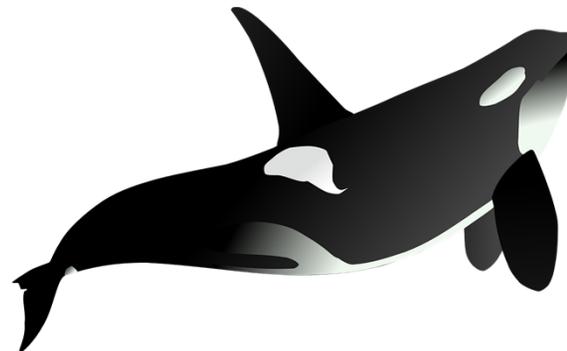


Background

Orca Task Force Recommendations

Governor's Southern Resident Orca Task Force *Report and Recommendations* (November 2018)

- Includes 36 recommendations to support four goals:
 - Prey availability (Chinook salmon)
 - Contaminants in the food chain
 - Underwater noise
 - Funding, information, and accountability mechanisms

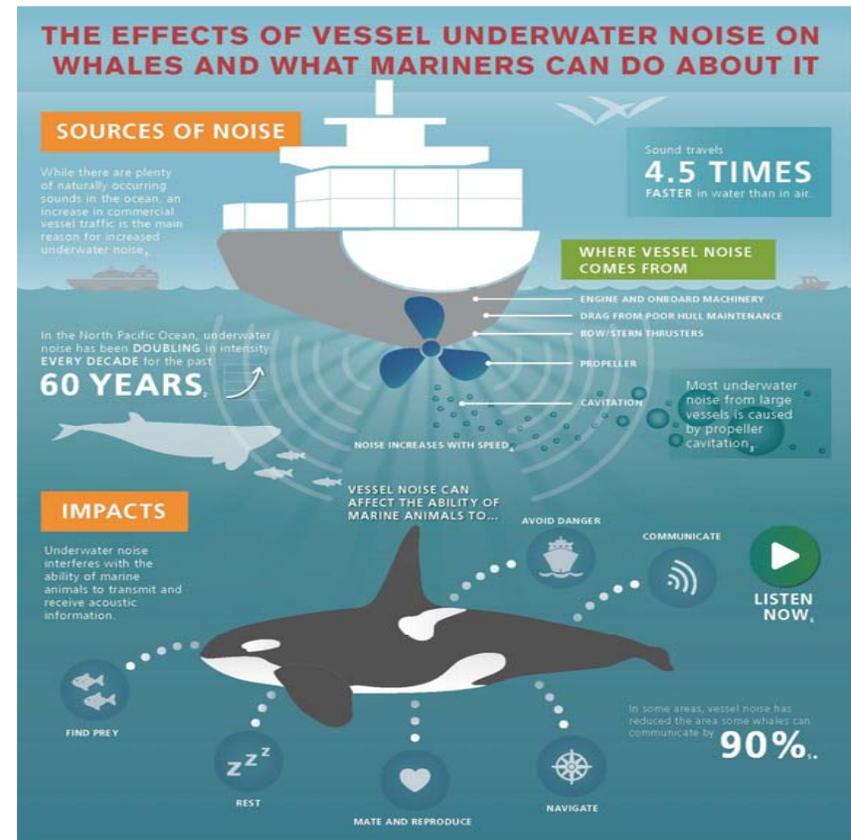


Background

Orca Task Force Recommendations

Recommendation #22: Implement shipping noise-reduction initiatives and monitoring programs

- Create a program similar to *Enhancing Cetacean Habitat and Observation* program (ECHO, Vancouver-Fraser Port Authority)



<https://www.portvancouver.com/2017-echo-program/>

Background

ECHO Program

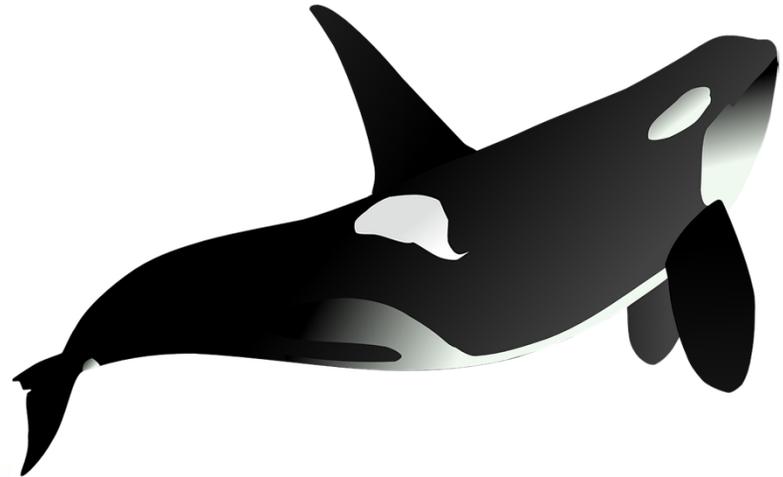
Objective: Develop mitigation measures to reduce threats to whales from shipping.

- Better understanding and managing impacts of shipping
- Relies on collaboration, input from scientists, shipping industry, environmental groups, First Nations, government agencies
- Scientific studies:
 - Acoustic monitoring and noise characterization
 - Quieting technology
 - Speed and shipping lane studies
- Annual budget for ECHO is \$1-2m; 2-3 full time employees

Proposed “Quiet Sound” Program Planning Team

Planning Team Membership

- Port of Seattle
- Port of Tacoma
- The Northwest Seaport Alliance
- NOAA
- Washington State Ferries
- Puget Sound Partnership
- Governor’s Maritime Sector Lead
- Washington Maritime Blue
- Pacific Merchant Shipping Association
- Marine Exchange
- U.S. Coast Guard (Advisory Only)
- Makah Tribe



Proposed “Quiet Sound” Program

Purpose and Goals

Purpose: Better understand and reduce cumulative effects of acoustic and physical disturbance from large commercial vessels on Southern Resident orcas throughout their range in Washington.

Goals:

- Promote data-driven, targeted, and results-oriented projects that lead to reduction in acoustic and physical threats to Southern Resident orcas
- Engender the highest level of respect for treaty rights and coordinate actions with Washington State tribes
- Promote voluntary compliance

The Quiet Sound program will be a voluntary effort implemented through coordination of multiple entities, with a structure that supports adaptive management and continuous improvement.

Proposed “Quiet Sound” Program

Purpose and Goals

Goals (Cont.):

- Leverage relationships with public, private, and non-profit sector partners to ensure cost-effective and coordinated utilization of resources
- Employ “best available science” in decision-making and support data collection to fill gaps as necessary
- Be transparent and well-documented
- Reflect equity, diversity, and inclusion in hiring, contracting, and participation

It is important that the process to implement the Quiet Sound program does not hold up or impede ongoing work and early actions.



Proposed “Quiet Sound” Program

Program Structure

Program Coordination/Fiscal Management: Washington Maritime Blue

- 501(c)(6) organization; Mission is to develop maritime business, technology, and practices for sustainable future
- Considered sphere of influence, objectivity/credibility, capacity, competence, finance/accounting infrastructure, and authority

Advisory Board: ~10 members, five co-chairs

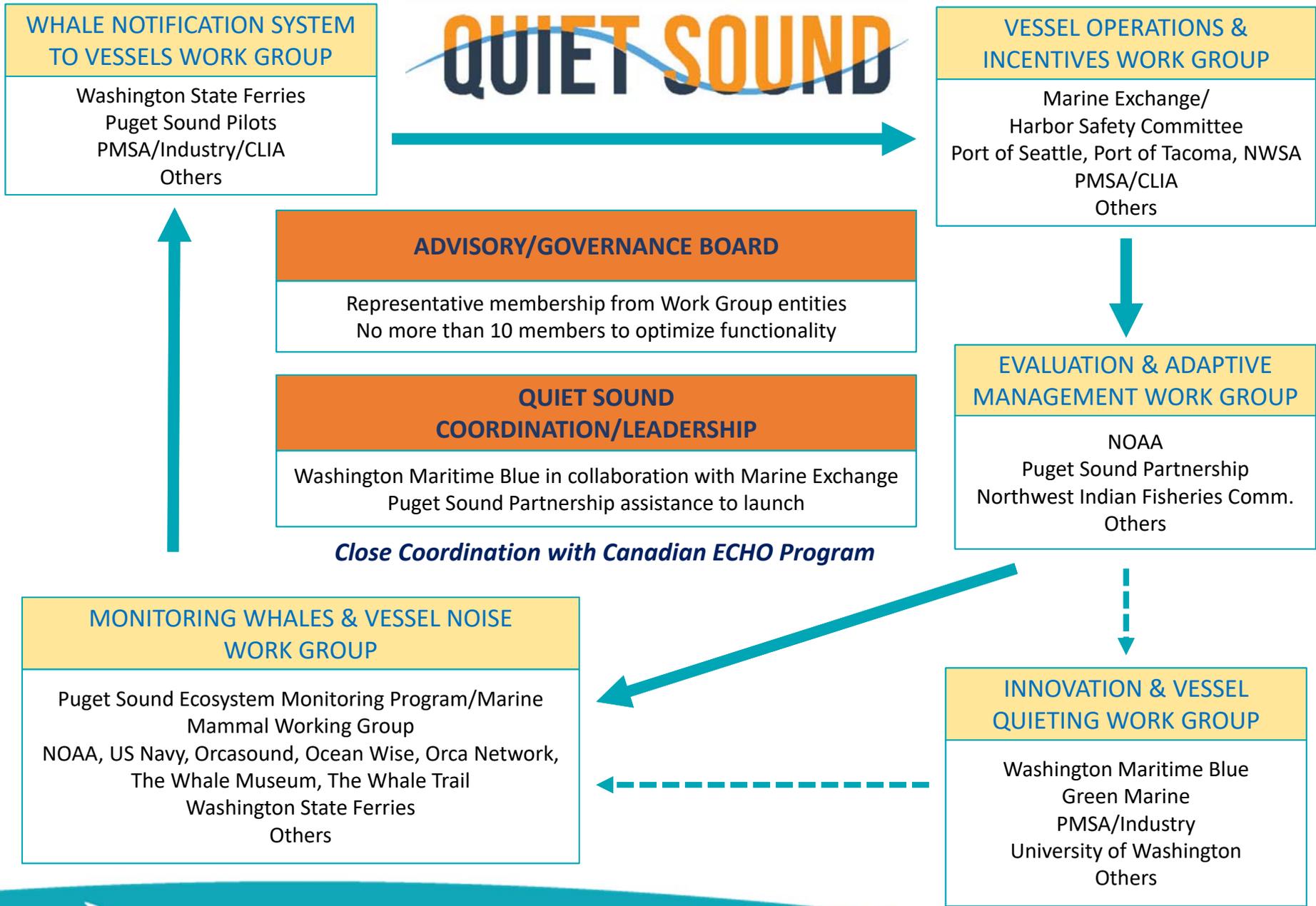
Work Groups:

- Monitoring Whales & Vessel Noise
- Whale Notification System to Vessels
- Vessel Operations & Incentives
- Evaluation and Adaptive Management
- Innovation & Vessel Quieting

In-kind staff support from member entities, contract support as needed.

The recommended structure is designed to leverage existing resources, knowledge, and funding from multiple sources. It is designed to be data-driven, targeted, and collaborative.

QUIET SOUND



Proposed “Quiet Sound” Program

Program Funding

Total estimated annual cost: \$250,000 - \$500,000

- Range reflects incremental vs. full program implementation
- Full funding includes program coordination, administration, working groups, and consultant support
- Also requires in-kind contribution through working groups

Proposed funding sources:

- Federal and state appropriations, with legislative support
- Budgeted contributions from participating entities
- Grants
- Philanthropy and private capital

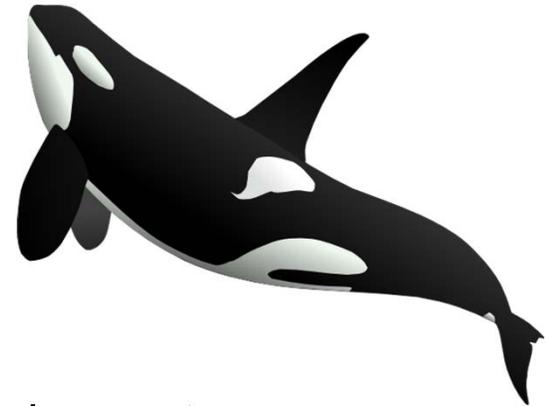
Quiet Sound will coordinate leadership, advisory board, and working group efforts to maximize efficiencies in coordination with the ECHO program managed by the Vancouver Fraser Port Authority.

Letter of support for funding requests is under development.

Orca Committee Members Feedback

February 2020 Orca Committee Meeting:

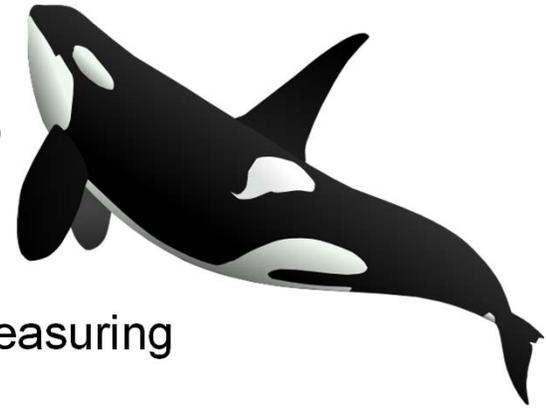
- Emphasize partnerships
- Concerns regarding cost
- Seek input from commissioners
- Technical guidance
- Importance of Marine Exchange/Industry involvement
- Need for tribal outreach
- Need strong state/federal participation
- Concerns about capacity of Maritime Blue
- Level playing field between north and south harbor



Orca Committee Members Feedback (cont.)

June 2020 Orca Committee Meeting:

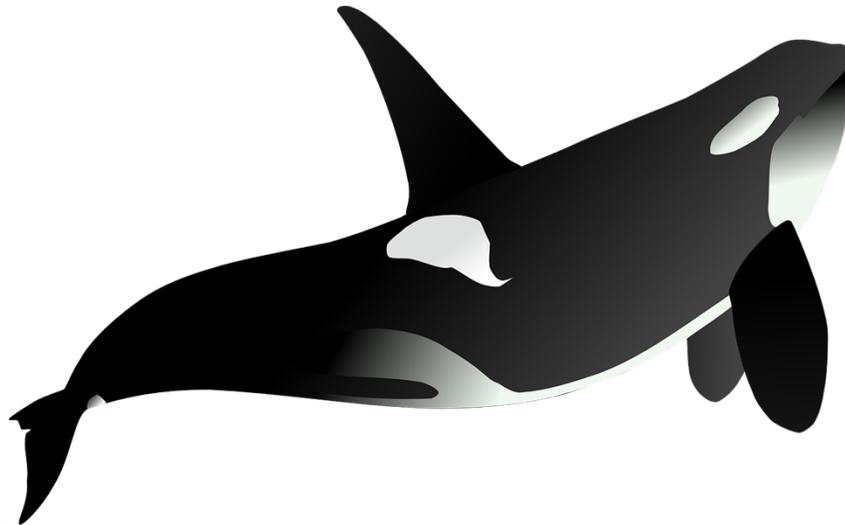
- Suggestions for advisory board membership
- Emphasize financial participation of stakeholders and tribes
- Importance of adaptive management and measuring impact
- Public/private partnerships
- Awareness of economy
- Optimize existing ongoing work
- Importance of vessel noise rating systems (Green Marine)
- Retirements of key stakeholders
- Importance of state financial contribution



Proposed “Quiet Sound” Program

Open Discussion Items

- **Future of Planning Team**
 - Sunset now that final deliverable is complete?
 - Closing workshop for stakeholders?
- **Mechanisms for formalizing member contributions**
 - Resolution, Interlocal Agreement and/or normal budget process?

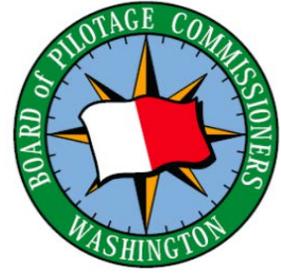


Proposed “Quiet Sound” Program

Recommended Next Steps

- Incorporate Managing Members input into Final Quiet Sound Recommendations document (August 2020)
- Generate letter of support signed by all planning team members (Sept. 2020)
- Implement strategy to encourage state funding (Sept. 2020)
- Incorporate POS/POT/NWSA funding in 2021 budget -- create \$100k matching fund (Oct.-Nov. 2020)

Questions and Feedback?



2020-2025

STRATEGIC PLAN

**Washington State
Board of Pilotage Commissioners**

September 2020



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MESSAGE FROM THE CHAIR AND EXECUTIVE DIRECTOR

The Board has a long record of regulating compulsory pilotage in Washington State. This is accomplished through careful selection of qualified trainees through a competitive examination process. Those trainees then spend an average of 18 months to 3 years in the training program with licensed pilots. The three phases of the program are Observation, Training, and Evaluation. After successful training, newly licensed pilots have a limited license that is upgraded as these pilots gain experience. After 5 years of successful pilotage, the individual pilot may be awarded an unlimited license. The Board requires continuing education for all licensed pilots. The Board monitors pilot's fitness for duty through annual physicals. Minimum rest rules are critically important to limit pilot fatigue.

On average, Puget Sound Pilots undertake about 7000 assignments per year and Grays Harbor pilots undertake 120-150 assignments per year. Should there be an incident or marine safety occurrence, the Board investigates each and decides on any disciplinary actions.

The Board also regulates any exemptions from mandatory state pilotage for small vessels.

The Board's mission of preventing the loss of human lives, loss of property and vessels, and to protect the marine environment by maintaining efficient and competent pilotage, is reflected in the endeavors outlined in this, our 2020-2025 Strategic Plan.

We welcome questions and comments.

Sincerely,

Sheri J. Tonn
Chair

Jaimie C. Bever
Executive Director



OVERVIEW OF GOALS AND OBJECTIVES

The Board has identified the following goals and objectives for its key priority areas in order to improve the regulation of compulsory pilotage in Washington's waters.

DIVERSITY

Goal: Establish a pilot corps that reflects the people of Washington state by increasing diversity among state licensed pilots.

Objectives:

- Expand outreach to develop a diverse pool of applicants with required qualifications for pilotage;
- Minimize subjectivity and eliminate bias in the application, training, and licensing process;
- Support/participate in educational activities that develop youth interest in maritime careers; and
- Continue to improve the Diversity Action Plan

PILOT SAFETY AND EFFICIENCY

Goal: Ensure Washington State pilotage services are conducted in a safe and efficient manner consistent with the Board's mission of safety.

Objectives:

- Establish a Pilot Safety Committee;
- Implement new policies, revise WAC rules, and propose legislation; and
- Strive for operational efficiencies and continual improvement.

OIL TRANSPORTATION SAFETY

Goal: Successfully complete the directives the 2019 Legislation ESHB 1578 *Reducing the risk to southern resident killer whales by improving the safety of oil transportation.*

Objectives:

- Rosario Strait and connected waterways east tug escort implementation and Geographic Zones – 9/1/2020;
- Synopsis of Changing Vessel Traffic Trends – 12/31/2021;
- Consultation and analysis of Ecology's Risk Model – 9/1/2023; and

- Adopt tug escort rules – 12/31/2025.

ENHANCE PILOTAGE OPERATIONS IN GRAYS HARBOR

Goal: Increase safety in the Grays Harbor Pilotage District to attract the interest of a diverse and robust pool of pilot aspirants.

Objectives:

- Replace pilot boat;
- Standards of Care for piloting in Grays Harbor;
- Increased communication between pilots; and
- Contingency plan for emergency pilotage.

TRAINING PROGRAM ENHANCEMENTS

Goal: Increase training opportunities

Objectives:

- Assess simulator training as an added component of the pilot training program;
- Procure training equipment necessary for trainee success;
- Continue to improve the trainee handbook and training materials; and
- Continue to evaluate the effectiveness of the current Training Program Trip Report (TPTR).

PILOTAGE REQUIREMENTS

Goal: Development of new WACs and Policies, as necessary to carry out the Board's mission.

Objectives:

- Respond to any actions of the Washington State Legislature requiring the development of new rules;
- Codify existing policy and interpretive statements;
- Update existing rules to better reflect Board practices; and
- Enhance data reporting through review and modification of Rules and Policies.

MARINE PILOT EXAM

Goal: Offer a Marine Pilot Exam each biennium to achieve authorized licenses for pilot districts as determined by the Board.

Objectives:

- Offer a marine pilot exam each biennium to achieve the number of authorized licenses for each pilotage district as determined by the Board; and
- Provide a list of successful pilot candidates to be called into the pilot training program.

LIABILITY INSURANCE

Goal: Secure Public Officials and Employment Practices liability insurance for the Board and the pilot training program.

Objectives:

- Increase interest from insurance companies; and
- Explore diverse insurance providers.

INCIDENT INVESTIGATIONS

Goal: Implement a new process for Incident investigation.

Objectives:

- Qualified marine investigators; and
- Contingency contracts.



AGENCY OVERVIEW

ABOUT

The Washington State Legislature created the Board of Pilotage Commissioners in 1935. In 1977 when the Washington State Department of Highways became the Department of Transportation (WSDOT) the Board was brought into this new group of “transportation agencies”. The Chair of the Board is described in RCW 88.16.010 as the assistant secretary of marine operations (WSF) of WSDOT or his/her designee. It has always been the practice that a designee be named the Chairperson. We are a regulatory, part-time board whose nine-members are appointed by the Governor except for two statutory positions. The Board is mainly funded by pilot license fees, vessel exemption fees, and vessel surcharges.

MISSION

The mission of the Board of Pilotage Commissioners is 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 compulsory pilotage services in Washington State; and, to not place in jeopardy Washington’s position as an able competitor of waterborne commerce from other ports and nations of the world, but rather to continue to develop and encourage such commerce.

AUTHORITY

Our enabling statute is RCW 88.16 Pilotage Act, and our implementing rules are contained in WAC 363-116 Pilotage Rules.

PRIMARY GOAL

Our primary goal is to ensure that the mission of the Board of Pilotage Commissioners is successfully achieved through safe pilotage practices and the implementation of rules and statutes to assist in that endeavor.

POWER AND DUTIES

The Board adopts rules, pursuant to chapter 34.05 RCW, necessary for the enforcement and administration of this chapter;

The Board issues training licenses and pilot licenses to pilot applicants meeting the qualifications provided for in RCW 88.16.090 and such additional qualifications as may be determined by the Board;

The Board establishes a comprehensive training program to assist in the training and evaluation of pilot applicants before final licensing, and;

The Board maintains a register of pilots, records of pilot accidents, and other history pertinent to pilotage;

The Board determines from time to time the number of pilots necessary to be licensed in each district of the state to optimize the operation of a safe, fully regulated, efficient, and competent pilotage service in each district;

The Board files annually with the governor and the chairs of the transportation committees of the Senate and House of Representatives a report, which includes, but is not limited to, the following: The number, names, ages, pilot license number, training license number, and years of services as a Washington licensed pilot of any person licensed by the Board as a Washington State pilot;

The Board makes available information that includes the pilotage act and other statutes of Washington State and the federal government that affect pilotage, including the rules of the Board, together with such additional information as may be informative for pilots, agents, owners, operators, and masters;

The Board appoints advisory committees and employs maritime experts as necessary to carry out its duties;

The Board provides for the maintenance of efficient and competent pilotage service on all waters covered by this chapter; and do such other things as are reasonable, necessary, and expedient to insure proper and safe pilotage upon the waters covered by this chapter and facilitate the efficient administration of this chapter;

COMMISSIONERS

The Board includes members who are appointed by the Governor, confirmed by the Senate and serve staggered four-year terms. The members include a designee of the Director of Washington State Ferries, who is the Chairperson, (2) public members, (1) American shipping representative, (1) foreign shipping representative, (2) licensed pilots, (1) environmental member, and (1) Department of Ecology member.

MEETINGS

The Board meets monthly, on the third Thursday, except for November and December in which meetings are on the second Thursday. The Regular meetings are open to the public. From time to the time, the Board may go into Closed Session to discuss legal or

personnel issues. The Board may also call a Special Meeting, if needed. The Regular meetings consist of a combination of Board actions, such as pilot licensing, exempting qualifying vessels from pilotage, ruling on Marine Safety Occurrences and Incidents, adopting WAC and Policy language, and setting the number of pilots. The agenda also includes committee reports, and industry reports on current maritime activities from Puget Sound Pilots, the Port of Grays Harbor, Pacific Merchant Shipping Association, the Northwest Seaport Alliance, and the US Coast Guard. The meetings are typically held in the conference room across from the Board office, 2901 Third Avenue, Seattle, WA - 1st Floor Agate Conference Room. Meeting Notices, Agendas, Materials, and Minutes can be found on our website at <https://pilotage.wa.gov/minutes-agendas.html>.

COMMITTEES

The Board has several committees that bring important recommendations to the Board for consideration. The Trainee Evaluation Committee (TEC) is responsible for overseeing the Training Program and monitoring the progress of each trainee. The Joint Diversity Committee (JDC) is a partnership between the Board of Pilotage Commissioners and Puget Sound Pilots. The focus of this committee is to increase the diversity of the Board's exam applicant pool and bring awareness of the maritime career path specifically to women and underrepresented ethnic minorities. The Pilot Safety Committee (PSC), which is comprised of pilots, industry representatives, and Board members, have been working through issues related to pilot safety and consultant recommendations regarding fatigue management. The Board also has a Commission Investigation Committee (CIC) responsible for investigating marine incidents. This committee is currently working on revising investigative procedures and building a pool of investigators that can be engaged in the event of an incident that is beyond the scope of what the CIC would typically investigate, such as an oil spill, serious vessel damage, or human injury. And finally, the Oil Transportation Safety Committee (OTSC), analyzes and makes recommendations to the Board regarding the directives of the 2019 legislation, ESHB 1578. As mentioned above, the committees give updates on their work at every Regular Board meeting.

TRANSPARENCY

The State of Washington Board of Pilotage Commissioners is committed to transparency in everything we do. We provide more information about our pilotage districts than just about any other pilotage district in the country. Our Annual Reports are a wealth of information about vessel traffic, pilotage assignments, and tariff revenue. They can be found on our website at <https://pilotage.wa.gov/annualreports.html>.



DIVERSITY: GOAL & OBJECTIVES

GOAL: Establish a pilot corps that reflects the people of Washington State by increasing diversity among state licensed pilots.

Background

The Washington State Board of Pilotage Commissioners (BPC/Board) strongly supports the objectives of inclusion and diversity among pilot trainees and pilots licensed by the Board.

Puget Sound Pilots (PSP) and the Board established the Joint Diversity Committee in 2016. Committee meeting notes are posted on the Board website. Committee members include active male and female pilots, a retired female pilot, maritime industry leaders, and graduates of maritime academies. Amy Scarton and Nicole McIntosh, leaders at Washington State Ferries, have joined the committee as well. The JDC continues to examine barriers and implement measures to attract a diverse pool of candidates toward a career as a Washington State licensed marine pilot.

OBJECTIVE: EXPAND OUTREACH TO DEVELOP A DIVERSE POOL OF APPLICANTS WITH REQUIRED QUALIFICATIONS FOR PILOTAGE

Strategy: Improve Notifications to Mariners of Upcoming Exams and Qualifications

Actions:

- Maritime publications;
- Maritime academy alumni boards;
- Recruiters;
- Social media publications; and
- Organizations such as Women on the Water and Sea Sisters.

Strategy: Participate in Conference Groups

Actions:

- Cal Maritime Academy's Women in Maritime Leadership annual conference;
- MARAD's Women on the Water annual conference;
- Women Offshore's UNITE annual conference;

- WISTA gatherings; and
- Maritime Blue.

Strategy: Monitor and Support Activities of Government & Industry Organizations

Actions:

- Broaden JDC membership and/or guest speakers to include these organizations;
- Continue to build relationships with Washington State Ferries; and
- Track national and international trends in pilotage diversity.

OBJECTIVE: MINIMIZE SUBJECTIVITY AND ELIMINATE BIAS IN THE APPLICATION, TRAINING, AND LICENSING PROCESS

Strategy: Monitor and Adjust Exam Application Process

Actions:

- Revise the exam application to include voluntary questions regarding experience;
- Track voluntary gender and ethnic information from exam applicants;
- Identify and reduce barriers;
- Review exam qualifications; and
- Broaden BPC Exam Committee membership.

Strategy: Monitor and Adjust Training Program as Needed for Continued Equity and Inclusion

Actions:

- Broaden JDC membership and/or guest speakers to include these organizations; and
- Continue to build relationship with Washington State Ferries.

Strategy: Improve Diversity Training in the Pilot Training Program and in Train-The-Trainer Course

Actions:

- Look for LMS trainings that could be included in the pilot training program; and
- Consider hiring a speaker to present to Supervising Pilots, trainees, and Board members.

OBJECTIVE: SUPPORT/PARTICIPATE IN EDUCATIONAL ACTIVITIES THAT DEVELOP YOUTH INTEREST IN MARITIME CAREERS

Strategy: Support School Programs to Introduce Maritime Careers to Young People

Actions:

- Continue attending career days at local schools; and
 - Continue meeting with/supporting local youth outreach organizations and events such as Youth Maritime Collaboration and Maritime Blue.
-

Strategy: Ensure Legislators are Aware of such Programs and Encourage Support Where Appropriate

Actions:

- Continue including diversity initiative funds in biennial budgets; and
 - Highlight Diversity Program in Annual Report.
-

OBJECTIVE: CONTINUE TO IMPROVE THE DIVERSITY ACTION PLAN

Strategy: Seek Review of this Plan by Other State Agencies Experienced with Diversity Action Planning

Actions:

- Continue to develop relationship with Washington State Ferries; and
 - Contact other agencies such as WSDOT or other transportation agency, or Department of Licensing.
-

Strategy: Coordinate with Other State Pilotage Commissions

Actions:

- Continue to develop relationships with California, Oregon, and British Columbia;
 - Develop relationships with other Pacific States; and
 - Consider a conference for Pacific States with diversity as a key topic.
-

Strategy: Review and Update Diversity Action Plan Annually

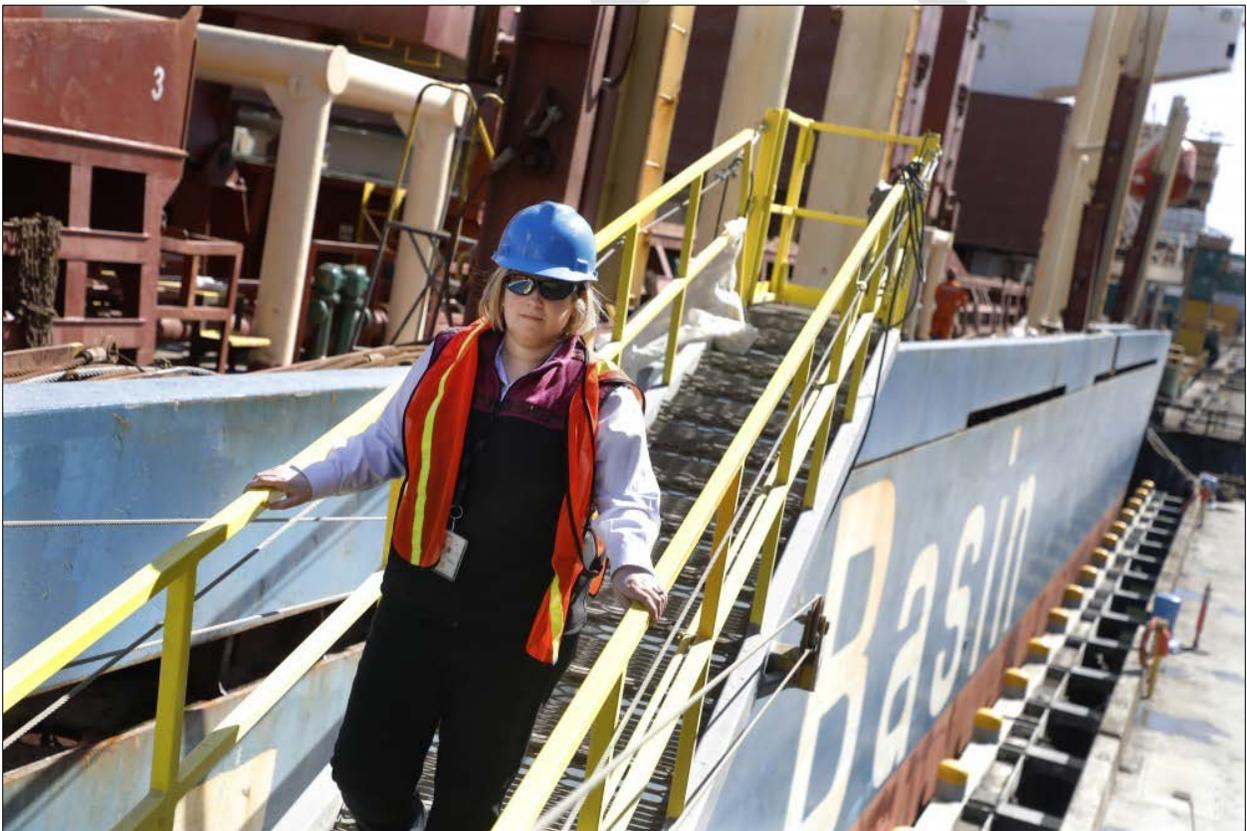
Actions:

- This work continues.

Strategy: Monitor the Results of this Plan and Modify as Needed

Actions:

- Committee vision and key concepts of this plan will be revisited regularly at JDC meetings.



Washington State's first licensed female pilot, Captain Sandy Bendixen, disembarks a vessel after an assignment. Photo courtesy of the NWSA.



PILOT SAFETY AND EFFICIENCY: GOAL & OBJECTIVES

GOAL: Ensure Washington State pilotage services are conducted in a safe and efficient manner consistent with the Board's mission of safety.

Background

The State of Washington Board of Pilotage Commissioners trains, licenses, and regulates marine pilots who navigate large container ships, oil tankers, and other vessels calling at the ports of Puget Sound and Grays Harbor. Safety, efficiency, and fatigue mitigation are paramount to the Board's mission of safe pilotage in Washington's waters.

OBJECTIVE: ESTABLISH A PILOT SAFETY COMMITTEE

Strategy: Engage Subject Matter Experts

Actions:

- Identify subject matter experts to review current policies and practices;
- Identify and appoint committee members who represent the Board, the Puget Sound Pilotage District, the Grays Harbor Pilotage District, and the maritime industry;
- Direct committee to analyze data related to pilot fatigue and dispatch efficiency, propose WAC language for adherence to the RCW, assess hazards, and monitor and evaluate compliance with international pilot safety standards; and
- Direct Pilot Safety Committee to bring recommendations to the Board for consideration and adoption.

OBJECTIVE: IMPLEMENT NEW POLICIES, REVISE RULES, AND PROPOSE LEGISLATION

Strategy: Policy and/or Interpretive Statements

Actions:

- Consider recommendations from Pilot Safety Committee; and
- Modify or establish Board policies as they relate to pilot safety.

Strategy: Public Notification and Hearing process for Changes to Pilotage Rules

Actions:

- Consider recommendations from Pilot Safety Committee; and
 - Conduct rulemaking process for codification of any changes.
-

Strategy: Agency Request Legislation for Statutory Revisions

Actions:

- Consider recommendations from Pilot Safety Committee;
 - Engage stakeholders;
 - Meet with legislators and legislative aids; and
 - Work with DES and OFM on Agency Request Legislation submittals.
-

OBJECTIVE: STRIVE FOR OPERATIONAL EFFICIENCIES AND CONTINUAL IMPROVEMENT

Strategy: Reduce Pilot Transit Times to and from Assignments

Actions:

- Explore alternate modes of transportation; and
 - Explore dispatching from geographic location of the pilot.
-

Strategy: Explore Pilot Dispatch Strategies

Actions:

- Familiarize Board and Committee members with dispatch systems; and
 - Explore dispatching models in other pilotage districts and at Washington State Ferries.
-

Strategy: Explore Reducing Pilot Call-Backs While on Respite in the Puget Sound Pilotage District

Actions:

- Examine number of pilots per WAC 363-116-065; and
 - Examine watch schedule.
-

Strategy: Preserve Board on Arrival Model in the Puget Sound Pilotage District

Actions:

- Examine number of pilots per WAC 363-116-065; and
- Examine dispatching efficiencies.



View from the pilot boat of a Puget Sound pilot on the disembarking a vessel. Photo courtesy of Puget Sound Pilots.



OIL TRANSPORTATION SAFETY: GOAL & OBJECTIVES

GOAL: Successfully complete the directives the 2019 Legislation ESHB 1578 *Reducing threats to southern resident killer whales by improving the safety of oil transportation.*

Background

The 2019 Washington State Legislature passed the *Reducing threats to southern resident killer whales by improving the safety of oil transportation* Act via ESHB 1578. The legislation laid out a multi-year process for data collection, analyzation, and ultimately the establishment of rules regarding tug escorts on laden tankers, articulate tug barges, and waterborne tank vessels between 5,000 and 40,000 deadweight tons in Puget Sound.

OBJECTIVE: ROSARIO STRAIT AND CONNECTED WATERWAYS EAST TUG ESCORT IMPLEMENTATION AND GEOGRAPHIC ZONES – 9/1/2020

Strategy: Develop an Interpretive Statement and identify geographic zones for the September 1, 2020 deliverable.

Actions:

- Establish an Oil Transportation Safety Committee;
- Direct the committee to conduct analysis and provide recommendations to the Board concerning ESHB terms in need of further clarification on definition via an Interpretive Statement;
- Consider and adopt Interpretive Statement;
- Direct the committee to conduct analysis and provide recommendations to the Board concerning the geographic zones in Puget Sound to inform Ecology's risk model; and
- Consider and adopt the Geographic Zones.

OBJECTIVE: SYNOPSIS OF CHANGING VESSEL TRAFFIC TRENDS – 12/31/2021

Strategy: Collect and analyze pre and post implementation data to determine impact of additional tug escorts in Rosario Strait and connected waterways east

Actions:

- Enter into interagency agreement with Department of Ecology for technical assistance;
- Adopt Scope of Work for Ecology to prepare the synopsis for Board consideration and adoption;
- Schedule periodic review of the synopsis process for the Board and the Oil Transportation Safety Committee; and
- Consider, adopt, publish, and deliver to the legislature the synopsis by 12/31/2021.

OBJECTIVE: CONSULTATION AND ANALYSIS OF ECOLOGYS RISK MODEL – 9/1/2023

Strategy: Consult with Tribes, local and federal government, and stakeholders.

Actions:

- Build robust Tribal listserv including Washington State Tribes with treaty fishing rights and possible interest in the Salish Sea;
- Build a robust maritime listserv including, but not limited to, oil industry, tug industry, environmental groups, local government, Washington State agencies; federal government including the US Coast Guard, and pilots;
- Establish Government to Government communication with Tribes;
- Schedule BPC led webinars and/or in person presentations or meetings to share information; and
- Share information at Puget Sound Harbor Safety Committee meetings.

Strategy: Consider the results of Ecology's Risk Model

Actions:

- Direct the Oil Transportation Safety Committee to analyze the results of the risk model and to bring recommendations to the Board.

OBJECTIVE: ADOPT TUG ESCORT RULES – 12/31/2025

Strategy: Conduct rulemaking process.

Actions:

- Establish Scope of Work for Ecology's support in the rulemaking process; and
- Follow Washington State rulemaking and public notice process.



ENHANCE PILOTAGE OPERATIONS IN GRAYS HARBOR: GOAL & OBJECTIVES

GOAL: INCREASE THE SAFETY AND RAISE AWARENESS OF THE GRAYS HARBOR PILOTAGE DISTRICT TO ATTRACT A DIVERSE AND ROBUST POOL OF PILOT ASPIRANTS.

Background

The Grays Harbor Pilotage District (GHPD) is on the Washington Coast, providing direct access to the port operations from the Pacific Ocean. Grays Harbor pilots service the operations of the Port of Grays Harbor in Aberdeen, WA. The state licensed pilots in the GHPD are employees of the Port of Grays Harbor, as opposed to the Puget Sound Pilotage District model where pilots are independent contractors who are part of an association. There are currently three state pilot licenses authorized for the GHPD, with two actively working, and one active trainee.

Because it is a small district, which includes a bar crossing and helicopter transfers, the GHPD is not as desirable for pilot aspirants as the Puget Sound Pilotage District. There are also concerns from pilot aspirants and previous trainees regarding the safety of the Port's existing pilot boat, and concerns regarding lack of communication and standards of care between the active pilots.

OBJECTIVE: REPLACE PILOT BOAT

Strategy: Support the Port of Grays Harbor's endeavor to replace the pilot boat

Actions:

- Seek and evaluate feedback from pilots and pilot trainees regarding the safety of the existing pilot boat;
- Discuss pilot boat replacement with Port of Grays Harbor administration; and
- Request regular updates from the Port of Grays Harbor regarding procurement of a new boat.

OBJECTIVE: STANDARDS OF CARE FOR PILOTING IN GRAYS HARBOR

Strategy: Seek input from subject matter experts

Actions:

- Meet with Grays Harbor pilots and trainees;
- Direct the Trainee Evaluation Committee to work with the Grays Harbor pilots to establish commonly accepted guidelines that can be used as a foundation for training; and
- Request regular updates from the TEC and Port of Grays Harbor administration regarding status of Standards of Care.

OBJECTIVE: INCREASED COMMUNICATION BETWEEN PILOTS

Strategy: Active Communication

Actions:

- Direct the Trainee Evaluation Committee to regularly communicate/meet with trainees and supervising pilots to encourage open communication; and
- Help the Port of Grays Harbor administration and pilots foster strong communication and continued training and information sharing by establishing regular pilotage meetings.

OBJECTIVE: CONTINGENCY PLAN FOR EMERGENCY PILOTAGE

Strategy: Research options for issuing a limited pilot license

Actions:

- Explore training and licensing volunteer Puget Sound pilots for emergency support;
- Explore licensing an out-of-state pilot from the Columbia River Bar Pilots to provide emergency support; and
- Consider current statutory authority and consider future legislation.



TRAINING PROGRAM ENHANCEMENTS: GOAL & OBJECTIVES

GOAL: INCREASE TRAINING OPPORTUNITIES

Background

The Board utilizes an agreement between trainees and the Board that outlines expectations for training. The Trainee Evaluation Committee (TEC) acts as an intermediary in monitoring training and makes recommendations to the Board.

As vessel traffic fluctuates, the TEC needs to continue to look for ways to provide quality training opportunities. In addition, the current pilot shortage in the Puget Sound Pilotage District has resulted in a high number of trainees in the program at one time, which can reduce opportunities for certain crucial trips and delay licensure.

OBJECTIVE: SIMULATOR TRAINING AS AN ADDED COMPONENT OF THE PILOT TRAINING PROGRAM

Strategy: Consider training program trips where a trainee could benefit from simulator training

Actions:

- Direct Trainee Evaluation Committee to consider traffic levels and hard-to-get trips;
- Determine amount of simulator time necessary; and
- Consider budget implications and expanded cost of training.

OBJECTIVE: PROCURE TRAINING EQUIPMENT NECESSARY FOR TRAINEE SUCCESS

Strategy: Work with Department of Enterprise Services to secure necessary approvals to obtain Portable Piloting Units (PPUs).

Actions:

- Request exemptions as needed from Sole Source Contracting from DES Risk Management.

Strategy: Obtain equipment that is uniform across the two pilotage districts.

Actions:

- Work with Puget Sound Pilots and Port of Grays Harbor to ensure continuity in hardware and software to allow for a smooth transition from training to piloting; and
- Work with Puget Sound Pilots on negotiations with selected supplier.

OBJECTIVE: CONTINUE TO IMPROVE TRAINEE HANDBOOK AND RESOURCES

Strategy: Identify materials and resources in need of updating and expansion

Actions:

- Regularly review the Trainee Handbook at the Trainee Evaluation Committee (TEC) level;
 - Direct TEC to explore ways to make the materials more comprehensive, user-friendly, and helpful; and
 - Regularly survey trainees and newly licensed pilots for input.
-

Strategy: Offer Train-the-Trainer Courses

Actions:

- Evaluate the need for Train-the-Trainer course based on the number of pilots and trainees that have not taken it; and
 - Work with Puget Sound Pilots and the Port of Grays Harbor to determine timing for the sessions.
-

OBJECTIVE: EVALUATE THE EFFECTIVENESS OF THE CURRENT TRAINING PROGRAM TRIP REPORT (TPTR)

Strategy: Identify the ways the TPTR continues to be efficient and effective, and identify where it needs improvement

Actions:

- Direct the TEC to evaluate the TPTR once it has been used through a full exam cycle.



PILOTAGE REQUIREMENTS: GOAL & OBJECTIVES

GOAL: DEVELOPMENT OF NEW RULES AND POLICIES AS NECESSARY TO CARRY OUT THE BOARD'S MISSION

Background

The Board receives its regulatory authority from Chapter 88.16 Revised Code of Washington (RCW), Pilotage Act. Changes to this RCW must happen through the legislative process. Further development and description of these statutes occurs in Washington Administrative Code (WAC) 363-116 Pilotage Rules. To change a rule, the Board must go through a Public Hearing process. This happens at the Board level. Statements of Policy are used to further describe and implement the Board's intentions or interpretation of a rule. They are typically followed by a Public Hearing process to codify the language into a WAC.

OBJECTIVE: RESPOND TO ANY ACTIONS OF THE WASHINGTON STATE LEGISLATURE REQUIRING THE DEVELOPMENT OF NEW RULES

Strategy: Follow each legislative session closely to determine need for potential Board action.

Actions:

- Maintain communication with legislators and legislative aids; and
- Maintain communication with stakeholders and lobbyists.

OBJECTIVE: CODIFY EXISTING POLICY AND INTERPRETIVE STATEMENTS

Strategy: Identify existing Statements of Policy and Interpretive Statements that are ready to be codified through review and consideration at the committee then Board level

Actions:

- Identify which policies should be reviewed by which committees; and
- Direct committees to bring recommendations to the Board.

OBJECTIVE: UPDATE EXISTING RULES TO BETTER REFLECT BOARD PRACTICES

Strategy: Identify existing rules that need updating due to changes in policy, for clarity, or housekeeping.

Actions:

- Direct Board committees to identify needed WAC updates for Board consideration.

OBJECTIVE: ENHANCE DATA REPORTING THROUGH REVIEW AND MODIFICATION OF RULES AND POLICIES

Strategy: Identify existing data reporting requirements in Rules and Board Policies, and revise and update to allow the Board to carry out its regulatory responsibility adequately.

Actions:

- Work with stakeholders on data options to adequately monitor and track assignments and pilot work levels; and
- Prepare more useful data summaries to include in the Annual Report and to provide monthly to the Board.



A Polar tanker anchors in Anacortes. Photo courtesy of Puget Sound Pilots.



MARINE PILOT EXAM: GOAL & OBJECTIVES

GOAL: ISSUE STATE PILOT LICENSES IN CONCERT WITH THE NUMBER OF BOARD-AUTHORIZED STATE PILOT LICENSES

Background

The Board of Pilotage Commissioners is required by the Pilotage Act and Pilotage Rules to offer a marine pilot exam at least every four years. Due to changes in pilot rest rules and forecasted vessel traffic, the Board has authorized 56 pilot licenses in the Puget Sound Pilotage District and 3 in the Grays Harbor Pilotage District. However, due to increased pilot retirements and limited space in the Board's Pilot Training Program, there are currently only 47 active pilots in Puget Sound and 2 in Grays Harbor. To reach the number of authorized licenses and reduce the pilot shortage, the Board will need to offer an exam to replenish the pilot trainee waiting list every biennium.

OBJECTIVE: OFFER A MARINE PILOT EXAM EACH BIENNIUM TO ACHIEVE THE NUMBER OF AUTHORIZED LICENSES FOR EACH PILOTAGE DISTRICT AS DETERMINED BY THE BOARD

Strategy: Review pilot data regarding mandatory and voluntary pilot retirements

Actions:

- Direct the Trainee Evaluation Committee (TEC) to survey pilots regarding their anticipated retirements and consider mandatory retirements in order to determine when trainees should be called into the pilot training program;
 - Direct the TEC to consider fluctuations in vessel traffic and how those may or may not affect the training program; and
 - Direct the TEC to recommend to the Board when a pilot candidate should be called up to the pilot training program from the waiting list.
-

Strategy: Determine date for marine pilot exam to replenish the waiting list

Actions:

- Direct the TEC to recommend a date for the marine pilot exam based on retirement information and availability of training trips;
-

Strategy: Follow Washington state contract procurement policies for a competitive bid process to establish the marine pilot contract.

Actions:

- Develop an RFP for a psychometrically validated written exam and simulator evaluation process;
- Obtain appropriate reviews and approvals from Risk Management and publish/post RFP on the State's notification site (WEBS) and publicize on the BPC website and through social media and newsletters; and
- Establish a contract following the State's competitive bid procedures.

OBJECTIVE: PROVIDE A LIST OF SUCCESSFUL PILOT CANDIDATES TO BE CALLED INTO THE PILOT TRAINING PROGRAM

Strategy: Determine successful pilot applicants through the provisions of the Pilotage Act and Pilotage Rules.

Actions:

- Conduct a psychometrically validated written exam;
- Adopt a cut score as recommended by the exam consultant;
- Conduct a psychometrically validated simulator evaluation;
- Adopt a cut score as recommended by the exam consultant; and
- Approve the ranked waiting list of pilot candidates.



LIABILITY INSURANCE: GOAL & OBJECTIVES

GOAL: SECURE PUBLIC OFFICIALS AND EMPLOYMENT PRACTICE LIABILITY INSURANCE FOR THE BOARD AND THE PILOT TRAINING PROGRAM

Background

The Board of Pilotage Commissioners is seeking to get a Public Officials and Employment Practices Liability insurance policy in place. In addition to protecting the BPC and the State of Washington from future claims related to the Pilot Training Program, the BPC needs to provide coverage for the training related activities of the Supervising Pilots, who are volunteers of the BPC.

OBJECTIVE: INCREASE INTEREST FROM INSURANCE COMPANIES

Strategy: Outreach and networking

Actions:

- Seek input and advice from experts in the maritime insurance industry;
- Develop a description of the Supervising Pilot's responsibilities to help insurance providers understand the training program; and
- Consult with Risk Management.

OBJECTIVE: EXPLORE DIVERSE INSURANCE PROVIDERS

Strategy: Consider Local Government Self-Insurance Pools

Actions:

- Research and reach out to local government insurance pools who may have be more willing to accept membership of the agency than commercial insurance companies; and
- Consult with Risk Management.



INCIDENT INVESTIGATIONS: GOAL & OBJECTIVES

GOAL: IMPLEMENT A NEW PROCESS FOR INCIDENT INVESTIGATIONS

Background

The BPC's Commission Investigative Committee (CIC), made up of pilot, industry, and public members of the Board, investigate reports of Marine Safety Occurrences (MSO's) and Incidents. If at any time during an investigation it becomes apparent that 1) a pilot may have been acting under the influence of drugs and/or alcohol; or 2) a pilot's actions may have contributed to: death or serious personal injury, substantial environmental damage or substantial damage to land-based structures, loss of a vessel or damage to a vessel such that the seaworthiness or maneuverability of the vessel has been materially impaired; or 3) other factors exist that make outside expertise in investigating the incident prudent, the CIC and the Board Chair shall determine whether to engage a professional marine investigator.

OBJECTIVE: QUALIFIED MARINE INVESTIGATORS

Strategy: Identify a pool of marine investigators

Actions:

- Inquire with other West Coast pilotage districts, such as San Francisco and Oregon, for referrals; and
- Gather resumes.

OBJECTIVE: CONTINGENCY CONTRACTS

Strategy: Follow Washington state procurement policies to establish contracts

Actions:

- Determine the proper contract model to develop of pool of investigators through state Risk Management;
- Issue a Request for Qualifications (RFQ)
- Evaluate responses and proceed with contingency contracts for selected investigators.



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GENERAL INQUIRIES

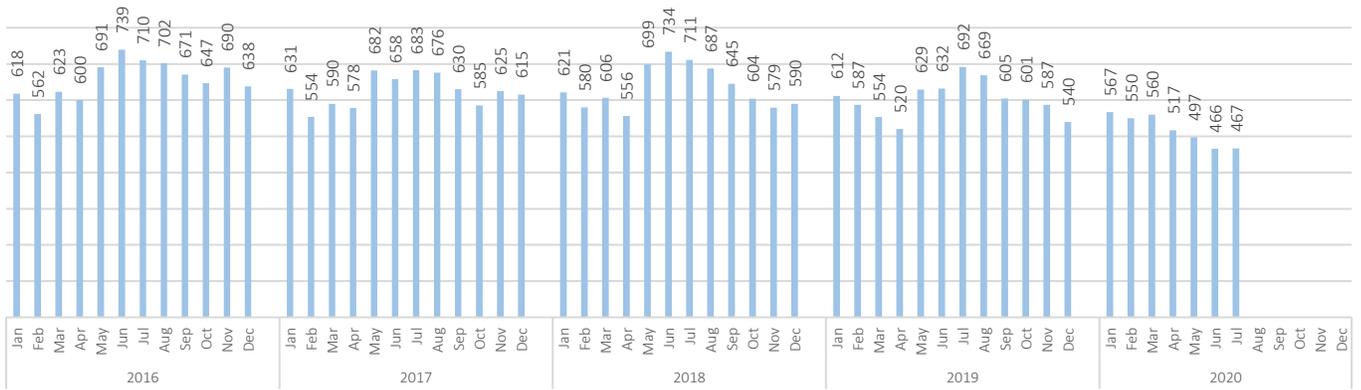
PilotageInfo@wsdot.wa.gov

Puget Sound District 2016-2020

Licensed Pilots (not incl. president)



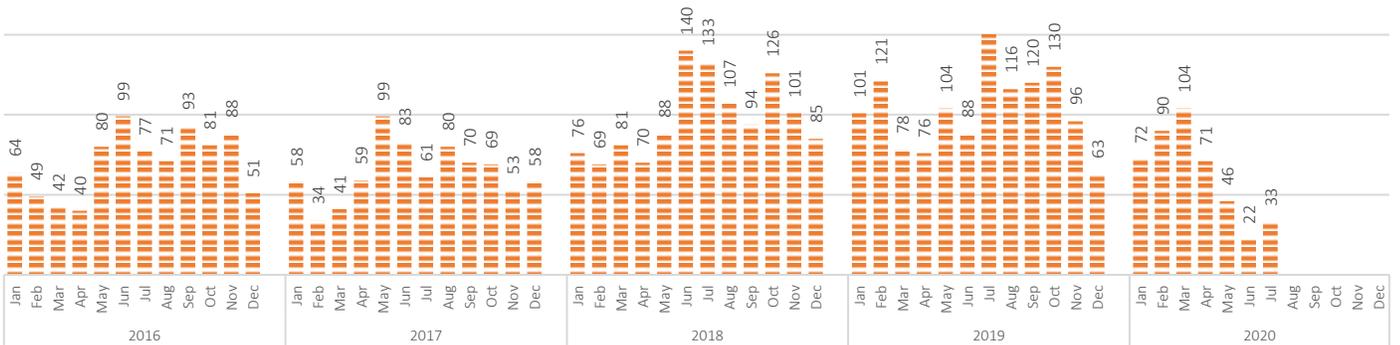
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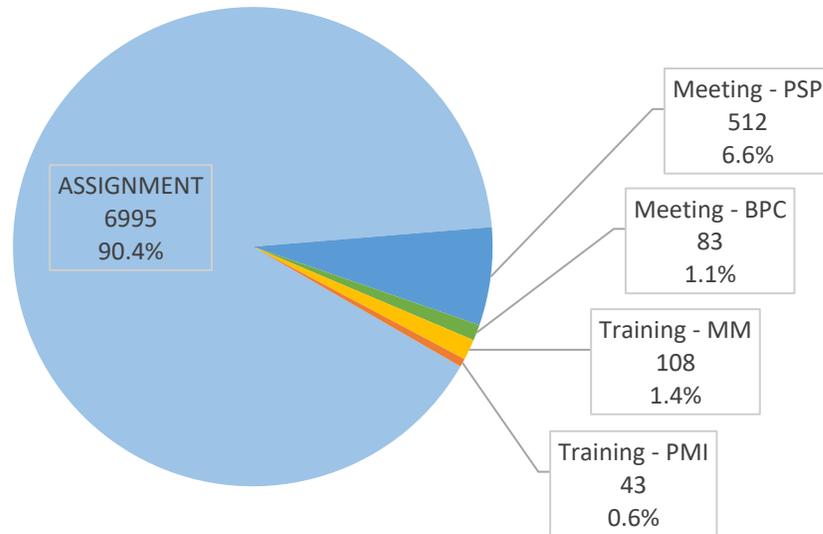
Assigns/Licensed Pilots (not incl. president)



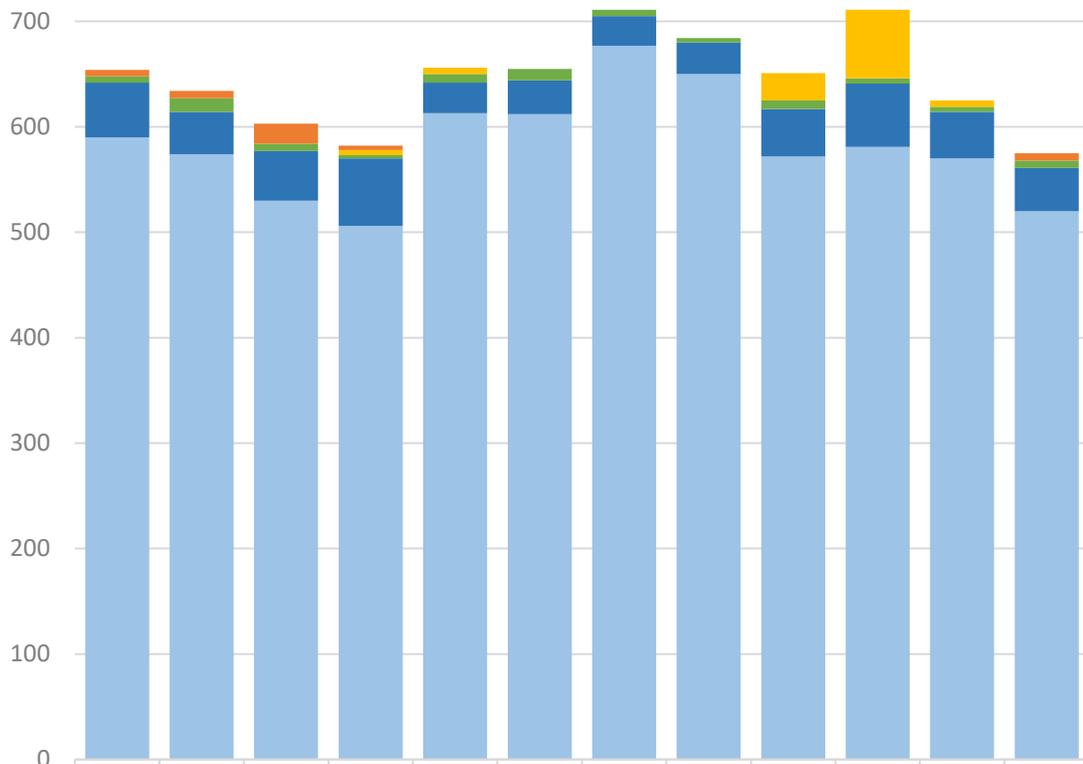
Callbacks



**Puget Sound District 2019
count of assignments and nonrevenue activities**



**Puget Sound District 2019
count of assignments and nonrevenue activities**



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Training - PMI	6	7	19	4								7
Training - MM				5	6				26	65	6	
Meeting - BPC	6	13	7	3	8	11	6	4	8	5	5	7
Meeting - PSP	52	40	47	64	29	32	28	30	45	60	44	41
ASSIGNMENT	590	574	530	506	613	612	677	650	572	581	570	520

Notes:

- 1) President's pilotage assignments (29) are included, but president's nonrevenue activities are not included.
- 2) Approximately 50% of pilots' PSP meetings in 2019 were UTC-related.