

WASHINGTON STATE
BOARD OF PILOTAGE COMMISSIONERS
MEETING AGENDA

April 21, 2022

Teams Call #206.531.0324, participation code: 928096063#

(Public comment on any agenda item accepted at the beginning and end of the meeting)

1000 hours Call to order

REGULAR MEETING

1. BPC Staff Report
2. BPC Chair Report
3. Activity Reports (5 minutes each)
 - a. The Northwest Seaport Alliance (NWSA)
 - b. Puget Sound Pilots (PSP)
 - c. Shipping Industry (PMSA)
 - d. Port of Grays Harbor (PGH)
 - e. U.S. Coast Guard (USCG)

NEW BUSINESS *(Public comment accepted)*

4. Board Action – March 17, 2022 Meeting Minutes
5. Board Action – Committee Recommendations:
 - a. Trainee Evaluation Committee (TEC)
 - i. Board Action – **Consideration of** Licensure of PSPD Pilot Candidate: Captain Peter Mann
 - ii. Board Action – Pilot License Upgrade Program: Captains Bendixen, Kridler, Melin & Ninburg
 - iii. Other Committee Updates
6. Board Action – MSOs

a.	<i>ALPHA LOYALTY</i>	03/14/2022	PS
b.	<i>ATHOS</i>	03/09/2022	PS
c.	<i>NAVIOS CHRYSALIS</i>	03/15/2022	PS
7. Board Action – Request for Vessel Exemption:

a.	Motor Yacht	<i>GRANKITO</i>	New (64FT, 76 GRT)	Interim
b.	Motor Yacht	<i>CID</i>	New (108FT, 264 GRT)	
c.	Motor Yacht	<i>KURIOSO</i>	New (56FT, 20 GRT)	
d.	Motor Yacht	<i>QING</i>	New (151FT, 485 GRT)	
e.	Motor Yacht	<i>ALTAVITA</i>	New (125FT, 299 GRT)	Interim
f.	Motor Yacht	<i>SOUTHERN WAY</i>	New (114 FT, 218 GRT)	

- g. Motor Yacht *MEA CULPA* Returning (138 FT, 302 GRT)
- h. Motor Yacht *PASEANA* New (108 FT, 143 GRT)

15 MINUTE BREAK

- 8. Washington State Executive Ethics Board – Boards and Commissions Training Presentation (1 hour)
- 9. Board Action – Pilot/Trainee Physical Examination Reports
- 10. Committee Reports:
 - a. Diversity, Equity & Inclusion Committee (DEIC)
 - b. Oil Transportation Safety Committee (OTSC)
 - c. Vessel Exemption Committee (VEC)
 - d. Pilotage Safety Committee (PSC)

11. Confirmation of Next Regular Meeting Dates:	Thursday, May 19, 2022 – 1000 via Teams/TBD Tuesday, June 21, 2022 – 1200 via Teams/TBD
---	--

(Public comment accepted)



STATE OF WASHINGTON BOARD OF PILOTAGE COMMISSIONERS

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



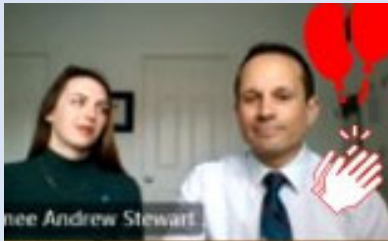
THE BPC PILOTAGE QUARTERLY

Spring 2022

Announcements

Puget Sound Licensure

Congratulations to Captain Andrew Stewart, who received state license #217 to pilot in the Puget Sound Pilotage District on March 17! Well done, Captain!



Captain Stewart (right) with his wife Carly (left) receiving his license at the virtual March 17 BPC meeting.

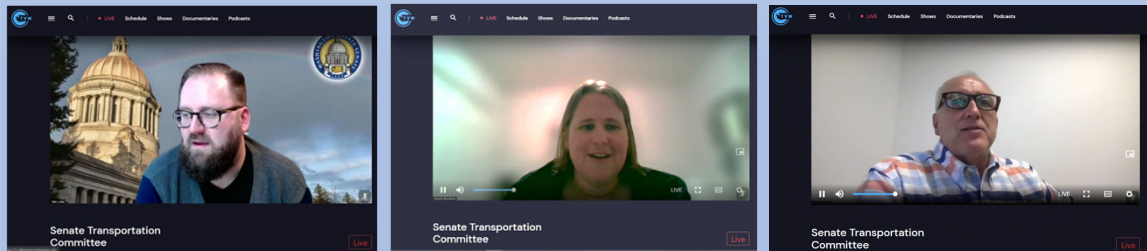
BPC Meeting Schedule

Cruise season is right around the corner! BPC monthly meetings will shift to Tuesdays at 1200 from June to August. Find more information about our meetings including agendas, materials, and minutes on our website [here](#).



Senate Confirmations

The Board of Pilotage Commissioners includes seven (7) gubernatorial appointed members, who are confirmed by the Senate Transportation Committee (STC). The BPC's newest commissioners, Captain Sandy Bendixen, Puget Sound Pilots, and Captain Mike Ross, Westwood Shipping Lines, testified remotely before the STC on January 20 and were confirmed by the STC in executive session on January 27. Congratulations to Captains Bendixen and Ross!



From left: Senator Marko Liias, Chair of the Senate Transportation Committee, Captain Sandy Bendixen, Puget Sound pilot and pilot commissioner on the BPC, and Captain Mike Ross, Westwood Shipping, and the BPC's foreign flag shipping representative, testify during the confirmation hearing on 20 January 2022.

BPC's public representatives Timothy J. Farrell and Captain Jason Hamilton received confirmations of their reappointments to the Board in January as well. Thanks to both for their representation for another term!

The BPC would like to thank and acknowledge all the commissioners for their hard work and engagement on pilotage related issues, while also balancing their regular work and personal lives. Their service to the state of Washington, while mostly behind the scenes, does not go unnoticed!

BPC's Public members
Timothy J. Farrell,
(above)
and
Captain Jason Hamilton
(below)



*Happy
Spring!*



Expansion in Grays Harbor

On 22 March, the Port of Grays Harbor issued a press release announcing that its largest marine terminal customer, AG Processing Inc (AGP), approved a plan to expand its export facility and storage at the Port. AGP's export products include soybean meal, refined soybean oil, and biodiesel. According to the press release, AGP's investment in the Port will require rail capacity expansion and upgrades to Terminals 2 and 4. More information about this announcement can be found on the Port's website at <https://www.portofgraysharbor.com/news/agpexpansion>.



Congratulations to the Port of Grays Harbor and the Grays Harbor County community!

Image courtesy of the Port of Grays Harbor

WIML Conference

Cal Maritime's annual Women in Maritime Leadership Conference was held in early March, in person at their campus in Vallejo, CA. BPC Chair Sheri Tonn and PSP pilot Captain Trevor Bozina attended, representing Washington pilotage. The conference was well-attended with diverse panels and sessions on the agenda. Find out more [here](#).

BPC Staff Highlight – Did you know?



Bettina at Akkerman Fortress in the Odessa region of Ukraine during a family heritage tour in 2016.

For this Spring edition of the BPC Pilotage Quarterly, we will focus on BPC Program Analyst Bettina Maki. Did you know that Bettina...

- is a suburban woodswoman who lives in a log cabin and enjoys stacking wood and building cozy fires?
- loves plays and musicals and looks forward to resuming theater-going in 2022?
- spent much of the pandemic watching baby panda Xiao Chi Ji growing up under the care of his mother Mei Xiang via the "Panda Cam" at the National Zoo in D.C.?
- also enjoys the Space Needle Panocam, which provides excellent time-lapse images of Elliott Bay and is like a periscope for the BPC office?
- spent many years in the healthcare sector before making the leap to maritime?
- loves fixing broken spreadsheets and making messy data useful?

This concludes BPC Staff. Next up, Commissioners!

District Snapshots

Puget Sound



Retirements:

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

License Upgrades to Unlimited:

There were no upgrades in January, February, or March.

Training Program:

Currently training are Captains Michael, Ekemann, Bostick, Mann, Holland, Riddle, Cassee, McMullen, and Scott. Captains Kelly and Mancini began training on April 1, 2022.



Captain Mann training aboard the KING BARLEY inbound to Pier 86 in Seattle. Picture courtesy of Puget Sound Pilots.

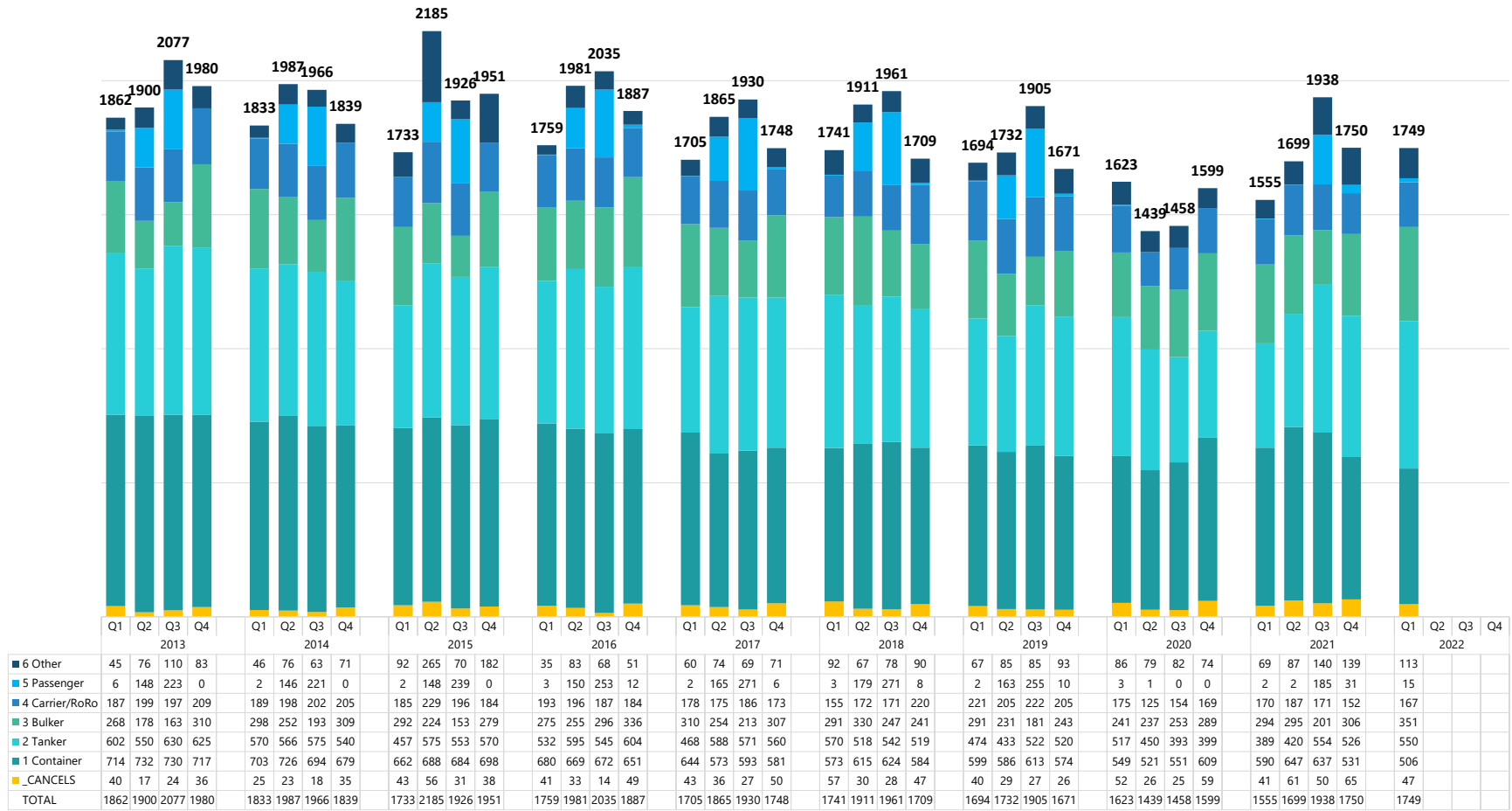
Grays Harbor



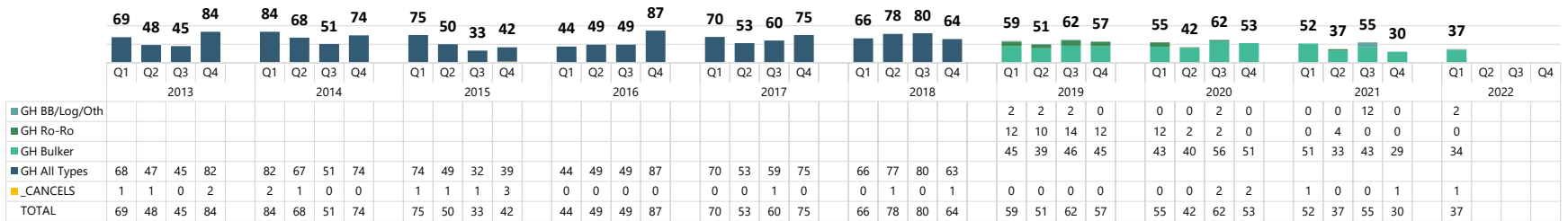
Training Program:

Captain Leo is currently training.

Puget Sound Pilotage District Assignments 2013-2022
 quarterly, by vessel type, including cancellations



Grays Harbor Pilotage District Assignments 2013-2022
 quarterly, by vessel type when available, including cancellations



Puget Sound District Activity Report Dashboard

Licensed Pilots
Including President

Trainees

51

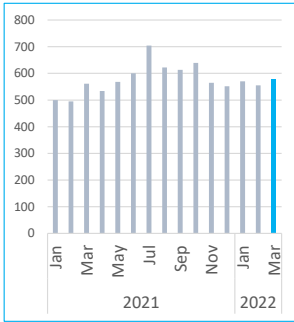
11

March 2022

*Includes 1 new licensed pilot
& 2 new trainees in late March*

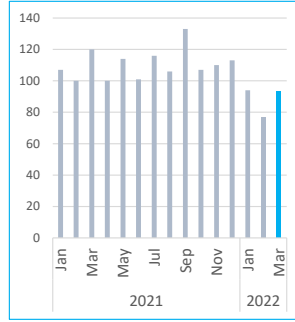
Total Assignments

577



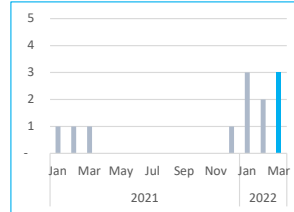
Repositions

93



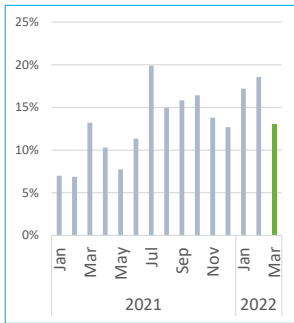
Pilots Not Fit for Duty

3



Percent Callbacks*

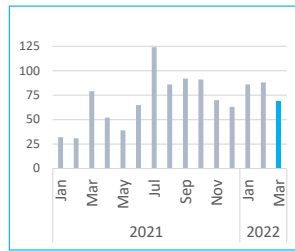
13%



Comp Days Earned

(Callbacks)

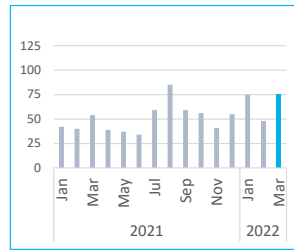
69



Comp Days Used

(Licensed Pilots)

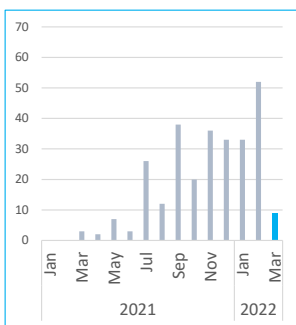
75



**March value of 13% is estimated at 109% of Comp Days Earned divided by Total Assignments.
Other values are actual (not estimated).*

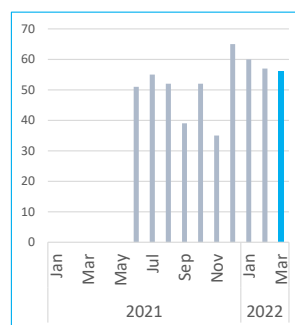
**Delays due to
Unavailable Rested Pilot**

9



**Billable Delays
by Customers**

56



PUGET SOUND PILOTAGE DISTRICT ACTIVITY REPORT

Mar-2022

The Board of Pilotage Commissioners (BPC) requests the following information be provided to the BPC staff **no later than two working days prior to a BPC meeting** to give Commissioners ample time to review and prepare possible questions regarding the information provided.

ACTIVITY

Total pilotage assignments:	577	Cancellations:	14		
Total ship moves:	563	Cont'r:	186	Tanker:	163
		Genl/Bulk:	146	Other:	68
Assignments delayed due to unavailable rested pilot:	9	Total delay time:	51.25		
Billable delays by customers:	56	Total delay time:	147		
Order time changes by customers:	363				
2 pilot jobs:	34	Reason:	PSP GUIDELINES FOR RESTRICTED WATERWAYS		
Day of week & date of highest number of assignments:	Thursday 3/24				29
Day of week & date of lowest number of assignments:	Tuesday 3/1				2
Total number of pilot repositions:	93	Upgrade trips	15	YTD	33
3 consecutive night assignments:	35	YTD	102		

Callback Days/Comp Days

	Starting Total	Call Backs (+)	Used (-)	Burned (-)	Ending Total
Licensed	2586	69	75		2580
Unlicensed	217			14	203
Total	2803	69	75	14	2783

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
12-Mar	20-Mar	Covington, LA	MPI	Shiphandling Training	KNU, SID
26-Mar	31-Mar	Timsbury Lake	Warsash	Shiphandling Training	CAJ, JEN

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

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees
1-Mar	1-Mar	Seattle	PSP	Harbor Safety	BOU
1-Mar	1-Mar	Seattle	PSP	BPC	ANT, BEN
1-Mar	2-Mar	Seattle	PSP	Pension	GRD
2-Mar	2-Mar	Seattle	BPC	Vessel Exemption Committee	ANT, MCG
4-Mar	5-Mar	Vallejo	PSP	Cal maritime womens conf.	BEN
15-Mar	15-Mar	Seattle	PSP	BOD	ANA, COR, GRD, GRK, KLA, MYE

16-Mar	16-Mar	Seattle	BPC	BPC Prep	ANT, BEN
16-Mar	16-Mar	Seattle	BPC	TEC	ANT, BEN
17-Mar	17-Mar	Seattle	BPC	BPC	ANT, BEN
22-Mar	22-Mar	Seattle	USCG	First Class Pilotage	COL
24-Mar	24-Mar	Seattle	BPC	Trainee Orientation	ANT, BEN
24-Mar	24-Mar	Seattle	BPC	OTSC	BOU
27-Mar	27-Mar	Everett	PSP	Sound Experience	COL
29-Mar	29-Mar	Seattle	BPC	Pilot Safety	ANA, SCR
29-Mar	29-Mar	Seattle	PSP	BOD	ANA, COR, GRD, GRK, KLA, MYE
30-Mar	30-Mar	Seattle	PSP	IBU Contract	ANA, MCN, SES
31-Mar	31-Mar	Seattle	PSP	Pension	GRD
31-Mar	31-Mar	Seattle	PSP	San Juan EMTI	MCG
31-Mar	31-Mar	Seattle	PSP	President	GRK
31-Mar	31-Mar	Seattle	PSP	Marine Trades	VON

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

Start Dt	End Dt	REASON	PILOT
1-Mar	31-Mar	NFFD	SID
1-Mar	8-Mar	NFFD	THG
1-Mar	8-Mar	ETO	ANT, MCG, MOT
6-Mar	8-Mar	ETO	KNU
15-Mar	22-Mar	ETO	BOU, COL, MYE, SEA
29-Mar	31-Mar	ETO	NEW
30-Mar	31-Mar	NFFD	BOU
31-Mar	31-Mar	ETO	CAI, KEN

Presentations

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

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

WA State Board of Pilotage Commissioners

Industry Update: April 21, 2022 BPC Meeting

Vessel Arrivals

Through March YTD 2022 versus 2021

🚢 Containers down 34	🚢 Car Carriers down 9
🚢 Bulkers – same	🚢 Cruise ships – season not started
🚢 General – up 10	🚢 Tankers up 17
🚢 RoRo up 3	🚢 ATB's up 11

As reported previously, container arrivals are down significantly compared to past years. This will continue to be the case until suspended weekly services resume. The NWSA provided a brief last month covering the planned resumption schedule (subject to change). Container vessel assignments typically represent the largest category of pilotage assignments.

Container Vessels Continue to Queue at Sea

- ✓ LA/LB has dropped from 109 in queue to as low as 35 in the past month.
- ✓ Oakland had dropped from 28 to zero and then service resumption backed up ships again to near 20. At the time of this writing, the backup of vessels bound for Oakland was down to 4.
- ✓ We currently do not have container vessels at anchor or drifting offshore waiting for berth slots in the PNW. In the last month we did see a few container vessels at anchor here bound for Vancouver or engaged in a repair in one case.
- ✓ Some PNW weekly container services are scheduled to resume in the near future, but the resumption schedule is not a certainty.

Pilot Service Supply, Demand & Delays

- ✓ It is worth repeating the observation that with “relatively” low vessel arrivals/assignments, we are seeing a significantly greater number of pilot delays. It still does not make sense given the comparison to past months with as much as 20% greater assignments/pilot/month and fewer pilot delays.
- ✓ We appreciate the BPC Chair pulling together a meeting with PSP and Industry to discuss this. However, the causes of pilot delays have still not been identified.
- ✓ Comparing key trends should help paint a macro picture of causes: assignments, call backs used/sought/rejected, 3 and outs, pilot delays, actual available pilots each day compared to assignments each day, etc.
- ✓ The planning for the cruise ship seasonal shift in assignments is important and we appreciated that discussion element of the meeting and the potential actions that can be taken.

West Coast Dockworkers, Employers Will Get Deal, Labor Boss Says

<https://www.bloomberg.com/news/articles/2022-04-12/west-coast-dockworkers-employers-will-get-deal-labor-boss-says#:~:text=Dockworkers%20at%20the%20U.S.'s,and%20we%20will%20get%20there.>

By Laura Curtis, Bloomberg

Dockworkers at the U.S.'s West Coast ports and their employers will likely reach an agreement when their current contract expires this summer, International Longshore and Warehouse Union International President Willie Adams said. PMA Chief Executive Officer Jim McKenna gave 50-50 odds the talks will conclude smoothly and before July 1.

It's taking more time again for unloaded cargo to be hauled away, Long Beach port chief says

<https://www.presstelegram.com/2022/04/12/rail-cargo-dwell-times-causing-congestion-concerns-again-long-beach-port-chief-says/>

By Donna Littlejohn, Press Telegram

Concern is growing again that longer cargo dwell times could mean a return of port congestion on the West Coast, Port of Los Angeles Executive Director Mario Cordero said Monday, April 11, at the port's Board of Harbor Commission meeting. As of Monday, the Marine Exchange of Southern California reported the container ship backup for the twin ports at 45 ships. The record was set on Jan. 9 with 109 ships. Due to a voluntary queuing system, ships heading toward the ports now are kept spread out by using slower speeds and broader areas in which to drop anchor.

Bipartisan bill gives WA farmers a fair shot in supply chain chaos

<https://www.seattletimes.com/opinion/editorials/bipartisan-bill-gives-wa-farmers-a-fair-shot-in-supply-chain-chaos/>
Seattle Times

The conversation around supply chain woes has been dominated by imports — understandably so, as most Americans can see the impact in rising prices and empty shelves. But agricultural exports, a key driver of Washington's economy, have also suffered. The World Shipping Council, which represents large international shippers, said neither bill does anything to fix the logistics breakdowns that are at the heart of supply chain problems. "Instead of passing legislation that would do nothing to address the nation's supply chain congestion, Congress should seek real solutions that take a comprehensive, forward-looking view," the group said in a statement. "That means continued investment in port infrastructure and promoting communication, innovation, and collaboration across sectors to further strengthen the intermodal transportation system."

US imports now Gulf-bound as port congestion worsens on the east coast

<https://theloadstar.com/us-imports-now-gulf-bound-as-port-congestion-worsens-on-the-east-coast/>

By Ian Putzger, The LoadStar

US importers must be feeling like they're stuck in a game of 'whack-a-mole'. In response to congestion and concerns over likely further disruption at west coast gateways, many shifted some imports from Asia to the east coast – only to find congestion there getting worse than on the Pacific coast. Houston's Asian container volumes are bound to climb further. In late March, Maersk launched a transpacific service from Vietnam and China to Houston and Norfolk via the Panama Canal. However, established players in Texas are getting nervous about rising box traffic. "Houston city docks are getting swamped with containers," one project forwarder said.

No surprise here: A's Howard Terminal plan hit with three lawsuits

<https://oaklandside.org/2022/04/07/no-surprise-here-as-howard-terminal-plan-hit-with-three-lawsuits/>

By David DeBolt, The Oaklandside

As expected, the Howard Terminal lawsuits have arrived. This past week, two railroad companies and a coalition that includes longshoremen, shipping merchants, and trucking associations filed legal actions against the Oakland A's waterfront ballpark and mixed-use development proposal.

"The project in and of itself represents the question not just for the city, but the region and state, about whether or not you want to have a growing and industrial seaport in Oakland," said Mike Jacob, the vice president of Pacific Merchant Shipping Association, a party in one of the lawsuits. "Instead of dealing with [unresolved issues] head on and being honest about the constraints of the site, the A's and the city are content to put their head in the sand and not deal with what's in front of them."

February's Partial TEU Tallies

Before getting to the complete container traffic numbers for January, let's share what we know so far about container traffic in February.

Down in San Pedro Bay, the **Port of Los Angeles** posted a 2.7% year-over-year gain in inbound loaded TEUs in February. Through the first two months of the year, though, the number of inbound loads handled at America's busiest container port was up just 0.1% (+788 TEUs) over the same months in 2021. Outbound empties in February jumped by 18.2% year-over-year to 335,511 TEUs, while outbound loads in February were off by 5.7% from a year earlier. Total container traffic in February rose by 5.4% to 857,764 TEUs. That was the highest volume for a February in the port's history.

The **Port of Long Beach** moved a total of 796,560 twenty-foot-equivalent units of container cargo in February, up 3.2% from the same month last year. Inbound loads increased 4.4% to 390,335 TEUs, while outbound loads declined 1.2% to 117,935 TEUs. The number of outbound empties edged up 4.2% to 276,673 TEUs. Year-to-date, Long Beach posted a 5.6% gain in inbound loads to 779,669 TEUs and a 2.3% increase in outbound loads to 240,995 TEUs. Total container moves through the port in the year's first two months amounted to 1,597,503 TEUs, up 4.0% from last year.

Together, the two Southern California ports have handled a total of 3,320,862 loaded + empty TEUs so far this year, a 4.7% increase over a year earlier. Inbound loads YTD numbered 1,630,950 TEUs, a 2.7% gain over last year. Outbound loads YTD were off by 3.3% at 213,376 TEUs. The neighboring ports have shipped 1,225,178 empty TEUs through February, an 11.6% increase over last year.

Meanwhile, the **Port of Oakland** boosted its import volume by 6.3% from a year earlier with 85,286 inbound loaded TEUs. Outbound loads were down by 10.3% to 62,334 TEUs. Outbound empties rose by 13.5% to 32,135 TEUs. Total container traffic through the Northern California port (194,388 TEUs) was up 2.0% from February 2021.

Up in Washington State at the **Northwest Seaport Alliance** Ports of Seattle and Tacoma, inbound loads in February (125,851 TEUs) soared by 21.4% over the previous February, while outbound loads (45,855 TEUs) shrank by 24.2%. Total container traffic YTD through the two ports (570,328 TEUs) was up 2.3% over last year.

Back on the East Coast, **Charleston** posted a 46.0% surge in inbound loads in February, to 119,582 TEUs from 81,899 TEUs the preceding February. Outbound loads, however, were down by 18.8% to 54,755 TEUs. Overall, container moves through the port in February totaled 230,420 TEUs, up 26.4% year-over-year.

Across the border in Canada, the **Port of Vancouver** handled 145,687 laden inbound TEUs in February, a slight (-0.7%) fall-off in inbound loads from a year earlier. On the other hand, outbound loads plunged by 21.3% to 58,335 TEUs. Overall container traffic declined by 11.5% to 531,906 TEUs.

Also in British Columbia, the **Port of Prince Rupert** posted positive year-over-year numbers in February, with inbound loads up 4.3% to 39,551 TEUs and outbound loads up by 3.6% to 12,563 TEUs. Total container moves also rose from a year earlier by 5.2% to 75,777 TEUs.



Photo courtesy Port of Los Angeles





For the Record: January TEU Numbers

Exhibit 1 displays inbound loaded TEU traffic in January 2022 at the North American ports we routinely survey. By our count (based on what the ports themselves report to us), some 2,408,110 loaded TEUs were discharged at North American ports in January, a 12.2% increase over a year earlier. Looking only at U.S. ports, the import volume totaled 2,234,713 loaded TEUs, a 4.7% gain over the preceding January. By way of comparison, the National Retail Federation's widely cited Global Port Tracker, which covers five fewer American ports than we do, concluded in its March 8 press release that 2.16 million loaded inbound TEUs were processed through the ports it monitors. That, says the NRF, represented a 5.2% increase over January 2021.

Please note this will be the last month in which we will compare the latest month's TEU counts with the same months in the two preceding years. Even though reports began to emerge in January 2020 about a mysterious illness afflicting residents of the Chinese city of Wuhan, trade volumes did not start plummeting until the next month. Given the abrupt collapse of the global trading system in early 2020, we have concluded that comparing months in 2022 against the same months in 2020, while perhaps interesting to rubberneckers, makes little sense here.

The 1,032,170 inbound loads through the seven U.S. West Coast ports we monitor represented a 2.5% increase from a year earlier and an 11.4% bump from the first month of 2020. Meanwhile, the nine East Coast ports we track handled 1,033,012 inbound loaded TEUs, just 842 more inbound loads than their USWC rivals. The two Gulf Coast ports that post their container statistics saw a 29.4%

bump in inbound loads to 169,531 TEUs.

It's of some interest that, despite a 2.4% year-over-year fall-off in import traffic, the Port of Los Angeles still handled 28,993 more inbound loaded TEUs in January than did the Port of New York/New Jersey, which in turn handled 8,881 more loaded inbound TEUs in January than the Port of Long Beach. A month earlier, in December 2021, PNYNJ bested both of the Southern California ports in this category. Over the past two years, the two ports have jockeyed for position as the nation's second leading conduit for export loads, with Long Beach taking the lead as imports began to surge in the late spring of 2020. Since last June, PNYNJ has topped Long Beach in seven of the last eight months.

Exhibit 2 displays data on the numbers of outbound loaded TEUs in January. Apart from the two smaller California ports we monitor, the only North American ports that posted gains in outbound loads in January were Long Beach (+5.9%) and Port Everglades (+4.7%). The starkest contrast among the major ports was between that 5.9% year-over-year gain at Long Beach and the 36.0% drop at the Northwest Seaport Alliance Ports of Tacoma and Seattle. Overall, the U.S. ports we track shipped 12.3% fewer outbound loads in January than they had a year earlier.

Remarkably, the falloff in outbound loads in the first month of this year was more extreme on the East Coast, where the decline from the preceding January was 13.9% (-70,060 TEUs) as opposed to a 10.4% (-37,950 TEUs) slide on the West Coast.



Protecting Blue Whales and Blue Skies

Vessel Speed Reduction Incentive Program

A partnership for cleaner air,
safer whales, and a quieter ocean

<https://www.bluewhalesblueskies.org>



Exhibit 1 January 2022 - Inbound Loaded TEUs at Selected Ports

	Jan 2022	Jan 2021	% Change	Jan 2020	% Change	Jan 2022 YTD	Jan 2021 YTD	% Change	Jan 2020 YTD	% Change
Los Angeles	427,208	437,609	-2.4%	414,731	3.0%	427,208	437,609	-2.4%	414,731	3.0%
Long Beach	389,334	364,255	6.9%	309,961	25.6%	389,334	364,255	6.9%	309,961	25.6%
San Pedro Bay Total	816,542	801,864	1.8%	724,692	12.7%	816,542	801,864	1.8%	724,692	12.7%
Oakland	83,860	77,403	8.3%	87,869	-4.6%	83,860	77,403	8.3%	87,869	-4.6%
NWSA	113,026	114,083	-0.9%	102,878	9.9%	113,026	114,083	-0.9%	102,878	9.9%
Hueneme	11,154	6,224	79.2%	4,890	128.1%	11,154	6,224	79.2%	4,890	128.1%
San Diego	7,588	7,224	5.0%	5,934	27.9%	7,588	7,224	5.0%	5,934	27.9%
USWC Total	1,032,170	1,006,798	2.5%	926,263	11.4%	1,032,170	1,006,798	2.5%	926,263	11.4%
Boston	4,409	10,851	-59.4%	13,402	-67.1%	4,409	10,851	-59.4%	13,402	-67.1%
NYNJ	398,215	371,392	7.2%	322,643	23.4%	398,215	371,392	7.2%	322,643	23.4%
Maryland	37,004	43,576	-15.1%	45,268	-18.3%	37,004	43,576	-15.1%	45,268	-18.3%
Virginia	127,597	130,777	-2.4%	108,884	17.2%	127,597	130,777	-2.4%	108,884	17.2%
South Carolina	117,181	95,478	22.7%	90,665	29.2%	117,181	95,478	22.7%	90,665	29.2%
Georgia	250,654	232,645	7.7%	188,762	32.8%	250,654	232,645	7.7%	188,762	32.8%
Jaxport	24,585	33,560	-27.7%	26,698	-7.9%	24,585	33,560	-27.7%	26,698	-7.9%
Port Everglades	32,941	26,832	22.8%	26,451	24.5%	32,941	26,832	22.8%	26,451	24.5%
Miami	40,426	51,260	-21.1%	35,225	14.8%	40,426	51,260	-21.1%	35,225	14.8%
USEC Total	1,033,012	996,371	3.7%	857,998	20.4%	1,033,012	996,371	3.7%	857,998	20.4%
New Orleans	10,962	9,418	16.4%	12,514	-12.4%	10,962	9,418	16.4%	12,514	-12.4%
Houston	158,569	121,578	30.4%	105,047	51.0%	158,569	121,578	30.4%	105,047	51.0%
USGC	169,531	130,996	29.4%	117,561	44.2%	169,531	130,996	29.4%	117,561	44.2%
Vancouver	131,926	161,183	-18.2%	143,606	-8.1%	131,926	161,183	-18.2%	143,606	-8.1%
Prince Rupert	41,471	50,243	-17.5%	49,148	-15.6%	41,471	50,243	-17.5%	49,148	-15.6%
British Columbia Total	173,397	211,426	-18.0%	192,754	-10.0%	173,397	211,426	-18.0%	192,754	-10.0%
US/BC Total	2,408,110	2,146,679	12.2%	2,094,576	15.0%	2,408,110	2,146,679	12.2%	2,094,576	15.0%
US Total	2,234,713	2,134,165	4.7%	1,901,822	17.5%	2,234,713	2,134,165	4.7%	1,901,822	17.5%
USWC/BC Total	1,205,567	1,019,312	18.3%	1,119,017	7.7%	1,205,567	1,019,312	18.3%	1,119,017	7.7%

Source Individual Ports



Exhibit 2 January 2022 - Outbound Loaded TEUs at Selected Ports

	Jan 2022	Jan 2021	% Change	Jan 2020	% Change	Jan 2022 YTD	Jan 2021 YTD	% Change	Jan 2020 YTD	% Change
Los Angeles	100,185	119,327	-16.0%	148,206	-32.4%	100,185	119,327	-16.0%	148,206	-32.4%
Long Beach	123,060	116,254	5.9%	108,624	13.3%	123,060	116,254	5.9%	108,624	13.3%
San Pedro Bay Totals	223,245	235,581	-5.2%	256,830	-13.1%	223,245	235,581	-5.2%	256,830	-13.1%
Oakland	61,704	69,147	-10.8%	77,932	-20.8%	61,704	69,147	-10.8%	77,932	-20.8%
NWSA	37,219	58,189	-36.0%	66,410	-44.0%	37,219	58,189	-36.0%	66,410	-44.0%
Hueneme	3,488	1,582	120.5%	1,222	185.4%	3,488	1,582	120.5%	1,222	185.4%
San Diego	1,323	430	207.7%	290	356.2%	1,323	430	207.7%	290	356.2%
USWC Totals	326,979	364,929	-10.4%	402,684	-18.8%	326,979	364,929	-10.4%	402,684	-18.8%
Boston	2,901	6,692	-56.6%	6,965	-58.3%	2,901	6,692	-56.6%	6,965	-58.3%
NYNJ	100,663	108,738	-7.4%	118,488	-15.0%	100,663	108,738	-7.4%	118,488	-15.0%
Maryland	16,445	19,904	-17.4%	20,361	-19.2%	16,445	19,904	-17.4%	20,361	-19.2%
Virginia	69,589	84,688	-17.8%	79,328	-12.3%	69,589	84,688	-17.8%	79,328	-12.3%
South Carolina	54,256	67,937	-20.1%	68,505	-20.8%	54,256	67,937	-20.1%	68,505	-20.8%
Georgia	90,886	113,365	-19.8%	121,960	-25.5%	90,886	113,365	-19.8%	121,960	-25.5%
Jaxport	42,596	43,614	-2.3%	41,941	1.6%	42,596	43,614	-2.3%	41,941	1.6%
Port Everglades	32,227	30,795	4.7%	33,483	-3.8%	32,227	30,795	4.7%	33,483	-3.8%
Miami	23,720	27,610	-14.1%	35,324	-32.9%	23,720	27,610	-14.1%	35,324	-32.9%
USEC Totals	433,283	503,343	-13.9%	526,355	-17.7%	433,283	503,343	-13.9%	526,355	-17.7%
New Orleans	20,462	21,316	-4.0%	26,213	-21.9%	20,462	21,316	-4.0%	26,213	-21.9%
Houston	86,940	99,694	-12.8%	118,782	-26.8%	86,940	99,694	-12.8%	118,782	-26.8%
USGC Totals	107,402	121,010	-11.2%	144,995	-25.9%	107,402	121,010	-11.2%	144,995	-25.9%
Vancouver	53,351	79,194	-32.6%	78,156	-31.7%	53,351	79,194	-32.6%	78,156	-31.7%
Prince Rupert	12,967	16,619	-22.0%	9,735	33.2%	12,967	16,619	-22.0%	9,735	33.2%
British Columbia Totals	66,318	95,813	-30.8%	87,891	-24.5%	66,318	95,813	-30.8%	87,891	-24.5%
US/BC Total	933,982	1,085,095	-13.9%	1,161,925	-19.6%	933,982	1,085,095	-13.9%	1,161,925	-19.6%
US Total	867,664	989,282	-12.3%	1,074,034	-19.2%	867,664	989,282	-12.3%	1,074,034	-19.2%
USWC/BC Total	393,297	460,742	-14.6%	490,575	-19.8%	393,297	460,742	-14.6%	490,575	-19.8%

Source Individual Ports



January 2022 TEU Numbers *Continued*

Exhibit 3 shows the total (full + empty) container traffic for January. At the U.S. ports we monitor, overall box movements totaled 4,706,844 TEUs, a 2.9% boost over 2021 and a 13.3% increase over January 2020. A slight majority of the U.S. and Canadian ports showed increased traffic in January over a year earlier, with Houston's 26.8% (+68,388 TEUs) gain the most impressive. Indeed, Houston's year-over-year increase in total TEU traffic was greater than the 66,937 additional TEUs moved through the two San Pedro Bay ports.

Weights and Values

There is an economist here who thinks it's more important to know the value of the goods being traded, at least when assessing the impact of trade on the national economy. But that's just him. Even though the TEU is the customary metric for measuring containerized trade, we like to cite two alternative measures – the declared weight and value of the goods loaded into those TEUs – to determine the share of the nation's box trade that passes through U.S. West Coast ports. The percentages in Exhibits 4 and 5 are derived from data compiled by the U.S. Commerce Department from documentation submitted by the importers and exporters of record. Commerce then makes the data available with a time-lag of approximately five weeks.

Exhibit 4 documents the year-over-year decline in the percentage of containerized imports through mainland U.S. ports that were discharged at USWC ports in January. In tonnage terms, the five major USWC maritime gateways saw their combined share drop to 29.7% from 35.7% a year earlier. Even when adding in the container traffic through smaller

Exhibit 3	January 2022 YTD Total TEUs				
	Jan 2022 YTD	Jan 2021 YTD	% Change	Jan 2020 YTD	% Change
Los Angeles	865,516	835,516	3.6%	806,144	7.4%
Long Beach	800,943	764,006	4.8%	626,829	27.8%
San Pedro Bay Ports	1,666,459	1,599,522	4.2%	1,432,973	16.3%
NYNJ	765,050	721,284	6.1%	617,024	24.0%
Georgia	476,713	459,608	3.7%	377,671	26.2%
Houston	323,427	255,039	26.8%	268,773	20.3%
NWSA	272,281	289,187	-5.8%	263,816	3.2%
Virginia	262,020	270,969	-3.3%	227,234	15.3%
Vancouver	258,879	319,972	-19.1%	265,599	-2.5%
South Carolina	226,515	216,265	4.7%	211,020	7.3%
Oakland	193,205	199,098	-3.0%	211,251	-8.5%
Montreal	142,316	140,456	1.3%	136,589	4.2%
JaxPort	101,292	122,770	-17.5%	109,141	-7.2%
Port Everglades	97,689	88,139	10.8%	85,992	13.6%
Miami	95,994	113,835	-15.7%	94,064	2.1%
Prince Rupert	79,425	99,066	-19.8%	81,487	-2.5%
Maryland	72,777	85,166	-14.5%	90,290	-19.4%
Philadelphia	57,074	52,301	9.1%	54,851	4.1%
New Orleans	38,355	40,302	-4.8%	54,635	70.2%
Hueneme	21,966	16,322	9.6%	16,488	8.5%
San Diego	15,571	14,324	8.7%	11,650	33.7%
Portland, Oregon	11,844	6,669	77.6%	3,147	276.4%
Boston	8,612	22,325	-61.4%	25,874	-66.7%
US/Canada Total	5,187,464	5,132,619	1.1%	4,639,569	11.8%
US Total	4,706,844	4,573,125	2.9%	4,155,894	13.3%

Source Individual Ports



January 2022 TEU Numbers *Continued*

Exhibit 4 Major USWC Ports Shares of U.S. Mainland Ports Worldwide Container Trade, January 2022

	Jan 2022	Dec 2021	Jan 2021
Shares of U.S. Mainland Ports Containerized Import Tonnage			
LA/LB	23.0%	23.5%	27.5%
Oakland	3.0%	3.1%	3.6%
NWSA	3.7%	3.8%	4.6%
Shares of U.S. Mainland Ports Containerized Import Value			
LA/LB	30.4%	30.0%	33.9%
Oakland	3.1%	2.8%	3.5%
NWSA	5.1%	5.0%	6.0%
Shares of U.S. Mainland Containerized Export Tonnage			
LA/LB	21.6%	20.2%	19.4%
Oakland	6.0%	5.7%	6.1%
NWSA	5.0%	6.2%	7.3%
Shares of U.S. Mainland Containerized Export Value			
LA/LB	17.2%	15.8%	18.6%
Oakland	6.9%	6.2%	6.8%
NWSA	2.9%	3.6%	4.3%

Source: U.S. Commerce Department.

Exhibit 5 Major USWC Ports Shares of U.S. Mainland Ports Containerized Trade with East Asia, January 2022

	Jan 2022	Dec 2021	Jan 2021
Shares of U.S. Mainland Ports Containerized Import Tonnage			
LA/LB	39.4%	39.9%	43.3%
Oakland	3.9%	4.0%	3.9%
NWSA	6.2%	6.1%	6.8%
Shares of U.S. Mainland Ports Containerized Import Value			
LA/LB	45.0%	48.5%	52.0%
Oakland	3.4%	3.3%	4.2%
NWSA	7.4%	7.4%	8.7%
Shares of U.S. Mainland Containerized Export Tonnage			
LA/LB	38.8%	35.4%	31.9%
Oakland	8.4%	7.4%	7.9%
NWSA	8.9%	10.6%	11.4%
Shares of U.S. Mainland Containerized Export Value			
LA/LB	37.1%	34.6%	37.6%
Oakland	11.8%	10.0%	11.6%
NWSA	6.6%	7.9%	8.1%

Source: U.S. Commerce Department.

USWC ports like Hueneme, San Diego, and Portland, the overall USWC share of containerized import tonnage slid to 31.9% from 37.2% in January 2021.

On a value basis, 38.6% of the \$82.237 billion in containerized imports that entered mainland U.S. ports in January came through the five largest USWC ports, down from 43.4% in January 2021. The total USWC share likewise slipped to 39.9% from 43.9% when including traffic through the second-tier ports of California, Oregon, and Washington State.

On the export front, USWC ports saw their shares of containerized trade fall year-over-year in terms of both export and dollar value. Shipments via the smaller ports

boosted the overall USWC shares in January to 34.2% in tonnage and 28.0% in value.

Exhibit 5 displays the USWC shares of U.S. containerized trade with the Far East. Collectively, these five major USWC ports handled 49.5% of all containerized import tonnage that entered U.S. mainland ports from the Far East this January. That was down from a year earlier when the same five ports accounted for 54.0% of all containerized import tonnage arriving from across the Pacific. With trade through smaller ports in Washington, Oregon, and California, the USWC share totaled 51.2%, down from 54.7% in January 2021.

As for other major U.S. ports, the Port of New York/New



January 2022 TEU Numbers *Continued*

Jersey saw its share of the nation's Far East containerized import trade increase to 15.2% from 14.0% in January 2021. Its rival Mid-Atlantic Ports of Norfolk, Charleston, and Savannah likewise saw their combined share of containerized import tonnage from the Far East grow to 20.3% from 18.5% a year earlier. The Port of Houston similarly boosted its share of the trade to 6.2% from 4.6%.

In value terms, the USWC's five major ports sustained a decline in their collective share of containerized imports from the Far East to 55.8% in January from 64.9% in January 2021. Adding imports through second tier USWC ports, the total USWC share of the dollar value of containerized imports through U.S. mainland ports slipped to 57.5% from 62.4% a year earlier.

Containerized export tonnage through USWC ports increased in January, with all USWC ports accounting for a 57.1% share of containerized exports to East Asian markets from U.S. mainland ports. Twelve months earlier, that combined share was 52.0%.

The five biggest USWC ports handled 55.5% of the value of containerized exports leaving mainland U.S. ports for destinations in East Asia. That was down from 57.3% in January 2021. The overall USWC share of the trade likewise slipped to 56.1% from 57.7% a year earlier.

The Art of Forecasting

Regular readers of this newsletter will know that we rarely pass up an opportunity to disparage errant bits of forecasting, especially when the prediction is authoritatively offered in a very prominent forum. It turns out we're not alone in suggesting that *The Old Farmer's Almanac* may have a better track record than a lot of highly compensated soothsayers.

On February 25, CNN's Anderson Cooper asked author David Remnick to predict what will happen to Ukraine, only to have Remnick reply that "prediction is the lowest form of journalism." As if on cue, James Wilhite of *The Wall Street Journal* penned the following market assessment just hours before trading opened that day on the New York Stock Exchange: "U.S. Stocks Poised to Fall as Russia Continues Ukraine Onslaught."

Talk about being wrong. By the end of trading, the Dow Jones Industrial Index was up 834.92 points, a 2.51% gain.

Mr. Musk's Cars

Once upon a time, America's exports of passenger vehicles powered only by electric motors were next to negligible for a very good reason: America's production of passenger vehicles powered only by electric motors was next to negligible. Then along came Elon Musk and the Tesla.

Starting in January 2017, U.S. trade statistics began to identify shipments of "motor vehicles with only electric motors" (HS870380). The trade was respectable that first month, with a value of \$103,902,945. About half of the trade that month was shipped in containers loaded at the Port of Oakland, not far up the East Bay shore from the manufacturing plant in Fremont that Musk had bought in May 2010. The facility had once housed a GM-Toyota joint venture.

Almost immediately, though, the export trade shifted across the Bay to the Port of San Francisco as Tesla moved to the use of ro-ro vessels. By pre-pandemic 2019, San Francisco accounted for 84.6% of the \$6.915 billion export trade.

That year, however, proved to be the highwater mark for the electric-only passenger vehicle export trade. Although the Port of San Francisco has continued to be the dominant port-of-departure for America's electric-only export trade, the value of the trade fell to \$2.901 billion last year, and January's exports (\$245.7 million) were down by 60.6% from the same month a year earlier. Tesla's exports from the U.S. have been in decline because the company began servicing more of its foreign market demand with vehicles assembled at the sprawling new plant near Shanghai. A new plant outside of Berlin is expected to come online later this year.

Mr. Musk, meanwhile, has conspicuously moved to Texas.

Nuts

One bright spot in California's tree nut export trade has been the performance of pistachios, ranked as the state's second most valuable agricultural export behind almonds by the Agricultural Issues Center at the University of California at Davis. (At least we think pistachios are Number Two. UCD's AIC, which has long had a contract with the California Department of Food and Agriculture to produce the state's official farm trade statistics, hasn't



January 2022 TEU Numbers Continued

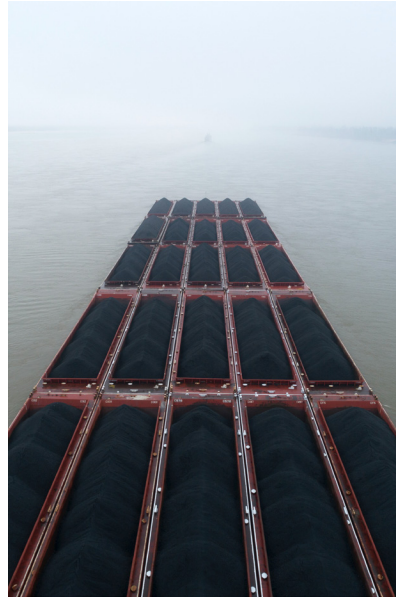
gotten around to updating its numbers since 2019. Such, we vaguely recall, are the timeless pressures of tenured faculty.) Anyway, pistachio exports in February of this year totaled 17,641.5 tons, a 23.4% bump over the same month last year, according to the Administrative Committee for Pistachios, the organization that administers the federal marketing order for pistachios in California, Arizona, and New Mexico.

Now comes word that pistachio production, almost all of which occurs in California, is poised to surge, apparently with or without water. According to American Pistachio Growers, a non-profit trade association representing more than 865 growers, member processors, and industry stakeholders in California, Arizona and New Mexico, growers will produce 6.9 billion pounds of pistachios over the next five years, 2.4 billion more than they produced in the previous five-year period from 2017-2021. A panel of growers at the American Pistachio Growers annual conference in Carlsbad, California on March 2 singled out India as a prime growth market for U.S. pistachios.

The Controversial Coal Trade

Other than nuclear power, probably no energy-producing commodity generates as much controversy as coal. (Oh, we haven't forgotten about the gas stoves and heaters that are on their way out in California, or the windmills that many oppose for ideological or aesthetic reasons, or the solar power arrays that NIMBYs nationally deplore.)

Growing opposition to the practice of exporting coal has led municipalities around the country but most conspicuously along the West Coast to ban shipments of coal from USWC ports. As a result, federal trade statistics show that the only USWC ports currently handling coal

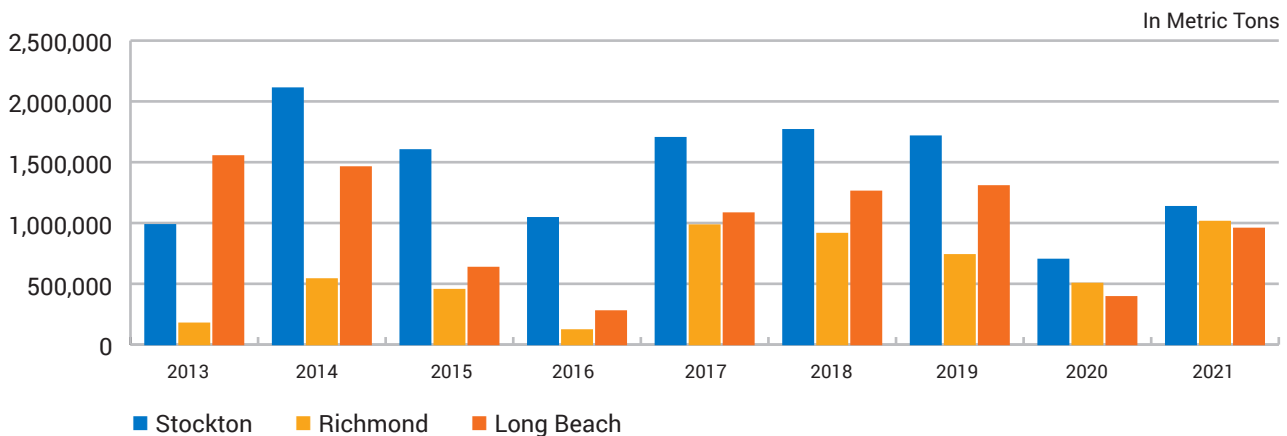


exports are the Port of Long Beach and the Ports of Stockton and Richmond in Northern California. The latter ports handle about 70% of California's total coal export tonnage.

The Port of Stockton, situated along the San Joaquin River, has limited draft. Accordingly, coal-carrying vessels calling at the port are partially loaded with coal shipped by rail from Utah and

Colorado. The ships then journey to the Port of Richmond for topping off at the Levin-Richmond Terminal before sailing to overseas destinations. Last year, Japan was the destination for 78.7% of the coal shipped from the two

Exhibit 6 California's Coal Export Trade
Source: U.S. Commerce Department





January 2022 TEU Numbers *Continued*

ports. Smaller amounts found their way to Guatemala, Chile, Peru, and China. All of the 165,000 metric tons of coal the two ports shipped this January went to Japan.

The Richmond City Council in 2020 voted to ban coal shipments to the Levin-Richmond Terminal Corporation, giving the terminal operators a three-year deadline to cease coal exports. Litigation followed, with the State of Utah intervening on behalf of Utah mining company Wolverine Fuel Sales, and Phillips 66, which exports petroleum coke (“petcoke”) through the port. Last November, an agreement to end the legal battles resulted in the port being given an additional three years to wrap up coal operations.

The implication is that, after December 31, 2026, ships from Stockton will no longer be able to top-up at Richmond, leaving open the question of whether partially loaded vessels would be economically feasible.

Across the Bay, plans to ship coal through the Port of Oakland appear to have come completely unglued in February when the City of Oakland reached a settlement

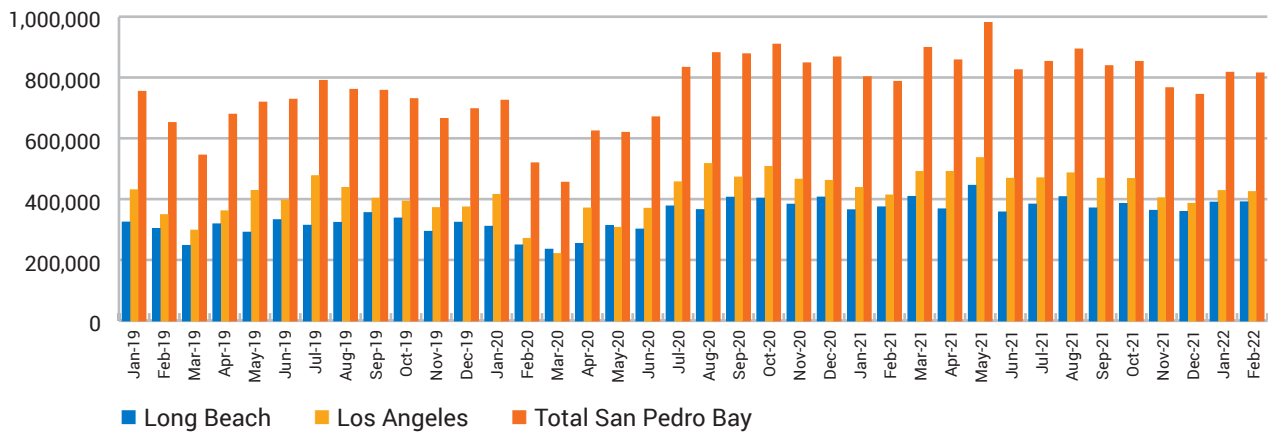
with developers to prevent coal from ever being exported through the Port of Oakland.

Exhibit 6 displays California’s recent history of coal exports.

Charting Pandemic Era Inbound Loads in San Pedro Bay

Exhibit 7 displays the inbound loaded TEU traffic at the Ports of Long Beach and Los Angeles in each month between the comparatively placid, pre-pandemic January 2019 through February of this year. It shows a considerable range of volumes, with a low point of 454,825 inbound loads in March of 2020, as economies worldwide were locked down, to a high of 980,450 inbound loads in May of 2021. The number of container imports handled at the two ports has ebbed lately, with traffic across the docks in the latest six months (through February of this year) down by 5.1% from the same period a year earlier.

Exhibit 7 Pandemic Era Inbound Loaded TEU Traffic at the Ports of Los Angeles and Long Beach: January 2019–February 2022
Source: U.S. Commerce Department





Jock O’Connell’s Commentary:

When Karma Comes Up To Bat in Oakland

I love baseball. But, as I’ve also said before in this newsletter (March 2019), I also think it’s extremely fortunate that Northern Californians – notably including the region’s exporters of agricultural produce – have a thriving maritime gateway through which to conduct business with the rest of the world.

And, probably because I am an old Red Sox fan who’s delighted that New Englanders can still catch a game played on the very same turf at Fenway Park on which Babe Ruth and Ted Williams once starred, I’m hardly bedazzled – as most East Bay politicians seem to be – by that shiny new bauble that billionaire developer John Fisher promises to build on the Oakland waterfront.

But this commentary isn’t about the economics of sports arenas or the fatuous job creation figures that arena developers toss around. The settled science is that playing fields for professional sports teams are exceedingly poor investments for municipalities. Nor is this even about whether a Major League ballpark atop Howard Terminal could live in harmony with maritime operations at the adjacent Port of Oakland.

For let’s be clear about one thing: Fisher’s proposed shoreline extravaganza is less about a new home for the Oakland A’s than it is about the massive real estate development that would surround it. The upwards of 3,000 high-end condos, the 1.5 million square feet of office space, the restaurants and retail stores, the hundreds of hotel rooms, and the 3500-seat performance venue that Fisher vows to build is where the real money is. The stadium is merely the dangle.

What concerns me, as it should all fans of global commerce, are those condos, and more specifically the people who will occupy them. They, not the ballpark itself, would pose the greatest risk to the future of the Port. Consider what happens when differing plaintiffs seek to play the environmental justice card.

Earlier this month, Thomas Curwen of the *Los Angeles Times* wrote compassionately about the plight of residents living along Drumm Avenue in Wilmington, a community near the epicenter of the tsunami of shipping



Photo courtesy Port of Oakland

containers that has engulfed the nearby Ports of Los Angeles and Long Beach over the past two years.

As Curwen described the situation: “...not long into the pandemic, a daily convoy of 18-wheelers showed up, turning the once-quiet Wilmington street, a little less than a half-mile long into a loud and dusty truck route, from dawn to well past dusk. Diesel fumes hang in the air. Dirt cakes cars and windowsills. Outdoor conversations are strained, and residents wonder what happened.”

Curwen reported that, far from being consulted before their street was turned into a major thoroughfare for container traffic, Drumm Avenue residents were not even warned. What’s befallen them, he contended, “raises questions critical to matters of environmental justice, especially in communities of color. What value does a low-income neighborhood have and what price is acceptable to maintain peace, quiet and security?”

Now let me first introduce you to Digital 365 Main LLC (“Digital”), a secure data and communications facility located in San Francisco. So vital are the services provided from this building that it is designated as “critical infrastructure” under the city’s building code. That would seem to indemnify it against most noise complaints from the neighbors in the high-rise, high-end residential towers that have sprung up years after Digital moved into what had been a largely industrial part of the city close to what had once been a booming seaport.

But, it seems, environmental justice moves in strange ways.



Commentary Continued

In 1999, Digital purchased a building at 365 Main Street in San Francisco's Rincon Hill district. The building was originally constructed by the Army Corps of Engineers in 1942 to assemble armored vehicles for the military. It was designed to be sturdy, just the sort of building you would need for maintaining a survivable data storage and internet communications facility.

Back then, Rincon Hill was an industrial and commercial area next to the San Francisco end of the Bay Bridge. However, things change, and gentrification happens. After the Rincon Hill Plan was incorporated into the city's General Plan in August 2005, explicit encouragement was given to the construction of high-rise housing. Although the financial crisis of 2007-08 delayed the area's transformation, eventually new residential towers were erected, including the Infinity Tower with 650 residences and the Lumina with 655 residential units. Both feature condos whose monthly homeowner association fees alone would cause most Americans to blanch.

Noise complaints (seven to be precise) started to trickle in to San Francisco's Department of Public Health, then the agency designated to handle grievances about the constant humming sound emanating from the massive backup generators on Digital's rooftop.

Digital did not dispute that it was at least minimally out of compliance with San Francisco's noise ordinance. The costly dispute it wound up having with the Department of Public Health was over how quickly it could remedy the problem. Digital's well-heeled neighbors and DPH officials were of the opinion the annoyance should cease immediately. Digital (by then joined by a team of expensive lawyers and acoustical engineers) suggested that quieting the ten massive back-up generators was more complicated than flipping a switch. Digital was not asking for a permanent exemption from the city's noise ordinance. Rather, it was requesting time to implement a \$25 million plan to replace the generators with quieter models. The company also contended that the backup

generators were needed not only to maintain Digital's services in the event of, you know, The Big One, but also to cope with period outages caused by the local electric utility. That, of course, would be the ever-reliable PG&E.

Nonetheless, DPH denied the variance request. The handful of complainers who had the where-with-all to live in luxurious condominiums rejoiced. In the end, Digital, a firm certainly not lacking in resources, survived the misadventure of wealthy neighbors siccing city government on it, but only at considerable cost.

Now fast-forward to the day when Mr. & Mrs. John Beresford Tipton III take up residence in one of the swanky new residences John Fisher has erected around the new homefield of the Oakland A's. Has this fabulously wealthy couple even noticed the heavy rail traffic downstairs or the nearby cranes towering over huge oceangoing ships? Did they bother to ask whether Mr. Fisher had equipped the million-dollar condominiums he's built with double-paned windows or extra soundproofing in the walls? How long will it be before they and other new residents – all presumably accustomed to donating heavily to political campaigns – start lodging complaints with city officials about the noise from the business operating next door?

"Dear, why must they play their silly games at night with all those bright lights and amped-up music. And all that loud cheering. Really, now. It's quite intolerable. Let's call the mayor."

Karma, one might hope, swings from both sides of the plate.

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



CONFERENCE: MAY 9-12, 2022
EXPO HALL: MAY 9-11, 2022
LONG BEACH CONVENTION CENTER





Speed Bumps Ahead

By Thomas Jelenić, Vice President, Pacific Merchant Shipping Association

We continue to race towards a zero-emissions future. Its inevitability is matched only by the utter state of unpreparedness that is being exhibited. While the pressures of the pandemic continue to stretch and contort the supply chain, the emerging speed bumps that are appearing on the road are large enough to cause serious damage to our economy and supply chain. Yet, the sense put forward by leaders is not that there are real issues, but that stakeholders don't "want it" strongly enough – we only need to re-commit ourselves to reach our goals despite the concerns of naysayers. Unfortunately, wishful thinking will not remove the obstacles.

The first speed bump is the final phase-in for the Bus and Truck Rule at the end of the year. Come January 1st, all trucks that are older than model year 2010 will be banned from service in California. For the San Pedro Bay Ports, that population of trucks moves approximately 30% of containerized cargo from the ports. This rule has more than a pre-pandemic decade of implementation behind it. So, in normal circumstances this final phase-in would be worthy of no more than a shrug of the shoulders. But the wide-ranging impacts of the pandemic is upending what should be the final phase of a well-planned-for rule. The pandemic has sent used truck prices soaring (much like cars). The business model of port drayage is based on deploying used trucks into service. Now that used truck prices look closer to new truck prices, it has the potential to seriously disrupt the replacement cycle within sight of the final regulatory goal. If that portion of the fleet that will be banned next January cannot be replaced, the supply chain will suffer yet another shock. Eventually it should be sorted out, but only after significant pain. The only question will be how much harm is caused during this transition. Worse, policy makers don't seem to be actively preparing for it. Given government officials newly found appreciation for the supply chain, one might think that the possible loss

of nearly a third of trucking capacity in nine months' time would be impetus for action. But you'd be wrong.

The second speed bump on the road to cleaner air provides a confused tangle to what should be a clear regulatory requirement on January 1. The Bus and Truck Rule allows for an extension under the rule if an existing and binding purchase contract experiences a manufacturing delay. A reasonable contingency. Again, the pandemic has caused significant manufacturing delays. The twist is that reporting of the extension does not occur until January 31, 2023 – 30 days after regulatory implementation. In theory, the ports should



“While the pressures of the pandemic continue to stretch and contort the supply chain, the emerging speed bumps that are appearing on the road are large enough to cause serious damage to our economy and supply chain.”

shut out the pre-2010 trucks at the beginning of the year. But if on January 1st, the California Air Resources Board (CARB) doesn't know which trucks will have an extension (because it won't be reported for another 30 days), how will the ports know which trucks to turn away? So far, no one has been able to explain how this will work, with comments ranging from “no idea” to “we'll figure it out.” The previously described vaporization of the truck fleet on January 1 may not happen. But it must. It has been promised and there will be hell to pay if it doesn't. We're just waiting on the how. Luckily, we still have plenty of time and no other supply chain constraints to worry about.



Speed Bumps Ahead Continued

The final bump is the true end goal of zero-emissions (ZE) trucks as represented by the Advanced Clean Fleets (ACF) Rule. As currently proposed by CARB, ACF will require that any truck beginning to serve California ports on or after November 1, 2023, must be zero emissions. While I have deep reservations about the readiness of the ZE trucks to provide routine service to ports, I will focus on infrastructure. That deadline is a mere 20 months from now. When that deadline hits, the electrical and/or hydrogen infrastructure will need to support the natural turnover of trucks on an ongoing basis. Looking at port data covering 2015-2020, between 2,400 and 3,500 trucks were added annually, most of those additions appeared to replace trucks exiting the port drayage fleet. If that continues, infrastructure needs to support hundreds of new trucks every month beginning November 1, 2023. Currently, except for a smattering of demonstration efforts, there is zero infrastructure available. Zero.

Better yet, in a recent CARB workshop on infrastructure deployment for medium and heavy-duty equipment, the Los Angeles Department of Water and Power said that for significant installations of electric charging equipment (the sort that will be needed to support hundreds of trucks added monthly), the typical lead time is 24 months. But the rule begins in 20 months. While supply chain

stakeholders and regulators should take seriously the loss of 30% of the drayage fleet at the end of this year, the impact of ACF is scarier. In theory and at some price, other existing trucks already on the road can backfill the loss of pre-2010 trucks following January 1. Will it happen? Don't know. Will it be too expensive to justify? Possibly. But come November 1, 2023, the fleet will become static, begin to shrink through natural attrition, and no amount of funding will fix the problem because the infrastructure will not exist. California has already passed the deadline for ensuring sufficient infrastructure is in place to support transportation electrification. The only question is whether we will collectively continue to ignore it to the peril of California's supply chain.

We Make Cargo Move



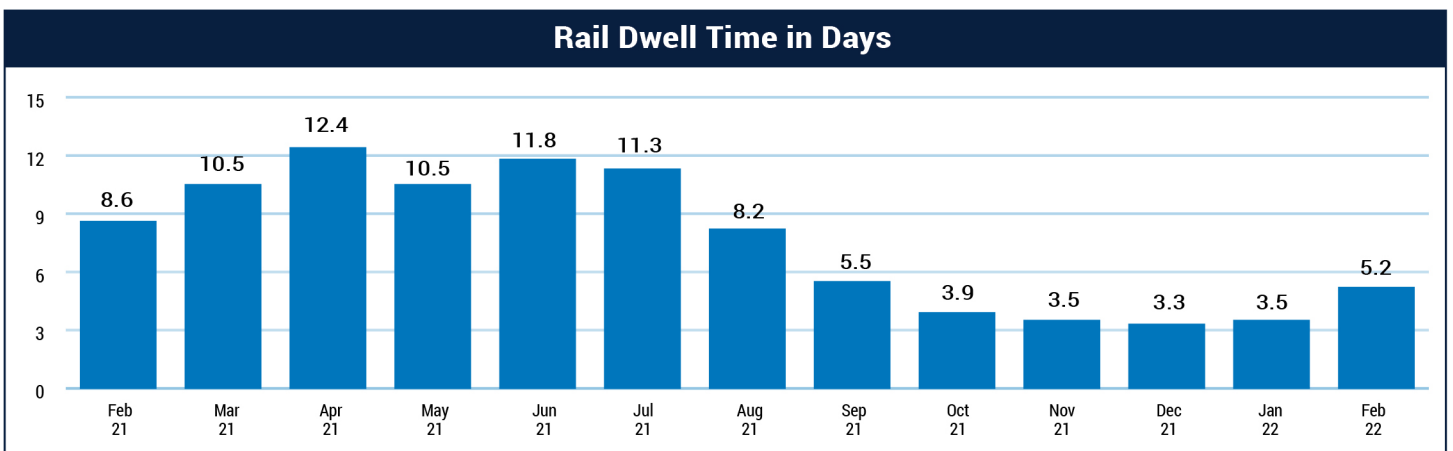
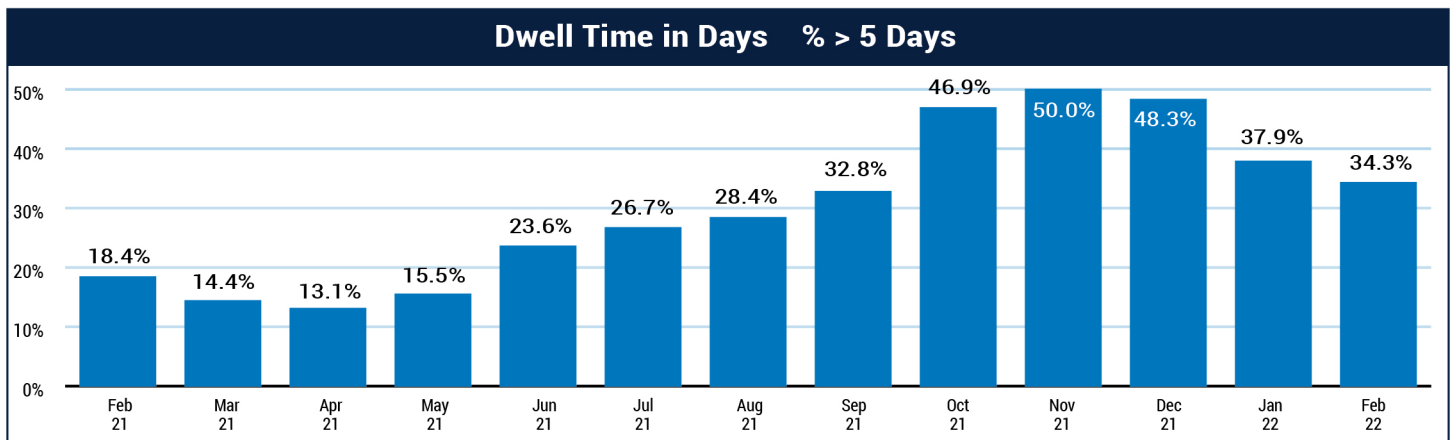
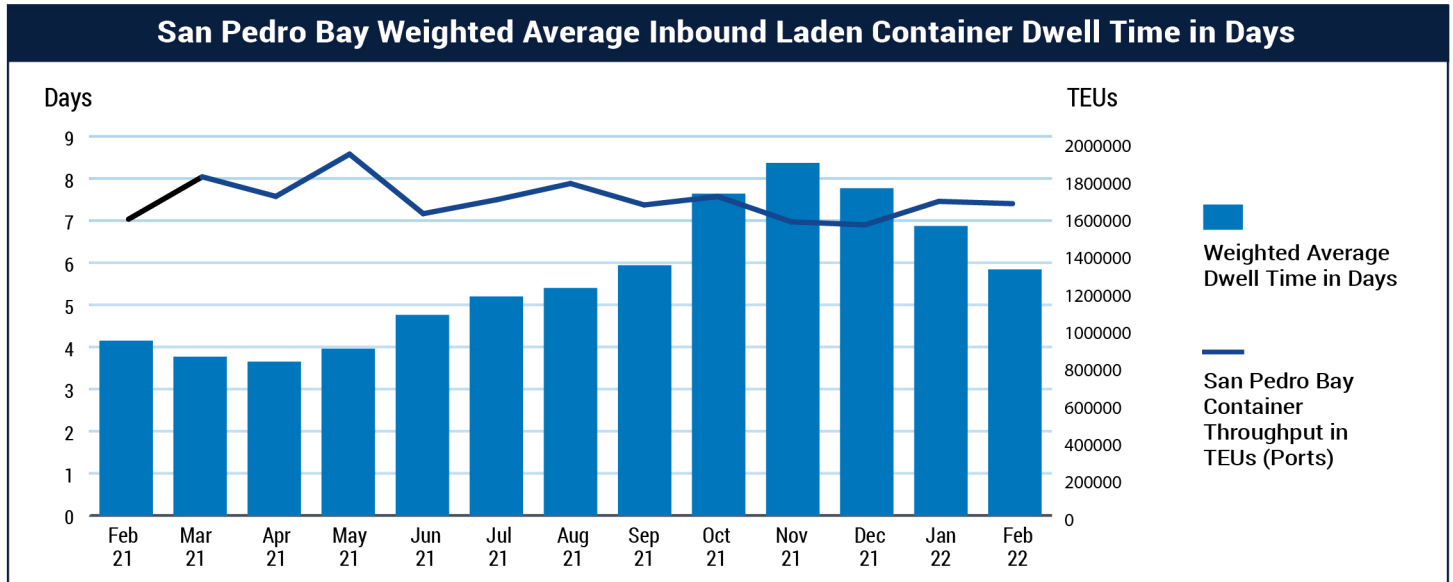
The Port
OF HUENEME

Interested in membership in PMSA?

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



Import Dwell Time Was Down For February; Rail Dwell Time Was Up



PMSA Copyright © 2022

It is prohibited by law to forward this publication to any other person or persons. This material may not be re-published, broadcast, rewritten or distributed without written permission from PMSA. Follow PMSA on Twitter @PMSAShip and Facebook.

**State of Washington
Pilotage Commission
April 21, 2022**

Grays Harbor District Report

There were 6 arrivals in February for a total of 18 jobs. Year to date March there have been 13 arrivals for a total of 37 jobs. There are 5 vessels scheduled for April, 3 dry bulk and 2 liquid bulk.

AGP

The permanent Terminal 2 shiploader was delivered to Terminal 4 on April 3rd. It was unloaded and is currently being prepped for installation at Terminal 2. The plan now is to shut down the temporary loaders next week after loading the Vessel "Bao Run" with 43,000 MT of soybean meal. Crews will then begin disassembling the temporary loaders and reinstalling the permanent loader. Regular operations are planned to commence in mid-May with the unloading of rail cars into silos as the first ship is due to arrive at Terminal 2 on May 20th.

Pilot Trainee

Pilot Trainee Captain Ryan Leo has completed all 7 of the required trips in the first section (initial familiarization/observation) of his training program. Captain Leo has completed 16 of the 18 trips required in the second section (initial route). He will be moving to the third and final section (core program) next.



STATE OF WASHINGTON
— OFFICE OF GOVERNOR JAY INSLEE —

EXECUTIVE ORDER 22-04

**IMPLEMENTING THE
WASHINGTON STATE PRO-EQUITY ANTI-RACISM (PEAR) PLAN & PLAYBOOK**

WHEREAS, the Legislature and I created the Washington State Office of Equity (“Office of Equity”) in April 2020 to: (1) promote access to equitable opportunities and resources that reduce disparities and improve outcomes statewide across state government consistent with [RCW 43.06D.020](#); (2) support executive branch state agencies and executive branch boards and commissions (“state agencies”) in our commitment to be an anti-racist government system; (3) partner with state employees and communities to develop the state’s comprehensive equity strategic plan and outcome measures designed to bridge opportunity gaps and reduce disparities; and (4) publish and report the effectiveness of agency programs on reducing disparities using input from the communities served by those programs; and

WHEREAS, in December 2020, I declared that Washington will be an anti-racist state and committed to take actions that hold our state to that commitment. Washington is a state where all are welcomed and will have the opportunity to thrive regardless of race, ethnicity, creed, color, national origin, citizenship or immigration status, sex, honorably discharged veteran or military status, sexual orientation, or the presence of sensory, mental, or physical disability; and

WHEREAS, determinants of equity are the driving factors that impact the overall quality of life for all Washingtonians. King County established the following 14 determinants of equity: economic justice, state and local practices, jobs and job training, justice systems and laws, health and human services, food systems, environment and natural resources, community and public service, transportation and mobility, community and economic development, and housing and home ownership, early childhood development, and education. I agree that these are appropriate determinants of equity and would also add digital access and literacy. By adding digital access and literacy, which is an issue creating additional divides and gaps between Washingtonians, the state has identified 15 determinants of equity. Eliminating disparities in terms of access, practices and procedures, quality of services, and programs in these 15 determinants of equity correlate to better outcomes for people and a Washington where all can thrive; and

WHEREAS, the Office of Equity gathered the collective wisdom of thousands of community members, state employees, board and commission members, state employees, a host of partners across many sectors, and members of all branches of state government to co-create the state’s inaugural five-year Washington State Pro-Equity Anti-Racism (PEAR) Plan & Playbook (“PEAR Plan & Playbook”), Washington’s approach for achieving pro-equity and social justice across state government. The PEAR Plan & Playbook is designed to bridge opportunity gaps and reduces disparities so everyone in Washington flourishes and achieves their full potential; and

WHEREAS, the PEAR Plan & Playbook establishes a unified vision of equity for state government, mission, values, and goals, and contains a step-by-step playbook for developing, implementing, and embedding PEAR into every government action across state government. It reflects both how we do our daily work and who we are at our core – public servants with a shared desire for promoting equity, justice, access, and belonging for the people we serve and our colleagues who serve them; and

WHEREAS, the PEAR Equity Impact Review (EIR) framework describes a five-step process that blends numerical data and descriptive, community narrative data to inform agency planning, decision-making, and implementation of actions that achieve equitable access to opportunities and resources that reduce disparities and improve equitable outcomes statewide. Conducting an EIR is necessary prior to proposing changes to agency policies, programs, and practices. Our people and environment are both healthy and flourish when we work together with those experiencing inequities to ensure that everyone employed or served by state government is treated with fairness, dignity, honor, and respect; and

WHEREAS, the PEAR framework identifies priority investment in the 15 determinants of equity to achieve outcomes that benefit all tribes, communities, and employees of Washington’s ecosystem, and calls for investing more of our state’s resources “upstream” to address root causes where the needs are greatest to ensure that individuals in underserved communities have their basic needs met long term in Washington’s ecosystem; and

NOW, THEREFORE, I, Jay Inslee, Governor of the state of Washington, by virtue of the power vested in me by the Constitution and statutes of the state of Washington, do hereby order and direct as follows:

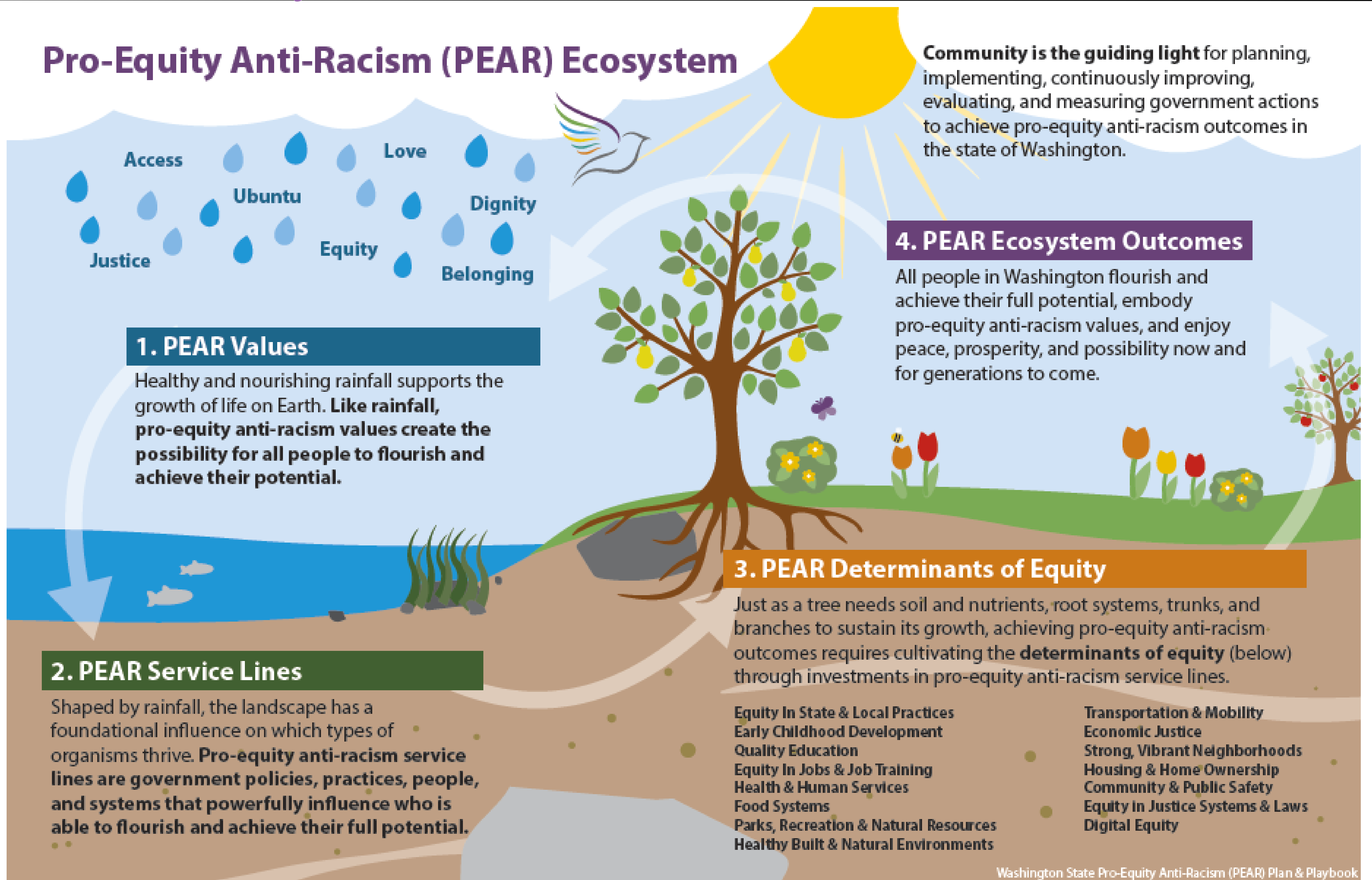
1. The Washington State Office of Equity (Office of Equity) is charged with the implementation of Executive Order (EO) 22-04. The Office of Equity will be required to:
 - a. Communicate the PEAR Plan & Playbook to state agencies in an effective and accessible way.
 - b. Provide templates, toolkits, consultation, guidance, technical assistance, and training necessary for state agencies to develop, implement, and measure the effectiveness of their pro-equity, racial justice, access, and belonging strategic action plans. This support will include:
 - Developing a form (format, content, and frequency) that will serve as each agency's strategic action plan.
 - Creating statewide and agency-specific process and outcome measures to show performance, using outcome-based methodology to determine the effectiveness of agency programs and services on reducing disparities.
 - Convening a team of employees and communities to determine whether the performance measures established accurately measure the effectiveness of agency programs and services in the communities served.
 - Creating an online dashboard to publish statewide and agency-specific plans, performance measures, and outcomes.
 - Establishing a process to report on each agency’s performance and a process for each agency to respond.

- c. Establish- procedures to hold agencies accountable, which may include conducting performance reviews related to agency compliance with Office of Equity performance measures.
 - d. Convene a team of employees and communities impacted by state programs and services to develop and publish a report for each agency detailing whether the agency has met the performance measures established and the effectiveness of agency programs and services on reducing disparities, including the agency's strengths and accomplishments, areas for continued improvement, and areas for corrective action.
 - e. Post statewide and agency-specific plans performance measures and outcomes and Equity Office agency performance review reports on the dashboard, by September 30, 2023, and every year thereafter.
 - f. Beginning in 2022, develop and submit an annual report to the Legislature and me by October 31, detailing an overview of agency compliance with the Office of Equity's standards and performance measures per RCW 43.06D.040(1)(e)(2).
 - g. Fulfill all other duties consistent RCW 43.06D.040.
2. All state agencies are charged with the implementation of Executive Order (EO) 22-04. The agency leader is responsible and accountable for achieving agency PEAR outcomes, and these duties include but are not limited to:
- a. Developing, implementing, and reporting on progress of the PEAR Strategic Action Plan.
 - b. Gathering data, helping to improve communications, and updating (or recommending, where required) policies, and educating employees about ways to create a PEAR culture.
 - c. Establishing and delegating authority to the PEAR Team, reporting directly to executive leadership, comprised of agency executive leaders, the agency equity officer, employees, and external customers, partners, and experts for key business lines to assist the agency leader in achieving these goals.
 - d. Providing agency PEAR Team's contact information to the Office of Equity by **April 30, 2022**.
 - e. Partnering with individuals, groups, and communities impacted by agency programs or services to complete an initial EIR by **August 1, 2022**, to determine agency baseline.
 - f. Based on the results of the EIR, completing a PEAR Strategic Action Plan Template due to the Office of Equity by **September 1, 2022**; updated plans are due every year thereafter.
 - g. Implementing agency PEAR Strategic Action Plans, beginning **September 1, 2022**.
 - h. Preparing and submitting a PEAR Annual Performance Report to the Office of Equity by **September 1, 2023**, and every year thereafter.
 - i. Utilizing quarterly performance review process as best practice to monitor progress towards agency PEAR Strategic Action Plan goals.
 - j. Preparing and submitting a response to reports published by the Office of Equity on the agency's PEAR Strategic Action Plan performance. The agency's response must include the agency's progress on performance, the agency's action plan to address areas for improvement and corrective action, and a timeline for the action plan per RCW 43.06D.040(1)(e)(ii).
 - k. Providing executive-level support and resources needed to fulfill requirements under this Executive Order.
 - l. Requesting and receiving consultation, guidance, technical assistance, and training from the Office of Equity as needed to implement this Executive Order.

Washington State Pro-Equity Anti-Racism (PEAR) Plan & Playbook



Pro-Equity Anti-Racism (PEAR) Ecosystem



Our Vision

Everyone in Washington has full access to the opportunities, power, and resources they need to flourish and achieve their full potential.

Our Mission

To promote equitable access to opportunities, power, and resources across government that reduce disparities and improve outcomes statewide.

Our Values

Access + Belonging + Dignity + Equity + Justice + Love + Ubuntu

Our Goals

1. **DRIVE** pro-equity and social justice for all.
2. **CENTER** racial justice.
3. **ENSURE** equitable access.
4. **BUILD** a culture of belonging.
5. **END** disparities, including racial and ethnic disparities, to achieve equitable outcomes. We will convene teams of employees and communities to prioritize hiring and promotions; state spend for public works, goods and services (including client services), and procurement; and access to services.

Our Methodology

As a government system, we are **investing** in our **Pro-Equity Anti-Racism Service Line priorities** to achieve Pro-Equity Anti-Racism **outcomes** that we will **measure** using values-driven, community-centered data and reinforce through our Pro-Equity Anti-Racism **habits**.



Our PEAR Commitments Now & Future Generations

We are committed to reframing state government to work in a way that reduces disparities and improves equitable and just outcomes for everyone in Washington now and for future generations by creating a state culture that centers equity and belonging to sustain workplace diversity.

We are committed to manifesting a pro-equity anti-racism ecosystem in a multicultural Washington state where everyone flourishes and achieves their full potential now and for future generations.

Equity Impact Reviews

A five-step equity impact review (EIR) process that blends numerical (quantitative) data and descriptive community language (qualitative) to inform agency planning, decision-making, and implementation of actions that achieve equitable access to opportunities and resources that reduce disparities and improve equitable outcomes statewide.

Equitable Lean Continuous Improvement

We are committed to using Lean principles and tools to create and continuously improve equitable processes and practices that embed Pro-Equity, Racial Justice, Access, and Belonging into the culture of our state's public service delivery system.

PEAR Competencies

1. Knowledge, Understanding & Commitment
2. Self-Awareness & Commitment to Growth
3. Cultivating Mutually Beneficial & Trusting Strategic Partnerships
4. Equitable & Accessible Excellence & Allyship
5. Measuring for Success & Improvement

1. SCOPE

Scope the reach, intensity, and duration of the proposed action.

2. ANALYZE & PARTNER

Analyze equity conditions and partner with community.



5. COMMIT

Commit to equitable lean continuous improvement.

4. IMPLEMENT

Are we staying connected (e.g., communicating, engaging, assessing efficacy) in the advancement of pro-equity anti-racism with the employees and/or communities impacted by the proposed action?

3. CO-CREATE

Co-create and partner in decision-making (design, planning, and implementation) with employees and/or communities impacted by the proposed action (e.g., plans, policies, and practices).

Impact of Service Line Investments on Determinants of Equity

What will your agency investments impact?

Everyone in Washington has full access to:

- Opportunity, power, and resources to flourish and achieve their full potential
- Health, wealth, and well-being
- Peace, prosperity, and possibility for generations to come

Trunk

Main systems for supporting the growth of individuals, families and communities.

Equity in Community Support Systems

- Healthy Built & Natural Environments
- Early Childhood Development
- Quality Education
- Food Systems

Soil & Nutrients

Strong investments in government policies, practices, people, and systems (PEAR service lines) nourish a pro-equity antiracism system.

Equity in Government Policies, Practices, People & Systems

- Equity in state and local practices (including regional, county, city & municipal practices)

Community is the guiding light for planning, implementing, continuously improving, evaluating, and measuring government actions to achieve pro-equity anti-racism outcomes in the state of Washington.

Branches

Strong individual and family systems and community investments that help people grow and flourish.

Equity in Family Support Systems

- Community & Public Safety
- Health & Human Services
- Housing & Home Ownership
- Strong, Vibrant Neighborhoods
- Parks, Recreation & Natural Resources

Root System

Fortifies and distributes opportunity throughout support systems, families, and communities.

Equity in Community Infrastructure

- Economic Justice
- Digital Equity
- Equity in Justice Systems & Laws
- Transportation & Mobility
- Equity In Jobs & Job Training



STATE OF WASHINGTON
BOARD OF PILOTAGE COMMISSIONERS

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

DIVERSITY, EQUITY, AND INCLUSION COMMITTEE (DEIC) CHARTER

I. Purpose

The purpose of the Board of Pilotage Commissioners' (Board or BPC) Diversity, Equity, and Inclusion Committee (Committee or DEIC) is to: promote, establish, and maintain a pilot corps that reflects the people of Washington State by increasing diversity among state-licensed marine pilots.

II. Membership

The DEIC may consist of:

- one (1) Chair who is a representative of the BPC or two (2) Co-Chairs, one of which is a representative of the BPC
- up to (3) representatives of the BPC
- one (1) representative of Washington State Ferries
- up to two (2) active or retired pilots from the Puget Sound, or Grays Harbor Pilotage Districts
- up to three representatives from towing/ship assist, passenger vessel, research vessel, other special purpose vessels and /or the fishing industries
- one (1) representative from Washington Maritime Blue
- at least two (2) representatives from Sea Sisters, Sea Potential, WISTA, Women Offshore or other non-profit organization promoting women and/or BIPOC in maritime
- one (1) representative from Maritime High School or other maritime organization oriented toward youth
- one (1) representative from Master, Mates & Pilots (MMP), American Maritime Officers (AMO), or another maritime union, or a pilot from another pilotage district
- one (1) representative from Washington Public Ports Association, and

- at least one (1) active underrepresented mariner

Not all positions may be filled at any point in time

Committee members may identify one (1) alternate, representing the same or similar organization. If a committee member is unavailable to attend a scheduled meeting, the alternate may attend in their place.

The DEIC Chair/Co-Chairs, members, and alternates shall be appointed by the Board for an initial term of one (1) year and will be appointed/reappointed by the Board annually. The Committee may consult with additional subject matter experts as needed.

III. The Role of Chair/Co-Chairs

The Chair/Co-Chairs of the DEIC will work with BPC staff to prepare meeting materials and will oversee the meetings. The Chair/Co-Chairs will also provide monthly updates of DEIC activities, coordinate and communicate with committee members and outside interests, and deliver recommendations to the Board on behalf of the Committee.

IV. Authority

The DEIC is an advisory committee to the Board only. It will not make policy decisions. Committee recommendations will be agreed upon by consensus.

V. Guidelines & Responsibilities:

Committee members will commit to the following:

- Meetings will start and end on time
- Regularly attend meetings and provide an alternate if unable to attend a meeting
- Come prepared to meetings having reviewed meeting materials and be productive at each meeting
- Be open to new ideas and ways of doing things
- Everyone's contributions are valued, be respectful and support each other's role
- Provide, via consensus, recommendations to the Board

VI. Activities & Duties

The DEIC will:

- Prepare draft of DEI Annual Action Plan
- Implement the plan and review progress
- Consider recommendations for changing qualifications for the pilotage exam
- Engage in outreach to develop a diverse pool of aspirants interested in obtaining the required qualifications for pilotage

- Continue to increase objectivity and eliminate bias in the application, training, and licensing process through exploration of existing and best practices
- Provide transparency on pathways to pilotage for aspirants and the exam process and pilotage in the PNW

VII. Meetings/Time Commitment

Meetings will occur monthly, bi-monthly, or quarterly, as needed, and will last up to two (2) hours. Locations may vary. However, a virtual option will be made available.

Meeting summaries/notes will be reviewed and accepted by the Committee and provided to the Board upon Committee consensus. The first meeting of the Committee will be scheduled for TBD.

The DEIC will review its charter at least annually and recommend any proposed changes to the Board for review.

This charter was adopted by the Board of Pilotage Commissioners on _____, 2022.

Sheri J. Tonn, Chair

Eleanor Kirtley, Vice Chair

Commissioner Timothy J. Farrell

Commissioner Sandy Bendixen

Commissioner Jason R. Hamilton

Commissioner Mike Anthony

Commissioner Mike Ross

Commissioner Nhi Irwin

Commissioner Andrew Drennen



STATE OF WASHINGTON
BOARD OF PILOTAGE COMMISSIONERS

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

Meeting Minutes – Pilot Safety Committee (PSC)

February 9, 2022 1 pm to 3 pm

Attendees: Andrew Drennen (BPC, Co-Chair), Sheri Tonn (BPC), Jaimie Bever (BPC), Ivan Carlson (PSP), Charlie Costanzo (PSP), Scott Anacker (PSP), Eleanor Kirtley (BPC), Jason Hamilton (BPC), Mike Folkers (PGH), Mike Moore (PMSA), Bettina Maki (BPC)

Regrets: John Scragg (PSP, Co-Chair)

1. Review of Minutes of previous meeting on 01/04/2022

The minutes were reviewed and approved by the committee with minor corrections.

2. COVID 19 Safety Concerns

Ivan Carlson reported that to date approximately a quarter of the pilots have either had COVID or had an exposure to it. Approximately half of the pilots are boosted. To date in 2022 there have been 7 exposures on vessels. Dr. Jarris helps determine unique risks in each potential exposure. Test kits are available in the Seattle office and Pilot Station. The pilot station is still operating with distancing policies. No cases of long COVID are known of amongst Puget Sound Pilots.

3. Rest Rule Exceptions 2021 Q4

Grays Harbor had none. Puget Sound had a few small ones due to pilots leaving the station a few minutes early and a few others due to incidents of heavy weather and ships dragging anchor in Holmes Harbor and Tacoma when the nearest pilot was dispatched to assist.

The committee discussed BC (Canada) jobs and repos being excluded from the rest rule exceptions report. Canada assignments are special cases due to the distance traveled and time involved. There are no Canada assignments right now. Repos are not included in the calculation of rest time, because they are not revenue generating, and the rest rules apply only to the revenue-generating pilotage work. For PSP to program any changes to the report-generating software will be a significant cost. Eleanor Kirtley asked that the committee please flag for later consideration how repos factor into fatigue management.

4. Pilot workload data

Bettina presented reports showing

- Puget Sound Pilots assignments per pilot per month for 2021
- Total assignments each day in the Puget Sound District for 2021.

Mike Moore and Andrew Drennen both had questions about the variation among pilots in terms of assignments per month. Ivan Carlson explained that some of the differences are driven by some pilots accumulating comp days by taking callback assignments and other pilots burning comp days by taking time off. Ivan also mentioned that PSP administrative tasks can at times take pilots away from piloting.

The chart of total assignments (for all pilots) each calendar day used a heatmap layout to visually show among other things a pattern of heavier workloads on Thursday-Friday-Saturday and lighter workloads on Sunday and Monday. Mike Moore was interested in quantifying the differences in the days of the week and Bettina agreed to add that summary info to the chart.

Mike Moore asked about how the cruise season fits into workload considerations and Ivan Carlson shared that future cruise season schedules include 500 or more cruise assignments each year with assignments most days of the week. He also explained that understanding of peak cruise ship assignment days can be skewed for example by inbound vessels scheduled for 0100 that require repos and therefore those moves really start on Thursday, even though the job date is Friday. Ivan also mentioned the new procedure of “immediate repo” for pilots – after taking a ship to the Pilot Station they will immediately repo back to the Seattle side, complete their rest, and be available to take another outbound assignment. PSP expects this way of doing things will increase efficiency.

Jason Hamilton asked how PSP handles the sometimes-large variations in workload from day to day and Ivan explained that pilots accept callback assignments during their respite period to cover heavy workloads. Ivan also explained that since sometimes pilots are doing multiple assignments (harbor shifts), so a day with 34 assignments does not always mean 34 pilots were working.

Several committee members had questions about the pilot schedule, how many pilots are working at one time, etc. Ivan explained that there are 22-23 pilots on watch at any given time. The pilots are divided as evenly as possible into 11 groups (how evenly depends on the number of licensed pilots) and at any given time 5 groups are on watch for 2 weeks, 5 groups are on respite for 2 weeks (*respite = off-watch*), and 1 group is on vacation for 2 weeks (1 week of respite + 1 week of earned time off). The schedules for the watch groups are fixed, but pilots can earn comp days by working callbacks (taking assignments during their respite time) and they can use the comp days they have earned to take time off during their on-watch periods. Pilots being unavailable because they are using comp days may necessitate other pilots to work callbacks.

5. Dangerous Ladder Reporting Forms

Eleven reports submitted by pilots were reviewed and discussed. Andrew Drennen pointed out the interesting risk aspects in a report of a missing aft magnet and the inherent danger when the vessel crew is placing the magnet – but also noting that this does not in any way reduce the expectation that ladder will be rigged in a compliant manner. Other reports included problems with retrieval

lines, stanchions, ladders that were greasy and in poor repair, ladders too high above the water, and accommodation ladders too low (less than 15 feet above the water).

The committee discussed cases of falling objects during pilot transfers and where those should be captured in reporting. There was agreement that the ladder report is the place to document any events associated with pilot transfers where there is a danger to pilots and pilot boat crew.

Reports are being shared with the USCG on a regular basis, sending to the USCG Port State Control Admin email address. Committee will wait another few months to determine what the focus of the next ladder safety bulletin should be.

There was a discussion on how best to share the ladder info with the Board. It was suggested that we first share the tracking spreadsheet, perhaps quarterly, and then see where the Board's interest lies.

Scott Anacker described the impressive safety training developed by Sandy Bendixen as standard introductory material for all new pilots. It is much improved over the information that had been previously provided to trainees. The suggestion was made that Sandy might do a brief presentation for the Board on this topic.

6. PSP Efficiency Measures and Required WAC language changes

Discussion continued on the topic of changing WAC language from "multiple harbor shifts" to "multiple assignments" to allow PSP proposed efficiency measures and avoid unintended consequences. After some real-time group editing, the committee agreed to continue to review and revise the language with approval by email in time to present at the March 17 Board meeting. This was the only efficiency measure requiring WAC change. It was noted that the measure allowing an assignment after a cancellation was covered by the multiple assignments change, because a cancellation is an assignment.

Regarding the remainder of the PSP efficiency measures presentation, Eleanor Kirtley had some questions about the terminology of "efficiency" versus "productivity" and Charlie Costanzo clarified that in this context they mean the same thing. Eleanor also asked about managing versus reducing comp days and callbacks, as well as concerns about the impact of repos on rest.

Regarding repos and rest, Ivan Carlson and Scott Anacker explained PSP's policies and rules around repos with respect to pilots' rest opportunities. For example, they explained that total assignment time plus repo time cannot exceed 12 hours and that repos can only be done during certain times of the day. Ivan emphasized that repos are necessary an essential tool for responding to vessel traffic patterns that are not linear. Managing repos to maximize efficiency amid constantly evolving conditions can be a challenging balancing act, but is not done in a way that impacts rest negatively, because that would be counterproductive.

Eleanor requested clarification on the PSP efficiency recommendation of reducing call time by 1 hour for night assignments. Since inbound assignments from the pilot station only have 1 hour of prep time (and no travel allowance) from call time to bridge time, it was not clear how this can be reduced. Scott and Ivan explained that this is doable because pilots are notified at 1730 of any assignments through 0800 the next morning and the pilots have flexibility to do their assignment prep ahead of time and sleep at a more typical sleeping time. Ivan stated that an additional

efficiency benefit of reducing call time for night assignments is that fewer assignments will qualify as night assignments and therefore fewer “three and outs” will be triggered.

Eleanor also asked about the accumulated comp days and if this is something that needs to be managed as it was previously a focus of the Fatigue Management Committee. Mike Moore stated that knowing the number of callbacks is not necessarily useful without knowing what is causing the need for any given callback. Eleanor recalled the previous meeting discussion about factors that affect callbacks and that it is complex to understand drivers. Andrew Drennen asked if it might nonetheless be possible to look into what contributes to callbacks especially considering the variation in average assignments per pilot per month. Ivan felt that until the pilot shortage is resolved it might not be particularly helpful to examine callbacks. Scott Anacker described that some comp day behavior is simply personal preference. Both Scott and Ivan described training and administrative activities that take away from pilot availability, as well as rest requirements.

Mike Moore thought the range of difference was still quite a lot between the most busy and least busy pilots, and expressed interest in looking at pilot availability on a day by day basis and determining if pilot un-availability is an important driver in callbacks. Ivan stated that he had previously studied the issue in detail and found that it tended to not be a simple case of pilots choosing to not make themselves available but rather just various unfortunate timing issues such as a bunch of rest periods happening to occur at similar times.

Sherri Tonn suggested that we might consider efficiency and safety aspects of pilots working too little and too much at a future meeting.

7. Wrap-up/Next Steps/Next Meeting

- The WAC rest rule changes will be ironed out by the committee via email to be shared at the March 17 Board meeting.
- Next PSC meeting to be scheduled for late March or early April.

The meeting was adjourned at 3:00 pm.