

**State of Washington
Pilotage Commission
September 21, 2021**

Grays Harbor District Report

In August we had 9 arrivals a total of 20 jobs. There were 8 dry bulk and one yacht. Year to date through August we have had 55 arrivals for a total of 133 jobs.

T-4 Jet Array Pump Mount

Work has been completed on the new pump system for the Jet Array. The new pumps have been installed and are performing well. As part of this system upgrade, we contracted to program the Variable Frequency Drive to provide optimum performance.

Terminal Maintenance

Dredge operations are complete for this contract. Contractor started dredging on July 16 and completed their work on July 21.

Sediment removed-

Terminal 1- 7,482 CY

Terminal 2- 13,937 CY

Terminal 4- 20,012 CY

Total 41,431 CY

Vega Pilot Boat

The Vega has been out of the water but has received a number of critical upgrades. Including

- Powder Coated Swim Step – will be installed this week. The coating will help with both durability and make it non-skid for a person trying to get on it from the water

- Bottom painting was being completed when I was there. You can see the bad spots they had to sand down on the hull and cabin.



- Hand rail and boarding area.





- All new electrical.



PUGET SOUND PILOTAGE DISTRICT ACTIVITY REPORT

Aug-2021

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:	622		Cancellations:	15		
Total ship moves:	607	Cont'r:	208	Tanker:	187	Genl/Bulk: 68 Other: 144
Assignments delayed due to unavailable rested pilot:			12			Total delay time: 22 Hrs.
		Delays by customers:	52			Total delay time: 133 Hrs.
2 pilot jobs:	34	Reason:	PSP GUIDELINES FOR RESTRICTED WATERWAYS			
Day of week & date of highest number of assignments:	Sat 28-Aug					27
Day of week & date of lowest number of assignments:	Mon 9-Aug, Thu 11-Aug					13
Total number of pilot repositions:	106	Upgrade trips	16	YTD	112	
3 consecutive night assignments:	40	YTD	263			

Callback Days/Comp Days						
	Starting Total	Call Backs (+)	Used (-)	Burned (-)	Ending Total	
Licensed	2423	86	85		2424	
Unlicensed	433			50	383	
Total	2856	86	85	50	2807	

Pilots Out of Regular Dispatch Rotation (pilot not available for dispatch during "regular" rotation)

A. Training & Continuing Education Programs					
Start Dt	End Dt	City	Facility	Program Description	Pilot Attendees

B. Board, Committee & Key Government Meetings (BPC, PSP, USCG, USACE, Port & similar)					
Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees
3-Aug	3-Aug	Seattle	PSP	BOD	ANA, COL, GRD, GRK, KLA, NEW
9-Aug	9-Aug	Seattle	PSP	Administrative	COL, KLA
10-Aug	10-Aug	Seattle	PSP	RedCloud	HAM
12-Aug	13-Aug	Seattle	PSP	Policy Manual	KNU
16-Aug	16-Aug	Seattle	PSP	Policy Manual	KNU
16-Aug	16-Aug	Seattle	BPC	TEC	ANT, BEN

17-Aug	17-Aug	Seattle	BPC	BPC	ANT, BEN, SCR
18-Aug	18-Aug	Seattle	PSP	Outreach, Adventuress	COL
23-Aug	23-Aug	Seattle	PSP	President	KLA
30-Aug	30-Aug	Seattle	PSP	Pilot Safety Committee	ANA, SCR
30-Aug	30-Aug	Seattle	PSP	RedCloud	HAM, NIN, SEA
31-Aug	31-Aug	Seattle	BPC	BPC	ANT, BEN, SCR

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

Start Dt	End Dt	REASON	PILOT
3-Aug	10-Aug	ETO	HAM, LOB, MIL, NIN
17-Aug	24-Aug	ETO	BUJ, GRK, HAR, SID, THG, VON
23-Aug	23-Aug	ETO	CAI
27-Aug	28-Aug	Covid Risk	NIN - Comp Days for Covid Risk

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.*

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

WA State Board of Pilotage Commissioners

Industry Update: September 28, 2021 BPC Meeting

Vessel Arrivals

Up 136 YTD Through July – Comparing to Depressed COVID Numbers Last Year

- ✚ Containers up 23
- ✚ Bulkers up 31
- ✚ Car Carriers up 29
- ✚ Cruise ships up 56
- ✚ Tankers/ATB's down 14

Note: As expected, ship counts are rebounding particularly with cruise ships resuming operations and recent increases in container ship calls. Car carriers and bulkers have been up most of the year. Tankers and ATB's increased by 16 over last August with yearly total now approaching the 2020 levels.

Container Vessels Queuing Up: at Anchor, Drifting or Slow Steaming

- ✓ NWSA container ship calls are bunching due in part to container vessels skipping calls in Oakland. Logically, Oakland's backlog of container ships at anchor or drifting offshore has markedly reduced while our gateway saw an increase.
- ✓ Container ships at anchor in the pilotage district peaked at 14 with others drifting off the coast. Container vessels have utilized anchor grounds throughout the pilotage district including as far north as Bellingham.
- ✓ LALB has set several new records for the most container ships at anchor or drifting exceeding 60 on several days this month
- ✓ T46 is now accepting empties to free up space and chassis to move import cargo off active terminals
- ✓ Load volumes per port call at T18 have increased (more lifts per call) requiring longer time for vessels at the dock.

See PMSA Notice: Ocean Carrier Options To Address Pacific Northwest Anchor Congestion and Captain of the Port Concerns

Supply chain crunch offers opportunity for Seattle

Seattle Times Editorial

<https://www.seattletimes.com/opinion/editorials/supply-chain-crunch-offers-opportunity-for-seattle/>

If you're not purposely looking, the modern global supply chain is usually invisible. A complex system of materials, manufacturing and transportation that may as well be magic. Wave a wand — or hit that one-click order button — and the world is at your doorstep, sometimes overnight. The supply chain is now as visible as the dozen container ships anchored in Puget Sound last week, waiting for terminal space to unload their cargo, or the stacks of shipping containers — some of them loaded with goods — piling up at the ports of Tacoma and Seattle.

Challenges to the supply chain will continue well into 2022, experts said, but able management of the ports, and support from the region's leaders, will allow them to emerge from this crisis and improve the region's competitiveness.

Shipping industry deserves better than xenophobia

By John McLaurin, President, Pacific Merchant Shipping Association

Journal of Commerce

https://www.joc.com/maritime-news/container-lines/shipping-industry-deserves-better-xenophobia_20210916.html

As cargo volumes continue to increase to historic levels, each month breaking a new record, something else is on the rise in the supply chain — xenophobia. Sometimes it is subtle, other times it is given special emphasis by the speaker. But it is there. To blame the entirety of the supply chain problems on “foreign” carriers is a tried-and-true tactic. Overlooked in the disdainful reference to “foreign” carriers are the foreign manufacturers, customers, and markets where importers and exporters buy, sell and profit.

I hate to admit it, but I've been in this industry a long time. I've seen and experienced a number of problems and challenges over the years. I never thought xenophobia would be one of those problems — until now.

Shipping Act rewrite postponed until late 2021: Congressman

Journal of Commerce

https://www.joc.com/regulation-policy/transportation-policy/shipping-act-rewrite-postponed-until-late-2021-congressman_20210913.html#:~:text=A%20group%20of%20152%20companies,and%20to%20accept%20export%20bookings.

A House lawmaker said Monday that Congress would not begin work on a proposed overhaul of US shipping regulation until after November, pushing back the timeline for its consideration even as shipper groups continue to call on the federal government to act immediately. Speaking to the Intermodal Association of North America (IANA), Rep. Alan Lowenthal, D-Calif., said “whatever changes will occur” to the bill will happen after November, and once House has addressed the infrastructure package, voting rights reform and legislation to bolster Roe V. Wade.

Now, with capacity drained from the system due to port congestion and containers remaining on piers for longer and taking longer to be returned by shippers, a once-favorable supply-demand balance for shippers has turned against them, possibly for the long term.

Small Oregon Port Announces Plans for Full-Size Container Terminal

The Maritime Executive

<https://maritime-executive.com/article/small-oregon-port-announces-plans-for-full-size-container-terminal#:~:text=The%20small%20coastal%20port%20of,forty%2Dfoot%20boxes%20every%20year.>

The small coastal port of Coos Bay, Oregon has a big new project in its near future. The port is partnering with industrial property developer NorthPoint on a plan to build a full-scale container terminal, potentially bringing in up to one million forty-foot boxes every year. The announcement comes amidst an unprecedented boom in demand for container shipping, which has created record-setting backlogs at the U.S. West Coast's primary import hubs in Los Angeles, Long Beach, Oakland and Seattle. The extreme supply-chain congestion has shippers looking at new alternatives - routing cargo through smaller ports, chartering their own ships, even sourcing their goods domestically - in order to avoid paying tens of thousands of dollars for each box shipped from China to the United States.



July's Early Returns: TEU Numbers from the Ports

Note: *The ports we survey take from a few days to a few weeks to report their container trade statistics. Because West Coast ports are generally much more agile in compiling and releasing their monthly TEU counts than are ports elsewhere in the country, these "First Glimpse" numbers are necessarily incomplete and may give a misleading indication of the latest trends.*

The Port of Long Beach was the first major seaport to report its July container trade numbers. For a month where leading pundits like the National Retail Federation's Global Port Tracker expected a 15.1% bump in import TEUs over a year ago, Long Beach's gain was a mere 1.6% (+6,133 TEUs). Next door at the Port of Los Angeles, import loads were up by a slender 2.9% (+13,332 TEUs), leaving the two San Pedro Bay ports with a combined year-over-year gain of 2.3% (+19,465 TEUs). Imports actually took a dip at the Port of Oakland, where the number of inbound loads actually subsided by 1.7% (-1,675 TEUs). Altogether, the three major California ports saw their loaded inbound TEU numbers increase by 1.9% (+17,790 TEUs) over last July.

Up the coast, the import trade through the Northwest Seaport Alliance Ports of Seattle and Tacoma was much more robust, with import loads up 22.8% (+22,243 TEUs) from a year earlier. Further north, though, the import numbers were not positive. The Port of Vancouver recorded a 13.9% (-22,337 TEUs) decline in inbound loads from last July, while Prince Rupert reported its containerized import traffic was down 10.7% (-6,897 TEUs) from July 2020.

Clearly, then, if the Global Port Tracker forecast is to be realized, ports elsewhere in North America are going to have to rise to a sizeable challenge.

To some extent, that may be happening. The July numbers from two big mid-Atlantic Coast ports provided a stark contrast to the early returns from out West. Charleston posted a staggering 46.5% jump (+37,915 TEUs) in inbound loads, while Savannah recorded a very respectable 22.8% (+42,328 TEUs) gain. Boston, the only other East port for which July statistics are available, saw a 44.8% (-5,484 TEUs) fall-off in inbound loads from last July. Our running tally, therefore, shows the three reporting East Coast ports with a July over July gain of 74,759 TEUs (26.8%). On the Gulf Coast, Houston posted a 34.1% (+34,858 TEUs) increase in inbound loads over last July.

Some observers may assume that the data so far furnish compelling evidence of the growing ascendancy of East Coast ports over their formerly dominant West Coast rivals. Others, however, may conclude that it merely takes a month longer for the chaos at Asian ports to be visited upon America's Atlantic Coast maritime gateways.

As for the containerized export trade, outbound shipments continued to be disappointing in July. Outbound loads were down year-over-year at Los Angeles (-34,914 TEUs), Long Beach (-28,651 TEUs), Oakland (-3,374 TEUs), the NWSA ports (-7,714 TEUs), Vancouver (-27,160 TEUs), and Prince Rupert (-3,598 TEUs). On the East Coast, Savannah and Charleston both bucked the trend by posting a combined year-over-year increase of 14,635 TEUs. Even so, the two Southeastern ports shipped 5,189 fewer TEUs this July than they had in July 2019. Export loads from Houston this July were down 23,052 TEUs from a year earlier.



AUG 30–SEPT 2
LONG BEACH
CONVENTION CENTER

2021



Documenting the June 2021 TEU Numbers

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

Because of the pandemic's effect in skewing year-over-year comparisons of container trade, we will again be offering Exhibits 1-3 which display columns comparing the container numbers for this June with the same month in the two preceding years. We are also taking steps to acknowledge the containerized trade that passes through some of the smaller U.S. West Coast ports by including the container trade numbers for the Port of Hueneme in Exhibits 1-3. We are also adding the YTD numbers for total container volumes at the Port of Portland (the one in Oregon) and Washington's Port Everett to Exhibit 3. We had hopes of including TEU data from the Port of San Diego, but its June tallies have not yet been made available to us.

Exhibit 1 displays the complete inbound loaded container traffic numbers for June as reported by the seventeen mainland U.S. and two British Columbian ports we track. Inbound loads for all nineteen ports totaled 2,404,575 TEUs, up 29.6% from June 2020 and up 16.6% from the pre-pandemic June of 2019.

The brunt of the inbound surge in June fell on East Coast ports, which collectively saw a 42.4% (+300,845 TEUs) jump in inbound loads since a year earlier. By contrast, the USWC ports we now track handled 23.7% (+203,844 TEUs) more inbound loads than in June 2020. Containerized

import loads through the nine East Coast ports we monitor totaled 1,010,797 TEUs, up from 709,952 loads a year earlier. The two Gulf Coast ports we watch posted a 55.5% increase in import loads (+53,970 TEUs) over last June and a 29.5% (+34,449 TEUs) over June 2019. Things were not so buoyant up in British Columbia, where some dreadful numbers from Prince Rupert overcame a gain at Vancouver.

Exports, as the red ink in **Exhibit 2** illustrates, generally continued their downward spiral on the West Coast while showing strong year-over-year gains along most of the Eastern Seaboard. Collectively, the U.S. and British Columbia ports we track shipped just 0.1% more outbound loads this June than last year. The Port of Los Angeles shipped 13,519 fewer loaded TEUs than in June 2020 and is now 31.0% (-43,251 TEUs) below its June 2019 level. While outbound loads through Long Beach were down very slightly (-591 TEUs) from a year earlier, it was 12.6% below June 2019. Collectively, the two San Pedro Bay ports shipped 60,137 fewer outbound loads this June than they had in the more salubrious climate of pre-pandemic June 2019. With export loads also down at the Northwest Seaport Alliance Ports of Seattle and Tacoma, the USWC ports we monitor saw a combined 7.3% reduction in export loads since June 2020 and a 19.6% decline from June 2019. USWC ports shipped 83,443 fewer loaded export TEUs this June than they had two Junes earlier.

On the other hand (or coasts), export loads through East Coast ports were up 12.2% over last June but down 1.0% (-4,051 TEUs) from June 2019. Meanwhile, export loads dwindled along the Gulf Coast by 10.2% and in British Columbia by 15.2%.

We Make Cargo Move



The Port
OF HUENEME



Exhibit 1 June 2021 - Inbound Loaded TEUs at Selected Ports

	Jun 2021	Jun 2020	% Change	Jun 2019	% Change	Jun 2021 YTD	Jun 2020 YTD	% Change	Jun 2019 YTD	% Change
Los Angeles	467,763	369,189	26.7%	396,307	18.0%	2,834,213	1,950,634	45.3%	2,260,267	25.4%
Long Beach	357,101	300,714	18.8%	331,617	7.7%	2,315,171	1,659,967	39.5%	1,813,810	27.6%
San Pedro Bay Totals	824,864	669,903	23.1%	727,924	13.3%	5,149,384	3,610,601	42.6%	4,074,077	26.4%
Oakland	95,060	82,464	15.3%	80,895	17.5%	544,642	454,362	19.9%	474,151	14.9%
NWSA	133,904	104,115	28.6%	122,645	9.2%	741,849	565,809	31.1%	692,318	7.2%
Port Huneme	9,500	3,002	216.5%	6,286	51.1%	63,528	28,578	122.3%	40,652	56.3%
USWC Totals	1,063,328	859,484	23.7%	937,750	13.4%	6,499,403	4,659,350	39.5%	5,281,198	23.1%
Boston	9,014	8,923	1.0%	13,874	-35.0%	54,759	67,258	-18.6%	73,198	-25.2%
NYNJ	386,771	264,054	46.5%	301,709	28.2%	2,241,180	1,708,731	31.2%	1,846,062	21.4%
Maryland	46,319	36,936	25.4%	38,839	19.3%	257,948	242,595	6.3%	261,021	-1.2%
Virginia	138,737	95,502	45.3%	112,664	23.1%	792,724	589,053	34.6%	673,676	17.7%
South Carolina	105,668	69,775	51.4%	86,076	22.8%	609,014	480,608	26.7%	520,409	17.0%
Georgia	219,840	161,363	36.2%	168,799	30.2%	1,363,723	988,575	37.9%	1,075,362	26.8%
Jaxport	26,805	24,555	9.2%	33,461	-19.9%	170,704	147,132	16.0%	176,802	-3.4%
Port Everglades	30,910	19,235	60.7%	22,463	37.6%	178,419	145,871	22.3%	163,988	8.8%
Miami	46,733	29,609	57.8%	34,226	36.5%	279,114	194,878	43.2%	215,101	29.8%
USEC Totals	1,010,797	709,952	42.4%	812,111	24.5%	5,947,585	4,564,701	30.3%	5,005,619	18.8%
New Orleans	11,793	10,408	13.3%	11,673	1.0%	64,764	69,664	-7.0%	68,617	-5.6%
Houston	139,488	86,903	60.5%	105,159	32.6%	749,446	569,718	31.5%	604,787	23.9%
USGC Totals	151,281	97,311	55.5%	116,832	29.5%	814,210	639,382	27.3%	673,404	20.9%
Vancouver	151,144	139,965	8.0%	137,495	9.9%	991,453	790,304	25.5%	843,768	17.5%
Prince Rupert	28,025	48,361	-42.0%	57,754	-51.5%	250,087	272,250	-8.1%	299,379	-16.5%
BC Totals	179,169	188,326	-4.9%	195,249	-8.2%	1,241,540	1,062,554	16.8%	1,143,147	8.6%
US/BC Totals	2,404,575	1,855,073	29.6%	2,061,942	16.6%	14,502,738	10,925,987	32.7%	12,103,368	19.8%
US Total	2,225,406	1,666,747	33.5%	1,866,693	19.2%	13,261,198	9,863,433	34.5%	10,960,221	21.0%
USWC/BC	1,242,497	1,047,810	18.6%	1,132,999	9.7%	7,740,943	5,721,904	35.3%	6,424,345	120.5%

Source Individual Ports



Exhibit 2 June 2021 - Outbound Loaded TEUs at Selected Ports

	Jun 2021	Jun 2020	% Change	Jun 2019	% Change	Jun 2021 YTD	Jun 2020 YTD	% Change	Jun 2019 YTD	% Change
Los Angeles	96,067	109,586	-12.3%	139,318	-31.0%	663,835	748,110	-11.3%	908,680	-26.9%
Long Beach	116,947	117,538	-0.5%	133,833	-12.6%	751,741	734,221	2.4%	732,225	2.7%
San Pedro Bay Totals	213,014	227,124	-8.2%	273,151	-22.0%	1,415,576	1,482,331	-4.5%	1,640,905	-13.7%
Oakland	71,192	70,638	0.8%	74,901	-5.0%	459,049	462,426	-0.7%	462,651	-0.8%
NWSA	56,930	70,431	-19.2%	76,559	-25.6%	365,278	411,340	-11.2%	453,730	-19.5%
Port Huneme	96	30	220.0%	64	50.0%	642	287	123.7%	412	55.8%
USWC Totals	341,232	368,223	-7.3%	424,675	-19.6%	2,240,545	2,356,384	-4.9%	2,557,698	-12.4%
Boston	5,833	5,114	14.1%	7,366	-20.8%	37,817	33,799	11.9%	40,199	-5.9%
NYNJ	112,987	97,769	15.6%	122,663	-7.9%	669,251	659,212	1.5%	741,518	-9.7%
Maryland	21,186	16,164	31.1%	20,127	5.3%	128,556	106,502	20.7%	115,293	11.5%
Virginia	78,853	71,591	10.1%	76,535	3.0%	541,188	465,832	16.2%	493,850	9.6%
South Carolina	68,990	57,935	19.1%	66,496	3.8%	430,028	389,335	10.5%	414,730	3.7%
Georgia	114,266	117,424	-2.7%	119,295	-4.2%	739,977	745,234	-0.7%	760,632	-2.7%
Jaxport	50,619	43,682	15.9%	38,424	31.7%	291,515	234,293	24.4%	248,279	17.4%
Port Everglades	31,505	21,915	43.8%	34,705	-9.2%	191,406	163,990	16.7%	210,271	-9.0%
Miami	28,828	25,679	12.3%	32,401	-11.0%	175,790	178,258	-1.4%	206,903	-15.0%
USEC Totals	513,067	457,273	12.2%	518,012	-1.0%	3,205,528	2,976,455	7.7%	3,231,675	-0.8%
New Orleans	21,847	20,890	4.6%	25,898	-15.6%	138,399	143,716	-3.7%	149,157	-7.2%
Houston	84,614	97,635	-13.3%	106,429	-20.5%	558,098	634,589	-12.1%	622,492	-10.3%
USGC Totals	106,461	118,525	-10.2%	132,327	-19.5%	696,497	778,305	-10.5%	771,649	-9.7%
Vancouver	76,484	83,970	-8.9%	101,715	-24.8%	502,160	528,646	-5.0%	582,068	-13.7%
Prince Rupert	9,224	17,113	-46.1%	15,254	-39.5%	81,934	100,556	-18.5%	101,648	-19.4%
BC Totals	85,708	101,083	-15.2%	116,969	-26.7%	584,094	629,202	-7.2%	683,716	-14.6%
US/Canada Total	1,046,468	1,045,104	0.1%	1,191,983	-12.2%	6,726,664	6,740,346	-0.2%	7,244,738	-7.2%
US Total	960,760	944,021	1.8%	1,075,014	-10.6%	6,142,570	6,111,144	0.5%	6,561,022	-6.4%
USWC/BC	426,940	469,306	-9.0%	541,644	-21.4%	2,824,639	2,985,586	-5.4%	3,241,414	-12.9%

Source Individual Ports



Documenting the June 2021 TEU Numbers Continued

Exhibit 3 provides the June year-to-date total container traffic figures for the U.S., Canadian, and Mexican ports we monitor. Owing to a surging import trade, all of the major ports we track saw substantial growth in total (loads + empties) over last year and the before that.

Weights and Values

Yes, we realize that the maritime industry likes its statistics delivered in TEUs. But here, we provide two alternative measures – the declared weight and value of the goods housed in those TEUs. The percentages in the following exhibits are derived from data compiled by the U.S. Commerce Department that are normally published with a five-week time-lag.

Exhibit 4: USWC Ports and the Worldwide Container Trade.

Exhibit 4 shows how the three major USWC gateways have been faring with respect to their respective shares of containerized imports discharged at mainland U.S. seaports in June. We again remind readers that, although it may look that way, the major USWC port complexes do not completely monopolize the movement of containers through ports in the states of California, Oregon, and Washington.

San Diego and the Port of Hueneme are both important conduits for refrigerated containers laden with fresh fruit imports from Central and South America. And Portland (the riverport in Oregon, not the seaport in Maine) is re-establishing itself as a container handler, with the number of total TEUs handled in June (10,278 TEUs) up from zero just two years ago. In Washington state, the Port of Everett handles several thousand TEUs a year, many on behalf of a local aircraft manufacturer.

Exhibit 3	June 2021 Total TEUs (Loaded and Empty) Handled at Selected Ports				
	Jun 2021	Jun 2020	% Change	Jun 2019	% Change
Los Angeles	5,427,875	3,761,888	44.3%	4,538,639	19.6%
Long Beach	4,753,828	3,433,035	38.5%	3,685,635	29.0%
NYNJ	4,395,072	3,965,625	10.8%	3,652,841	20.3%
Georgia	2,740,546	2,091,401	31.0%	2,252,228	21.7%
Vancouver	1,963,047	1,564,479	25.5%	1,695,377	15.8%
NWSA	1,860,174	1,564,263	18.9%	1,915,250	-2.9%
Virginia	1,681,702	1,274,115	32.0%	1,454,453	16.6%
Manzanillo	1,651,217	1,404,215	17.6%	1,512,284	9.2%
Houston	1,607,793	1,427,809	12.6%	1,461,409	10.0%
South Carolina	1,335,093	1,096,216	21.8%	1,207,417	10.6%
Oakland	1,301,781	1,168,097	11.4%	1,254,986	3.7%
Montreal	839,497	826,704	1.5%	859,409	-2.3%
JaxPort	713,593	590,170	20.9%	669,706	6.6%
Lazaro Cardenas	689,864	523,589	31.8%	662,060	4.2%
Miami	636,563	497,511	27.9%	562,669	13.1%
Port Everglades	525,976	464,586	13.2%	522,238	0.7%
Maryland	525,000	497,707	5.5%	536,520	-2.1%
Prince Rupert	491,710	480,427	2.3%	555,083	-11.4%
Philadelphia	351,629	305,739	15.0%	297,879	18.0%
New Orleans	271,873	298,512	-8.9%	317,980	-14.5%
Port of Hueneme	114,948	89,838	28.0%	64,890	77.1%
Boston	110,548	131,121	-15.7%	148,822	-25.7%
Portland, Oregon	43,231	25,624	68.7%	20	
Port Everett (WA)	8,327	7,341	13.4%	7,190	15.8%
US/Canada Total	31,699,806	25,562,208	24.0%	27,660,641	14.6%
US Mainland Only	28,405,552	22,690,598	25.2%	24,550,772	15.7%

Source Individual Ports



Documenting the June 2021 TEU Numbers Continued

Exhibit 4 Major USWC Ports Shares of U.S. Mainland Ports Worldwide Container Trade, June 2021

	Jun 2021	May 2021	Jun 2020
Shares of U.S. Mainland Ports Containerized Import Tonnage			
LA/LB	27.0%	28.0%	29.2%
Oakland	3.4%	3.9%	4.5%
NWSA	5.4%	4.4%	4.8%
Shares of U.S. Mainland Ports Containerized Import Value			
LA/LB	32.5%	34.5%	38.2%
Oakland	2.9%	3.1%	4.2%
NWSA	6.4%	5.7%	5.8%
Shares of U.S. Mainland Containerized Export Tonnage			
LA/LB	18.0%	19.8%	20.9%
Oakland	6.3%	6.2%	6.2%
NWSA	6.7%	6.5%	7.3%
Shares of U.S. Mainland Containerized Export Value			
LA/LB	16.5%	18.3%	22.3%
Oakland	6.4%	6.3%	7.0%
NWSA	4.0%	3.7%	4.4%

Source: U.S. Commerce Department.

Together, ports along the U.S. West Coast handled 37.5% of all containerized import tonnage that moved through U.S. mainland ports in June. That share was smaller than in June of last year (40.2%) and in June of 2019 (38.4%). By themselves, the Big Five USWC gateways handled 35.8% of all containerized import tonnage through U.S. mainland ports in June, down from a 38.5% share a year earlier and from 36.8% in June 2019.

Measured by the value of the container contents, all USWC ports accounted for 43.0% of the containerized import trade through U.S. mainland ports in June. The smaller tier of USWC ports held a collective 1.2% share of the value of the containerized imports that arrived at mainland ports in June. The Big Five share was 41.8%.

Exhibit 5 Major USWC Ports Shares of U.S. Mainland Ports Containerized Trade with East Asia, June 2021

	Jun 2021	May 2021	Jun 2020
Shares of U.S. Mainland Ports' East Asian Container Import Tonnage			
LA/LB	45.1%	47.9%	47.0%
Oakland	3.9%	4.4%	5.0%
NWSA	7.8%	7.1%	6.6%
Shares of U.S. Mainland Ports' East Asian Container Import Value			
LA/LB	49.8%	52.5%	54.8%
Oakland	3.4%	3.9%	4.7%
NWSA	9.6%	8.5%	7.8%
Shares of U.S. Mainland Ports' East Asian Container Export Tonnage			
LA/LB	31.2%	33.2%	31.2%
Oakland	9.3%	8.5%	8.0%
NWSA	11.5%	10.6%	10.5%
Shares of U.S. Mainland Ports' East Asian Container Export Value			
LA/LB	34.0%	37.7%	39.6%
Oakland	11.5%	11.2%	10.9%
NWSA	8.0%	7.7%	7.7%

Source: U.S. Commerce Department.

All USWC ports handled 33.2% of all containerized export tonnage from mainland ports in June, down from 35.8% last June and from 36.7% in June 2019.

Exhibit 5: USWC Ports and the East Asia Trade.

Exhibit 5 displays the shares of U.S. container trade involving the Far East handled by the five major USWC ports. Collectively, these five ports handled 56.9% of all containerized import tonnage that entered U.S. mainland ports in June. That was down from last June, when the same five ports received 58.6% of all containerized import tonnage and from the 56.7% share in the pre-pandemic month of June 2019. Adding in the containerized import tonnage handled by the smaller ports of California, Oregon, and Washington, the overall USWC share amounted to 58.3%.



Documenting the June 2021 TEU Numbers Continued

On the export side of the ledger, USWC ports of all dimensions collectively handled 53.0% of all containerized export tonnage bound for the Far East from America's mainland ports in June. That was an improvement over their 50.3% share a year earlier but well shy of their 58.9% share in June 2019. Measured by dollar value, the overall USWC share of containerized exports was down from 55.0% a year earlier and from a 58.1% share in June of 2019.

Who's #1?

The Port of Los Angeles was the nation's busiest container port in June 2021, having handled 876,430 total TEUs (loads and empties) that month. The neighboring Port of Long Beach placed third with 724,297 total TEUs. Together, the San Pedro Bay gateway managed to move 1,600,727 TEUs, a 23.7% increase over last June's pandemic-suppressed 1,293,65 TEUs but also up 11.0% from the 1,441,944 total TEUs they had handled in June 2019. In second came the Port of New York/New Jersey (PNYNJ) with 749,400 TEUs. Fourth place went to Savannah with 446,814 total TEUs. The Northwest Seaport Alliance Ports of Tacoma and Seattle ranked fifth among the U.S. ports we track with a total of 344,280 TEUs in June. (For our friends elsewhere in North America, Vancouver handled 302,071 TEUs in June, while 280,006 TEUs crossed the docks at Manzanillo.)

Not surprisingly, the Port of Los Angeles was also the nation's busiest port year-to-date, with 5,427,875 total TEUs through June. Second was Long Beach with 4,753,828 TEUs, while PNYNJ placed third with 4,395,072 TEUs. Savannah handled 2,740,546 total TEUs through June of this year, while the NWSA ports processed 1,860,174 TEUs.

For sticklers who don't believe empty boxes should count, Los Angeles remained in the lead with 563,830 loaded TEUs in the month of June. However, PNYNJ ran second place with 499,758 loads ahead of the 474,048 loads handled at third place Long Beach. Savannah and Houston were well behind with 334,106 TEUs and 224,102 laden TEUs, respectively. (NWSA continues to present a statistical puzzle, being that it's the only major maritime gateway that distinguishes its international trade from its domestic services. NWSA reports handling 190,834 laden import and export TEUs in June but also 73,979 TEUs in traffic with Hawaii and Alaska. The problem is that NWSA

doesn't tell us how many of those domestically traded boxes were full.)

In the category of inbound loads discharged in June, Los Angeles (467,763 TEUs) exceeded PNYNJ (386,771 TEUs) and Long Beach (357,101 TEUs). Inbound loads at Savannah meanwhile totaled 219,840 TEUs. Houston, with 139,488 inbound loads in June, nosed out Virginia (138,737 TEUs).

Export loads were again a different story. Long Beach led the pack with 116,947 TEUs, while Savannah (114,266 TEUs) again bested East Coast rival PNYNJ (112,987 TEUs). That left the Port of Los Angeles (96,067 TEUs) in fourth place, ahead of fifth place Houston (84,614 TEUs).

For the calendar year's first half, Long Beach shipped the most outbound loads (751,741 TEUs). Savannah was the runner-up with 739,977 TEUs. Third place PNYNJ (669,251 TEUs) nosed out Los Angeles (663,835 TEUs). Fifth place went to Houston (558,098 TEUs). Honorable mention goes to the Port of Virginia, which shipped 541,189 laden TEUs through June.

Who's #6 on the USWC?

Everyone knows the names of the five major U.S. West Coast container ports, but who comes sixth?

That would be the **Port of Hueneme**. During the first half of this year, the port on California's Central Coast between Los Angeles and Ventura handled a total of 114,948 TEUs, up 28.0% from the same period a year earlier. Next in line was the Port of San Diego, where 79,045 TEUs were moved through May, the last month for which data for that port are available. Then came the Port of Portland on the Oregon side of the Columbia River, which saw a total of 43,231 TEUs cross its docks in this year's first half. Finally, the Port of Everett in Washington State with 8,327 TEUs through June.

To be sure, the 250,000 or so TEUs these four ports handled in the year's first half is equivalent to the volume that moves through the Port of LA every couple of weeks. The USWC's top five ports handled 13,343,658 TEUs through June. But the trade through the smaller ports is hardly inconsiderable. After all, Hueneme is a busier container port than Boston.

Hueneme's big business involves shipments of automobiles and auto parts, but it is a major point of entry



Documenting the June 2021 TEU Numbers Continued

along with San Diego for fresh produce imports from Central and South America.

In terms of containerized tonnage, Port Hueneme handled 1,011,911 metric tons of containerized cargo, by far the most in its history. Although that is only one-eighth of the containerized tonnage handled by Tacoma or Seattle, it does represent a new trend stimulated by a recent shift by fresh fruit importers to refrigerated containers.

Exhibit 6 shows the growing importance of containerized shipping at Hueneme, especially with Dole Fruit's decision

to transition from refrigerated ships to refrigerated containers in 2019.

Exhibit 7 reveals just how dramatic that shift was in the method by which the port's fresh fruit imports are transported.

So what's it all worth?

TEU numbers only tell us so much about the containerized trade passing through America's major seaports. From the data presented above in Exhibit 3, we know that more containers (loads + empties) move

Exhibit 6 Port Hueneme: Containers vs. Bulk: 2005-2020
Source: U.S. Commerce Department

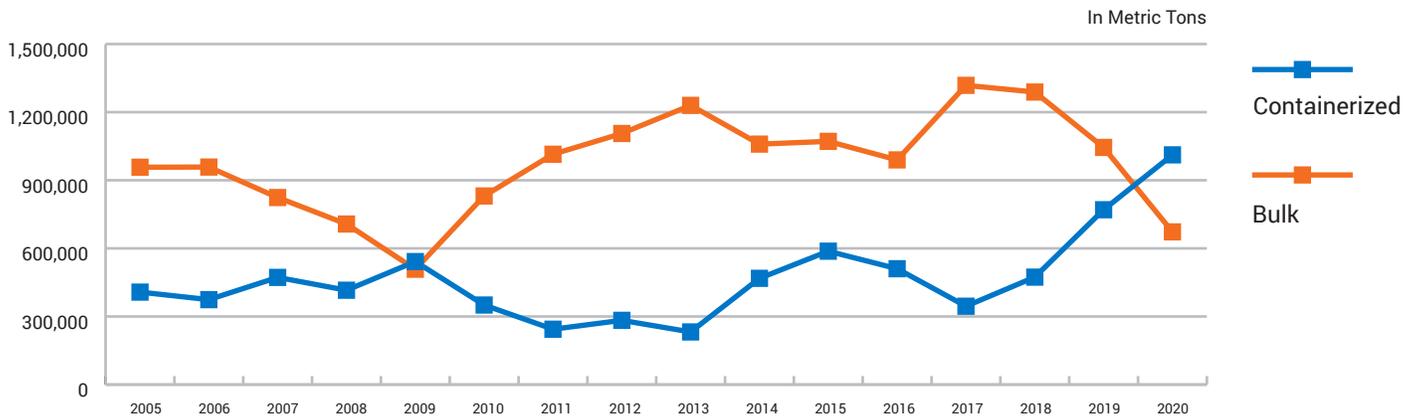
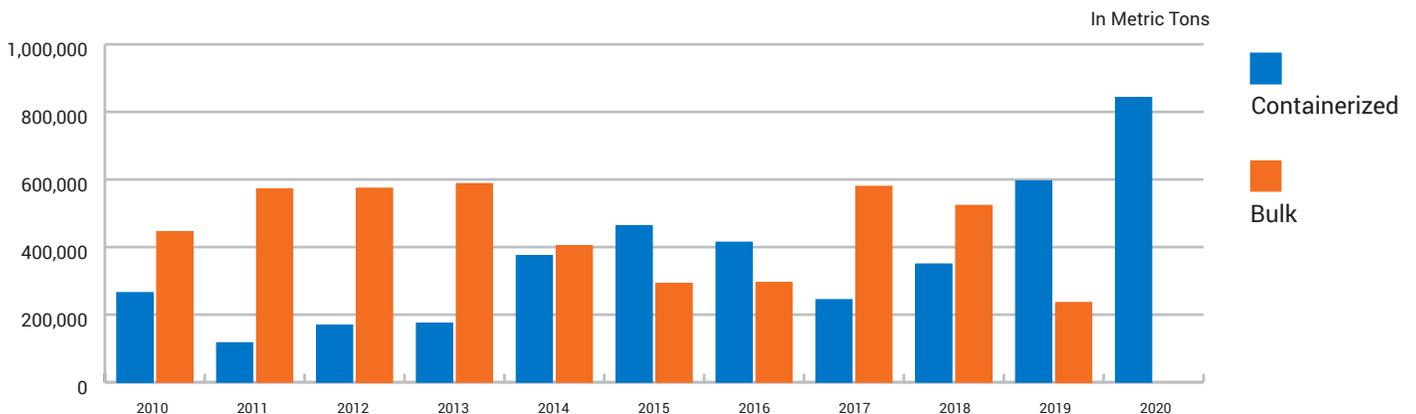


Exhibit 7 Port Hueneme Fruit Import Tonnage by Mode: 2010-2020
Source: U.S. Commerce Department





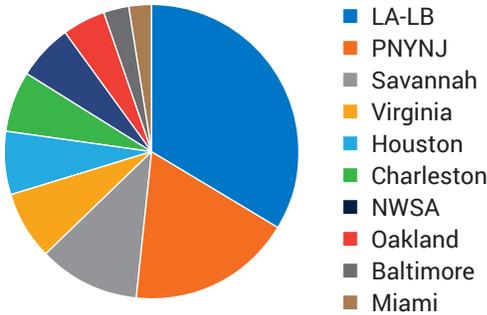
Documenting the June 2021 TEU Numbers *Continued*

Exhibit 8

Port Shares of U.S. Container Trade, First Half 2021

Source: U.S. Commerce Department (Dollar Value); Individual Ports (TEU Numbers)

Shares by Dollar Value



Shares by TEU Traffic

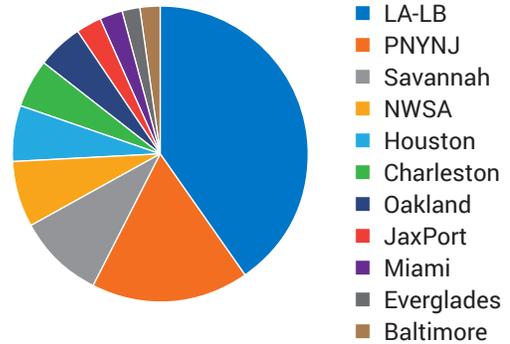
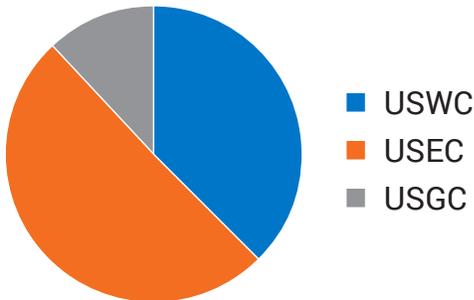


Exhibit 9

Coastal Shares of Containerized Import Tonnage at Mainland U.S. Seaports: 2019 and 2021

Source: U.S. Commerce Department

First Half, 2019



First Half, 2021

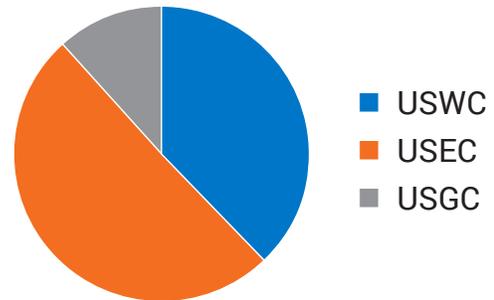
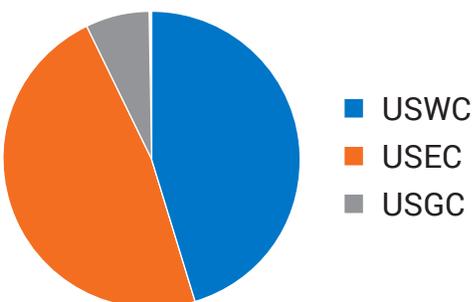


Exhibit 10

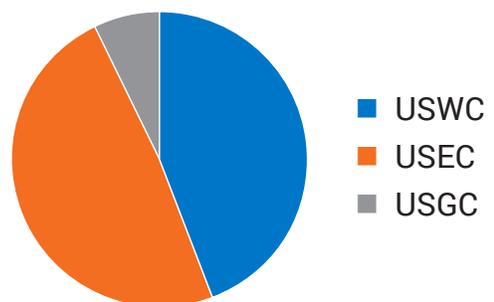
Coastal Shares of Declared Value of Containerized Imports at Mainland U.S. Seaports: 2019 and 2021

Source: U.S. Commerce Department

First Half, 2019



First Half, 2021





Documenting the June 2021 TEU Numbers Continued

through the neighboring Ports of Los Angeles and Long Beach than through any other U.S. maritime gateway. Their combined 35.9% share of the TEU traffic through the mainland U.S. ports in the first half of 2021 was considerably more than the 15.5% share held by PNYNJ or Savannah's 9.7% share. The NWSA Ports of Tacoma and Seattle held the next large share of boxes moved at 6.6%, followed by Virginia (5.9%), Houston (5.7%), Charleston (4.7%), Oakland (4.6%), JaxPort (2.5%), Miami (2.2%), Port Everglades (1.9%), and Baltimore (1.8%).

But how do the ports stack up when it comes to the declared value of the merchandise inside all those boxes? As it turns out, the ranking is a bit different.

Through the first six months of the year, ten of the nation's maritime gateways recorded two-way containerized trade valued in excess of \$10 billion. As illustrated in

Exhibit 8, the joint share held by the two San Pedro Bay ports amounted to 30.2%. That was significantly less than its 35.9% share of boxes moved, which reflected the unusually large number of empty containers shipped from the Port of Los Angeles. Still, the San Pedro Bay ports' share of the dollar value of the nation's oceanborne containerized commerce was considerably higher than the 16.2% share held by PNYNJ. Savannah was third with a 9.9% share, followed by Virginia (7.0%), Houston (6.4%), Charleston (6.0%), the NWSA ports (5.5%), Oakland (4.1%), Baltimore (2.5%), and Miami (2.1%).

Finally, **Exhibits 9 and 10** reveals how the coastal shares of both the tonnage and value of containerized imports have shifted between the first-half of pre-pandemic 2019 and the same period this year.

Jock O'Connell's Commentary: Where's the Juice?

In charting a course for an emissions-free, all-electric future, California policymakers have tended to downplay certain down-to-earth issues that might hamstring the zealous pursuit of their not-to-be-doubted-by-mere-mortals air quality goals.

Among these issues is whether California will have the power-generating capacity to supply the juice needed to electrify the transportation conveyances the California Air Resources Board (CARB) wants to see deployed within the next few years.

Economists label such issues as "externalities" but to regulators and elected officials they are usually treated as "someone else's problem."

In the case of the state's quest to clean the air by electrifying the wide array of equipment used to move goods, the cavalier stance with respect to the state's

inconsistent and potentially insufficient power supply brings to mind Tom Lehrer's ditty about a certain World War II German rocketeer the U.S. government saw fit to employ: "Once the rockets are up, who cares where they come down? That's not my department, says Wernher von Braun."

Anyone looking for an example of how California sometimes seems to operate in an alternate universe might start (and possibly finish) by reading two recent studies from impeccable sources. One is a February 2021 study from the Union of Concerned Scientists (UCS). It raises serious doubt about California's ability to provide all the electric power it will likely need later in this decade. The other is a June 2021 Moffatt & Nichol (M&N) analysis of the real-world challenges of supplying the volts the state's seaports and port drayage providers will need in order to comply with CARB's directives to transition their



Commentary Continued

cargo conveying equipment efficiently and economically from diesel to electric.

Both studies anticipate serious problems with regard to power generation and grid reliability by the second half of this decade as the state's rising demand for electric power outstrips its capacity for power generation.

Before delving into each report's specific findings and conclusions, let's look at the recent climate news, starting with what might be the first crack in the dike, so to speak. Just a few days ago, we learned that California's prolonged drought had taken down the Edward Hyatt Powerplant at the Oroville Dam due to a paucity of water in the dam's reservoir. As the *Los Angeles Times* soberly reported: "The loss of the hydroelectric power source at Lake Oroville, about 75 miles north of Sacramento, could contribute to rolling blackouts in the state during heat waves in coming months."

Ya think?

After the reservoir behind Northern California's Shasta Dam, Lake Oroville is second largest hydroelectric power source in the state. Jim Caldwell, a former assistant general manager at the Los Angeles Department of Water and Power, told the *Times*: "Replacing the lost power would cost far more than the hydroelectric power generated at Lake Oroville, and that replaced electricity would probably be less efficient, drive up emissions and deliver more pollution overall."

Not outcomes, in other words, that state policymakers in Sacramento want to see happen.

From here, unfortunately, not much in this story gets better.

The loss of hydroelectric capacity at Oroville came just weeks after the Bootleg Fire in Oregon threatened the California-Oregon Intertie, the transmission line that delivers power from the Pacific Northwest into California. (California generates only about 72 percent of the electricity it consumes. The rest it imports from other states, over long-distance transmission lines many environmentalists absolutely loathe.) That event temporarily reduced electricity supply into California by almost 4,000 megawatts, according to Governor

Newsom's office. It also came shortly after the Northwest endured blast furnace temperatures that set historic records, opening the question of whether authorities in a region that has now developed a keen appreciation for air-conditioning will continue to be as generous in sharing power with California.

California's grid is both gargantuan and fragile. Power outages have become more and more common. Even more regular have been the so-called "flex alerts" when households and businesses are implored to reduce energy consumption. With average temperatures throughout California rising and with the number of days with highs over 100 degrees creeping up, demand for power to run air-conditioners and fans will only increase.

But increased demand induced by climate change and a proliferation of household gadgets and appliances is only part of the problem. While a persistent drought erodes the state's hydroelectric capacity, what most troubles the Union of Concerned Scientists is that the state's single biggest electrical generating plant is scheduled for closure within the next three or four years.

That would be California's last nuclear plant at Diablo Canyon, which itself supplies nearly 6% of the state's electricity. And, as the Concerned Scientists note, it does so without producing "planet-warming greenhouse gases or lung-scarring air pollutants."

But with just three or four years left until the Diablo Canyon plant begins to power down, California has no strategy to directly replace it, as the *Los Angeles Times* has persistently reported. Although the state has committed itself to replacing Diablo Canyon's energy without increasing global warming emissions, the UCS study concludes: "current plans are insufficient to achieve this goal." The irony, of course, is that there will likely be a lengthy period of increased greenhouse gas emissions as the state is obliged to burn more natural gas to offset the loss of Diablo Canyon's output.

The UCS report estimates California would emit an additional 15.5 million metric tons of planet-warming carbon over the next decade — roughly equivalent to keeping 300,000 gasoline-powered cars on the road over that same time period. At the same time, nitrogen

Commentary Continued

dioxide pollution, which can cause asthma attacks and reduced lung function, would also rise in communities near gas-fired power plants. The added pollution would be equivalent to operating 1,750 diesel school buses, the report finds. As UCS energy expert Mark Specht told the *Times*: “We should have figured this out by now.”

In planning to compensate for the loss of Diablo Canyon’s generating capacity, California committed itself to an initiative almost designed to fail. In 2018, the state legislature enacted Senate Bill 100, a measure requiring that zero-carbon energy resources supply 100% of electric retail sales to customers by 2045. This past March, the California Energy Commission, the California Air Resources Board, and the state’s Public Utilities Commission jointly released a plan to achieve that goal through greater reliance on solar and wind power, implicitly minimizing the manifest reality that, in litigious California, nothing – no matter how virtuous – gets built on a timely basis, if at all.

If the concerned scientists are right, California’s power grid is in for a couple of decades of exceedingly thin skating when all of us will be scrambling for the watts to run the nifty household gadgets and kitchen appliances we’re being sold.

But suppose it’s not a new air-fryer you’re trying to power-up in your kitchen but a massive ship longer than three football fields that’s just sidled up to your dock.

A June 2021 report from highly regarded infrastructure engineering firm Moffatt & Nichol looked into that question. Its summary warning, phrased in the anodyne

language of engineering consultants is that: “Several challenges await California ports, terminals, and power suppliers in converting to all electric powered container and RoRo facilities.”

The M&N study set out to determine the power requirement for the two giant San Pedro Bay ports of Los Angeles and Long Beach, the Port of Oakland, and the Ports of San Diego, Hueneme, San Francisco, and Richmond. With the grid already stretched to its limits, the report notes that there is considerable risk that the transition to all-electric power could outstrip the ability of utilities to reliably deliver power to California’s ports. As the study cautions: “The consequences for not addressing the challenges could result in periodic shutdowns at the marine terminals or inability to continuously operate at daily capacity, resulting in breakdowns of the supply chain.”

And that’s not a far-down-the-road eventuality. In his July 30 Emergency Proclamation calling for energy conservation measures, Governor Newsom cited an anticipated shortfall of 3,500 megawatts during extreme weather events this summer and a “previously unforeseen” shortfall of up to 5,000 megawatts projected for next summer.

An equipment inventory developed in the M&N report finds that, in the San Pedro Bay and Oakland regions, there are nearly 3,000 pieces of heavy-duty cargo handling equipment that move containers on a regular basis. Most of these still require conversion to be zero-emission. In addition to the cargo handling equipment, port terminals





Commentary Continued

require substantial electrical power for refrigerated containers (reefers) and shore power as well as security lighting and normal business activities. Ship-to-shore cranes in the study regions are all powered through direct connection to the electrical grid. Rubber-tired gantry (RTG) cranes in the study region are predominantly diesel powered or diesel-hybrid. Testing is currently underway for RTGs with direct connection to the electrical grid. However, M&N advise that RTG cranes with direct connection to the grid tend to have lower operational productivities than diesel powered or diesel-hybrid.

Similarly, none of the port-registered drayage trucks serving the San Pedro Bay ports are currently battery-powered commercialized Class 8 type vehicles, though there are several demonstration units in operation. Conversion to battery power for Class 8 trucks providing drayage services will require charging capability that is not currently available and would be connected to the power grid.

Ultimately, the broader issue here lies with the inability of the relevant government agencies to transcend bureaucratic boundaries to better coordinate in

implementing the state's environmental mandates. Although CARB is empowered to decree a greater reliance on electric power, the agency itself is not involved in generating that power or in making the juice flow through transmission wires. Instead, those tasks are performed by utilities such as PG&E, San Diego Gas & Electric and the Los Angeles Department of Water and Power, and by public agencies, notably the state's Public Utilities Commission, the California Energy Commission, and the California Independent System Operator.

The State of California has long been accustomed to challenging private industry to develop the novel technologies needed to achieve the state's clean air goals. This time, though, it's less private enterprise but the government agencies responsible for generating and distributing electrical power in California that will likely face the stiffest challenge in abetting the drive to replace the internal combustion engine.

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



Protecting Blue Whales and Blue Skies
Vessel Speed Reduction Incentive Program
 A partnership for cleaner air, safer whales, and a quieter ocean
 2021 program underway
ourair.org/air-pollution-marine-shipping

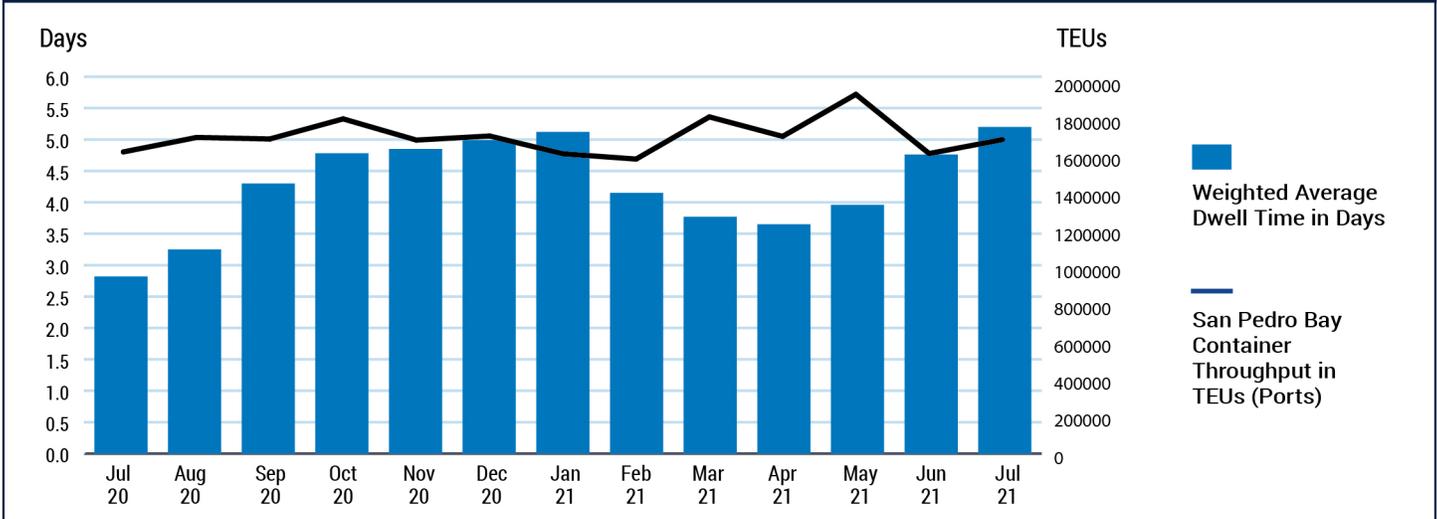
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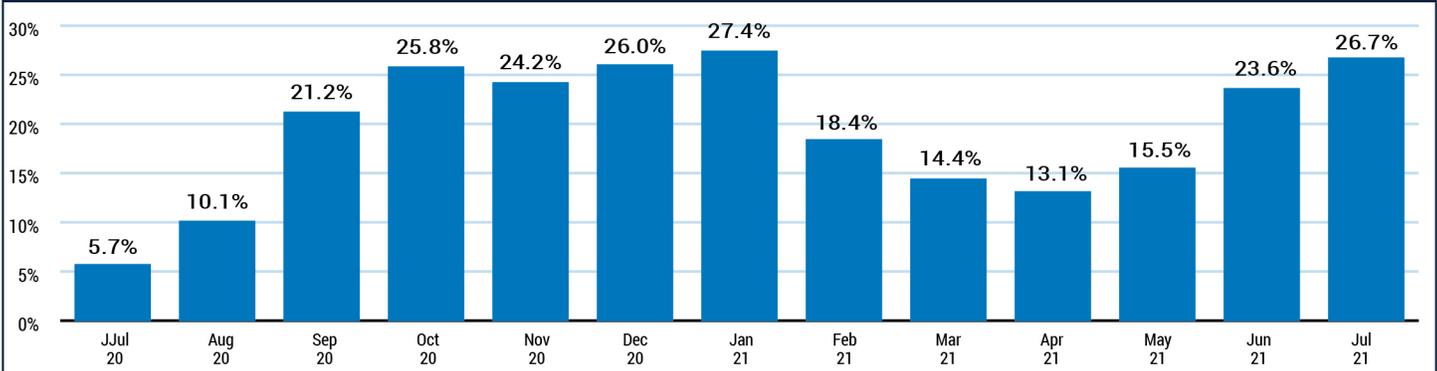


Import Dwell Time Is Up For July; Rail Dwell Time Is Slightly Down

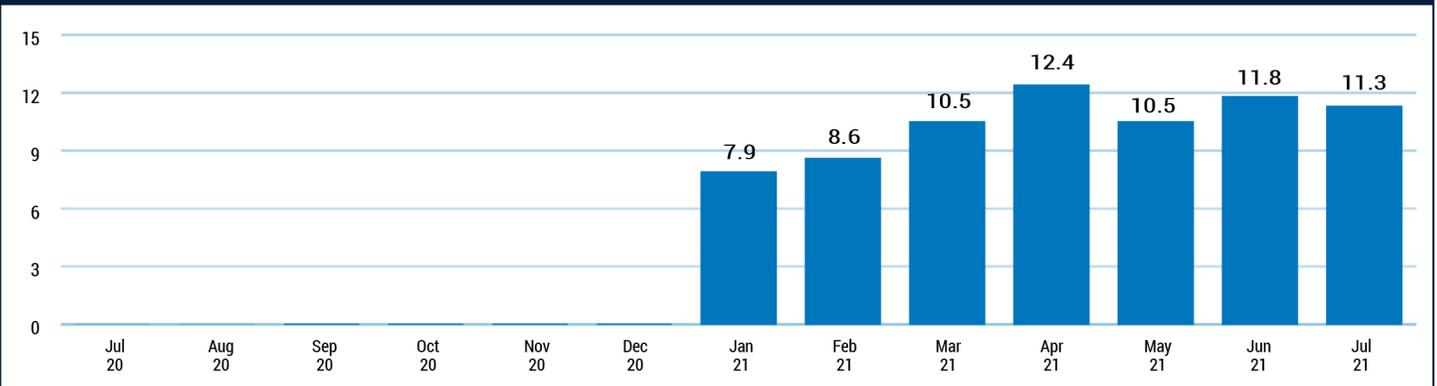
San Pedro Bay Weighted Average Inbound Laden Container Dwell Time in Days



Dwell Time in Days % > 5 Days



Rail Dwell Time in Days



WAC 363-116-078 Pilot training program. After passing the written examination and simulator evaluation, pilot candidates pursuing a pilot license are positioned on a list for the applicable pilotage district(s) and must enter and successfully complete a training program specified by the board before consideration for licensure.

(1) Notification. Pilot candidates on a list as described in subsection (2) of this section, waiting to enter a training program shall provide the board with the best address for notification to enter into a training program. In addition, a pilot candidate shall provide the board with other means of contact such as postal mailing or email address, phone number, and/or fax number. The email address with a read receipt request, however, will be considered the primary means of notification by the board. It will be the responsibility of the pilot candidate to ensure the board has current contact information at all times. If a pilot candidate cannot personally receive postal or electronic mail at the address(es) provided to the board for any period of time, another person may be designated in writing as having power of attorney specifically

to act in the pilot candidate's behalf regarding such notice. If notice sent to the email address provided by the pilot candidate is not acknowledged after three attempts or if notice sent via certified mail is returned after three attempts to deliver, that pilot candidate will be skipped and the next pilot candidate on the list will be contacted for entry into a training program. A person so skipped will remain next on the list. A pilot candidate or his/her designated attorney-in-fact shall respond within fifteen calendar days of receipt of notification to accept, refuse, or request a delayed entry into a training program.

(2) Entry. At such time that the board chooses to start a pilot candidate or candidates in a training program for either pilotage district, notification shall be given as provided in subsection (1) of this section. Pilot candidates shall be ranked in accordance with a point system established by the board based on overall performance on the written examination and simulator evaluation. Candidates shall be eligible to enter a training program for a pilotage district in the order of such rankings or as otherwise may be determined by the board. A pilot candidate

who refuses entry into a program will be removed from the waiting list with no further obligation by the board to offer a position in that district's training program to such pilot candidate. If the pilot candidate indicated interest in the other pilotage district on the application for the written examination, the candidate shall remain available for that other district's training program in accordance with his/her position on that list.

(a) A pilot candidate who is not able to start a training program within two months of the board's specified entry date may, with written consent of the board, delay entry into that training program. When a pilot candidate delays entry into a training program by more than two months, the board gives notice to the next pilot candidate on the list for that pilotage district to enter a training program. The pilot candidate who delays entry shall remain eligible for the next position in that district provided that the next position becomes available within the earlier of:

(i) Four years from the pilot candidate's taking the written examination; or

(ii) The date scheduled for the next pilotage examination for the district.

(b) A pilot candidate not able to start in a training program within two months of the board's specified entry date and who does not obtain the board's written consent to delay entry into a training program shall no longer be eligible for that district's training program without retaking the examination provided in WAC 363-116-076 and the simulator evaluation provided in WAC 363-116-077.

(3) Training license. Prior to receiving a training license pilot candidates must pass a physical examination by a board-designated physician and in accordance with the requirements of WAC 363-116-120 for initial pilot candidates. A form provided by the board must be completed by the physician and submitted to the board along with a cover letter indicating the physician's findings and recommendations as to the pilot candidate's fitness to pilot. The physical examination must be taken not more than ninety days before issuance of the training license. Holders of a training license will be required to pass a general physical examination annually within ninety days prior to the anniversary

date of that training license. Training license physical examinations will be at the expense of the pilot candidate. All training licenses shall be signed by the chairperson or his/her designee and shall have an expiration date. Training licenses shall be surrendered to the board upon completion or termination of the training program.

(4) Development. As soon as practical after receiving notification of eligibility for entry into a training program as set forth in this section, the pilot candidate shall provide a completed experience questionnaire to the trainee evaluation committee (TEC), a committee created per subsection (11) of this section. The training program consists of three phases: Observation trips, training trips, and evaluation trips, and such other forms of learning and instruction that may be designated. The TEC shall recommend a training program for adoption by the board. After adoption by the board, it will be presented to the pilot candidate. If the pilot candidate agrees in writing to the training program, the board shall issue a training license to the pilot candidate, which license shall authorize the pilot candidate to take such actions as are

contained in the training program. If the pilot candidate does not agree to the terms of a training program, in writing, within fifteen business days of it being received by certified mail return receipt, or by email read receipt requested, that pilot candidate shall no longer be eligible for entry into that pilotage district's training program and the board may give notice to the next available pilot candidate that he/she is eligible for entry into a training program pursuant to the terms in subsections (1) and (2) of this section.

(5) Initial assigned route.

(a) The TEC shall assign an initial route to each trainee at the beginning of his/her training program between a commonly navigated port or terminal and the seaward boundary of the pilotage district.

(b) Unless an extension of time is granted by the board, within eight months of the beginning of the training program if the trainee is continuously on stipend, plus an additional month for every month a trainee is off stipend (up to a maximum of fifteen months), the trainee must:

(i) Take and pass with a minimum score of eighty percent all conning quizzes provided by the board applicable to the initial assigned route as described in subsection (8) of this section. These quizzes may be repeated as necessary provided that they may not be taken more than once in any seven-day period, and further provided that they must be successfully passed within the time period specified in (b) of this subsection; and

(ii) Take and pass with a minimum score of eighty-five percent the local knowledge examination(s) provided by the board applicable to the initial assigned route as described in subsection (8) of this section. These examinations can be repeated as necessary provided that they may not be taken more than once in any seven-day period, and further provided that they must be successfully passed before the expiration date time period specified in (b) of this subsection; and

(iii) Possess a first class pilotage endorsement without tonnage or other restrictions on his/her United States Coast Guard license to pilot on the initial assigned route.

(6) Specification of trips. To the extent possible, a training program shall provide a wide variety of assigned requirements in three phases: Observation, training, and evaluation trips. A training program may contain deadlines for achieving full or partial completion of certain necessary actions. Where relevant, it may specify such factors as route, sequence of trips, weather conditions, day or night, stern or bow first, draft, size of ship and any other relevant factors. The board may designate specific trips or specific numbers of trips that shall be made with training pilots or with the pilot members of the TEC or with pilots designated by the TEC. In the Puget Sound pilotage district, pilot trainees shall complete a minimum of one hundred fifty trips. The board shall set from time to time the minimum number of trips for pilot trainees in the Grays Harbor pilotage district. The total number of trips in a training program shall be established by the board based on the recommendation of the TEC. The board will ensure that during a training program the pilot trainee will get significant review by supervising pilots and the pilot members of the TEC or with pilots designated by the TEC.

(7) Length of training program. For the Puget Sound district the length of the program shall not exceed thirty-six months. For the Grays Harbor district the length of the program will be determined at the time the training program is written.

(8) Local knowledge conning quizzes and local knowledge exams. A training program shall provide opportunities for the education of pilot trainees and shall provide for testing of pilot trainees on the local knowledge necessary to become a pilot. It shall be the responsibility of the pilot trainee to obtain the local knowledge necessary to be licensed as a pilot in the pilotage district for which he/she is applying. Each conning quiz will be organized by main channel routes, ports, and approaches. A conning quiz is not intended to replace a local knowledge exam as specified in subsection (5)(b)(ii) of this section, but there will be some overlap of subject matter. A pilot trainee shall pass a conning quiz or quizzes related to the route or harbor area to move from the observation phase to the training phase of his/her training program for that route or harbor area. After a trainee has successfully passed a conning quiz on a main channel route or a port and approach, he/she will

be eligible to take the conn on that route or approach unless it is a U.S. flag vessel and the required federal pilotage endorsement has not been obtained. The local knowledge exam for the initial route must be completed within eight months of the training start date if the trainee is taking the stipend. For each month the trainee is off stipend, an additional month is added up to a maximum of fifteen months to successfully pass the appropriate local knowledge exam. The final local knowledge exam must be completed before consideration for licensing and must be successfully passed before the expiration date of the training program. The conning quizzes and local knowledge exams will be administered at the offices of the board of pilotage commissioners. Eighty percent is the passing grade for conning quizzes, and eighty-five percent is required for the local knowledge exams. If a trainee fails a conning quiz or local knowledge exam, it may be retaken after seven days, but must be passed within the timing deadlines discussed above. The local knowledge required of a pilot trainee and the local knowledge examination(s) may include the following subjects as they

pertain to the pilotage district for which the pilot trainee seeks a license:

- (a) Area geography;
- (b) Waterway configurations including channel depths, widths and other characteristics;
- (c) Hydrology and hydraulics of large ships in shallow water and narrow channels;
- (d) Tides and currents;
- (e) Winds and weather;
- (f) Local aids to navigation;
- (g) Bottom composition;
- (h) Local docks, berths and other marine facilities including length, least depths and other characteristics;
- (i) Mooring line procedures;
- (j) Local traffic operations e.g., fishing, recreational, dredging, military and regattas;
- (k) Vessel traffic system;
- (l) Marine VHF usage and phraseology, including bridge-to-bridge communications regulations;
- (m) Air draft and keel clearances;

- (n) Submerged cable and pipeline areas;
- (o) Overhead cable areas and clearances;
- (p) Bridge transit knowledge - Signals, channel width, regulations, and closed periods;
- (q) Lock characteristics, rules and regulations;
- (r) Commonly used anchorage areas;
- (s) Danger zone and restricted area regulations;
- (t) Regulated navigation areas;
- (u) Naval operation area regulations;
- (v) Local ship assist and escort tug characteristics;
- (w) Tanker escort rules - State and federal;
- (x) Use of anchors and knowledge of ground tackle;
- (y) Applicable federal and state marine and environmental safety law requirements;
- (z) Marine security and safety zone concerns;
- (aa) Harbor safety plan and harbor regulations;
- (bb) Chapters 88.16 RCW and 363-116 WAC, and other relevant state and federal regulations in effect on the date the examination notice is published pursuant to WAC 363-116-076; and

(cc) Courses in degrees true and distances in nautical miles and tenths of miles between points of land, navigational buoys and fixed geographical reference points, and the distance off points of land for such courses as determined by parallel indexing along pilotage routes.

(9) Rest. It is the responsibility of the pilot trainee to obtain adequate rest. Pilot trainees shall observe the rest rules for pilots in place by federal or state law or regulation and rules established in the applicable pilotage district in which they will train, or any other rest requirements contained in a training program.

(10) Stipend.

(a) At the initial meeting with the TEC the pilot trainee shall indicate whether he/she wishes to receive a stipend during their training program. In the Puget Sound pilotage district, as a condition of receiving such stipend, pilot trainees will agree to forego during their training program other full- or part-time employment which prevents them from devoting themselves on a full-time basis to the completion of their training program. With the consent of the TEC, pilot trainees may elect to change

from a stipend to nonstipend status, and vice versa, during their training program provided that such change request is provided in writing from the trainee. If the trainee intends to be in nonstipend status more than four consecutive months, his/her particular training program may be constructed to provide recency and/or a change in seniority placement prior to resuming the training program. In the Puget Sound pilotage district the stipend paid to pilot trainees shall be a maximum of six thousand dollars per month (or such other amount as may be set by the board from time to time), shall be contingent upon the board's setting of a training surcharge in the tariffs levied pursuant to WAC 363-116-300 sufficient to cover the expense of the stipend, and shall be paid from a pilot training account as directed by the board. In the Grays Harbor pilotage district the stipend paid to pilot trainees shall be determined by the board and shall be contingent upon the board's receipt of funds, from any party collecting the tariff or providing funds, sufficient to cover the expense of the stipend and shall be paid from a pilot training account as directed by the board.

Determinations as to stipend entitlement will be made on a full calendar month basis and documentation of trips will be submitted to the board by the third day of the following month. Proration of the stipend shall be allowed at the rate of two hundred dollars per day (or such other amount as may be set by the board from time to time), under the following circumstances:

(i) For the first and last months of a training program (unless the training program starts on the first or ends on the last day of a month); or

(ii) For a pilot trainee who is deemed unfit for duty by a board-designated physician during a training month.

(b) In the Puget Sound pilotage district a minimum of twelve trips are required each month for eligibility to receive the minimum stipend amount as set by the board, or eighteen trips to receive the maximum stipend amount as set by the board. A trainee may make more than eighteen trips in a calendar month, but no further stipend will be earned for doing so. In the Grays Harbor pilotage district the minimum number of trips each month for eligibility to receive the stipend is seventy percent or such number or percentage of trips that may be set by the board

of the total number of vessel movements occurring in this district during that month. Only trips required by the training program can be used to satisfy these minimums. Trips will be documented at the end of each month.

(i) Whenever the Governor issues a proclamation declaring a state of emergency the board may determine whether there is a threat to trainees, pilots, vessel crews, or members of the public. Notwithstanding the other provisions of this chapter, the board, at its discretion, may suspend or adjust the pilot training program during the pendency of a state of emergency lawfully declared by the Governor. If the board suspends or adjusts the pilot training program, pilot trainees will continue to receive the maximum stipend allowable under this section, as if a trainee had taken at least twelve ~~eighteen~~ trips per month, until the Board determines otherwise. The trainee evaluation committee may further consider additional non-shipboard pilot training including, but not limited to, distance learning.

(c) The TEC will define areas that are considered to be hard-to-get, which many differ for trainees depending on their

date of entry. It is the pilot trainee's responsibility to make all available hard-to-get trips, as defined and assigned by the TEC. The board may elect not to pay the stipend if the missing trips were available to the pilot trainee but not taken.

(d) The TEC, with approval by the board may allocate, assign or specify training program trips among multiple pilot trainees. Generally, the pilot trainee who entered his/her training program earlier has the right of first refusal of training program trips provided that the TEC may, with approval by the board, allocate or assign training trips differently as follows:

(i) When it is necessary to accommodate any pilot trainee's initial route;

(ii) When it is necessary to spread hard-to-get trips among pilot trainees so that as many as possible complete required trips on time. If a pilot trainee is deprived of a hard-to-get trip by the TEC, that trip will not be considered "available" under (c) of this subsection. However, the pilot trainee will still be required to complete the minimum number of trips for

the month in order to receive a stipend, and the minimum number of trips as required to complete his/her training program;

(e) If a pilot trainee elects to engage in any full-or part-time employment, the terms and conditions of such employment must be submitted to the TEC for prior determination by the board of whether such employment complies with the intent of this section prohibiting employment that "prevents (pilot trainees) from devoting themselves on a full-time basis to the completion of the training program."

(f) If a pilot trainee requests to change to a nonstipend status as provided in this section such change shall be effective for a minimum nonstipend period of thirty days beginning at the beginning of a month, provided that before any change takes effect, a request is made to the TEC in writing. The requirement for designated hard-to-get trips is waived during the time the pilot trainee is authorized to be in nonstipend status.

(g) Any approved pilot association or other organization collecting the pilotage tariff levied by WAC 363-116-185 or 363-116-300 shall transfer the pilot training surcharge receipts to

the board at least once a month or otherwise dispose of such funds as directed by the board. In the Grays Harbor pilotage district, if there is no separate training surcharge in the tariff, any organization collecting the pilotage tariff levied by WAC 363-116-185 shall transfer sufficient funds to pay the stipend to the board at least once a month or otherwise dispose of such funds as directed by the board. The board may set different training stipends for different pilotage districts. Receipts from the training surcharge shall not belong to the pilot providing the service to the ship that generated the surcharge or to the pilot association or other organization collecting the surcharge receipts, but shall be disposed of as directed by the board. Pilot associations or other organizations collecting surcharge receipts shall provide an accounting of such funds to the board on a monthly basis or at such other intervals as may be requested by the board. Any audited financial statements filed by pilot associations or other organizations collecting pilotage tariffs shall include an accounting of the collection and disposition of these

surcharges. The board shall direct the disposition of all funds in the account.

(11) Trainee evaluation committee. There is hereby created a trainee evaluation committee (TEC) to which members shall be appointed by the board. The TEC shall include at a minimum: Three active licensed Washington state pilots, who, to the extent possible, shall be from the pilotage district in which the pilot trainee seeks a license and at least one of whom shall be a member of the board; one representative of the marine industry (who may be a board member) who holds, or has held, the minimum U.S. Coast Guard license required by RCW 88.16.090; and one other member of the board who is not a pilot. The TEC may include such other persons as may be appointed by the board. The TEC shall be chaired by a pilot member of the board and shall meet as necessary to complete the tasks accorded it. In the event that the TEC cannot reach consensus with regard to any issue it shall report both majority and minority opinions to the board.

(12) Supervising pilots. The board shall designate as supervising pilots those pilots who are willing to undergo such

specialized training as the board may require and provide.

Supervising pilots shall receive such training from the board to better enable them to give guidance and training to pilot trainees and to properly evaluate the performance of pilot trainees. The board shall keep a list of supervising pilots available for public inspection at all times. All pilot members TEC shall also be supervising pilots.

(13) Training program trip reports. After each training program trip, the licensed or supervising pilot shall complete a training program trip report form (TPTR) provided by the board. Training program trip report forms prepared by licensed pilots who are supervising pilots shall be used by the TEC and the board for assessing a pilot trainee's progress, providing guidance to the pilot trainee and for making alterations to a training program. Licensed pilots who are not supervising pilots may only have trainees on board for observation trips. All trip report forms shall be delivered or mailed by the licensed or supervising pilot to the board. They shall not be given to the pilot trainee. The licensed or supervising pilot may show the contents of the form to the pilot trainee, but the pilot trainee

has no right to see the form until it is filed with the board. The TEC shall review these training program trip report forms from time to time and the chairperson of the TEC shall report the progress of all pilot trainees at each meeting of the board. If it deems it necessary, the TEC may recommend, and the board may make, changes from time to time in the training program requirements applicable to a pilot trainee, including the number of trips in a training program.

(14) Termination of and removal from a training program. A pilot trainee's program may be immediately terminated and the trainee removed from a training program by the board if it finds any of the following:

(a) Failure to maintain the minimum federal license required by RCW 88.16.090;

(b) Conviction of an offense involving drugs or involving the personal consumption of alcohol;

(c) Failure to devote full time to training in the Puget Sound pilotage district while receiving a stipend;

(d) The pilot trainee is not physically fit to pilot;

(e) Failure to make satisfactory progress toward timely completion of the program or timely meeting of interim performance requirements in a training program;

(f) Inadequate performance on examinations or other actions required by a training program;

(g) Failure to complete the initial route requirements specified in subsection (5) of this section within the time periods specified;

(h) Inadequate, unsafe, or inconsistent performance in a training program and/or on training program trips as determined by the supervising pilots, the TEC and/or the board; or

(i) Violation of a training program requirement, law, regulation or directive of the board.

(15) Completion of a training program shall include the requirements that the pilot trainee:

(a) Successfully complete all requirements set forth in the training program including any addendum(s) to the program;

(b) Possess a valid first class pilotage endorsement without tonnage or other restrictions on his/her United States

government license to pilot in all of the waters of the pilotage district in which the pilot candidate seeks a license; and

(c) Complete portable piloting unit (PPU) training as defined by the TEC.

[Statutory Authority: Chapter 88.16 RCW. WSR 19-03-141, § 363-116-078, filed 1/22/19, effective 2/22/19; WSR 13-08-025, § 363-116-078, filed 3/27/13, effective 4/27/13; WSR 12-05-064, § 363-116-078, filed 2/15/12, effective 3/17/12; WSR 10-04-100, § 363-116-078, filed 2/3/10, effective 3/6/10. Statutory Authority: Chapter 88.16 RCW and 2008 c 128. WSR 08-15-119, § 363-116-078, filed 7/21/08, effective 8/21/08. Statutory Authority: RCW 88.16.105. WSR 06-20-107, § 363-116-078, filed 10/4/06, effective 11/4/06. Statutory Authority: Chapter 88.16 RCW and 2005 c 26. WSR 05-18-021, § 363-116-078, filed 8/29/05, effective 10/1/05.]



PREPROPOSAL STATEMENT OF INQUIRY

CR-101 (October 2017)
(Implements RCW 34.05.310)

Do **NOT** use for expedited rule making

CODE REVISER USE ONLY

OFFICE OF THE CODE REVISER
STATE OF WASHINGTON
FILED

DATE: September 15, 2021

TIME: 9:33 AM

WSR 21-19-072

Agency: Board of Pilotage Commissioners

Subject of possible rule making: WAC 363-116-301 New Revenue Collection

Statutes authorizing the agency to adopt rules on this subject: Chapter 88 RCW, Pilotage Act

Reasons why rules on this subject may be needed and what they might accomplish: The BPC is complying with the legislative intent through the passage of SB 5165, which stipulates certain conditions in order for the BPC to receive state appropriation from the pilotage account solely for self-insurance liability premium expenditures. This revised rule defines these two stipulations.

Identify other federal and state agencies that regulate this subject and the process coordinating the rule with these agencies: None

Process for developing new rule (check all that apply):

- Negotiated rule making
- Pilot rule making
- Agency study
- Other (describe) Regular public notice process followed by a public hearing for Board adoption.

Interested parties can participate in the decision to adopt the new rule and formulation of the proposed rule before publication by contacting:

Name: Jaimie C. Bever, Executive Director
Address: 2901 3rd Avenue, Suite 500, Seattle, WA 98121
Phone: (206) 515-3887
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TTY:
Email: BeverJ@wsdot.wa.gov
Web site: www.pilotage.wa.gov
Other:

(If necessary)

Name:
Address:
Phone:
Fax:
TTY:
Email:
Web site:
Other:

Additional comments: None

Date: September 15, 2021

Name: Jaimie C. Bever

Title: Executive Director

Signature:

AMENDATORY SECTION (Amending WSR 19-20-013, filed 9/20/19, effective 10/21/19)

WAC 363-116-301 New revenue collection. With respect to the passage of (~~Engrossed Substitute House Bill No. 1160, Section 108~~) section 107, chapter 333, Laws of 2021 (Substitute Senate Bill No. 5165), the board of pilotage commissioners is appropriated (~~three million one hundred twenty five thousand dollars~~) \$2,926,000 from the pilotage account state appropriation solely for self-insurance liability premium expenditures. This appropriation is contingent upon two stipulated conditions:

(1) The Puget Sound pilots shall pay to the board, from its tariffs, (~~one hundred fifty thousand dollars~~) \$150,000 annually on July 1, (~~2019~~) 2021, and July 1, (~~2020~~) 2022. These amounts shall be deposited by the board into the pilotage account and used solely for the expenditure of self-insurance premiums; and

(2) A self-insurance premium surcharge of (~~sixteen dollars~~) \$16 shall be added to each Puget Sound pilotage assignment on all vessels requiring pilotage in the Puget Sound pilotage district. The Puget Sound pilots shall remit the total amount of such surcharges generated to the board by the tenth of each month. The surcharge shall be in effect from July 1, (~~2019~~) 2021, through June 30, (~~2021~~) 2023. These amounts shall be in addition to those fees to be paid to the board pursuant to subsection (1) of this section and shall be deposited by the board into the pilotage account solely for the expenditure of self-insurance premiums.

These two directives are in effect beginning May (~~16, 2019~~) 18, 2021, through June 30, (~~2021~~) 2023.



STATE OF WASHINGTON
BOARD OF PILOTAGE COMMISSIONERS

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

Meeting Minutes – Oil Transportation Safety Committee (OTSC)

June 3, 10:00am – 12:00pm

Attendees via Teams: Jaimie Bever (Chair/BPC), Sara Thompson (Ecology Alternate/BPC), Brian Kirk (Ecology Alternate/BPC), Lori Crews (Ecology Guest), Alex Hess (Ecology Guest), Blair Bouma (Pilot/PSP), Keith Kridler (Pilot Alternate/PSP), Charlie Costanzo (Tug Industry/AWO), Sheri Tonn (Ex-officio/BPC), Senator Joseph Williams (Tribal/Swinomish), Tom Ehrlichman (Tribal/Swinomish), Bettina Maki (Staff/BPC), Laird Hail (Advisor/USCG), Bob Poole (Oil Industry/WSPA), Mark Homeyer (Tug Industry Alternate/Crowley), Fred Felleman (Environment/Friends of the Earth), and Rein Attemann (Environment Alternate/Washington Environmental Council).

Absent: Eleanor Kirtley (Marine Environment/BPC)

1. Welcome

Chair Bever welcomed everyone to the meeting and briefly reviewed the agenda. Sara Thompson (Ecology Alternate/BPC) then introduced Lori Crews and Alex Hess from Ecology. Lori is working on the data synthesis, compilation, and format of the Synopsis of Changing Vessel Traffic Trends. Alex has recently joined Ecology as a Project Manager in the Spills Program.

2. Approve February 1, 2021, Meeting Minutes

The group approved the February 1, 2021, OTSC meeting minutes as drafted.

3. Informational Update - Synopsis of Changing Vessel Traffic Trends – Ecology

Sara Thompson (Ecology Alternate/BPC) presented information regarding the development and collection of data for the Synopsis of Changing Vessel Traffic Trends. The presentation included a background of ESHB 1578, deliverables, methods, crossing line locations, timeline of deliverables, preliminary manual method results, overview of the synopsis report structure, and next steps. At the conclusion of the presentation, Sara asked for questions and whether there were any data trends that OTSC members were aware of that Ecology may have not taken into consideration.

Blair Bouma (Pilot/PSP) asked for clarification on the dates of the data presented. Sara responded that year one was from September 2019 to September 2020 and year two was September 2020 to September 2021.

Rein Attemann (Environment Alternate/Washington Environmental Council) asked why "laden" and "unknown" were grouped together in the charts. Sara Thompson (Ecology Alternate/BPC) responded that because the requirement for the escort is laden, Ecology wanted to cast a wide net for what would be included in that category. Fred Felleman (Environment/ Friends of the Earth) mentioned that he was concerned how much adding "unknown" and "known" to the laden question would change the results. Lori Crews (Ecology Alternate/BPC) responded that most of the barges are not taking or discharging a full load. The number of vessels Ecology could report with 100% accuracy as to whether they were laden or unladen was small. Taking out the unknowns would result in a much smaller sample size. Fred acknowledged the challenge of vessels coming other locations such as Alaska and B.C. but also suggested that making assumptions about how much the vessels were carrying could follow common-known trends. He wondered if those would be considered "likely" or just "unknown". Lori responded that there was line added, based on her professional opinion as a mariner, whether a vessel was likely laden or unladen. Sara acknowledged that the data she presented did not include Lori's professional opinion regarding the "unknown" or "likely" designation. She suggested that the Board could make a determination about whether to include that line item of data. Lori reminded everyone that the conversation was strictly regarding barges, not tankers. Mark Homeyer (Tug Industry Alternate/Crowley) added that Crowley rarely brings anything back from Canada. And when going to Oregon, they don't always deliver cargo to Portland. He wanted to make sure that historical trends weren't necessarily a reflection of current trends.

Fred Felleman (Environment/Friends of the Earth) inquired about absolute numbers. Sara Thompson (Ecology Alternate/BPC) asked if he had a specific vessel type in mind for breaking out the numbers between laden and unknown. Mark Homeyer (Tug Industry/Crowley) offered that Crowley, and likely Kirby, ATBs were running mostly full or mostly empty. Bunker barges would likely be the vessel type running between laden and unladen. However, bunker barges engaged in bunkering are exempt and therefore are removed from the data set when they are engaged in bunkering. Sara said Ecology would run some additional charts for the OTSC to review.

Brian Kirk (Ecology Alternate/BPC) reiterated that Ecology was willing to provide some visuals to break out the categories for discussions. However, he was cautious about making any changes to their methodology. Lori Crews (Ecology Alternate/BPC) also cautioned that COVID-19 played a role in the trends that will be included in the synopsis. Brian agreed adding that Ecology may not be able to answer the legislative question of whether the new statute for tug escorts had a significant impact on routes. The data collected will be shared and may show that there was not a huge shift, or stampede, from Rosario to Haro.

4. Risk Management

Chair Bever began the conversation with some clarifications regarding enterprise risk management. The process is to state the goal, identify the risk, evaluate the risk, prioritize the risk, monitor and review the results, and then to communicate those results. Identified risks will be entered into a state database and updated and mitigated as needed. The process is ongoing and will be discussed at committee meetings. The BPC is responsible for the risks. The committee provides feedback and will focus on goals and associated risks. The rest of the process will happen at the agency level. Laird Hail (Advisor/USCG) referred to an email comment from Tom Ehrlichman (Tribal/Swinomish) that enterprise risk management was for programmatic risks, not for navigational risks. Tom Ehrlichman thanked Laird for referencing his email, and further clarified that the BPC, as a state agency, was looking at its own performance, not Ecology's endeavors.

a. Tug Escort Risk Memo

Bob Poole (Oil Industry/WSPA) introduced the Tug Escort Risk Memo and provided some background on its development. Guidance regarding tug escorts was recommended as the September 1, 2020, mandate in Rosario Strait and connected waterways east was drawing near. WSPA was approached to take on a project, along with other maritime professionals, to help inform safe tug escorting. The effort resulted in the memorandum, which was provided to the committee. The technical components included Delphi Maritime collaborating with tug escort professionals.

Chair Bever thanked Bob and reminded everyone that the memo was a good example of navigational risk management to be considered as a part of future rulemaking, not programmatic risk management, which would be talked about next on the meeting agenda. Brian Kirk (Ecology Alternate/BPC) acknowledged the work done on the memo and the efforts of Blair Bouma (Pilot/PSP) for bringing attention to the matter. He also acknowledged WSPA and AWO, as well as the tug operators themselves. He added that Ecology will be focusing more on this topic as they move into the tug escort analysis project.

Jason Hamilton (Public/BPC) suggested that the memo should include a reference to VTS as a risk mitigation factor. Laird Hail (Advisor/USCG) agreed. JD Leahy (Ecology Alternate/BPC) asked for clarification regarding the term on the bottom of page 2 "bracketing response time". Captain Jeff Slesinger, Delphi Marine and author of the report, joined the meeting briefly to respond to the inquiry. He said it was the interval between an event and applied course correction.

Fred Felleman (Environment/Friends of the Earth) wanted to make sure it was noted that he had not given any feedback during the meeting because he hadn't had a chance to review the memo yet. Bob Poole (Oil Industry/WSPA) responded that there was no time sensitivity to the document. It had been circulated to the USCG and the Puget Sound Harbor Safety Committee as initial information to inform future decisions.

b. Brainstorm Session

The committee spent some time identifying goals based on ESHB 1578 deliverables and the risks attached to those goals for further consideration by the BPC and inclusion in their enterprise risk management database. These brainstorming sessions are ongoing and will continue at each meeting. Chair Bever thanked the committee for their input and time regarding this important topic.

5. Next Steps

a. Action Items

Ecology will work on new charts based on the previous conversation. Chair Bever will send those to the OTSC. Any other comments/question regarding the memo can go to Chair Bever or Ecology. The memo can also be considered for a future meeting agenda item.

b. Next Meeting

Another brainstorm session will be included on the agenda to review the rest of the ESHB 1578 deliverables.

Chair Bever asked if members had any other topics they'd like to see on the next agenda. Tom Ehrlichman (Tribal/Swinomish) wondered if a discussion regarding the extensive use of anchorages could be a future topic for the OTSC. He also suggested that Tribes would be interested in providing a short briefing on the Treaty Fishing Rights as they relate to vessel traffic and their effect on the usual and accustomed fishing grounds. Fred Felleman (Environment/Friends of the Earth) was in favor of these suggestions. Sara Thompson (Ecology Alternate/BPC) informed the group that Ecology will be scheduling risk model presentations for the OTSC in the near future.

Chair Bever suggested late summer for the next OTSC meeting. BPC staff will send a Doodle Poll.

Meeting adjourned at 1200.



ESHB 1578 – REDUCING THE THREATS TO SOUTHERN RESIDENT KILLER WHALES BY IMPROVING THE SAFETY OF OIL TRANSPORTATION

OVERVIEW AND UPDATE

*JAIMIE C. BEVER, EXECUTIVE DIRECTOR
SEPTEMBER 28, 2021*

TODAY'S PRESENTATION



- ESHB 1578 Background
- Partnership with Department of Ecology
- Oil Transportation Safety Committee
- Timeline and overview of BPC Deliverables
- Progress made
- Next steps
- Resources





LEGISLATIVE BACKGROUND

- 2019 Legislative Session – ESHB 1578
Reducing threats to southern resident killer whales by improving the safety of oil transportation.
- Tug Escort Requirements as of 9/1/2020 on the following laden vessels between 5,000 and 40,000 deadweight tons
 - 1) Laden oil tankers
 - 2) Articulated tug barges (ATBs)
 - 3) Towed waterborne vessels or barges



PARTNERSHIP WITH DEPARTMENT OF ECOLOGY



- 1578 Interagency Agreement
- Scope of Work
 - Synopsis of Changing Vessel Traffic Trends
 - Tug Escort Risk Model
 - Rulemaking

BPC and ECOLOGY will work together to:
<ul style="list-style-type: none"> • Develop project plans to accomplish the requirements of The Act • Coordinate communication, consultation, and outreach activities • Provide technical assistance to plan and prepare for activities
Project-specific Responsibilities:
<ul style="list-style-type: none"> • Rosario Tug Escort Implementation (by September 1, 2020) BPC – outreach, interpretive statements, and enforcement ECOLOGY – provide technical assistance
<ul style="list-style-type: none"> • Geographic Zone Identification (by September 1, 2020) BPC – lead process and make final decisions to identify and define zones ECOLOGY – provide technical assistance
<ul style="list-style-type: none"> • Synopsis of Changing Vessel Traffic Trends (by December 31, 2021) BPC – develop scope and review, approve and submit final synopsis to the Legislature ECOLOGY – provide technical assistance, develop synopsis
<ul style="list-style-type: none"> • Develop and Maintain Risk Model (by September 1, 2023) BPC – provide technical assistance ECOLOGY – develop and maintain risk model, and consult with tribes and stakeholders
<ul style="list-style-type: none"> • Report to the Legislature Regarding Emergency Response Towing Vessel (by September 1, 2023) BPC – provide technical assistance ECOLOGY – assess whether an emergency response towing vessel (ERTV) will reduce oil spill risk and deliver report to the Legislature
<ul style="list-style-type: none"> • Analysis of Tug Escorts Using Risk Model (by September 1, 2023) BPC – develop and approve analysis scope ECOLOGY – provide technical assistance, perform analysis and outreach activities, write and submit summary to the Legislature
<ul style="list-style-type: none"> • Conduct Tug Escort Rulemaking (by December 31, 2025) BPC – making final decisions regarding tug escort requirements and adopt rules, and provide technical assistance ECOLOGY – lead rulemaking process and outreach efforts, and conduct regulatory analysis

OIL TRANSPORTATION SAFETY COMMITTEE (OTSC)



- 12/16/2019 - OTSC Charter Adopted by the Board
- 1/16/2020 – OTSC Membership Adopted by the Board
- Statement of Purpose:
To conduct analysis and provide recommendations for the Board concerning the deliverables outlined in ESHB 1578.
- OTSC Meeting Minutes can be found at:
<https://pilotage.wa.gov/oil-transportation-safety.html>

OTSC MEMBERS



Chair	BPC Ex-officio	BPC Member Ecology	BPC Member Marine Environ.	BPC Member Public	Tribal	Oil Industry	Tug Industry	Environ. Community	Pilot
Jaimie Bever	Sheri Tonn	Nhi Irwin	Eleanor Kirtley	Jason Hamilton	Senator Joseph Williams Swinomish	Bob Poole WSPA	Charlie Costanzo AWO	Fred Felleman Friends of the Earth	Captain Blair Bouma Puget Sound Pilots
BPC	BPC	Alternates: Ecology Spills Program			Alternate TBD	Alternates: Various Subject Matter Experts	Alternates: Various Subject Matter Experts	Alternate: Rein Attemann WEC	Alternate: Keith Kridler Puget Sound Pilots

TIMELINE OF BPC DELIVERABLES



9/1/2020

- Rosario Strait & Connected Waterways East Tug Escort Implementation
- Identification of Geographic Zones

12/31/2021

- Synopsis of Changing Vessel Traffic Trends

9/1/2023

- Consultation
- Risk Model Analysis

12/31/2025

- Adopt Rules for Tug Escorts in Puget Sound

10/1/2028

- Review Rules Every 10 Years Thereafter

OVERVIEW OF BPC DELIVERABLES

09/01/2020



- Rosario Strait and Connected Waterways East Tug Escort Implementation

- Geographic Zone Identification



- Interpretive Statement
 - *For Board Approval*
- Geographic Zones
 - *For Board Approval*

OVERVIEW OF BPC DELIVERABLES

09/01/2020 - INTERPRETIVE STATEMENT



- ESHB 1578 terms analyzed and defined by OTSC.
- OTSC developed recommendations for BPC consideration and adoption.
 - Development of definitions – practical, on the water perspective
 - Existing published definitions considered.
- BPC adopted the Interpretive Statement at the June 18, 2020, regular public meeting of the Board.

OVERVIEW OF BPC DELIVERABLES

09/01/2020 – GEOGRAPHIC ZONES



- Determination of Zones based on Potential Hazards including:
 - Vessel distance to the ground
 - Vessel traffic
 - Weather conditions
 - Currents
 - Vessel capability
- Delivered to Ecology

GEOGRAPHIC ZONES

Per the Directives of ESHB 1578 *Reducing the threat to southern resident killer whales by improving the safety of oil transportation* and
Chapter 88.16 RCW Pilotage Act
88.16.190 *Oil Tankers-Restricted Waters-Requirements*

The following geographic zones for the waterways of Puget Sound were developed taking into account potential hazards including vessel distance to the ground, vessel traffic, weather conditions, currents, vessel capability, etc. Subzones are the critical spots in each passage and are indicated in the darker color of the overall zone.

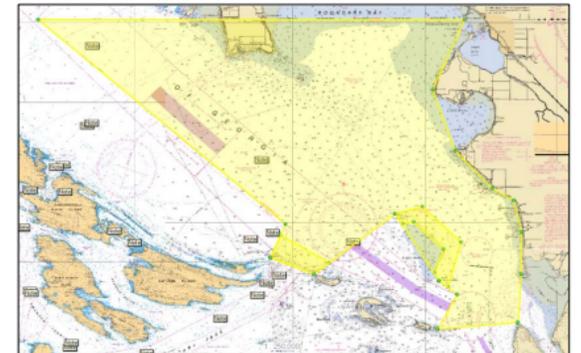
Notes:

- 1) The colors for each zone were chosen to distinguish them from one another and are not related to risk.
- 2) The written descriptions are the zone definitions. The visuals are provided as an aid to help visualize the zones.
- 3) The BPC recognizes that the U.S. and the state of Washington cannot regulate Canadian waters and that the Canadian VTS manages traffic in the areas of Haro Strait and Boundary Pass.

1. Strait of Georgia

South: A line from Puffin Island light to Point Migley on Lummi Island.

West: From Puffin Island light, NE to Lat. 48° 46.4'N, Long 122° 47.5'W then to the South Alden Bank buoy, then to the North Alden Bank buoy, then to Alden



OVERVIEW OF BPC DELIVERABLES

12/31/2021



- Synopsis of Changing Vessel Traffic Trends
 - Adopted by the Board

Purpose

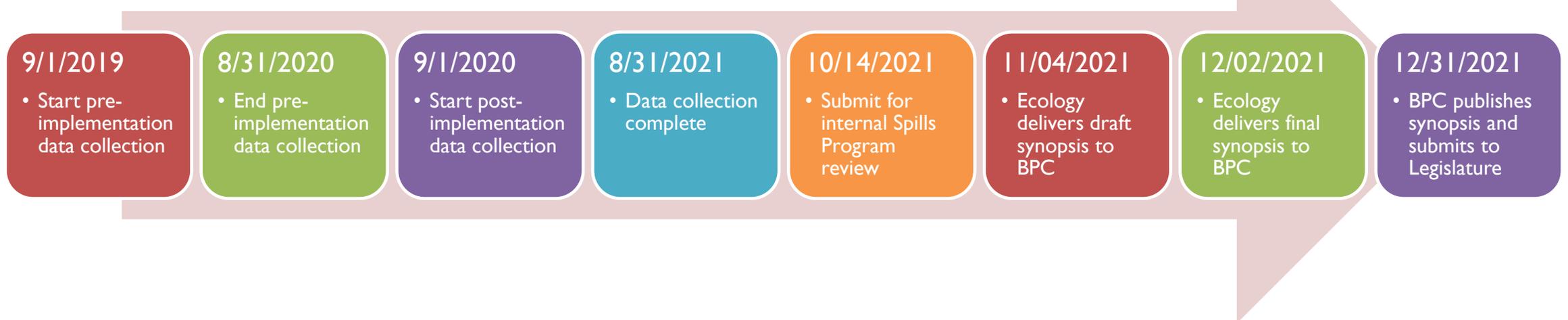
- To determine how vessel traffic in both Rosario Strait and Haro Strait changed once the tug escort law went into effect on September 1, 2020.

OVERVIEW OF BPC DELIVERABLES

12/31/2021



- Synopsis of Changing Vessel Traffic Trends
 - Scope of Work with Department of Ecology
 - Timeline:

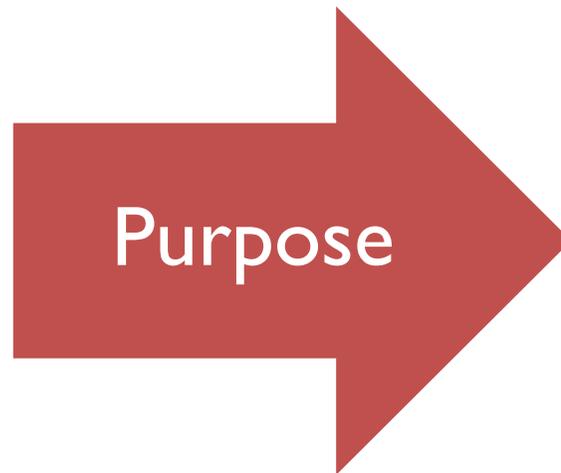


OVERVIEW OF BPC DELIVERABLES

09/01/2023



- Consultation
- Analysis of Tug Escort Risk Model



- To ensure the voices of all entities potentially effected by future rulemaking are heard and considered
- To submit summary to the legislature

OVERVIEW OF BPC DELIVERABLES

12/31/2025



- Adopt rules for tug escorts in Puget Sound

Purpose

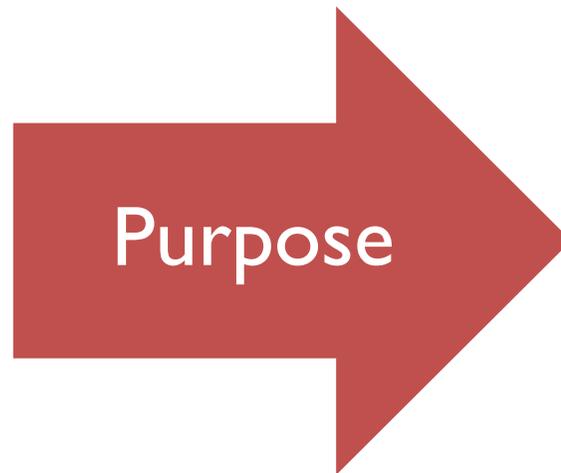
- To use previous data collections and additional sources as directed by ESHB 1578 to determine future rules and to reconsider statutes for Rosario Strait and connected waterways east

OVERVIEW OF BPC DELIVERABLES

10/01/2028



- Review rules now and every 10 years thereafter



- To make any changes based on data from the previous 10 years

OUTREACH AND RESOURCES



■ Outreach

- Salish Sea Shared Waters Forum
- Puget Sound Harbor Safety Committee
- Webinars
- Board Meetings
- OTSC Meeting
- Notifications

■ Resources

- BPC Website
www.pilotage.wa.gov
- Ecology Website
<https://ecology.wa.gov/Spills-Cleanup/Spills/Oil-spill-prevention/Safety-of-Oil-Transportation-Act>

CONTACT INFO



Thank you!

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Board of Pilotage Commissioners

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September BPC Update: Vessel Trend Synopsis Routes for vessels newly under escort requirement

Background Information

ESHB 1578

CERTIFICATION OF ENROLLMENT
ENGROSSED SUBSTITUTE HOUSE BILL 1578

66th Legislature
2019 Regular Session

- ESHB 1578 Section 3 (1)(d)(ii): “By December 31, 2021, complete a synopsis of changing vessel traffic trends”
- Synopsis will compare a year of pre-bill implementation data to a year of post-bill implementation data



Background Information

SOW Deliverables

Synopsis of Changing Vessel Traffic Trends

Scope of Work

1. Route selection (Rosario and Haro) and number of vessel transits pre-and post-bill implementation for the following vessel types.
 - a) vessels that newly fall under an escort requirement
 - b) deep draft and tug traffic that have no additional escort requirement
 - c) vessels that are providing bunkering or refueling services
2. Review of tugs engaged in escorting including number of transits, names of vessels, and operating companies.
3. Number of oil transfers per terminal and per anchorage pre- and post-bill implementation.
4. A review of the last 5 years of existing vessel transit data,



Background Information

SOW Timeline: 2021

Synopsis of Changing Vessel Traffic Trends

Scope of Work

- **November 4:** Ecology delivers initial draft synopsis to BPC
- **December 2:** Ecology delivers final draft to BPC
- **December 31:** BPC publishes the Synopsis and submits to the legislature



Routes for vessels newly under escort requirement

(Likely laden and unknown – excludes likely unladen and engaged in bunkering)

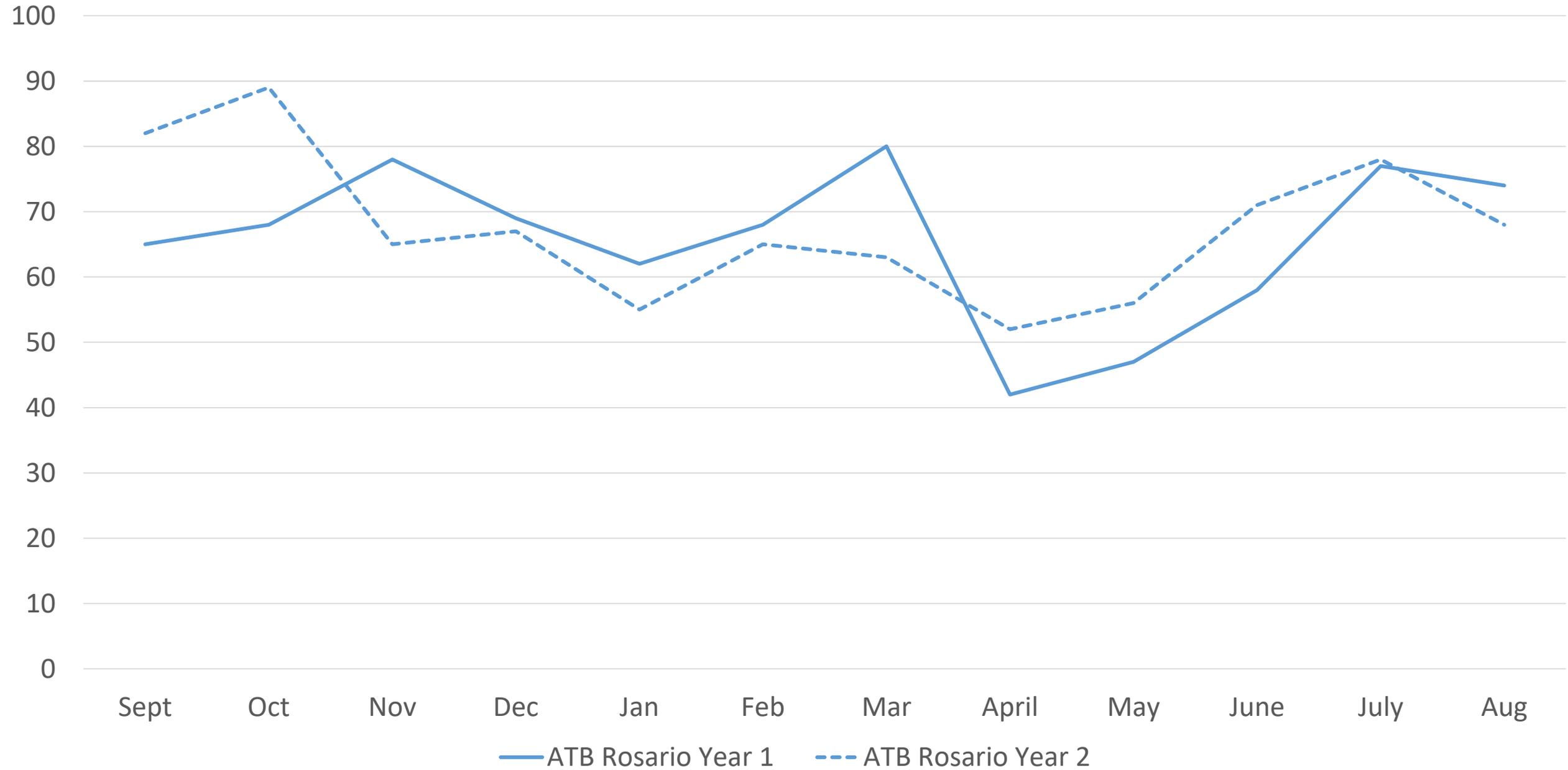
- **> 5,000 ATB**
 - Rosario Year 1 and 2
 - Haro Year 1 and 2
- **>5,000 Barge**
 - Rosario Year 1 and 2
 - Haro Year 1 and 2
- **<40,000 Tanker**
 - Rosario Year 1 and 2
 - Haro Year 1 and 2

* This update will display graphical observations on transits of vessels newly under escort requirement, but will not analyze why these transit route were selected.



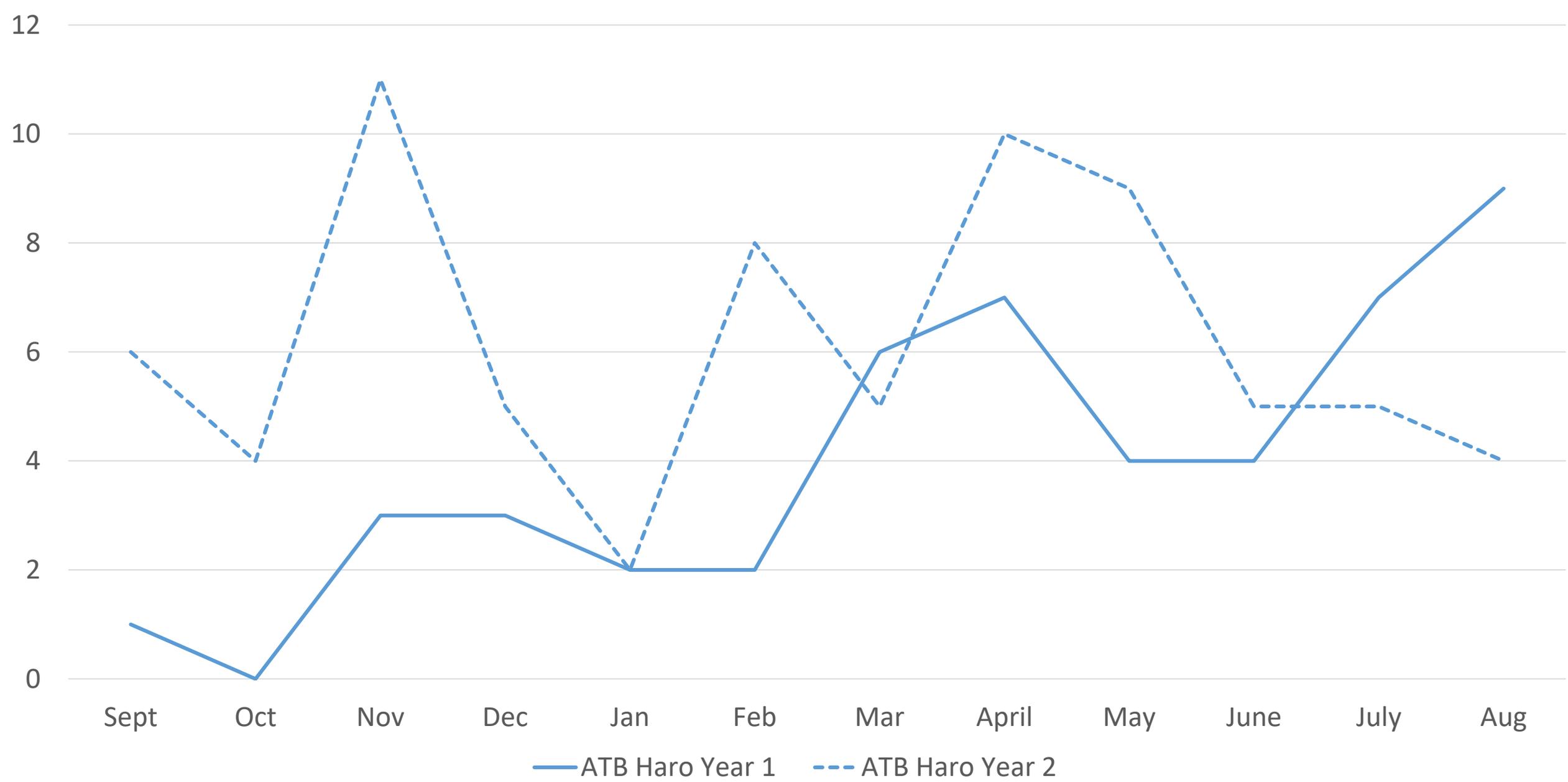
DRAFT RESULTS: ATBs Year 1 and 2 - Rosario transits

(includes likely laden and unknown - excludes likely unladen & bunkering transits)

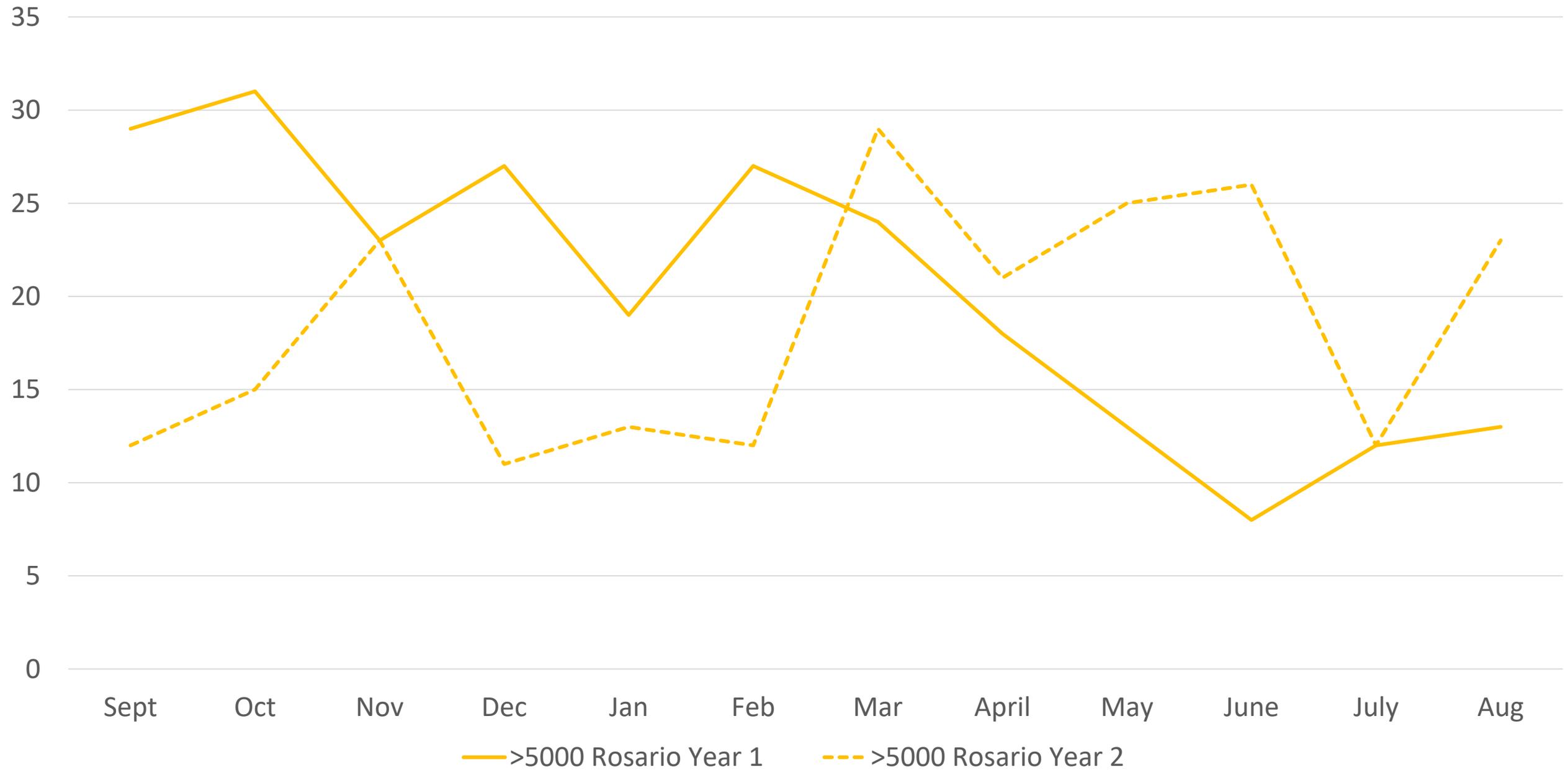


DRAFT RESULTS: ATBs Year 1 and 2 - Haro transits

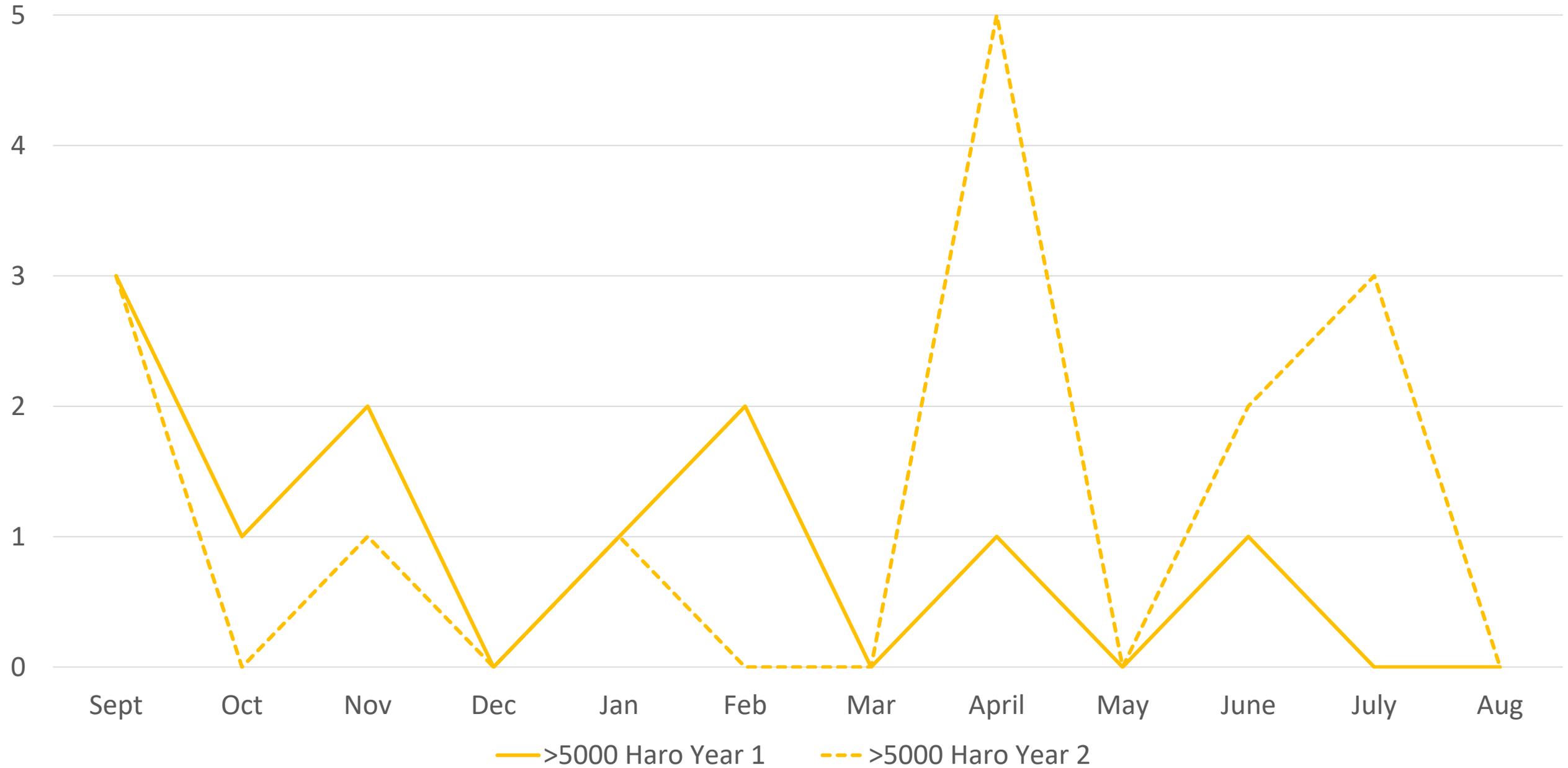
(includes likely laden and unknown - excludes likely unladen & bunkering transits)



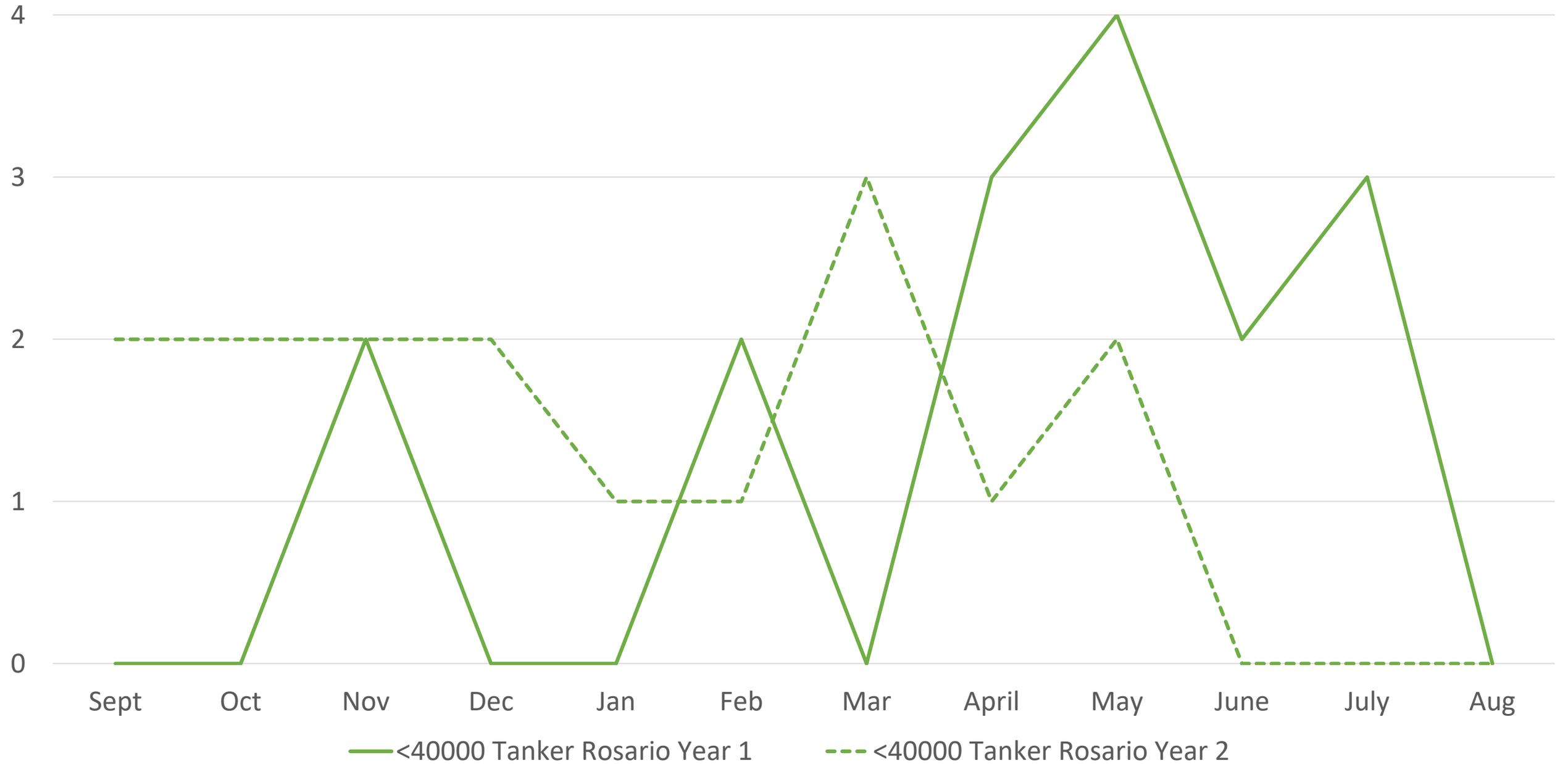
DRAFT RESULTS: Barges (> 5,000) Year 1 and 2 - Rosario transits
(includes likely laden and unknown - excludes likely unladen & bunkering transits)



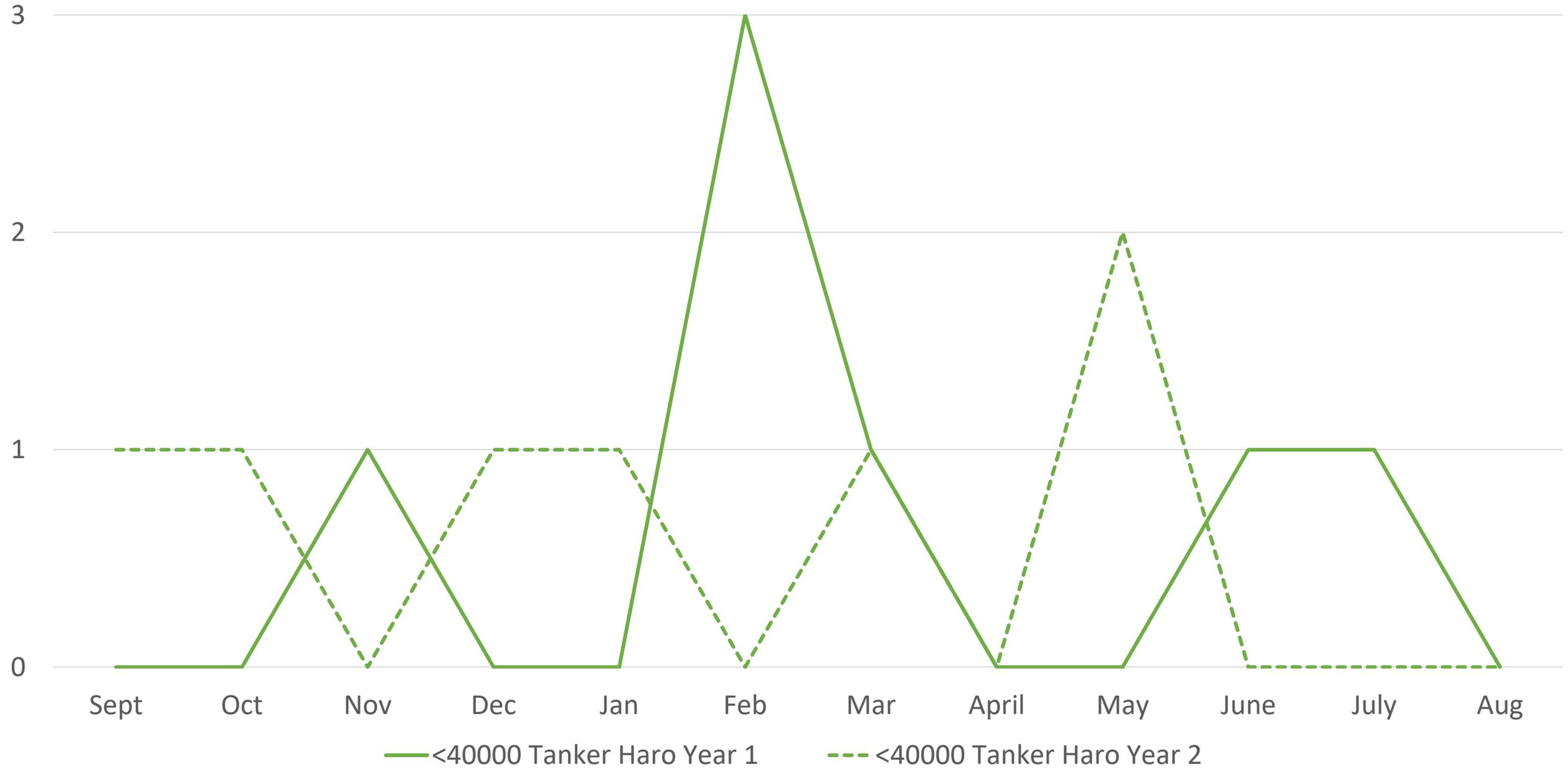
DRAFT RESULTS: Barges (> 5,000) Year 1 and 2 - Haro transits
(includes likely laden and unknown - excludes likely unladen & bunkering transits)



DRAFT RESULTS: < 40,000 Tanker Year 1 and 2 - Rosario transits
(includes likely laden and unknown - excludes likely unladen & bunkering transits)



DRAFT RESULTS: < 40,000 Tanker Year 1 and 2 - Haro transits
(includes likely laden and unknown - excludes likely unladen & bunkering transits)



Routes for vessels engaged in bunkering

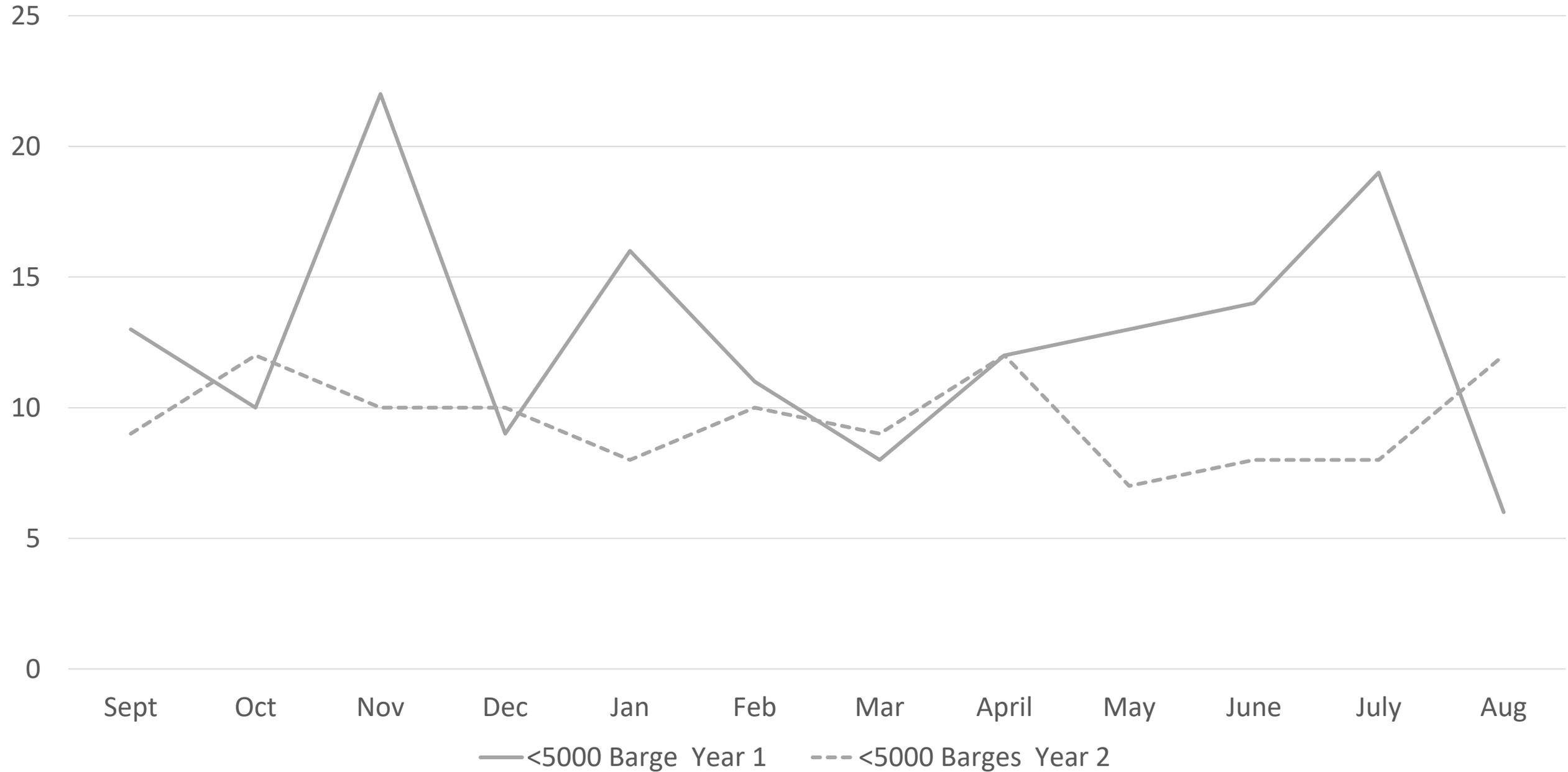
- >5,000 barges engaged in bunkering Rosario Year 1 and 2
- <5,000 barge engaged in bunkering Rosario Year 1 and 2



DRAFT RESULTS: Rosario Transits of Barges
(> 5,000) Engaged in Bunkering



DRAFT RESULTS: Rosario Transits of Barges
(< 5,000) Engaged in Bunkering



Next Steps

- Complete Vessel Trend Synopsis
- November 2021 - deliver initial draft synopsis to BPC





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)

July 28, 2021, 1 pm to 3 pm

Attendees

John Scragg (BPC/PSP), Sheri Tonn (BPC), Eleanor Kirtley (BPC), Ivan Carlson (PSP), Scott Anacker (PSP), Mike Folkers (PGH), Mike Moore (PMSA), Andrew Drennen (Conoco-Philips), Jason Hamilton (BPC), Bettina Maki (BPC)

1. Review of Minutes of previous meeting on 06/09/2021

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

2. COVID 19 Safety Concerns

Ivan Carlson gave an update. All pilots have now been vaccinated. The pilots are complying with the various cruise vessel safety protocols, e.g., carrying their vaccination cards, stepping on a bleach towel, etc.

When there is a concern about a scheduled arrival where one or more crew have tested positive (and have been removed), Dr. Jarris of Discovery Health MD reviews the details of the situation, such as the test results of the remaining crew, the vaccination status of those who will interact with the pilot, and the timing of the Puget Sound arrival, and determines if and when it is safe for a Puget Sound pilot to board the vessel.

3. Review Rest Rule Exceptions

The 2nd quarter rest rule exception reports for Puget Sound district were reviewed.

The 1st and 2nd quarter rest rule exception reports for Grays Harbor district were reviewed.

4. Dangerous Ladder Reporting / MSO submitted by Capt Rounds re: MSC ANS

There was a report of a dangerous ladder, submitted by Capt. Rounds on the MSO form regarding the MSC ANS. The MSO form is still being used until the dangerous ladder reporting form is finalized.

In his report, Capt. Rounds described that if the traffic and boarding heading had allowed, he would have required a ladder re-rig, prior to boarding. Ivan felt this would have served as an important teaching moment for the crew, had it been possible. Sheri Tonn stated that pilots must be encouraged to not board using risky ladders, despite issues with traffic. Scott Anacker agreed and added that a culture of “don’t complain, just get the job done” contributes to unsafe situations being tolerated. Sheri believes a clear statement must be made that if a pilot determines a ladder is unsafe, then the pilot does not have to use that ladder. Andrew Drennen agreed this was reasonable and suggested additional wording that if a pilot decides to board anyway using a noncompliant ladder, it will nonetheless be reported to Port State Control for follow-up inspection.

Mike Moore asked if information about dangerous ladders is shared amongst the various pilot grounds, in particular if one will let the next know about a vessel en route with a dangerous ladder. Scott described that he has called ahead to Canada to share concerns about an unsafe ladder – the information was appreciated and added to the vessel’s dispatch notes. Sheri also described Washington districts receiving calls from San Francisco, passing along information about dangerous ladders, and how it seemed to result in the situations being corrected. Scott explained that while a dialog has been started amongst West Coast pilots, including Hawaii, one obstacle is that there are some legitimate differences between the districts as far as what is required or acceptable. In summary, there is some communication, but nothing particularly organized.

John Scragg asked the committee what might be done with the information captured in the dangerous ladder reports. He wondered if a notice should be sent to the agent when a pilot encounters an unsafe ladder, informing the agent that in the future this situation will result in a delay in boarding. Mike Moore thought it would be more helpful if the information was shared with all agents through an agent distribution list, in the form of an advisory notice or safety bulletin.

Sheri asked Bettina to look into preparing a template of sorts that could be filled in with details of the many noncompliant ladders the pilots encounter. There was general consensus among the committee members that a notice like this to all agents would be helpful, and the committee members had lots of ideas on how to make such a notice educational and safety-promoting, such as annotating any photos to highlight the issue(s) needing to be corrected, providing links to information about established safety protocols, and just keeping the tone more of an ongoing generalized reminder about ladder safety, while also emphasizing that unsafe ladders can result in delays if pilots are not able to board. Andrew thought it would be important to include multiple examples in the notice, to show that these problems are not “one-offs”, but quite common.

The question arose as to whether the Coast Guard should also be informed. Scott felt that including the Coast Guard in the distribution list will show that this is an important issue that is being looked at seriously now, and that it might encourage greater attention to pilot ladders during vessel inspections. Ivan suggested that Scott Anacker and Sandy Bendixen work on determining what level of noncompliance will require reporting the situation to Port State Control.

Andrew added that the pilots should be included in the distribution as well, to reinforce the message about refusing to board using dangerous ladders.

As for the process, the committee will put these notices before the board for approval to send them out. Sheri felt this would be best because it will get the ladder safety issues into the monthly Board meeting minutes and before a larger audience of stakeholders.

Scott Anacker reported on the status of the new dangerous ladder reporting form. He and Sandy Bendixen had a video conference with the APA to review the form with them and make sure nothing was overlooked. The form is two pages; the first page is for documenting the condition of the ladder, and the second page is more educational about what is compliant and what is not.

They have identified some very comprehensive reference material that is well illustrated that they believe will help pilots understand what is compliant and will also help them communicate clearly with ship captains about compliance issues. The plan is to start trialing the form with a smaller group of about 10 pilots and gather feedback about what is and what isn't working. The PSC will be able to review the form at the next meeting.

5. Maximum assignment duration

The committee has been focusing on bulk carrier assignments out of Tacoma that tend to be very long in duration, and a possible solution of changing pilots in Seattle. At the last meeting it was felt that reaching out to a bulker agent for ideas and feedback might be helpful. Mike Moore arranged a meeting with John Coyle of Bluewater, and invited Ivan Carlson as well. Mike Moore summarized their meeting, saying that John Coyle questioned the assignment times data and felt that the biggest problem was the pilot "call up time" (the prep time and travel time). Mike Moore and John Coyle prepared a written response in addition.

Sheri Tonn said she would like to hear more about the delays at Temco.

John Scragg pointed out that delays cause these assignments to go over 13 hours, but Dr. Czeisler's recommendations are for 12 hours max in general and 8 hours max at night, and the proposed solution is to change pilots in Seattle only for night assignments.

Eleanor Kirtley asked if there had been any discussion during the meeting of the proposed solution of splitting the assignments into smaller chunks by changing pilots in Seattle. She felt that that prep time and travel time had already been ironed out previously in this committee.

Andrew Drennen thought it was not unreasonable to consider prep time and travel time to show willingness to work together and consider the other side, given that the proposed solution will increase costs to industry and our mission is safe and efficient pilotage.

Ivan reported that there had not been a chance during the meeting to discuss the proposed solution of changing pilots in Seattle. He mentioned that some tanker jobs already utilize two pilots and that past tanker jobs to Tacoma utilized two pilots but they were both on board for the entire assignment, instead of changing pilots in Seattle. He also mentioned that Pier 86 in Seattle seems to have less delays than at Temco, and Bluewater serves both of these.

Andrew referred to the spreadsheet of assignment times and thought that reducing the call up time could bring many of the assignments under 13 hours. John Scragg reiterated the nighttime maximum assignment duration recommended by fatigue experts is 8 hours.

The committee thought it would be best to be able to discuss solutions directly with John Coyle.

6. Wrap-up/Next Steps/Next Meeting

- Next meeting to be scheduled for end of August or early September.
- John Coyle at Bluewater will be invited to the next meeting so that he and the committee can discuss directly the questions they have for each other.
- Review the new dangerous ladder form and supporting materials.

The meeting was adjourned at 2:30 pm.