

WASHINGTON STATE  
BOARD OF PILOTAGE COMMISSIONERS

**MEETING AGENDA**

September 21, 2023

2901 3<sup>rd</sup> Avenue, Seattle, WA 98121 – 1st Floor Agate Conference Room  
and

Via Teams #206.531.0324, participation code: 928096063#

(Public comment accepted at the discretion of the Chair and prior to the end of the meeting)

**1000 hours Call to order**

**PUBLIC HEARING**

WAC 363-116-078 Training Program

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**Call to order**

**REGULAR MEETING**

USCG Sector Puget Sound Captain of the Port Welcome– Captain Mark McDonnell

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

**OLD BUSINESS** (Public comment accepted)

4. Board Action - Pilot’s Report of Incident
  - a. NAVIOS CENTAURUS                      06/06/2023                      PS                      Continued from June Meeting

**NEW BUSINESS** (Public comment accepted)

5. Board Action – Consideration of Previous Hearing on WAC 363-116-078 Training Program
6. Board Action – MSOs
  - a. RJ PFEIFFER                      08/17/2023                      PS
  - b. MANULANI                      08/18/2023                      PS
  - c. EVER LUNAR                      08/22/2023                      PS
  - d. MATSON KODIAK                      09/02/2023                      PS
  - e. CSL KOASEK                      09/02/2023                      PS
  - f. EVER ENVOY                      08/22/2023                      PS
  - g. CELEBRITY SOLTICE                      09/08/2023                      PS
  - h. PORT VILA CHIEF                      09/10/2023                      PS
7. Board Action – August 17, 2023 Meeting Minutes

**1130 15-MINUTE BREAK**

8. 1145 Presentation: Quiet Sound Program - Admiralty Inlet/North Puget Sound voluntary vessel slowdown for Southern Resident Killer Whale protection – Rachel Aronson

- 9. Board Action – Committee Recommendations:
  - a. Trainee Evaluation Committee (TEC)
    - i. Board Action - Pilot License Upgrade Program: Captains Grieser, Grobschmit, McGrath, Miller & Velarde
    - ii. Other Committee Updates
  - b. Pilot Exam Committee (PEC)
    - i. Board Action – 2024 Marine Pilot Exam Application Packet
    - ii. Other Committee Updates
  - c. Diversity, Equity, & Inclusion Committee (DEIC)**
    - i. Board Action – Sponsorship of the Women Offshore 2023 Conference**
    - ii. Other Committee Updates**

- 10. Board Action – Request for Vessel Exemption:
 

a.	Sailing Yacht	<i>ASTA</i>	New (45FT, 13 GT)	Interim
b.	Motor Yacht	<i>CELTIC PRIDE</i>	New (95 FT, 194 GT)	Interim
c.	Motor Yacht	<i>TCB</i>	New (164 FT, 466 GT)	Interim

11. Board Action – Pilot/Trainee Physical Examination Reports

- 12. Committee Reports:
  - a. Pilotage Safety Committee (PSC)
  - b. Vessel Exemption Committee (VEC)
    - i. Rulemaking: WAC 363-116-360 Exempt Vessels
  - c. Oil Transportation Safety Committee (OTSC)
    - i. Tug Escort Rulemaking Updates
    - ii. Other Committee Updates

13. Upcoming Regular Meeting Dates:

Thursday October 19, 2023 – 1000 Hybrid Options (Teams/2901 Building) Possible KPI Workshop #3	Thursday November 16, 2023 – 1000 Hybrid Options (Teams/2901 Building)
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14. Public Comment

15. Adjourn



# PROPOSED RULE MAKING

**CR-102 (July 2022)**  
**(Implements RCW 34.05.320)**  
Do **NOT** use for expedited rule making

CODE REVISER USE ONLY

OFFICE OF THE CODE REVISER  
STATE OF WASHINGTON  
FILED

DATE: July 28, 2023

TIME: 8:16 AM

WSR 23-16-074

**Agency:** Board of Pilotage Commissioners

- Original Notice
- Supplemental Notice to WSR \_\_\_\_\_
- Continuance of WSR \_\_\_\_\_

- Preproposal Statement of Inquiry was filed as WSR 21-16-088 ; or
- Expedited Rule Making--Proposed notice was filed as WSR \_\_\_\_\_; or
- Proposal is exempt under RCW 34.05.310(4) or 34.05.330(1); or
- Proposal is exempt under RCW \_\_\_\_\_.

**Title of rule and other identifying information:** (describe subject) WAC 363-116-078 Training Program

**Hearing location(s):**

Date:	Time:	Location: (be specific)	Comment:
September 21, 2023	10:00am	2901 Third Avenue, 1 <sup>st</sup> Floor Agate Conference Room, Seattle, WA 98121 and via Teams	Contact Jaimie Bever for Teams link to join the meeting virtually or to call in.

**Date of intended adoption:** September 21, 2023 (Note: This is **NOT** the effective date)

**Submit written comments to:**

Name: Jaimie Bever, Executive Director  
 Address: 2901 3<sup>rd</sup> Avenue, Suite 500, Seattle, WA 98121  
 Email: [BeverJ@wsdot.wa.gov](mailto:BeverJ@wsdot.wa.gov)  
 Fax: 206-515-3906  
 Other:  
 By (date) August 9, 2023

**Assistance for persons with disabilities:**

Contact Jolene Hamel  
 Phone: 206-515-3904  
 Fax: 206-515-3906  
 TTY:  
 Email: [HamelJ@wsdot.wa.gov](mailto:HamelJ@wsdot.wa.gov)  
 Other:  
 By (date) August 9, 2023

**Purpose of the proposal and its anticipated effects, including any changes in existing rules:** The purpose of the proposed rule language is to decouple the training stipend from training program job requirements, to implement existing practices into the WAC language, restructure certain sections for clarity and flow, and conduct minor housekeeping in preparation for the upcoming 2024 marine pilot exam and training of the successful applicants.

Decoupling the stipend from training program requirements will be beneficial in the following ways: responds to lasting COVID complications at the USCG, Regional Exam Center (REC), National Maritime Center (NMC), and beyond; prevents trainees from entering Evaluation too early and ensures the pre-established psychometrically sound process for Evaluation; keeps trainees focused on valuable training opportunities versus taking a job just for stipend credit; increases options for training with senior and TEC pilots; creates more opportunities for tethered escort observations and trainings with adverse wind and currents, and allows trainees sooner opportunities to train and learn fundamental piloting skills at open berths; allows trainees to choose areas to focus on and better customize the Training Program to their needs based on the experiences they bring to the program; provides long-term simplification of the training matrix, which increases security for TEC and easier vetting, as wells more efficient onboarding of trainees; and fosters an equitable Training Program for candidates coming to Washington State for the first time.

The trainee will be required to show measurable progress in the Training Program, as well as meet time constraints, completing the program within the preexisting required 36-month timeframe for Puget Sound and 30-month timeframe for Grays Harbor.

**Reasons supporting proposal:** Allow more efficient progress through the training program, respond to federal National Maritime Center/Regional Exam Center challenges, and create better alignment with the psychometric training process and evaluation.

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

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

**Is rule necessary because of a:**

Federal Law?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Federal Court Decision?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
State Court Decision?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

If yes, CITATION:

**Agency comments or recommendations, if any, as to statutory language, implementation, enforcement, and fiscal matters:** The Board received a recommendation from the Trainee Evaluation Committee (TEC) favoring implementation of the proposed language based on the benefits listed above. The TEC develops and monitors the pilot license upgrade program. The language was also reviewed by the agency's Assistant Attorney General..

**Type of proponent:**  Private  Public  Governmental  
**Name of proponent:** (person or organization) Washington State Board of Pilotage Commissioners

**Name of agency personnel responsible for:**

	Name	Office Location	Phone
Drafting:	Jaimie Bever	2901 3 <sup>rd</sup> Avenue, Suite 500, Seattle, WA 98121	206-515-3887
Implementation:	BPC	2901 3 <sup>rd</sup> Avenue, Suite 500, Seattle, WA 98121	206-515-3904
Enforcement:	BPC	2901 3 <sup>rd</sup> Avenue, Suite 500, Seattle, WA 98121	206-515-3904

**Is a school district fiscal impact statement required under [RCW 28A.305.135](#)?**  Yes  No  
If yes, insert statement here:

The public may obtain a copy of the school district fiscal impact statement by contacting:

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

**Is a cost-benefit analysis required under [RCW 34.05.328](#)?**

Yes: A preliminary cost-benefit analysis may be obtained by contacting:  
Name:  
Address:  
Phone:  
Fax:  
TTY:  
Email:  
Other:

No: Please explain: RCW 34.05.328 does not apply to the adoption of these rules. The Washington State Board of Pilotage Commissioners is not a listed agency in RCW 34.05.328(5)(a)(i)

**Regulatory Fairness Act and Small Business Economic Impact Statement**  
Note: The [Governor's Office for Regulatory Innovation and Assistance \(ORIA\)](#) provides support in completing this part.

**(1) Identification of exemptions:**  
This rule proposal, or portions of the proposal, **may be exempt** from requirements of the Regulatory Fairness Act (see [chapter 19.85 RCW](#)). For additional information on exemptions, consult the [exemption guide published by ORIA](#). Please check the box for any applicable exemption(s):

This rule proposal, or portions of the proposal, is exempt under [RCW 19.85.061](#) because this rule making is being adopted solely to conform and/or comply with federal statute or regulations. Please cite the specific federal statute or regulation this rule is being adopted to conform or comply with, and describe the consequences to the state if the rule is not adopted.  
Citation and description:

This rule proposal, or portions of the proposal, is exempt because the agency has completed the pilot rule process defined by [RCW 34.05.313](#) before filing the notice of this proposed rule.

This rule proposal, or portions of the proposal, is exempt under the provisions of [RCW 15.65.570\(2\)](#) because it was adopted by a referendum.

This rule proposal, or portions of the proposal, is exempt under [RCW 19.85.025\(3\)](#). Check all that apply:

- |   |  |
|---|--|
| <input type="checkbox"/> <a href="#">RCW 34.05.310</a> (4)(b)<br>(Internal government operations) | <input checked="" type="checkbox"/> <a href="#">RCW 34.05.310</a> (4)(e)<br>(Dictated by statute)  |
| <input type="checkbox"/> <a href="#">RCW 34.05.310</a> (4)(c)<br>(Incorporation by reference)     | <input type="checkbox"/> <a href="#">RCW 34.05.310</a> (4)(f)<br>(Set or adjust fees)  |
| <input type="checkbox"/> <a href="#">RCW 34.05.310</a> (4)(d)<br>(Correct or clarify language)    | <input type="checkbox"/> <a href="#">RCW 34.05.310</a> (4)(g)<br>((i) Relating to agency hearings; or (ii) process requirements for applying to an agency for a license or permit) |

This rule proposal, or portions of the proposal, is exempt under [RCW 19.85.025\(4\)](#) (does not affect small businesses).

This rule proposal, or portions of the proposal, is exempt under RCW \_\_\_\_.

Explanation of how the above exemption(s) applies to the proposed rule:

**(2) Scope of exemptions:** *Check one.*

- The rule proposal is fully exempt (*skip section 3*). Exemptions identified above apply to all portions of the rule proposal.
- The rule proposal is partially exempt (*complete section 3*). The exemptions identified above apply to portions of the rule proposal, but less than the entire rule proposal. Provide details here (consider using [this template from ORIA](#)):
- The rule proposal is not exempt (*complete section 3*). No exemptions were identified above.

**(3) Small business economic impact statement:** *Complete this section if any portion is not exempt.*

If any portion of the proposed rule is **not exempt**, does it impose more-than-minor costs (as defined by RCW 19.85.020(2)) on businesses?

- No Briefly summarize the agency's minor cost analysis and how the agency determined the proposed rule did not impose more-than-minor costs. \_\_\_\_\_
- Yes Calculations show the rule proposal likely imposes more-than-minor cost to businesses and a small business economic impact statement is required. Insert the required small business economic impact statement here:

The public may obtain a copy of the small business economic impact statement or the detailed cost calculations by contacting:

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

**Date:** July 28, 2023

**Name:** Jaimie C. Bever

**Title:** Executive Director

**Signature:**



**WAC 363-116-078 Pilot training program.** After ~~((passing))~~ successful completion of the ~~((written))~~ pilot examination ~~((and simulator evaluation))~~ as required by RCW 88.16.090, pilot candidates pursuing a pilot license are positioned on a ranked list for the applicable pilotage district(s) and must enter and successfully complete a training program specified by the board before consideration for licensure. Pilot candidates shall be ranked for entry into the training program in accordance with RCW 88.16.090(4) and as provided below.

(1) Trainee evaluation committee. There is hereby created a trainee evaluation committee (TEC) to which members shall be appointed by the board of pilotage commissioners (board). The TEC shall include at a minimum:

(a) 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;

(b) 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

(c) 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 assigned tasks. 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. The TEC is an advisory body and shall have no policy or rule-making authority, nor shall the TEC be authorized to act on behalf of the board, conduct hearings, or take testimony or public comment.

(2) Notification. Pilot candidates on a list as described in ~~((subsection (2) of))~~ this section ~~((7))~~ and 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 electronic mail (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))~~ email 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))~~ on the pilot candidate's behalf regarding such notice. If notice for entry into a training program sent to the email address provided by the pilot candidate is not acknowledged after three attempts and within 30 calendar days 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))~~ retain their position on the list, except that a pilot candidate who is skipped more than once under this subsection shall be moved to the bottom of the list. If a pilot candidate or ~~((his/her))~~ their designated attorney-in-fact ~~((shall))~~ does not respond within ~~((fifteen))~~ 15 calendar days of receipt of notification

to accept, refuse, or request a delayed entry into a training program, the pilot candidate shall be skipped and will retain their position on the list, except that a pilot candidate who is skipped more than once under this subsection shall be moved to the bottom of the list.

~~((2))~~ (3) 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))~~ (2) of this section. 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)).~~ However, if the pilot candidate refuses entry into a program in one district, but 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)) their position on that list.

(a) Delayed entry with board consent. 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))~~ of the next ~~((pilotage))~~ written examination for the district.

Provided, that a pilot candidate who delays entry into a pilotage district in which the candidate has previously been granted a delay under this subsection, may be moved to the bottom of the list for that district.

(b) Delayed entry without board consent. 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)).~~ Nothing in this subsection prohibits a no-longer eligible pilot candidate from applying for the pilot examination at a later time, in which case the pilot candidate shall be evaluated as if they were a new applicant.

~~((3))~~ (c) Effect of accepting training program. A pilot candidate who accepts entry into a training program in a pilotage district shall not be eligible to enter into a training program in the other pilotage district and shall be removed from the list for that district.

(4) Training license. All training licenses shall be signed by the chairperson or their designee and shall have an expiration date. Training licenses shall be surrendered to the board upon completion or

termination of the training program. Prior to receiving a training license pilot candidates must:

(a) 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))~~ 90 days before issuance of the training license. Holders of a training license will be required to pass a general physical examination annually within ~~((ninety))~~ 90 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.)); and~~

(b) Receive a verified negative drug test from a laboratory specified by the board. Drug tests will be at the expense of the pilot candidate and will be carried out according to a process specified by the board.

(5) 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))~~ (1) 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))~~ the training program 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))~~ 15 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))~~ they are eligible for entry into a training program pursuant to the terms in subsections ~~((+1))~~ (2) and ~~((+2))~~ (3) of this section.

~~((+5) Initial assigned route.))~~

(6) Length of training program. For the Puget Sound district, the length of the program shall not exceed 36 months.

For the Grays Harbor district, the length of the program shall not exceed 30 months.

(7) Familiarization program in the Puget Sound pilotage district.

(a) The TEC shall assign ~~((an initial route))~~ familiarization observations to each trainee at the beginning of ~~((his/her))~~ their training program between ~~((a))~~ commonly navigated ports or terminals 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))~~ 15 months), the trainee must:

(i) Possess a first class pilotage endorsement without tonnage or other restrictions on their United States Coast Guard license to pilot on six federal pilotage chartlets.

(ii) Take ~~((and pass with a minimum score of eighty percent))~~ all conning and familiarization quizzes provided by the board ~~((applicable to the initial assigned route as described))~~ as outlined in subsection ~~((+8))~~ (9) of this section and pass with a minimum score of 80 percent; and

(iii) Take all local knowledge examination(s) provided by the board and pass with a minimum score of 85 percent.

(8) Specification of requirements. To the extent possible, a training program shall provide a wide variety of assigned requirements consisting of observation, training, and evaluation. 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, weather conditions, day or night, stern or bow first, draft, size of ship, and any other relevant factors. The board may designate specific shipboard requirements that shall be accomplished with supervising pilots or with the pilot members of the TEC or with pilots designated by the TEC. The total number of requirements in a training program shall be established by the board based on the recommendation of the TEC. The TEC shall design a training program and assign requirements based on factors including, but not limited to, the availability of vessels and timelines for pilot trainees to complete the program. 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. The TEC, at the discretion of the board, may assign or specify training program requirements among multiple pilot trainees. Generally, the pilot trainee who entered their training program earlier has the right of first refusal of training program requirements provided that the TEC may, with approval by the board, allocate or assign training requirements differently as follows:

(a) When it is necessary to equalize training opportunities; or

(b) When it is necessary to spread hard-to-get requirements among pilot trainees so that as many trainees as possible complete requirements on time.

(9) Local knowledge conning and familiarization quizzes and local knowledge exams.

(a) 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 they are applying.

(b) After a trainee has successfully passed a conning or familiarization quiz on a main channel route or a port and approach, they 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. 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 subsection (7)(b) of this ~~((subsection))~~ section; 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.)~~ (c) Each conning and familiarization quiz will be organized by main channel routes, ports, and approaches. A conning or familiarization quiz is not intended to replace a local knowledge exam as specified in subsection ~~((5)(b)(ii))~~ (7)(b)(iii) of this section, but there will be some overlap of subject matter. ~~((A))~~ In order for a pilot trainee to progress into the training section of the training program, the pilot trainee shall pass all familiarization quizzes and/or all associated conning quizzes for all routes, ports, and/or approaches for which the 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)) will have 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 fif-

~~teen 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) during any section of the training program.~~

~~(d) The conning and familiarization quizzes and local knowledge exams will be administered at the ~~((offices of))~~ location and by the method prescribed by 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 or familiarization quiz or local knowledge exam, it may be re-taken after seven days, but must be passed within the timing deadlines discussed above.~~

~~(e) The local knowledge required of a pilot trainee and the local knowledge familiarization quiz, conning quizzes, and examination(s) may include the following subjects as they pertain to the pilotage district for which the pilot trainee seeks a license:~~

- ~~((a)) (i) Area geography;~~
- ~~((b)) (ii) Waterway configurations including channel depths, widths and other characteristics;~~
- ~~((c)) (iii) Hydrology and hydraulics of large ships in shallow water and narrow channels;~~
- ~~((d)) (iv) Tides and currents;~~
- ~~((e)) (v) Winds and weather;~~
- ~~((f)) (vi) Local aids to navigation;~~
- ~~((g)) (vii) Bottom composition;~~
- ~~((h)) (viii) Local docks, berths and other marine facilities including length, least depths and other characteristics;~~
- ~~((i)) (ix) Mooring line procedures;~~
- ~~((j)) (x) Local traffic operations e.g., fishing, recreational, dredging, military and regattas;~~
- ~~((k)) (xi) Vessel traffic system;~~
- ~~((l)) (xii) Marine VHF usage and phraseology, including bridge-to-bridge communications regulations;~~
- ~~((m)) (xiii) Air draft and keel clearances;~~
- ~~((n)) (xiv) Submerged cable and pipeline areas;~~
- ~~((o)) (xv) Overhead cable areas and clearances;~~
- ~~((p)) (xvi) Bridge transit knowledge - Signals, channel width, regulations, and closed periods;~~
- ~~((q)) (xvii) Lock characteristics, rules and regulations;~~
- ~~((r)) (xviii) Commonly used anchorage areas;~~
- ~~((s)) (xix) Danger zone and restricted area regulations;~~
- ~~((t)) (xx) Regulated navigation areas;~~
- ~~((u)) (xxi) Naval operation area regulations;~~
- ~~((v)) (xxii) Local ship assist and escort tug characteristics;~~
- ~~((w)) (xxiii) Tanker escort rules - State and federal;~~
- ~~((x)) (xxiv) Use of anchors and knowledge of ground tackle;~~
- ~~((y)) (xxv) Applicable federal and state marine and environmental safety law requirements;~~
- ~~((z)) (xxvi) Marine security and safety zone concerns;~~
- ~~((aa)) (xxvii) Harbor safety plan and harbor regulations;~~
- ~~((bb)) (xxviii) 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)) (xxix) 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;

(xxx) Pilot transfer arrangements;

(xxxi) Rest rules; and

(xxxii) Other pertinent information the board deems necessary.

(f) The TEC will define areas that are considered to be hard-to-get, which may differ for trainees depending on vessel traffic while in the training program. It is the pilot trainee's responsibility to make all available hard-to-get shipboard requirements, as defined and assigned by the TEC.

~~((9))~~ (10) 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, ~~((e))~~ in addition to any other rest requirements contained in a training program.

~~((10))~~ (11) Stipend.

(a) At the initial meeting with the TEC the pilot trainee shall indicate whether ~~((he/she wishes))~~ they wish 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,))~~ during their training program.

(b) Pilot trainees may elect to change from a stipend to nonstipend status, and vice versa, during their training program ~~((provided that)).~~ Any such change request ~~((is))~~ must be provided to the board in writing ~~((from))~~ by the trainee. If ~~((the))~~ a pilot trainee ~~((intends))~~ requests to change to a nonstipend status as provided, such change shall be effective for a minimum nonstipend status of at least for an entire calendar month commencing at the beginning of a month. The requirement for designated hard-to-get requirements is waived during the time the pilot trainee is authorized to be in nonstipend status ~~((more than four)).~~

If the trainee does not complete any shipboard training program requirement as defined in subsection (17)(f) of this section within three consecutive months, ((his/her)) their particular training program may be constructed to provide recency and/or a change in seniority placement prior to resuming the training program.

(c) In the Puget Sound pilotage district, the stipend paid to pilot trainees shall be a maximum of ~~((six thousand dollars))~~ \$8,000 per month (or such other amount as may be set by the board from time to time), shall be contingent upon the ~~((board's))~~ utilities and transportation commission's setting of a ~~((training))~~ tariff surcharge in the tariffs levied pursuant to ~~((WAC 363-116-300))~~ chapter 81.116 RCW 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, if a pilot trainee chooses to take stipend, 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.

(d) 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))~~ first day of the following month.

~~((Proration of))~~ The stipend payable under this subsection 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))~~ prorated on a daily basis 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.

~~(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))~~ (e) Any approved pilot association or other organization collecting the pilotage tariff levied by ~~((WAC 363-116-185 or 363-116-300))~~ the utilities and transportation commission 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 or other arrangement, any organization collecting the pilotage tariff levied by ~~((WAC 363-116-185))~~ the utilities and transportation commission 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))~~ With the exception of observation, all trainees shall be under the supervision of a supervising pilot whenever performing a shipboard training requirement as part of a training program under this section. All supervising pilots shall hold a valid Washington state pilotage license and shall follow all applicable state and federal laws and regulations, as well as the directives of 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 of the TEC shall also be supervising pilots.

(a) Volunteer status. Supervising pilots shall be considered as nonemployee volunteers and shall not be entitled to wages or remuneration for their activities in support of the training program, except that supervising pilots may, at the board's discretion, receive reimbursement for actual expenses incurred. Supervising pilots may choose whether to accept any pilot trainees on a given assignment. In no

event shall supervising pilots be deemed as, or hold themselves out as employees or representatives of the board or the state.

(b) Role of supervising pilots and pilot trainees. The responsibilities of supervising pilots and pilot trainees shall vary by section of the training program as follows:

(i) During observation, the pilot shall have control of the vessel at all times during any shipboard training requirement. The pilot trainee may observe and interact with the pilot.

(ii) During training, the supervising pilot shall allow the pilot trainee to perform some or all of the tasks required of a pilot under this chapter and chapter 88.16 RCW. The supervising pilot may interact with and coach the pilot trainee by providing guidance and advice. The supervising pilot may, at their discretion, demonstrate certain tasks for the pilot trainee.

(iii) During evaluation, the trainee shall perform all tasks without any guidance or interaction from the supervising pilot, except that a supervising pilot may intervene as provided in subsection (17)(c) of this section. The supervising pilot shall be responsible for evaluating the performance of the pilot trainee in order to determine if they can pilot a vessel safely and independently and perform other tasks required of a pilot.

(c) Responsibilities and expectations. Supervising pilots, as well as licensed pilots performing shipboard observation training requirements with pilot trainees, shall abide by this chapter, chapter 88.16 RCW, and all other applicable state or federal laws or regulations, as well as the directives of the board. Supervising or licensed pilots shall use those procedures and/or forms prescribed by the board for evaluating pilot trainees.

(13) (~~(Training program trip)~~) Shipboard reports. After each shipboard training program (~~(trip)~~) requirement, the licensed or supervising pilot shall complete a (~~(training program trip)~~) shipboard report form (~~(TPTR)~~) provided by the board. (~~(Training program trip)~~) Shipboard report forms prepared by licensed pilots who are supervising pilots (~~(shall)~~) may 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)~~) All training and evaluation shipboard reports shall be delivered or mailed by the licensed or supervising pilot to a location as determined by 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. Observation shipboard reports may be sent directly to the board by the pilot trainee. The TEC shall review these (~~(training program trip report)~~) shipboard reports 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)~~) assignments 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 for the duration of the training program;

(b) Conviction of an offense involving drugs ~~((or))~~, involving the personal consumption of alcohol, or involving sexual abuse or sexual harassment;

(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, as determined by a board-designated physician;

(e) Failure to ~~((make satisfactory))~~ meet the required progress timelines as determined by the board 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))~~ familiarization program as specified in subsection ((+5)) (7) of this section within the time periods specified;

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

(i) Upon the fourth intervention during evaluation; or

(j) Violation of a training program requirement, state or federal law((7)) or 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))~~ their 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.

(16) Unanticipated events.

(a) Whenever a local or state government or agency, or the federal government, declares a state of emergency, or if the board determines that there is immediate need to act for the preservation of public health, safety, or general welfare and that there is a threat to trainees, pilots, vessel crews, or members of the public, then notwithstanding the other provisions of this chapter, the board, at its discretion, may suspend or adjust the pilot training program.

(b) The TEC may further consider additional nonshipboard pilot training including, but not limited to, distance learning.

(c) The TEC, with approval by the board, may alter stipend requirements, maximum duration of the training program, or other parts of the training program where, in the board's sole discretion, such alterations are required in order to accommodate such circumstances that render a trainee unable to timely complete any requirement of the training program, and that could not have been reasonably foreseen at the beginning of the training program.

(17) Definitions. The definitions in this subsection apply throughout this section unless the context clearly requires otherwise.

(a) "Chartlet" means a geographic examination subarea as defined by the U.S. Coast Guard for federal first class pilotage within a Washington state pilotage district. Successful completion of a chartlet shall be defined as the endorsement of an individual's master mariner credential for a route within an individual chartlet area. The completion of this requirement may include, but is not limited to,

chart sketches, route descriptions, light lists, or any other examination requirements of the U.S. Coast Guard. A qualifying chartlet for this section shall be one within the pilotage district for which a pilot trainee is currently training.

(b) "Examination process" or "pilot examination" means the written examination, simulator evaluation, and any other requirements as determined by the board to evaluate and rank potential applicants for entry into a training program, under RCW 88.16.090.

(c) "Intervention" means when a supervising pilot chooses to interject (including, but not limited to, providing verbal advice or suggestions, or taking control of the vessel from the pilot trainee) during a shipboard requirement in the evaluation section of the training program:

(i) In order to avoid, in the sole opinion of the pilot, an incident as defined in WAC 363-116-200 including, but not limited to, an actual or apparent collision, allision, or grounding; and/or

(ii) In order to avoid, in the sole opinion of the pilot, a navigational or marine safety occurrence which may result in actual or apparent personal injury or property damage or environmental damage as defined in WAC 363-116-200.

(iii) Exception. An intervention shall not be deemed to have occurred, notwithstanding a supervising pilot assuming control of the vessel for the reasons described in (c)(i) and (ii) of this subsection, where, in the discretion of the supervising pilot and the TEC, the pilot trainee was not at fault for the circumstances requiring the supervising pilot to assume control. A pilot trainee is not at fault where a newly licensed pilot of reasonable skill could not have foreseen or prevented the circumstances requiring the supervising pilot to assume control, such as in the event of an unforeseeable environmental hazard or a mechanical failure. The supervising pilot's action shall be verbalized to the pilot trainee and the bridge team, and noted in the comments section of the shipboard reports.

(d) "Newly licensed" means first year of licensure.

(e) "Requirement" means all items listed in the pilot trainee's training program requirements document and agreement.

(f) "Shipboard" means training program requirements that shall be completed on a vessel.



## July 2023 – Partial Container Tallies

*As a reminder to our readers, we have a strict policy of only citing the container statistics released by the U.S. and Canadian ports we survey. Unfortunately, not all ports post their numbers prior to our publication deadlines. So here's what we have for July. Please note that, unless otherwise indicated, the container numbers appearing below represent TEUs.*

According to an August 7 statement from the National Retail Federation's Global Port Tracker (GPT), 1.91 million inbound loaded TEUs were expected to arrive at the thirteen major U.S. ports GPT monitors. That volume would be down 12.7% from a year earlier but would also be about a half-million fewer inbound loads than GPT says arrived in the pre-pandemic month of July 2019.

It's much too early to tell whether the new labor accord between the ILWU and the Pacific Maritime Association will persuade shippers to return to U.S. West Coast (USWC) ports. Certainly, the numbers we've seen so far for July suggest that shippers are still mulling things over as we await final ratification of the contract by ILWU locals. In the meantime, that persistent drought in Central America that has been restricting shipping through the Panama Canal could benefit USWC ports. On the other hand, proposals for ever more stringent and costly air quality regulations in California may discourage shippers from routing cargos through that state's seaports.

In any event, here's what we're hearing from the ports themselves.

July was a comparatively relaxed month at the **Port of Long Beach**. The volume of inbound loads (271,086) was the lowest this year since February and was down 27.9% from a hyper-active July of 2022. July's inbound volume was not only down 13.5% from the pre-pandemic July of 2019, it also represented the fewest inbound loads the port had handled in any July since 2012. The 90,134 outbound loads the port processed in July were the fewest of any month since January 2009. Altogether, loads and empties moving through the Southern California gateway YTD totaled 4,310,925, a gain of 2.6% over the same period in pre-COVID 2019.

Next door, the 364,208 Inbound loads discharged at the **Port of Los Angeles** in July represented a 25.0% fall-off from a year earlier and also a 23.6% decline (-112,230) from July 2019. Outbound loads (110,372) were up 6.2% from last year but were off by 31.6% from the 161,340 the port shipped four years earlier. Total YTD traffic (4,821,670) was down 11.5% from the 5,450,793 America's Port handled during the first seven months of 2019.

July brought a semblance of positive news at the **Port of Oakland**. Inbound loads (78,122) were up 12.5% year-over-year, while outbound loads (58,059) also rose by 23.1%.



### Moving Day and Night

24/7 operation is critical to the future of the supply chain.





## July Tallies *Continued*

Those positive numbers, however, mask how far container volumes at the Northern California port remain below pre-pandemic levels...or even pre-pre-pandemic levels. Inbound loads this July were down by 13.8% from July 2019, while outbound loads were off by 24.0%. On a YTD basis, this year's total container traffic (1,193,709) was down 14.2% from a year earlier. It was also the lowest total volume for the first seven months of any previous year since 2009.

Further north, the July numbers from the **Northwest Seaport Alliance Ports of Tacoma and Seattle** provided alarming evidence that the Washington State ports have a very long way to go before seeing container flows return to pre-pandemic levels. Inbound loads in July (88,684) were down 27.9% from July 2019, while outbound loads plunged by 9.1%. Total container traffic through the two ports so far this year amounted to 1,631,448 loads and empties, down 27.2% from the same period in 2019.

A strike by members of the International Longshore and Warehouse Union Canada for several days in July obviously suppressed container volumes through the **Ports of Vancouver and Prince Rupert** in British Columbia. Even before the walkout, Prince Rupert had been struggling to realize its promise as a thriving gateway for transpacific trade. Its July numbers remained highly discouraging. Inbound loads (27,628) were down 15.8% from a year earlier but, more critically, were down by 58.3% from July 2019. Similarly, outbound loads were off by 19.4% year-over-year but down 50.1% from July 2019. Total container traffic (loads + empties) YTD amounted to 430,904, 34.7% lower than the port's volume in the same period in 2019. At Vancouver, inbound loads in July (115,701) were down by

29.0% from July 2019, while outbound loads (36,407) were off by 60.2%. The port's YTD container total (1,752,415) was 12.2% below that for the first seven months of 2019.

Back East, the **Port of Virginia** reported 141,575 inbound loads in July, a 13.0% gain over pre-pandemic July 2019. Outbound loads (88,942) meanwhile increased 9.9% from the same month in 2019. Total traffic through the mid-Atlantic gateway through the first seven months of the year amounted to 1,878,649, up 9.2% from this point in 2019.

The **Port of Charleston** handled 107,777 inbound loads in July, up 16.3% over July 2019. Outbound loads (53,827) were down 25.4% over the same period. Total container traffic YTD through the South Carolina port (1,433,890) represented a slender 1.1% gain over the same months in 2019.

At the **Port of Savannah**, inbound loads (230,225) were 16.7% over the volume seen in July 2019, while outbound loads (105,640) were down by 10.3%. Total traffic YTD at the Georgia port (2,822,996) was up 7.0% from this stage four years ago.

On the Gulf Coast, **Port Houston** continues to post outstanding numbers. July's inbound loads (166,151) represented a 49.6% improvement over the pre-pandemic benchmark of July 2019, while outbound loads (117,652) outdistanced July 2019 by 12.6%. On a YTD basis, the Texas port's 2,202,538 loads and empties this year ran ahead by 28.0% of total container traffic by this point in 2019.

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*We Make Cargo Move*



**The Port**  
**OF HUENEME**



## For the Record: Complete June 2023 TEU Numbers

Exhibits 1-3 provide the details on inbound and outbound loads as well as total container traffic (loads plus empties) through the North American ports this newsletter surveys.

June saw inbound loads at the seventeen mainland U.S. ports we monitor amount to 1,868,380, an increase of 1.9% (+35,329) over the number of boxes handled at the same ports in June of pre-pandemic 2019. Outbound loads, meanwhile, totaled 883,175, down 16.4% (-173,342) from June 2019.

Comparing the first half of this year with the same period in 2019, there was a 2.4% (+45,411) gain in inbound loads at the mainland U.S. ports we track but a 16.3% (-175,658) decline in outbound loads. Traffic in both loaded and empty containers during the first half of this year totaled 23,739,120, a 1.0% fall-off (-236,841) from the first half of 2019.

In the Top Port competition, Exhibit 3 attests to the Port of Los Angeles' status as the nation's busiest container port through the first-half of this year, with 4,137,379 loads and empties, topping the Port of New York/ New Jersey (3,740,272), which edged out Port of Long Beach (3,732,676) for second place.

**Exhibit 1 June 2023 - Inbound Loaded TEUs at Selected Ports**

	Jun 2023	Jun 2022	Jun 2021	Jun 2020	Jun 2019	2023/2019 % Change
Los Angeles	435,307	444,680	467,763	369,189	396,307	9.8%
Long Beach	274,325	415,677	357,101	300,714	331,617	-17.3%
<b>San Pedro Bay Totals</b>	<b>709,632</b>	<b>860,357</b>	<b>824,864</b>	<b>669,903</b>	<b>727,924</b>	<b>-2.5%</b>
Oakland	66,295	95,530	95,060	82,464	80,895	-18.0%
NWSA	90,768	113,295	133,904	104,115	122,645	-26.0%
Hueneme	9,595	12,840	8,623	2,431	5,080	88.9%
San Diego	6,086	5,812	6,386	5,764	6,404	-5.0%
<b>USWC Totals</b>	<b>882,376</b>	<b>1,087,834</b>	<b>1,068,837</b>	<b>864,677</b>	<b>942,948</b>	<b>-6.4%</b>
Boston	8,626	8,186	9,014	8,923	13,874	-37.8%
NYNJ	326,681	440,804	386,771	264,054	301,708	8.3%
Maryland	48,921	51,610	46,319	36,936	38,839	26.0%
Virginia	124,338	151,380	138,737	95,502	112,664	10.4%
S. Carolina	95,831	90,090	105,688	69,775	86,076	11.3%
Georgia	180,369	236,481	219,840	161,363	168,799	6.9%
Jaxport	25,642	27,291	26,805	24,555	33,461	-23.4%
P. Everglades	24,316	34,743	30,910	19,235	22,463	8.2%
Miami	42,365	45,642	46,733	29,609	34,226	23.8%
<b>USEC Totals</b>	<b>877,089</b>	<b>1,086,227</b>	<b>1,010,817</b>	<b>709,952</b>	<b>812,110</b>	<b>8.0%</b>
New Orleans	11,200	8,758	11,793	10,408	11,673	-4.1%
Houston	146,636	157,778	139,488	86,903	105,159	39.4%
<b>USGC Totals</b>	<b>157,836</b>	<b>166,536</b>	<b>151,281</b>	<b>97,311</b>	<b>116,832</b>	<b>35.1%</b>
Vancouver	135,052	167,982	151,075	139,965	137,495	-1.8%
Prince Rupert	34,289	45,056	28,025	48,361	57,754	-40.6%
<b>British Columbia Totals</b>	<b>169,341</b>	<b>213,038</b>	<b>179,100</b>	<b>188,326</b>	<b>195,249</b>	<b>-13.3%</b>

Source Individual Ports



## June 2023 TEU Numbers Continued

Exhibit 2	June 2023 - Outbound Loaded TEUs at Selected Ports					
	Jun 2023	Jun 2022	Jun 2021	Jun 2020	Jun 2019	2023/2019 % Change
Los Angeles	108,050	93,890	96,067	109,586	139,318	-22.4%
Long Beach	94,508	115,303	116,947	117,538	133,833	-29.4%
<b>San Pedro Bay Totals</b>	<b>202,558</b>	<b>209,193</b>	<b>213,014</b>	<b>227,124</b>	<b>273,151</b>	<b>-25.8%</b>
Oakland	54,138	68,371	71,192	70,638	74,901	-27.7%
NWSA	44,788	51,964	56,976	70,431	76,559	-41.5%
Hueneme	1,944	3,350	1,438	607	1,270	53.1%
San Diego	473	788	330	250	424	11.6%
<b>USWC Totals</b>	<b>303,901</b>	<b>333,666</b>	<b>342,950</b>	<b>369,050</b>	<b>426,305</b>	<b>-28.7%</b>
Boston	4,292	3,420	5,833	5,114	7,366	-41.7%
NYNJ	101,509	109,843	112,987	97,769	122,663	-17.2%
Maryland	17,811	21,665	21,186	16,164	20,127	-11.5%
Virginia	82,414	86,098	78,853	71,591	76,535	7.7%
S. Carolina	59,485	44,694	68,990	57,935	66,496	-10.5%
Georgia	111,104	122,332	114,266	117,424	119,295	-6.9%
Jaxport	41,738	46,009	50,619	43,682	38,424	8.6%
Port Everglades	30,707	36,871	31,505	21,915	34,705	-11.5%
Miami	24,627	26,017	28,828	25,679	32,401	-24.0%
<b>USEC Totals</b>	<b>473,687</b>	<b>496,949</b>	<b>513,067</b>	<b>457,273</b>	<b>518,012</b>	<b>-8.6%</b>
New Orleans	19,672	13,872	21,847	20,890	25,898	-24.0%
Houston	103,726	102,889	84,614	97,635	106,429	-2.5%
<b>USGC Totals</b>	<b>123,398</b>	<b>116,761</b>	<b>106,461</b>	<b>118,525</b>	<b>132,327</b>	<b>-6.7%</b>
Vancouver	65,149	54,951	76,484	83,970	101,715	-35.9%
Prince Rupert	10,603	12,213	9,224	17,133	15,254	-30.5%
<b>British Columbia Totals</b>	<b>75,752</b>	<b>67,164</b>	<b>85,708</b>	<b>101,103</b>	<b>116,969</b>	<b>-35.2%</b>

Source Individual Ports



## June 2023 TEU Numbers Continued

<b>Exhibit 3</b>		<b>June 2023 - YTD Total TEUs</b>					
	<b>Jun 2023</b>	<b>Jun 2022</b>	<b>Jun 2021</b>	<b>Jun 2020</b>	<b>Jun 2019</b>	<b>2023/2019 % Change</b>	
Los Angeles	4,137,379	5,413,901	5,427,874	3,761,888	4,538,639	-8.8%	
NYNJ	3,740,272	4,903,459	4,395,072	3,365,625	3,652,841	2.4%	
Long Beach	3,732,676	5,007,778	4,753,829	3,433,035	3,581,170	4.2%	
Georgia	2,375,409	2,891,093	2,740,544	2,091,401	2,252,228	5.5%	
Houston	1,858,375	1,897,065	1,607,793	1,427,809	1,461,409	27.2%	
Virginia	1,580,449	1,854,024	1,681,702	1,274,115	1,454,453	8.7%	
Vancouver	1,554,905	1,803,479	1,944,092	1,564,479	1,695,377	-8.3%	
NWSA	1,394,347	1,806,732	1,881,337	1,564,263	1,915,250	-27.2%	
South Carolina	1,225,756	1,436,697	1,335,146	1,096,216	1,207,417	1.5%	
Oakland	1,012,154	1,231,279	1,301,782	1,168,815	1,254,985	-19.3%	
Montreal	759,185	873,047	839,497	826,704	859,410	-11.7%	
JaxPort	640,576	649,001	713,593	590,170	669,706	-4.3%	
Maryland	548,848	512,980	525,000	497,707	536,520	2.3%	
Miami	547,399	619,170	636,563	497,511	562,669	-2.7%	
Port Everglades	514,932	567,570	525,976	464,586	522,238	-1.4%	
Prince Rupert	382,405	521,879	491,707	480,423	550,083	-30.5%	
Philadelphia	363,280	379,204	351,629	305,739	297,879	22.0%	
New Orleans	237,457	211,752	271,877	298,512	316,050	-24.9%	
Hueneme	127,888	134,249	106,637	89,846	65,418	95.5%	
Boston	109,471	62,587	110,548	131,121	148,822	-26.4%	
San Diego	71,499	79,450	79,045	76,889	72,795	-1.8%	
Portland, Oregon	63,106	73,820	43,213	25,624	20	∞	
Everett, WA	6,695	12,393	3,881	1,333	1,972	239.5%	



## June 2023 TEU Numbers *Continued*

### Container Contents Weights and Values

The figures in **Exhibits 4 and 5** represent the U.S. West Coast shares of the nation's box trade passing through mainland U.S. ports. Both exhibits show that the USWC shares in June remained well down from their shares a year earlier.

What the exhibits do not indicate is the extent to which the USWC shares are down from pre-pandemic levels. For example, the USWC share of the containerized tonnage imported from worldwide origins in June 2019 was 38.4%

and 57.2% from East Asia, both significantly higher than this June's shares.

### Tracking Loaded Container Traffic at the Top Three U.S. Container Ports

**Exhibit 6** displays the number of inbound loads through the nation's three busiest container ports in every month since January 2019. Not surprisingly, the numbers have been trending lower since last spring. Please note the usual one-month time lag in data reported by the Port of New York/New Jersey, which typically takes more than a

**Exhibit 4** Major USWC Ports Shares of U.S. Mainland Ports Worldwide Container Trade, June 2023

	Jun 2023	May 2023	Jun 2022
<b>Shares of U.S. Mainland Ports Containerized Import Tonnage</b>			
USWC	34.8%	34.6%	36.7%
LA/LB	26.3%	25.6%	26.1%
Oakland	3.0%	3.4%	4.7%
NWSA	3.9%	3.7%	3.7%
<b>Shares of U.S. Mainland Ports Containerized Import Value</b>			
USWC	40.8%	40.9%	41.5%
LA/LB	32.2%	31.9%	33.0%
Oakland	2.7%	2.9%	3.2%
NWSA	4.7%	4.6%	4.5%
<b>Shares of U.S. Mainland Containerized Export Tonnage</b>			
USWC	31.7%	32.0%	34.2%
LA/LB	19.3%	20.3%	21.0%
Oakland	5.5%	5.3%	6.3%
NWSA	5.5%	5.5%	5.6%
<b>Shares of U.S. Mainland Containerized Export Value</b>			
USWC	26.4%	27.5%	27.2%
LA/LB	17.6%	18.6%	16.9%
Oakland	5.4%	5.1%	6.2%
NWSA	2.9%	3.0%	3.1%

Source: U.S. Commerce Department.

**Exhibit 5** Major USWC Ports Shares of U.S. Mainland Ports Containerized Trade with East Asia, June 2023

	Jun 2023	May 2023	Jun 2022
<b>Shares of U.S. Mainland Ports Containerized Import Tonnage</b>			
USWC	54.0%	53.2%	55.6%
LA/LB	43.2%	42.1%	43.6%
Oakland	3.8%	3.9%	4.1%
NWSA	6.0%	5.8%	6.0%
<b>Shares of U.S. Mainland Ports Containerized Import Value</b>			
USWC	61.6%	61.5%	61.3%
LA/LB	49.7%	49.2%	50.3%
Oakland	3.4%	3.5%	3.6%
NWSA	7.3%	7.0%	6.1%
<b>Shares of U.S. Mainland Containerized Export Tonnage</b>			
USWC	52.1%	54.2%	58.0%
LA/LB	32.9%	34.9%	38.0%
Oakland	8.7%	8.3%	8.8%
NWSA	9.2%	9.8%	10.0%
<b>Shares of U.S. Mainland Containerized Export Value</b>			
USWC	56.2%	58.0%	53.5%
LA/LB	38.0%	39.4%	35.5%
Oakland	11.0%	9.7%	9.9%
NWSA	6.5%	7.0%	6.7%

Source: U.S. Commerce Department.



## June 2023 TEU Numbers *Continued*

New York minute to release its maritime trade numbers.

On the other side of the trade ledger, **Exhibit 7** reveals that the volume of outbound loads leaving the three major U.S. gateways has been waning since before the start of the pandemic, despite the relatively steady numbers posted (at least until this June) by the Port of Long Beach.

### Wine Imports

Historians of the late Middle Ages have used statistics on wine imports as a surrogate indicator of how well (or poorly) the elites within various European nations were faring during any particular era. Higher imports were seen to be the hallmark of a confident upper class, just as a decline in inbound casks usually heralded woeful times. So we thought it would be interesting to see how America's wine-sipping nobility have been faring with imported wines.

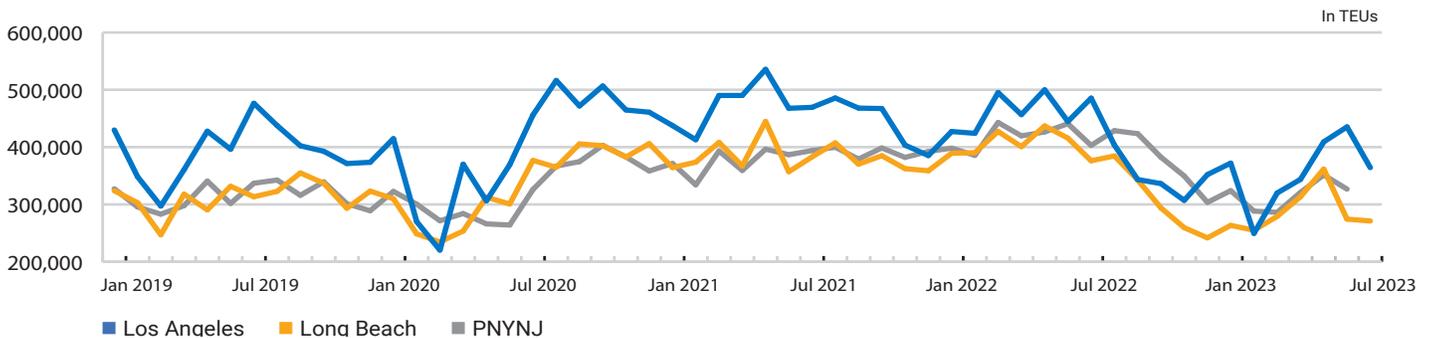
Wines flow into the country via numerous ports, but the Port of New York/New Jersey and the Port of Oakland have long been the principal ports-of-entry in terms of both tonnage and value, as **Exhibit 8** shows. Last year, PNYNJ accounted for 40.8% of all containerized wine imports by tonnage followed by Oakland's 24.8% share. Port Houston, with a 6.0% share of wine import tonnage, ran a distant third. The Ports of Los Angeles and Long Beach held a 4.3% tonnage share, while the Northwest Seaport Alliances handled a negligible 0.8% share. So it's really a trade that pits the Big Apple versus the former home of the Raiders, Warriors, and (presumably) the A's.

That's just part of the story, though. Wines come in all price ranges. By value, the Port of New York/New Jersey last year handled exactly 50.0% of the \$7.06 billion in containerized wine imports that entered U.S. mainland seaports. The Port of Oakland's share was 16.3%, while

### Exhibit 6

#### Inbound Loads at Ports of LA, Long Beach, and PNYNJ

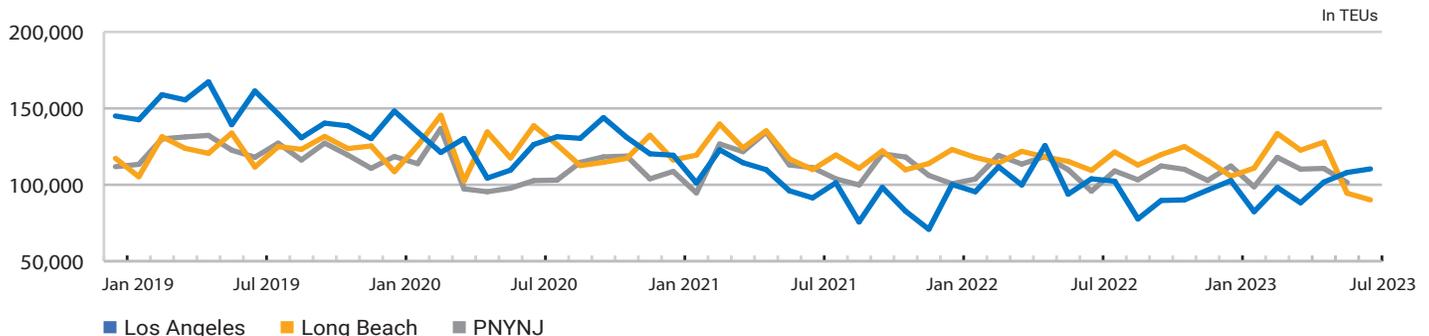
Source: Individual Ports



### Exhibit 7

#### Outbound Loads at Ports of LA, Long Beach, and PNYNJ

Source: Individual Ports





## June 2023 TEU Numbers *Continued*

the two San Pedro Bay ports in Southern California and the two Washington State ports operating as the Northwest Seaport Alliance accounted for 4.4% and 0.6% of the trade, respectively.

It is intuitively understandable that the New York/New Jersey port complex should handle a very high share of the nation’s wine imports. After all, the bi-state ports serve an enormous, affluent, and highly cosmopolitan consumer base throughout the Northeast. It is somewhat more surprising that the nation’s second largest consumer market – Southern California – should attract less of the wine import trade than the much smaller consumer market in Northern California. Are residents of the San Francisco Bay Area that much more indulgent consumers of imported wine?

Perhaps we are. But the most important factor in explaining the Port of Oakland’s prominence in the global wine trade is not what gets poured by individual consumers but what grows on the vines in the counties surrounding the Bay Area.

The disparity between volume and value of wine imports between PNYNJ and Oakland has everything to do with the nature of the wine industry on the respective coasts. The majority of the wine imported through Oakland (62.7% last year by weight) is bulk wine intended for either blending with domestic output or filling the private label bottles of retail chains. By contrast, bulk wine has seldom represented more than 2.0% of the wines entering the

U.S. through PNYNJ. Those wines are almost invariably destined for restaurants and wine sellers.

Bulk wine is customarily defined as any wine not transported in bottles or smaller packaging. Much of it travels in containers (ISO tanks, Flexitanks, etc.) in plastic bladders that can contain upwards of 25,000 liters. Importers of bulk wines can include domestic wineries as well as retail stores offering their own private labels. It’s often derided as plonk, often unfairly. Some of it is simply surplus production by a top-flight winery being sold anonymously. Some of it is simply dreadful. To a large extent, it is blended with domestic wines or other imports to alter the alcohol content or color or taste. More cowbells, fewer tannins.

Bulk wine imports through the Port of Oakland also tend to move in tandem with inbound containerized shipments of empty wine bottles, where the two commodities usually meet up in non-descript industrial parks in Fairfield, Vallejo, and Sacramento. There, the bladders are emptied for bottling or blending. If there’s a Horace Rumpole swilling his Chateau de Fleet Street anywhere in America, this is where it was bottled.

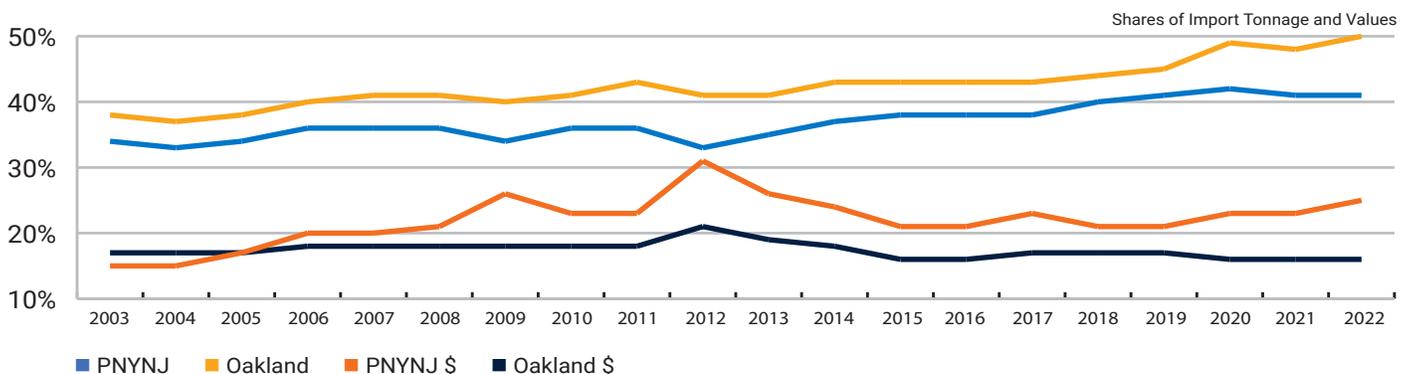
### Cost of Doing Business in the Golden State

California features just about the highest energy costs in the nation, according to numbers supplied by the California Center for Jobs and the Economy, a unit of the California Business Roundtable. The July average price per gallon of diesel in California rose 13 cents from June to \$5.18. The

Exhibit 8

### U.S. Containerized Wine Imports: PNYNJ v. Oakland

Source: U.S. Commerce Department





## June 2023 TEU Numbers *Continued*

California premium above the average for the US other than California (\$3.84) rose to \$1.34, a 34.8% difference. In July, California had the highest diesel price among the 48 contiguous states and the District of Columbia.

California average Commercial electricity rate for the 12 months ended May 2023 was 22.44 cents/kWh, 87.6% higher than the US average of 11.96 cents/kWh for all states other than California. California's commercial prices were the highest among the contiguous states and D.C.

California average Industrial electricity rate for the 12 months ended May 2023 was 18.07 cents/kWh, 122.8% higher than the US average of 8.11 cents/kWh for all states other than California. At least in this case, California's industrial prices were not the highest in the nation, just the 3rd highest among the contiguous states and D.C.

For the 12 months ended May 2023, California's higher electricity prices translated into Commercial & Industrial ratepayers paying \$16.4 billion more than ratepayers elsewhere in the US using the same amount of energy. Compared to the lowest rate states, Commercial & Industrial ratepayers paid \$21.2 billion more.

### Quote of the Month

"The US is resorting to purchases of European wheat after a drought pushed local prices higher. While there are enough American supplies for the nation's flour mills, it's cheaper to bring in grain from Poland than to haul it from the Midwest to places like Texas and Florida." -- Bloomberg News, August 11.

## Jock O'Connell's Commentary: Trading Beers

Now that China's economy is finally imploding, and ports worldwide are ratcheting back their cargo forecasts for the next few decades, what's left to talk about on a hot summer day?

Well, there's always beer.

Actually, there's nearly always been beer, the first written records of which date to 4,000 BC in either Mesopotamia or China. The debates among academics on the question of provenance can presumably get very rowdy. Similarly, the Vatican can't seem to settle on a single patron saint of beer. Who else but the reformed libertine St. Augustine has been widely touted, as has Wenceslas, the allegedly Good King who imposed the death penalty on anyone caught exporting hops from his realm in Bohemia.

This month's commentary might also be considered an ode to Anchor Steam, Ballantine Ale, and my Polish grandmother Amelia.

While still reeling from the news that San Francisco's iconic Anchor Steam brewery was being shut down after

a run that started in 1896—when Amelia was 18 years old living in a village ruled by Czar Nicholas II—I was scrolling through the internet platform formerly known as Twitter and noticed with some amusement that the Port of Vancouver had opted to commemorate International Beer Day (August 4) by crowing about "the over 15,000 million metric tonnes of beer" that had flowed through the port last year.

That's an awful lot of beer, even for Canadians. For their sake, I'm hoping the "million" was a misplaced modifier.

The Port of Vancouver's boast naturally prompted me to wonder how much beer has been coursing through U.S. seaports, and whether either the pandemic or the emergence of a thriving craft beer industry had affected the trade. And, like Justice Kavanaugh, I've long had a personal affinity for beer.

*My first taste was from a can of ale back in the 1950s. From time to time, Amelia, who lived in the flat just downstairs from my parents and me, would send me down the street to Ginsburg's Market, where either Sidney or Saul, the brothers*



who owned the store, would oblige my grandmother's relayed request by stuffing a six-pack of her favorite brew, Ballantine ale, into a brown paper bag along with a loaf of bread on top. Sidney insisted on the charade to conceal the contents from any prying eyes who might report them for furnishing alcohol to a minor. His brother Saul, who had been a Manhattan Project engineer in Oakridge, Tennessee during the war, was more skeptical of the ruse. Perhaps I was a slow learner, but it eventually dawned on me I could obtain beer for the asking. Which I proceeded to do for a few months around the age of twelve before questions were raised about the spike in Amelia's alcohol consumption. That taught me the virtues of off-book accounting.

Back now to the nation's trade in beer.

The first thing to realize is that most of America's foreign trade in beer is conducted overland rather than by sea or air. While fine dining establishments might fetishize about an obscure Belgian bilge or a Japanese beer brewed from a rare strain of rice, Mexico dominates the U.S. market for imported beers with a share that has exploded from 40.0% twenty years ago to 80.2% last year (and 82.4% through the first half of this year). Canada, which held an 8.5% share of the market in 2003, has seen its share dip to 1.5%. So much for the appeal of Labatt and Molson.

As for the maritime trade in beer, statistics gathered by the U.S. Commerce Department reveal that 1,748,144 metric tons of beer (HS 2203) moved through American seaports last year. It would probably surprise no one that America imports a great deal more beer than it exports. After all,

the Budweiser brewed in America is universally dismissed as a much less tasty quaff than the suds brewed in, say, Budajovicě, the Bohemian city in Czechia (aka the Czech Republic) known in German as Budweis.

*I speak with some personal authority here. My first taste of Czech lager came at a horrendously inopportune time for the Czechs. It was in the fall of 1968, and Prague had suddenly filled up with heavy-armed Russian "tourists" who had arrived to oust a Soviet bloc government (Alexander Dubcek's) that had strayed too far from Kremlin orthodoxy. Perhaps the drama playing out on the streets enhanced the taste of the local brews I then sampled, but I haven't noticed a decline in quality on any of the periodic quality-control visits I've made there since.*

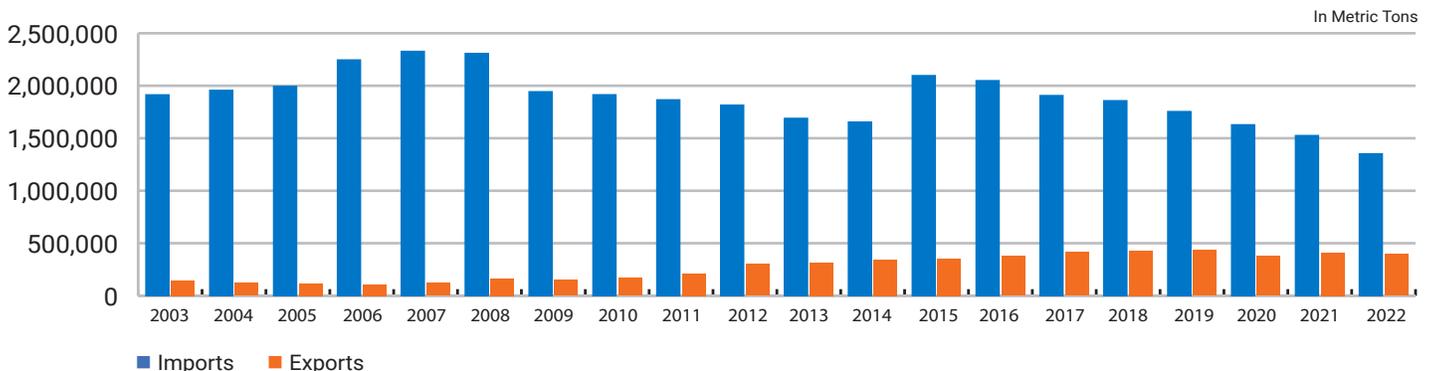
Even though our North American trading partners rule the U.S. market for imported beer, U.S. seaports haven't been entirely cut out of the beer trade. But they do have a very serious trade deficit, as **Exhibit A** reveals.

What's apparent from this graph is that U.S. beer imports, which peaked in the run-up to the Great Recession before stumbling badly, did stage a brief recovery before steadily falling off since 2015. At the same time, exports of American brews have been gaining, although the trade is, by most measures, relatively small beer. What's interesting, though, is that the recent rise in U.S. beer exports closely parallels the rise of craft brews by small crafty brewers. Suddenly, it seems, we had ourselves a product foreign beer drinkers might buy, although the appeal of double and triple IPAs continues to elude me.

## Exhibit A

### Beer Flowing Through U.S. Mainland Ports: 2003-2022

Sources: U.S. Commerce Department





Commentary Continued

Exhibit B

Coastal Shares of U.S. Maritime Trade in Beer: 2012-2022

Source: U.S. Commerce Department

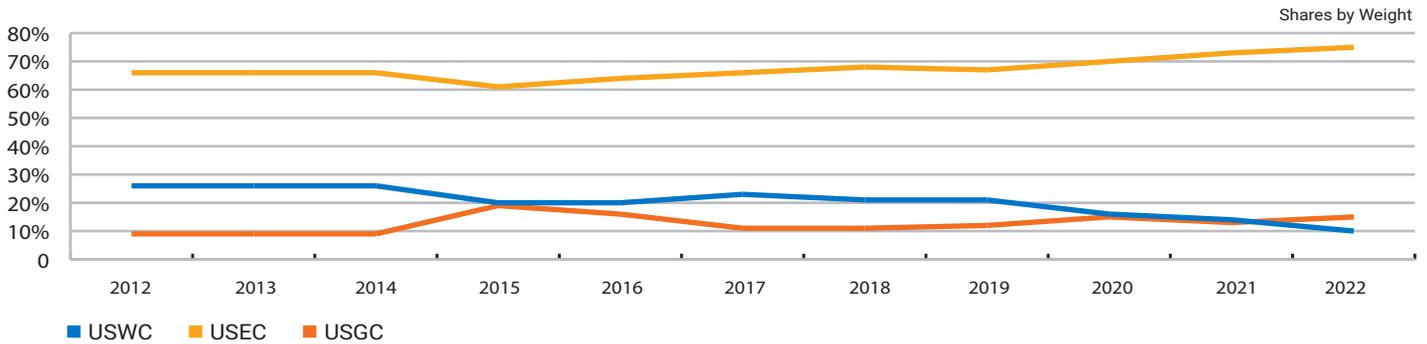
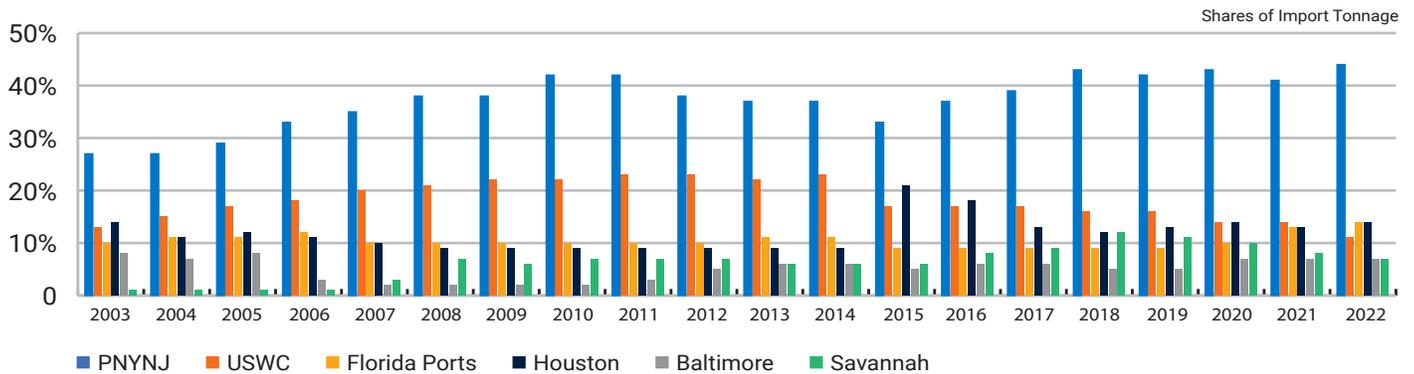


Exhibit C

Leading Mainland U.S. Ports for Beer Imports: 2003-2022

Source: U.S. Commerce Department



In truth, the products of some small brewers did make it abroad even during the depth of the export trade. In November 2014, for example, anyone in town to tour the new ditch being dug through the isthmus could find a certain hole-in-the-wall bar in Panama City’s Casco Viejo district which kept a small supply of ale from the Shipyard Brewery in far-off, exotic Portland, Maine, a city oddly enough perched on Casco Bay. Small world.

U.S. West Coast (USWC) ports have had a fairly paltry share of the suds trade. Indeed, as **Exhibit B** testifies, ports along the Atlantic Seaboard handle most of the nation’s beer trade. Gulf Coast ports have lately overtaken West Coast ports as conduits for beer shipments.

**Exhibit C** displays data on U.S. beer imports by port-of-entry. I was taken aback to see that only 10.6% of the nation’s total beer trade (by weight) moved through the country’s Pacific Coast ports last year. By contrast, 44.1% was traded through the Port of New York/New Jersey alone. In fact, more beer was traded through Port Houston (14.0%) and the ports of Florida (14.0%) than through all USWC ports. The Ports of Los Angeles and Long Beach together accounted for 8.6%, while the Port of Oakland (1.5%) and the Northwest Seaport Alliance (0.3%) saw relative trickles. Indeed, the Ports of Tacoma and Seattle handled 5,714 metric tons of suds last year, much less the spurious volume Vancouver claimed.



## Commentary Continued

What's the story here? Are residents of the Western States that much more into wine or coffee or bottled water or has the soaring cost of coastal living driven more people to the hard stuff? Or has the proliferation of craft breweries west of the Rockies suppressed the demand for imported brews? (Note to self: More research is obviously needed.)

The U.S. Department of Agriculture keeps tabs on the dollar value of American beer exports. As **Exhibit D** reveals, exports have not shown impressive growth.

One major reason for the parlous growth numbers in offshore sales is that America's dominant label, Budweiser brews some of its product overseas. Budweiser has been produced in Canada since 1980. Elsewhere, Anheuser-Busch claims that its masthead lager is available in

over 80 countries worldwide, although it is marketed as simply Bud in much of Europe. Otherwise, the lawyers in Budajovicě would raise a hackle or two about the ancient rights to the Budweiser brand.

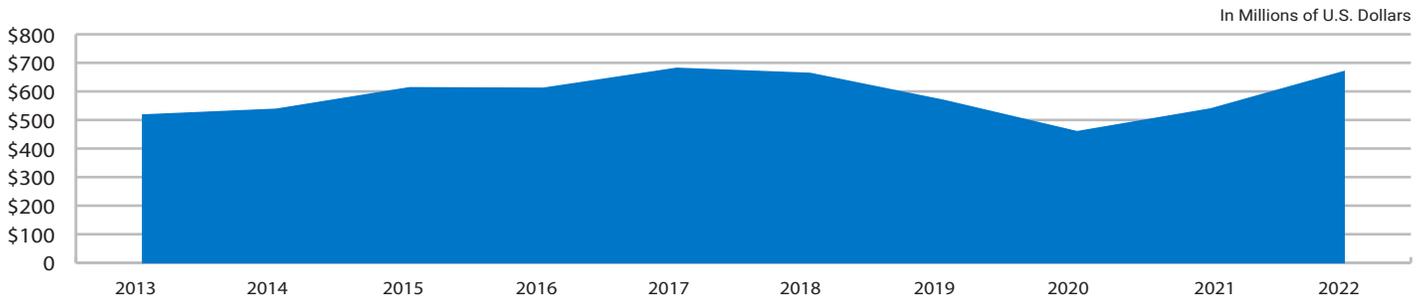
Conversely, not all "foreign" beer sold in this country is brewed abroad. Beck's beer, *zum Beispiel*, trades heavily on its German heritage. But the Beck's sold in the U.S. has been brewed in St. Louis since 2012. Similarly, Foster's may play on its ties to, well, Australian boorishness, but chances are the can of Foster's you've been drinking was produced in Fort Worth, Texas.

Even though America's export trade is far from awesome, the USWC share of the outbound trade has plunged from 43.9% in 2003 to just 8.9% last year. The biggest gains

### Exhibit D

#### U.S. Beer Exports: 2013-2022

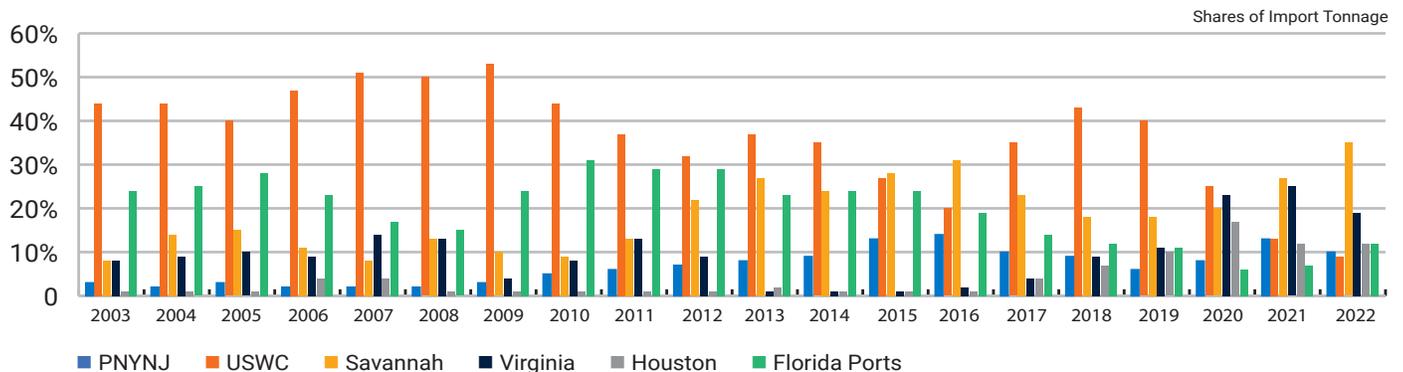
Source: U.S. Department of Agriculture, Foreign Agriculture Service



### Exhibit E

#### Leading Mainland U.S. Ports for Beer Exports: 2003-2022

Source: U.S. Commerce Department





Commentary Continued

were recorded by Savannah (7.8% to 34.65%) and Virginia (7.6% to 18.8%). Export shares at the Port of New York/ New Jersey jumped from 2.7% to 10.0%, while falling from 30.2% to 5.7% at the two San Pedro Bay ports. As with imports, Oakland and the Northwest Seaport Alliance accounted for a negligible share of U.S. beer exports.

For the record, the top supplier of oceanborne imported beers to the U.S. market is the Netherlands (think Heineken), followed by Ireland (think Guinness), then Mexico and Germany with Italy rounding out the top five.

U.S. exports, on the other hand, go principally to Chile, Panama, and Honduras. Obviously, no respectable beer-brewing nation imports much American beer.

Right then! Who's got the next round?

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

NUMBERS OF THE MONTH



# 0 and \$0.00

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The number of new and novel Puget Sound Pilot arguments for increases to pilot “net income” that were accepted by the Washington Utilities and Transportation Commission in its recent pilotage tariff Order and, as a result, the total amount of new pilot “net income” which was awarded on any basis other than application of inflation factors to prior pilot income levels.

CC BY-SA 3.0 Fletcher6 [https://commons.wikimedia.org/wiki/File:Puget\\_Sound\\_Pilot\\_Boat.jpg](https://commons.wikimedia.org/wiki/File:Puget_Sound_Pilot_Boat.jpg)

## Protecting Blue Whales and Blue Skies

### Vessel Speed Reduction Incentive Program

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

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## Reforms Separating Ratemaking from Safety Issues and Standardizing Tariff Adoption Processes are Improving the Regulation of West Coast Pilotage

By Vice President Capt. Mike Moore and Vice President Mike Jacob, Pacific Merchant Shipping Association

This month, the Washington State Utilities and Transportation Commission (WUTC) issued an Order in a rate case for the Puget Sound Pilots (PSP). The WUTC was responding to a petition by PSP for a tariff increase of \$15 million or 42.3% to pay for more pilots than are actually licensed, run-away expenses, and to provide more than \$605,000 per pilot in net income plus medical insurance.

The WUTC denied the PSP proposal. However, it did nevertheless choose to increase the tariff to fund additional pilots and provided for an inflation-adjusted increase to pilot income levels. For context, the targeted total revenue in the Order is \$5.6 million more than the highest level set in the WUTC's 2020 Order and will require tariff rate increases of more than 18%.

And, as representatives of the industry ratepayers vigorously fighting to ensure safety while keeping costs down amidst fierce competition for discretionary West Coast cargo, PMSA will not be contesting the award.

Why not? While we feel that some of the increase is excessive and unjustified, it was nonetheless based on the logical application of facts produced by a vigorously litigated hearing process before an independent panel of three rate-setting professionals and an Administrative Law Judge. This process resulted in a well-reasoned 119-page Final Order, accompanied by 37 conclusions of law and 42 findings of fact, some of which benefitted pilots and some which benefitted ratepayers. In short: it was the product of a fair, honest, apolitical, and impartial conclusion.

This was just the second tariff-setting process in front of the WUTC since a set of reforms were adopted by the Washington State Legislature in 2018. Prior to these reforms, the Washington State Board of Pilotage Commissioners (BPC) handled both the economic regulation of pilotage – ratesetting – and the safety regulation of pilotage – training, licensing, and discipline of pilots. This co-mingling of safety and economic regulation was criticized in a report done for the Washington State Legislature in 2018 as a system which “lacks methodological structure” and “serves as a distraction and limits discussion on other important items under BPC jurisdiction, such as safety.” The 2018 reforms were based on this report and were supported by both the pilots and industry. Ultimately, the BPC kept its jurisdiction over the licensing and training issues that it had expertise in, and rate-making and tariff-setting was transferred to the independent WUTC to administer with an Administrative Law Judge process. Since these reforms were adopted, the BPC has been able to focus exclusively on safety while the WUTC focuses exclusively on rates and the economic regulation of the pilotage monopoly.

Last year, PMSA and the San Francisco Bar Pilots (SFBP) crafted a similar compromise measure to the one exercised in Washington state. The California State Board of Pilot Commissioners (BOPC) system was very similar to

### Washington UTC Order Highlights

- Rejected PSP request for income based on a “national average”
- Found that PSP’s petition failed to establish that existing compensation is too low to attract or retain qualified candidates
- Maintained existing formula for setting a target Net Income but excluded COVID-19 years of 2020-2021 in order “to avoid penalizing PSP” for anomalous business disruptions and unprecedented reductions in vessel traffic during the pandemic
- Set target Net Income on “an inflation adjusted average”
- Required PSP pilots, who operate businesses as independent contractors, to pay their own medical benefits
- Declined to adopt all of PSP’s requested automatic adjusters
- Rejected PSP proposed increases in expenses for general legal expenses and transportation
- Directed all interested stakeholders to participate in a Commission-led workshop to address rate-of-return methodology for pilots



## Reforms Continued

Washington's original system. And while the California BOPC did not set rates directly, it had the sole jurisdiction to hold hearings on rates and made recommendations to the State Legislature for potential rate changes, in addition to handling licensing, training, and discipline. Additionally, California's BOPC has been on the national forefront of several new pilot regulations for fatigue management, medical and physical reviews, and navigation technology. A central hallmark of the pilot and ratepayer compromise, which was also negotiated with representatives from the cruise and tanker industries in California, is a process very similar to Washington's: all ratemaking decisions will now be made by an independent Administrative Law Judge and substantively divorced from the day-to-day licensing, training, and disciplinary functions of the state BOPC.

With these two reforms, the U.S. West Coast has successfully standardized and institutionalized all of its pilotage systems such that the public tariffs and rate-setting processes are independent of the core safety systems and licensing missions of the organizations that manage pilots. In Southern California, with municipal pilots at the Port of Los Angeles, and independent contractor pilots operating under a set Port tariff in the Ports of Long Beach, Port Hueneme, and San Diego, this has always been the case.

This development is good for pilots and for the vessels that rely on pilotage services to provide safe, efficient, and reliable services. This is true because these pilotage systems are standardized independent rate-setting systems which are "cost-plus," meaning that they are directly based on providing a rate which reimburses the service provider pilots with their justifiable and necessary costs plus a reasonable rate of return, just as if they had been participants in a competitive market. Rates based on essential cost causation is legally sound, logical and fair.

And, in exchange for the right to control this business without competition, the pilot monopolies are obligated by law to provide a safe, rested, efficient, regular, and uninterrupted pilotage service to all prospective vessel customers at the lawfully mandated rates. This also requires the pilots to be adequately staffed, but in order to maximize revenues and profits per pilot they must also manage the number of licensees to avoid excessive labor overhead and to eliminate unnecessary expenses. These pressures have created incentives for other pilotage grounds to be prudent managers of their costs and to

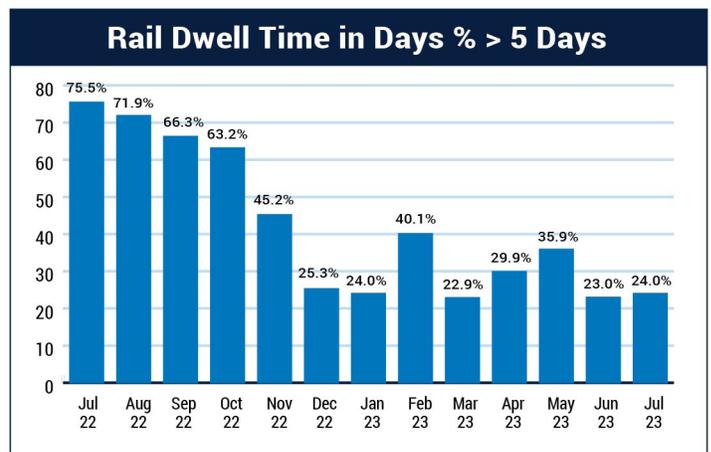
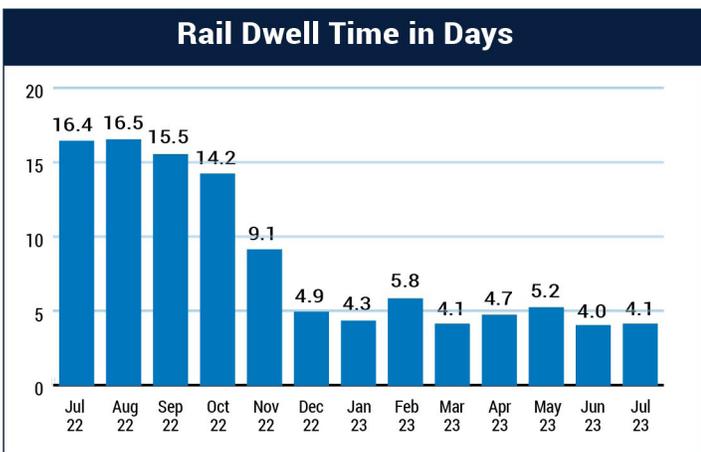
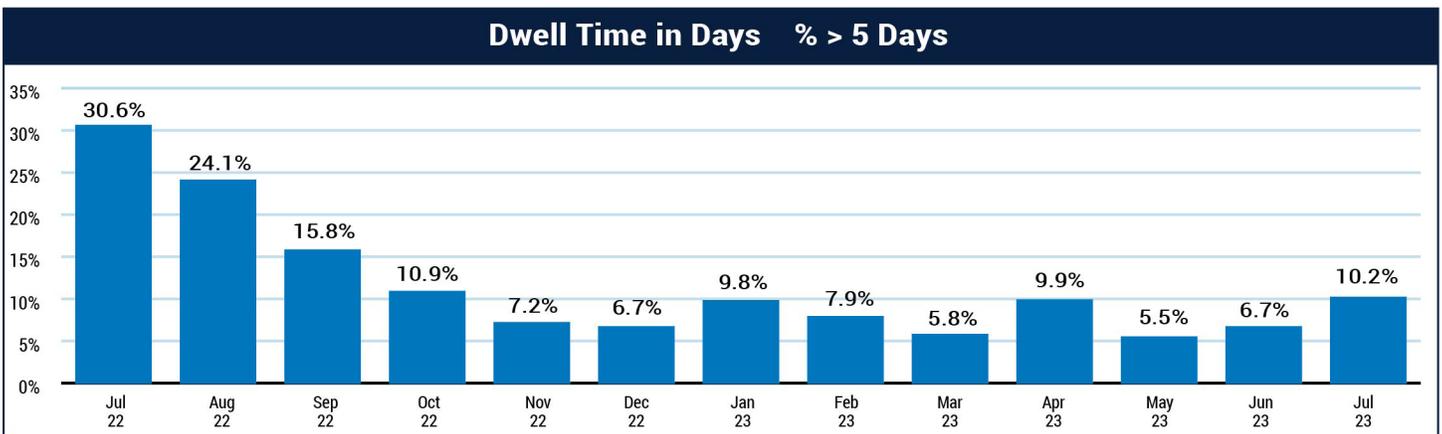
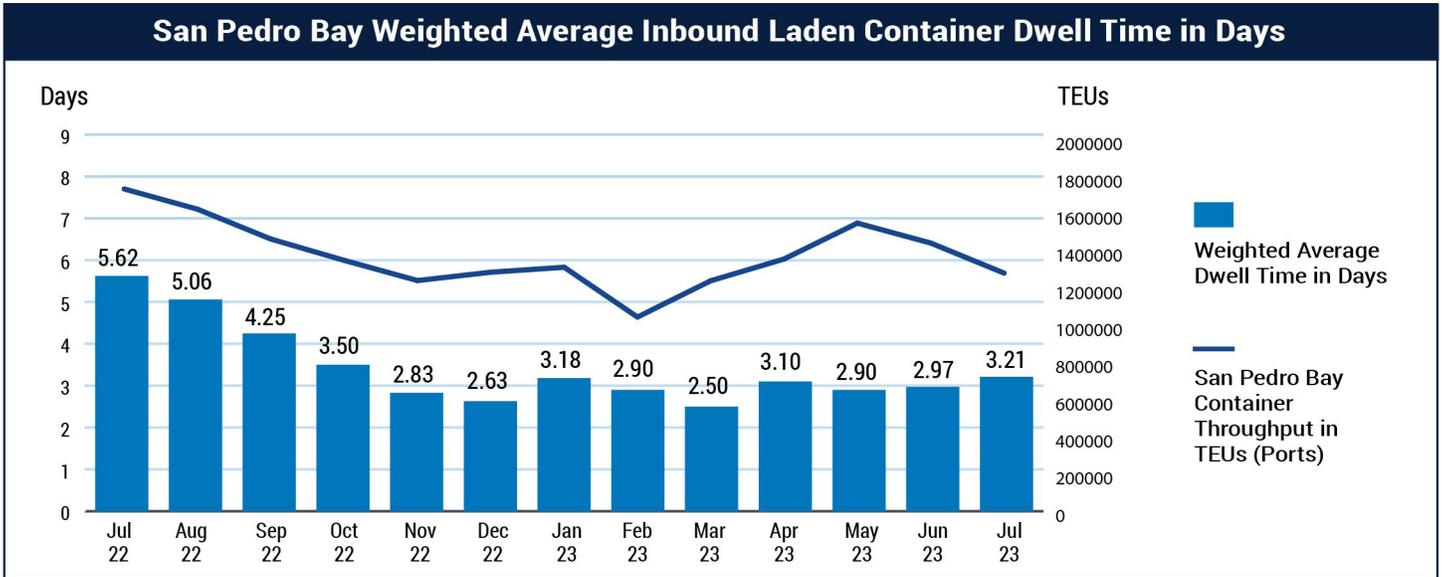
avoid over-staffing their pilotage corps. As a result, we do not have over-staffing issues in Long Beach, Los Angeles, Port Hueneme, San Diego or San Francisco. These systems align the interests of pilots and their customers, as it provides pilots with the incentive to safely work more because they earn more, and conversely if pilots work less they earn less. Proper incentive and disincentives promote better overall system efficiency including more effective pilot dispatching. In the Puget Sound, part of PSP's rate-setting strategies at the BPC were seemingly based on seeking increases in the number of pilots and hope for higher tariffs to cover these extra licensees, but under the new WUTC system that should no longer be an attractive approach, especially given the decreasing overall workload and revenues being experienced now in the Pacific Northwest.

There is no perfect rate-setting process for pilots, but before the Washington and California reforms were put into place the pilotage hearing processes for both the BPC and BOPC were distracting at best and the wild, wild West at worst. At times the rate hearings themselves more resembled auctions with bids being made by competing parties than the well-reasoned, arm's-length, objective deliberations coupled with analysis one might expect from an independent state commission. And the contentious, and often excessively-political aspects of pilot rate-setting would not only consume the state board's time and attention, but it would discourage people who really cared about the core pilotage issues of safety, training, and licensing from becoming engaged as volunteers for these state agencies.

Ultimately, we are very proud of the progress that we have made in the last several years to get consensus with state agencies, legislatures, and our pilot stakeholders on the need for systemic improvements to pilotage and to bring these systems into the 21st century. While we might not always agree on what constitutes a good rate for pilotage services, we look forward to having a fair forum, fair litigation, and collegial approaches to setting the costs of the pilotage system. These improvements should, in turn, allow our state licensing boards to focus on what they do best – recruit, train, and license pilots which have maintained impeccable safety records on the West Coast – without having these important goals compromised or undermined by debates about expenses or pilot income.



## Container Dwell Time Is Up in July



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## WA State Board of Pilotage Commissioners Industry Update September 21, 2023 Meeting

### Vessel Arrivals Still Down Double Digit % YTD Through July

✚ Containers <b>down 58</b>	✚ Car Carriers <b>up 61</b>
✚ Bulkers <b>down 83</b>	✚ Tankers <b>down 19</b>
✚ General <b>down 17</b>	✚ ATB's <b>down 20</b>
✚ RoRo <b>down 8</b>	✚ Passenger <b>down 26</b>

### Decreasing Ship Calls and Assignments Continues

The Year-To-Date ship calls continue to be a **double digit percentage decrease compared to 2022**. As stated previously, this decrease in arrivals trend correlates closely to the percentage falloff in pilotage assignments – now down more than 560 assignments through the first 8 months which if annualized would be a reduction of nearly 900 assignments (this represents more than 6 pilots at current TAL). The number of assignments per pilot per month has also significantly decreased from a combination of adding pilots in a declining workload dynamic.

### Waterfront Labor Contract – It is a Wrap!

After more than a year without a contract, the negotiations wrapped up and the outcome was then considered by members who approved the new contract. As mentioned previously, having a contract in place provides mor order, predictability and certainty which may serve to attract more west coast port calls. We'll see how the trend plays out.

### **Longshore contract finally wins full approval, will expire in 2028**

By [DONNA LITTLEJOHN](#) | [dittlejohn@scng.com](mailto:dittlejohn@scng.com) | Daily Breeze UPDATED: August 31, 2023 at 4:52 p.m.

Three-quarters of rank-and-file membership with the International Longshore and Warehouse Union approved a new six-year labor contract, the ILWU announced Thursday, Aug. 31, ending one of the longest negotiation periods in the union's history.

Employers, represented by the Pacific Maritime Association, had already approved of the contract.

The six-year contract will expire on July 1, 2028....

## 'Golden Week' surge turns to bust as trans-Pacific rates fall, blank sailings rise

*Canceled sailings have helped prop up rates, but the lack of demand is overwhelming the ability of carriers to control supply.*

[Michael Angell, Associate Editor](#) | Sep 14, 2023, 8:00 AM EDT

Ocean freight rates and vessel capacity in the trans-Pacific are sinking amid a widening cargo drought during what is typically a peak shipping season for US importers ahead of China's Golden Week holiday in early October. The downward spiral in import demand looks set to continue until shippers start ramping up orders again ahead of the Chinese New Year in February...

With rates falling in the first two weeks of September, ocean carriers are sharply ramping up blank sailings again for October after easing back on blank sailings for September in anticipation of better demand. Sea-Intelligence data shows that ocean carriers plan to blank 370,668 TEUs of capacity for October, about 14% of trans-Pacific capacity. That compares to 200,433 TEUs of cuts in September.

"As we approach October's Golden Week holidays, container volumes are weakening and load factors are falling despite a higher number of blank sailings," investment firm Jefferies said in a Sept. 10 report. "The number of actual sailings over the next five weeks, after taking into account the cancelations, is the lowest since February."

## ITS Long Beach container terminal to close amid search for new carriers

*Carriers shifting services among terminals is a common occurrence in Los Angeles-Long Beach as the terminals must meet their financial obligations to the ports.* [Bill Mongelluzzo, Senior Editor](#) | Sep 7, 2023, 6:15 PM EDT

The International Transportation Service (ITS) container terminal at the Port of Long Beach will shut in early October after losing its primary customer and it's not known when the facility will reopen.

The closure is being prompted by the terminal's main customer, THE Alliance, shifting its PS6 Asia-West Coast service to a terminal at the Port of Los Angeles where one of its member's vessels call.

THE Alliance's member lines are Hapag-Lloyd, ONE, Yang Ming and HMM. The weekly PS6 service will shift to the West Basin Container Terminal in Los Angeles where Yang Ming's vessels call.

WBCT is operated by Terminal Investment Ltd., a subsidiary of Mediterranean Shipping Co. Late last year, an Asia-West Coast service operated by MSC that had been calling at ITS shifted to WBCT, meaning the PS6 departure is the second major loss of business for ITS in less than a year.

ITS CEO Kim Holtermand declined to comment on the terminal's closure or when it may reopen.

While the loss of business will force the ITS's closure, Noel Hacegaba, deputy executive director and COO at the Port of Long Beach, told the [Journal of Commerce](#) Thursday it does not necessarily mean the facility is in danger of closing permanently.

"They have plans for the future," he said of the terminal. "ITS is ready for business."

Hacegaba said ITS has growth plans in place, and pointed to its recent purchase of five new ship-to-shore cranes and an upgrade to extend its wharf to accommodate two 14,000-TEU ships simultaneously. He also said ITS is marketing its terminal to a number of carriers in the hopes of recovering the lost business.

### Cargo volume decline a likely factor

Hacegaba noted that carrier alliances regularly shift their services among terminals in San Pedro Bay so the terminal operators can meet their financial commitments to the port authorities.

Terminals' so-called minimum annual guarantees (MAGs) are their commitments to move a specified number of TEUs through their facilities each year. A terminal's annual lease payment to the port is based on a specified TEU volume, and the operator must pay the dollar amount whether or not it meets the MAG. ...

**State of Washington  
Pilotage Commission  
September 21, 2023**

**Grays Harbor District Report**

There were 7 arrivals in August for a total of 16 jobs. Year to date there have been 61 arrivals for a total of 165 jobs. It's starting to get busy with fall harvest. There are 8 vessels scheduled for September: 6 dry bulkers and 2 liquid bulk.

**Terminal Maintenance Dredging**

The Port Commission awarded a contract for Terminal Maintenance Dredging for the Summer Season of 2023 on September 12, 2023. We requested pricing on 35,000 cubic yards to be removed at Terminals 1, 2 and 4. Under this contract, one round of dredging will be performed between September 18, 2023 and December 31, 2023.

**PUGET SOUND PILOTAGE DISTRICT ACTIVITY REPORT PAGE 1**

**Aug-2023**

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.

<b>Activity</b>									
Total pilotage assignments:	619			Cancellations:	8				
Total ship moves:	611	Cont'r:	147	Tanker:	201	Genl/Bulk:	62	Other:	201
Assignments delayed due to unavailable rested pilot:				7				Total delay time:	27.75 hours
Assignments delayed for efficiency reasons:				14				Total delay time:	16.75 hours
Billable delays by customers:				40				Total delay time:	93
Order time changes by customers:				82					
2 pilot jobs:	37	Reason:	PSP GUIDELINES FOR RESTRICTED WATERWAYS						
Day of week & date of highest number of assignments:	Saturday 8/5/23, Saturday 8/12/23							29	
Day of week & date of lowest number of assignments:	Thursday 8/10/23							9	
Total number of pilot repositions	118	Upgrade trips	14	YTD	127				
3 consecutive night assignments:	40	YTD	246						

<b>Callback Days/Comp Days</b>									
	Starting Total	Call Backs (+)		Used (-)		Burned (-)		Ending Total	
Licensed	2607	69		117				2559	
Unlicensed	0							0	
Total	2607							2559	

<b>On watch assignments</b>	<b>546</b>	<b>Call back assignments</b>	<b>73</b>	<b>CBJ ratio</b>	<b>11.79</b>
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**Pilots Out of Regular Dispatch Rotation (pilot not available for dispatch during "regular" rotation)**

<b>A. Training &amp; Continuing Education Programs</b>										
Start Dt	End Dt	City	Facility	Program Description			Pilot Attendees			
							*On watch	Off watch	** paired to assign.	

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

Start Dt	End Dt	City	Group	Meeting Description		Pilot Attendees			
1-Aug	1-Aug	Seattle	PSP	NWSA-Waterway Planning		BOU**			
1-Aug	1-Aug	Seattle	BPC	EXAM-SIM Evaluation		BEN, GRK, SCR*			
2-Aug	2-Aug	Seattle	PSP	Administrative		COL			
8-Aug	8-Aug	Port Angeles	PSP	USCG-COTP		RID**			
9-Aug	9-Aug	Seattle	PSP	FCP		BEN, COL**			
10-Aug	10-Aug	Port Angeles	PSP	Outreach		VON*			
14-Aug	14-Aug	Seattle	PSP	CII-EEXI Roundtable		BOU*			
14-Aug	14-Aug	Seattle	PSP	General Membership		GRK*			

**pg 2, B. Board, Committee & Key Government Meetings (BPC, PSP, USCG, USACE, Port & similar)**

Start Dt	End Dt	City	Group	Meeting Description		Pilot Attendees			
15-Aug	15-Aug	Seattle	BPC	EXAM-Prep		BEN*,SCR			
15-Aug	15-Aug	Seattle	PSP	BOD		COR, GRK*, HAM, HUP*, KLA*, MYE*			



# Puget Sound District Activity Report Dashboard

2023 August

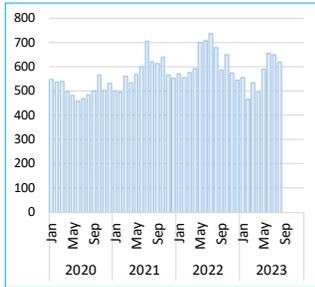
Licensed Pilots  
Including President  
**53**

PS District  
Trainees  
**6**

No changes in August.

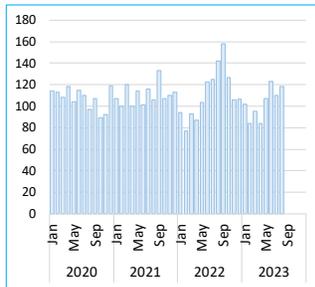
Total Assignments

**619**



Repositions

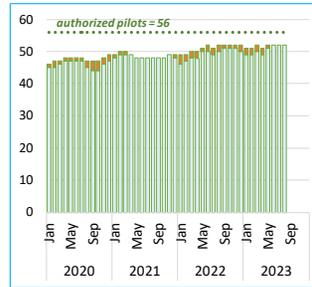
**118**



Licensed Pilots w/o Pres **52**

Pilots NFFD entire month **0**

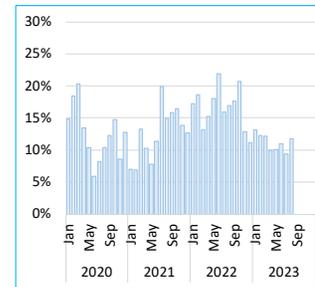
Available Pilots **52**



Off-Watch Assignments

(Callbacks)

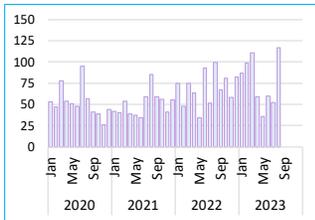
**12%**



Comp Days Used

(Licensed Pilots)

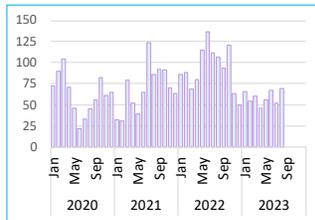
**117**



Comp Days Earned

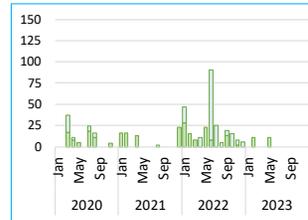
(Callbacks)

**69**



COVID Days\* **0**

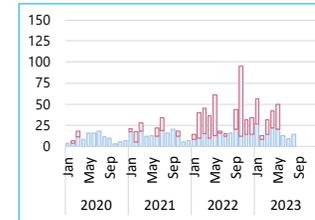
NFFD Days\* **0**



\* count days if pilot(s)  
not NFFD whole month

Training Days **0**

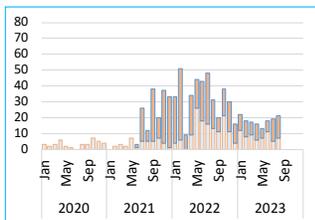
Upgrade Trips **14**



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

Pilot Delays (Count)  
combined total

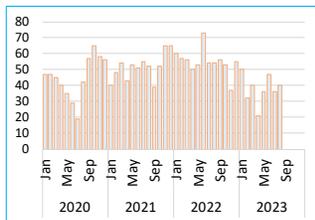
**21**



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

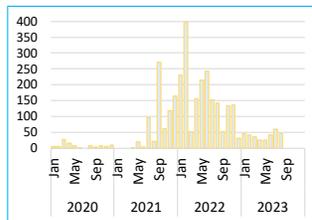
Billable Delays (Count)  
by Customers

**40**



Pilot Delay Hours Total  
Pilot Shortage & Efficiency

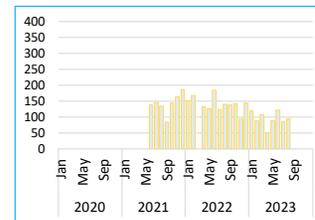
**44.5 hrs**



pilot delay hours not separated into  
efficiency & pilot shortage components

Billable Delay Hours  
by Customers

**93 hrs**



# QUIET SOUND

A program of Washington Maritime Blue

A collaborative, non-regulatory program reducing the impacts to Southern Resident Killer Whales from large commercial vessels



PUGET SOUND PARTNERSHIP



NFWF



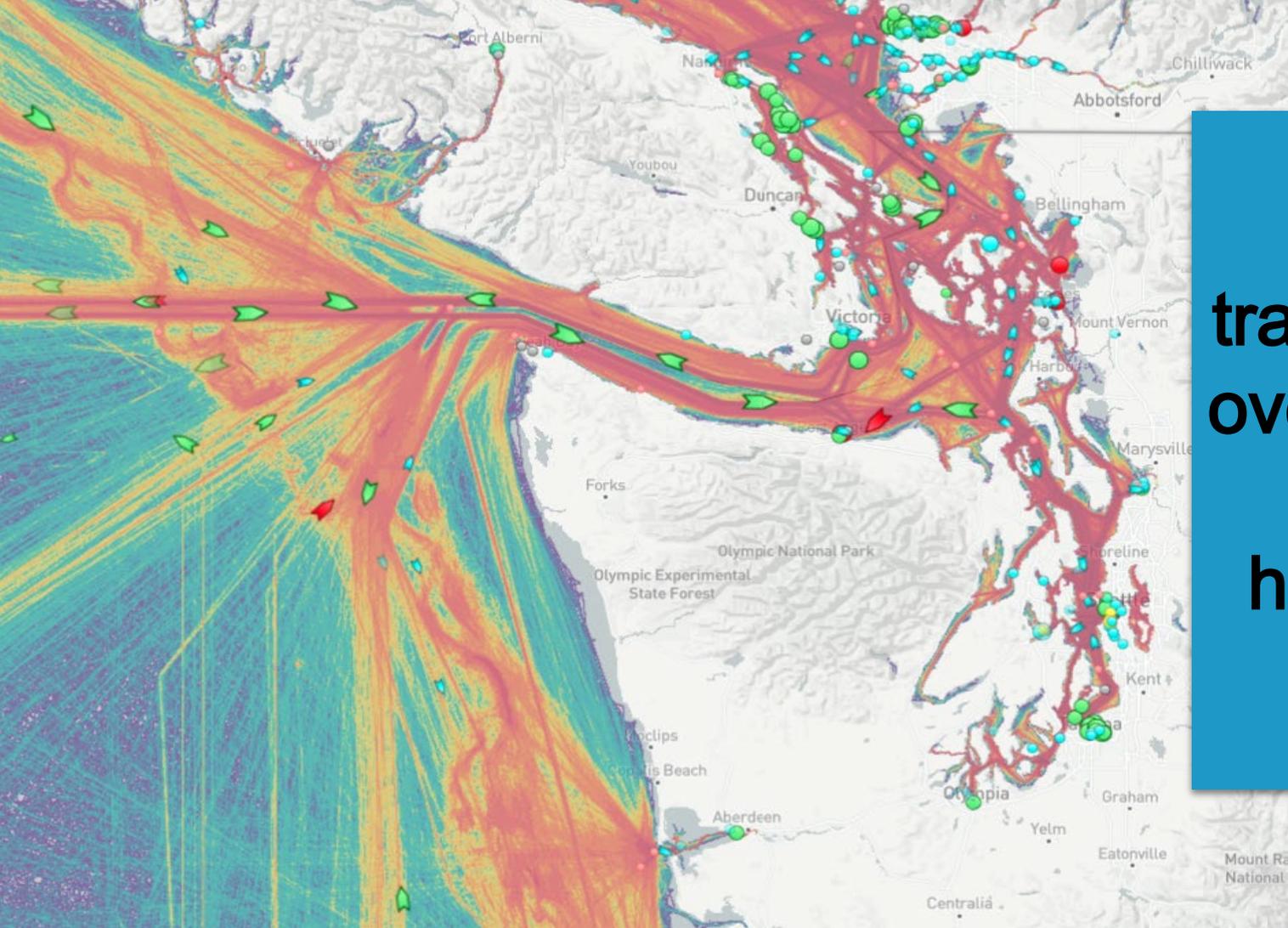


75 southern  
resident killer  
whales remain

# Southern Residents: Endangered orcas

- Listed under ESA in 2005
- 3 main threats:
  - Prey availability
  - Contaminants in the water
  - **Physical and acoustic disturbance from vessels**





**Vessel  
traffic lanes  
overlap with  
critical  
habitat in  
WA**

# Quiet Sound Leadership Committee Members



# The **goal** of the Quiet Sound program

To better understand and reduce the cumulative effects of acoustic and physical disturbances from large commercial vessels on Southern Resident Killer Whales throughout their range in Washington State



# Key shapers of the slowdown season



# Parameters of the 23 - 24 slowdown

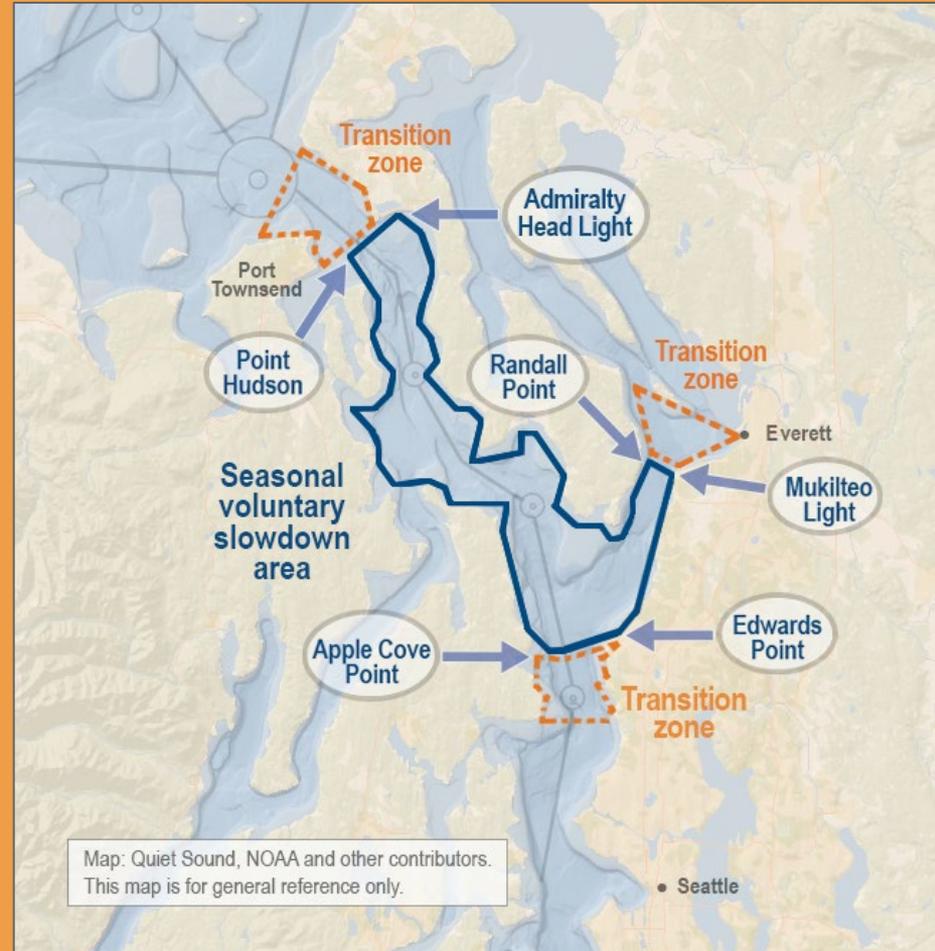
Dates: October 1\*, 2023-January 12, 2024

\*The voluntary vessel slowdown will begin once SRKW are observed in the slowdown area on or after Oct 1, 2023. This slowdown has a fixed end date and may span a maximum of 3.5 months.

When safe and feasible to do so, transit at or below:

- **14.5 knots** – speed through water or less for **vehicle carriers, cruise ships, and container vessels**
- **11.0 knots** – speed through water or less for **bulkers and tankers**

Turn off ultrasonic antifouling devices in SRKW critical habitat.



# Measuring the success of the slowdown



Pilot-reported vessel participation



AIS speed data



SMRU Hydrophone



SRKW presence, via Orca Network

### Results of the 22-23 trial slowdown:

- **70%** of vessel transits through the slowdown area decreased their speed
- **53%** of the transits achieved the proposed speed Targets
- Median broadband sound levels were reduced by 2.8 decibels, a **45%** reduction in sound intensity
- Underwater noise levels were reduced in the frequencies that SRKW use to communicate and hunt (echolocate)
- SRKW were present in the slowdown area for **36** days of the 80-day slowdown (**45%**)





## ADMIRALTY INLET AND NORTH PUGET SOUND 2022 TRIAL VOLUNTARY SHIP SLOWDOWN

A COLLABORATIVE EFFORT TO REDUCE UNDERWATER NOISE FOR ENDANGERED WHALES

Admiralty Inlet and Puget Sound are critical habitats for the endangered southern resident killer whales. During the fall and winter, these killer whales swim, rest and forage for salmon in these waters. Underwater noise is identified by Canada and the

**Currently in Effect**

The voluntary ship slowdown will run from October 24-December 22, 2022

<https://quietsound.org/admiralty-inlet-slowdown>

Project funders:



ENGLISH	<p><b>DATES: OCTOBER 24–DECEMBER 22, 2022</b></p> <p>All vehicle carriers, cruise ships, container vessels, bulkers, and tankers transiting through Admiralty Inlet and north Puget Sound during the slowdown period are asked to voluntarily slow down when it is safe and operationally feasible to do so. This initiative aims to reduce underwater noise for the endangered killer whales.</p> <p>For more information, please visit <a href="https://quietsound.org/trial-slowdown">quietsound.org/trial-slowdown</a></p>	<p>Recommended slowdown speeds are:</p> <ul style="list-style-type: none"> <li>• 14.5 knots or less through the water for vehicle carriers, cruise ships, and container vessels</li> <li>• 11.0 knots or less through the water for bulkers and tankers</li> </ul>
GREEK	<p><b>Ημερομηνίες: 24 Οκτωβρίου-22 Δεκεμβρίου 2022</b></p> <p>Ζητείται από όλους τους μεταφορικούς οχημάτια, τα κρουαζιερόπλοια, τα πλοία μεταφορικών εμπορευματοκιβωτίων, τα πλοία μεταφορικών οχημάτων και τα δεξαμενόπλοια που διέρχονται από το Admiralty Inlet και το βόρειο Puget Sound κατά την περίοδο επιβράδυνσης να επιβραδύνουν οικολογικά όταν αυτό είναι ασφαλίσιμα και λειτουργικά εφικτό. Η πρωτοβουλία αυτή αποσκοπεί στη μείωση του υποβρυχίου θορύχου για τις απειλούμενες με εξαφάνιση φάλαινες δολοφόρους.</p> <p>Για περισσότερες πληροφορίες, επισκεφθείτε τον ιστότοπο <a href="https://quietsound.org/trial-slowdown">quietsound.org/trial-slowdown</a></p>	<p>Οι συνιστώμενες ταχύτητες επιβράδυνσης είναι:</p> <ul style="list-style-type: none"> <li>• ταχύτητα μέχρι 14,5 κόμβων για πλοία μεταφορικών οχημάτων, κρουαζιερόπλοια και πλοία μεταφορικών εμπορευματοκιβωτίων</li> <li>• ταχύτητα μέχρι 11,0 κόμβων για φορητά και δεξαμενόπλοια</li> </ul>
TAGALOG	<p><b>Mga Petsa: Oktubre 24-Disyembre 22, 2022</b></p> <p>Ang lahat ng sasakyang pangdagat na nagdadala ng sasakyan, barkong panilawin, sasakyang pangdagat na may dalang container, mga bulker, at tanker na dumadaan sa Admiralty Inlet at hilagang Puget Sound sa panahon ng pagpapabagal ay boluntaryong nagpapabagal kapag ligtas at posible itong gawin. Layon ng inisyalibang ito ang bawasan ang ingay sa ilalim ng tubig para sa mga nanganganib na orka.</p> <p>For more information, please visit <a href="https://quietsound.org/trial-slowdown">quietsound.org/trial-slowdown</a></p>	<p>Ang mga inirerekomendang pagpapabagal ay:</p> <ul style="list-style-type: none"> <li>• 14.5 knots sa tubig o mas mababa pa para sa mga sasakyang pangdagat na nagdadala ng sasakyan, barkong panilawin, sasakyang pangdagat na may dalang container</li> <li>• 11.0 knots sa tubig o mas mababa pa para sa mga bulker at tanker/deksameno-plota</li> </ul>
CHINESE (S)	<p><b>日期: 2022年10月24日 - 12月22日</b></p> <p>要求在本 slowdown 期间通过阿德默勒尔湾 (Admiralty Inlet) 和北普吉特海湾 (Puget Sound) 的所有车辆运输船、游轮、集装箱船、散货船和油轮在安全且操作上是可行的情况下自愿减速。本倡议旨在为濒危的虎鲸减少水下噪音。</p> <p>欲了解更多信息, 请访问 <a href="https://quietsound.org/trial-slowdown">quietsound.org/trial-slowdown</a></p>	<p>建议的减速速度为:</p> <ul style="list-style-type: none"> <li>• 对于车辆运输船、游轮和集装箱船而言, 在水中的速度为每小时14.5海里或以下</li> <li>• 对于散货船和油轮而言, 在水中的速度为每小时11海里或以下</li> </ul>
CHINESE (T)	<p><b>日期: 2022年10月24日 - 12月22日</b></p> <p>要求在本 slowdown 期间通过阿德默勒尔湾 (Admiralty Inlet) 和北普吉特海湾 (Puget Sound) 的所有车辆运输船、游轮、集装箱船、散货船和油轮在安全且操作上是可行的情况下自愿减速。本倡议旨在为濒危的虎鲸减少水下噪音。</p> <p>欲瞭解更多資訊, 請造訪 <a href="https://quietsound.org/trial-slowdown">quietsound.org/trial-slowdown</a></p>	<p>建議的減速速度為:</p> <ul style="list-style-type: none"> <li>• 對於車輛運輸船、遊輪和集裝箱船而言, 在水中的速度為每小時14.5海里或以下</li> <li>• 對於散貨船和油輪而言, 在水中的速度為每小時11海里或以下</li> </ul>
RUSSIAN	<p><b>Даты: 24 октября — 22 декабря 2022 года</b></p> <p>Все транспортные средства, круизные суда, контейнеровозы, балкеры и танкеры, проходящие через Адмиралтейский залив и северную часть Пьюджет-Саунда в период снижения скорости движения, должны добровольно снизить скорость, если это будет безопасно и целесообразно с эксплуатационной точки зрения. Эта инициатива направлена на снижение подводного шума для находящихся под угрозой исчезновения китов.</p> <p>Для получения дополнительной информации посетите сайт <a href="https://quietsound.org/trial-slowdown">quietsound.org/trial-slowdown</a></p>	<p>Рекомендуемыми пониженными скоростями являются:</p> <ul style="list-style-type: none"> <li>• 14,5 узлов или менее по воде для автоперевозчиков, круизных судов и контейнеровозов</li> <li>• 11,0 узлов или менее по воде для балкеров и танкеров</li> </ul>

Translation funded by the Port of Seattle

[www.quietsound.org/trial-slowdown](https://quietsound.org/trial-slowdown)

# Contact Quiet Sound

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## 6th-Annual Women Offshore Conference on October 26-27, 2023

Join the 2-day Women Offshore Conference at Texas A&M in Galveston. We anticipate ~300 attendees who will dive into speeches, panels, and workshops showcasing women's achievements in maritime fields. They will explore opportunities in offshore energy, shipping, research, and more. Support women who work on the water and don't miss this game-changing conference in 2023!

### SPONSORSHIPS AVAILABLE

**Lunch**  
\$5,000 per day

Sponsor lunch on Thursday or Friday. Your brand will be displayed at meal stations, website, and program. Includes two event tickets and an exhibitor booth.

**Happy Hour**  
\$3,500

Celebrate the end of Day 1 of the Conference by sponsoring a happy hour for the attendees. In return, your brand will be highlighted at the stations, event website, and program. Plus, get two event tickets and an exhibitor booth.

**Beverage Station**  
\$3,000

Sponsor a beverage station to keep the attendees refreshed. In return, your brand will be highlighted at the stations, event website, and program. Plus, get two event tickets and an exhibitor booth.

**Professional Headshots**  
\$2000

Enhance attendees' professional image and showcase your commitment to women's career growth on water. Your logo will feature on the booth, event website, and program. Receive two event tickets and an exhibitor booth.



**Be a Virtual Sponsor! \$1000**

The Women Offshore Conference 2023 is a hybrid event, attracting a global audience. Sponsor to showcase your company in the virtual lobby and an exhibitor booth.

**Current Fees:**

	<b>3 Months or Less</b>	<b>1 Year or Less</b>	<b>Annual Renewal</b>
<b>A. YACHTS</b>			
Up to and including 50 feet LOA	\$ 50	\$ 50	\$ 50
Up to and including 100 feet LOA	\$ 700	\$ 1,000	\$ 600
Up to and including 200 feet LOA and 750 gt	\$ 1,000	\$ 1,400	\$ 800
Up to and including 200 feet LOA and 751 to 1,300 gt	\$ 1,500	\$ 1,500	\$ 1,500
<b>B. PASSENGER VESSELS</b>			
Up to and including 100 feet LOA	\$ 1,125	\$ 1,500	\$ 1,000
Up to and including 200 feet LOA	\$ 1,500	\$ 1,500	\$ 1,200

**Proposed:**

	<b>1 Year</b>	<b>Annual Renewal</b>
LOA 65' and Under	\$100	\$100
LOA 66-125'	\$1,100	\$900
LOA 126-200'	\$1,500	\$1,400
Any Size Passenger	\$1,500	\$1,500

Of note:

- Vessel sizes are in line with the current regulation: 0-65', 66-125' and 126-199'
- We removed the 3-month versus 1 year application as the process takes the same amount of processing for either.
- We increased fees modestly (for the first time since 1995) but will also be looking at making additional changes with legislation in 2024.

# VEC Recommendations for 2024