



STATE OF WASHINGTON  
**BOARD OF PILOTAGE COMMISSIONERS**

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



**THE BPC PILOTAGE QUARTERLY**

Summer 2023



*Announcements*

***Puget Sound Licensure!***

Captain Kevin Riddle received license #223 to pilot in the Puget Sound Pilotage District at the May meeting of the BPC.



***Grays Harbor Licensure!***

And Captain Colby Grobschmit (middle) received license #19 to pilot in the Grays Harbor Pilotage District at the April meeting of the BPC at the Port of Grays Harbor.



**CONGRATULATIONS TO CAPTAINS RIDDLE AND GROBSCHMIT!**

**Washington State DEI Empowerment Conference**

The theme of the 2023 Washington DEI Empowerment Conference was *Bridging Gaps and Leaning into Action*. The virtual conference was held each Wednesday in June. The conference program had a robust and wide range of sessions and topics. The host was Department of Enterprise Services Chief Equity Officer Dr. Adrian Thompson. Sessions included topics such as disability awareness, neurodiversity, generational trauma of Native Americans, the less-known topic of colorism, equity in public spending, LGBTQ+, DEIB(belonging) and anti-racist recruitment, Asian American inclusion, and mental health and anti-racism in the workplace.



*Dr. Adrian Thompson, host of the 2023 Washington State DEI Empowerment Conference. Dr. Thompson is a psychologist, researcher, author, lecturer, and community servant, currently serving as the Chief Equity Officer at the Department of Enterprise Services. Courtesy of OFM.wa.gov.*

**Best Practices for Inclusive Recruiting**

- Augmented Writing Tools
- Create Accessibility Features on Company Job Board
- Conduct Unconscious Bias Training
- Commit to Internal Equity & Promotion
- Create Diverse Interview Panels
- Develop a Standardized Interview Process
- Build Measurable Organizational DEI goals



*The session Incorporating DEIB and Anti-Racism Work into Recruitment (far left) lead by Lisa Grund (left) and Tangi Tash (right) included these tips for inclusive recruiting. Image courtesy of OFM.wa.gov.*

BPC Chair Sheri Tonn, Executive Director Jaimie Bever, and a combination of BPC Commissioners and Puget Sound Pilots attended various sessions of the free conference. The conference was excellent and informative. We continue working to diversify the pilotage pipeline and we welcome these types of learning opportunities.



*Courtesy of OFM.wa.gov*

# Commissioner Ross Retirement

Captain Mike Ross, who held the position as the Board's Foreign Flag Shipping Representative attended his last meeting as a BPC Commissioner in April. Captain Ross retired from the Board and from Westwood Shipping Lines, where he was VP of Marine Ops & Safety. Captain Ross came to the Board with extensive experience both on the water and shoreside. He was a thoughtful and engaged commissioner.



We thank Captain Ross for his service to the State of Washington and wish him the best on his next adventure!

## New Committee Member

The BPC Trainee Evaluation (TEC), Pilot Safety (PSC), and Pilot Exam (PEC) Committees have welcomed Port of Grays Harbor pilot Captain Ryan Leo to their rosters. Captain Leo was licensed by the BPC in December 2022 after successfully completing his training program.



We thank Port of Grays Harbor Director of Finance and Administration Mike Folkers for his membership on these committees representing the Port of Grays Harbor.



*Captain Ryan Leo during his training program in Grays Harbor. Courtesy of the Port of Grays Harbor.*

*Courtesy of the Port of Grays Harbor*

## 2024 Marine Pilot Exam

CONSIDER A  
CAREER AS  
A WA STATE PILOT!

MARINE PILOT EXAM  
SPRING 2024



Explore our ANONYMOUS EXAM PROCESS and pilotage in one of the most beautiful regions in the country!

## District Snapshots

### Puget Sound



#### Retirements:

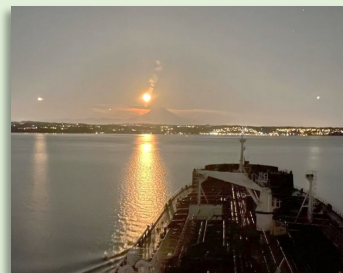
There were no retirements in the 2<sup>nd</sup> quarter of 2023.

#### License Upgrades to Unlimited:

There were no upgrades to unlimited in the 1<sup>st</sup> quarter of 2023.

#### Training Program:

Currently training are Captains Cassee, Scott, Kelly, Mancini, Fleischfresser, and Sturgell. Captains Michelson, Wood, and Sabbath will begin training on September 1<sup>st</sup>.



*Inbound to Tacoma and the June Full Moon. Image courtesy of Puget Sound Pilots.*

### Grays Harbor



#### Training Program:

There are no trainees currently.

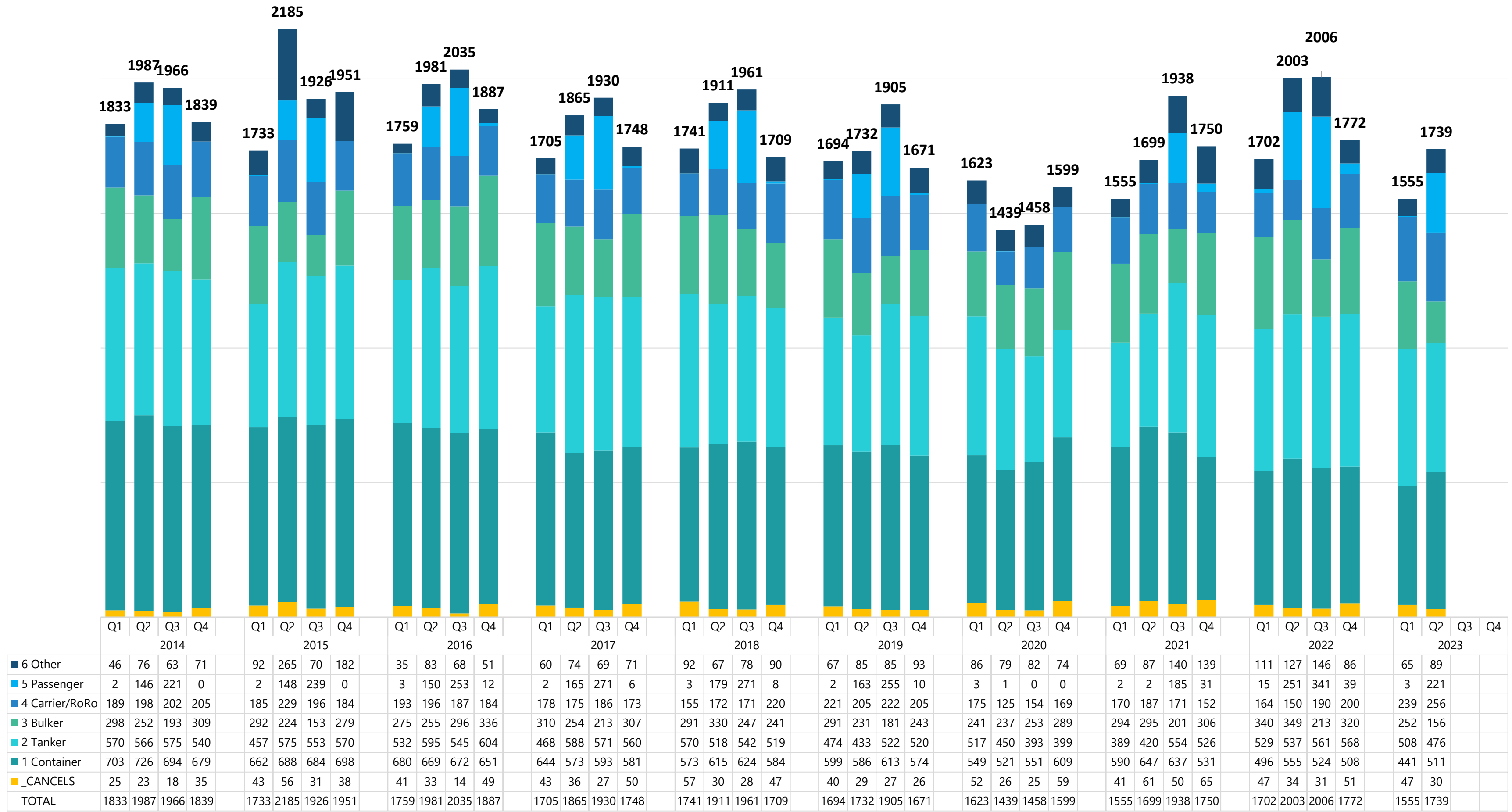
The Washington State competitive bid process came to a close in late February with the exam contract awarded to MITAGS-West. The exam development process is underway! We look forward to sharing more details, especially the final date, in the coming months. In the meantime, spread the word!

If you are a pilot aspirant and have any questions, please contact our Training Program Coordinator Jolene Hamel at [HamelJ@wsdot.wa.gov](mailto:HamelJ@wsdot.wa.gov). We encourage communication and value transparency!

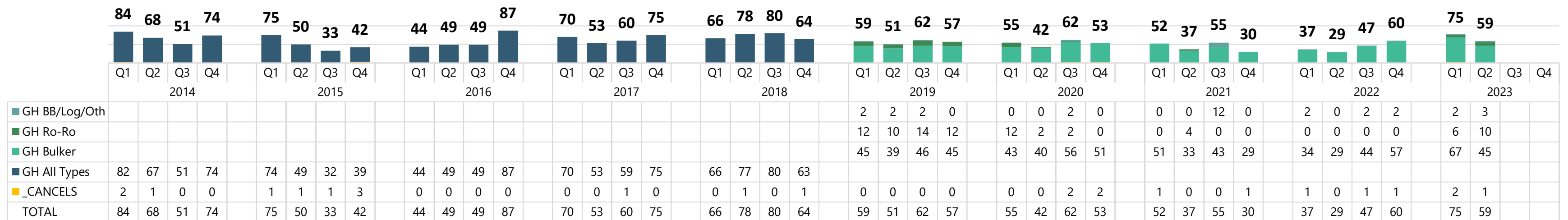
*The BPC Pilotage Quarterly is a publication of the Board of Pilotage Commissioners. It is available online at [www.pilotage.wa.gov](http://www.pilotage.wa.gov). To join our distribution list, email [PilotageInfo@wsdot.wa.gov](mailto:PilotageInfo@wsdot.wa.gov), or call (206) 515-3904.*



**Puget Sound Pilotage District Assignments 2014-2023**  
quarterly, by vessel type, including cancellations



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



# Puget Sound District Activity Report Dashboard

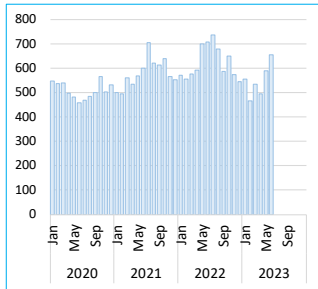
2023 June

Licensed Pilots  
Including President  
**53**

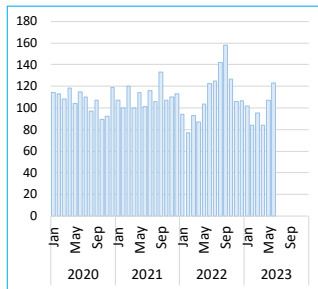
PS District  
Trainees  
**6**

No changes in June.

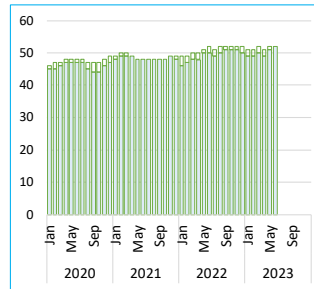
**Total Assignments**  
**656**



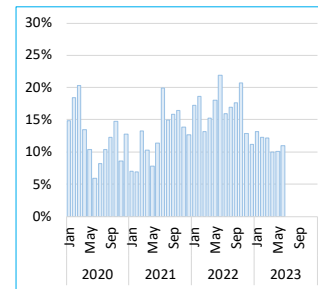
**Repositions**  
**123**



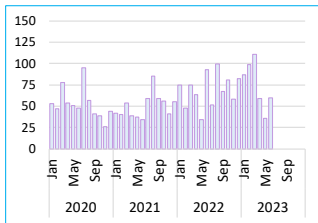
Licensed Pilots w/o Pres **52**  
Pilots NFFD entire month **0**  
Available Pilots **52**



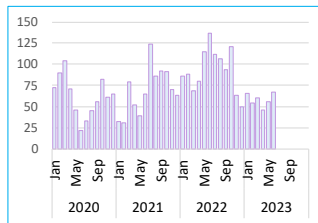
**Off-Watch Assignments**  
(Callbacks)  
**11%**



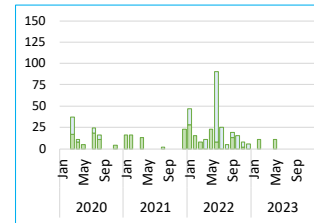
**Comp Days Used**  
(Licensed Pilots)  
**60**



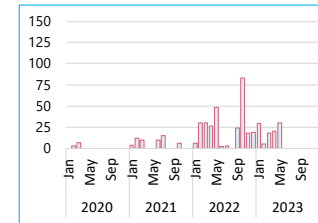
**Comp Days Earned**  
(Callbacks)  
**67**



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

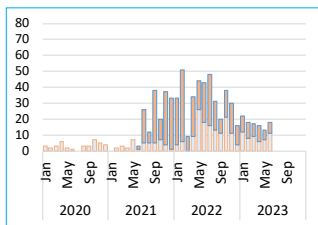


**Training Days**  
**0**

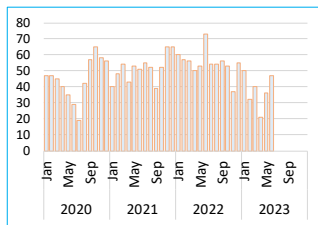


\* count days if pilot(s) not NFFD whole month

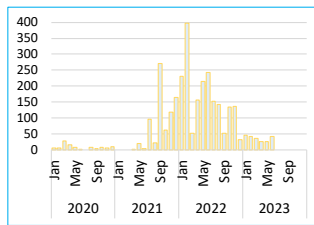
**Pilot Delays (Count)**  
combined total  
**18**



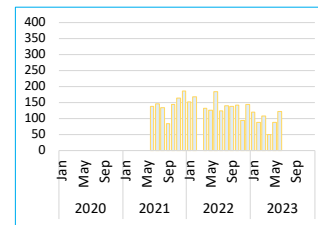
**Billable Delays (Count)**  
by Customers  
**47**



**Pilot Delay Hours Total**  
Pilot Shortage & Efficiency  
**40.6 hrs**



**Billable Delay Hours**  
by Customers  
**122 hrs**



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

pilot delay hours not separated into  
efficiency & pilot shortage components



# PUGET SOUND PILOTAGE DISTRICT ACTIVITY REPORT PAGE 1

**Jun-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:		656			Cancellations:		9		
Total ship moves:	647	Cont'r:	169	Tanker:	192	Genl/Bulk:	49	Other:	237
Assignments delayed due to unavailable rested pilot:				7	Total delay time:				14.25
Assignments delayed for efficiency reasons:				11	Total delay time:				26.33
Billable delays by customers:				47	Total delay time:				122
Order time changes by customers:				127					
2 pilot jobs:		37	Reason: PSP GUIDELINES FOR RESTRICTED WATERWAYS						
Day of week & date of highest number of assignments:								Saturday 6/10	33
Day of week & date of lowest number of assignments:								Monday 6/5, Tuesday 6/20	14
Total number of pilot reposition:		123	Upgrade trips	13	YTD	104			
3 consecutive night assignments		48	YTD	163					

Callback Days/Comp Days					
	Starting Total	Call Backs (+)	Used (-)	Burned (-)	Ending Total
Licensed	2600	67	60		2607
Unlicensed	7			7	0
<b>Total</b>	<b>2607</b>	<b>67</b>	<b>60</b>	<b>7</b>	<b>2607</b>

**On watch assignments 584      Call back assignments 72      CBJ ratio 10.97%**

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

**A. Training & Continuing Education Programs**

Start Dt	End Dt	City	Facility	Program Description	Pilot Attendees			
					*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
5-Jun	5-Jun	Seattle	BPC	BPC DEI	BEN
6-Jun	6-Jun	Bellevue	PSP	Outreach	BEN
7-Jun	7-Jun	Lynnwood	PSP	Outreach	KEP*, LOB, ROU
8-Jun	8-Jun	Port Angeles	PSP	Pilot Boat	SEM*
9-Jun	9-Jun	Seattle	PSP	Outreach	VON*
12-Jun	14-Jun	Seattle	PSP	Green Marine conference	ROU
13-Jun	13-Jun	Seattle	PSP	Safe Practices	BOU, HUP*
14-Jun	14-Jun	Seattle	BPC	TEC	ANT, BEN, NIN**



**State of Washington  
Pilotage Commission  
July 20, 2023**

**Grays Harbor District Report**

There were 7 arrivals in June for a total of 17 jobs. Year to date there have been 49 arrivals for a total of 134 jobs. There are 5 vessels scheduled for July: 3 dry bulkers and 2 liquid bulk.

AGP will be entering their annual shutdown for maintenance from July 15-25.

**Terminal 2 Expansion**

All 4 of the additional silo slips have been poured at Terminal 2. This increases the storage capacity to a total of 12 silos for AGP at Terminal 2.

**Terminal Maintenance Dredging**

The Port Commissioners approved a call for bids for terminal maintenance dredging. Staff are planning for bid award in August with dredging to start shortly thereafter. Estimates are to remove approximately 35,000 cubic yards.



## May 2023 – Partial Container Tallies

*As a reminder to our readers, we only cite the container volumes reported by the ports we survey. Unless otherwise indicated, the container numbers appearing in this report represent TEUs.*

In a June 7 news release, the National Retail Federation's Global Port Tracker (GPT) projected that May would see 1.84 million inbound loads enter the thirteen U.S. ports it surveys. That, the GPT calculates, would represent a 23.0% fall-off from a year earlier. It would also represent a marginal decline from the 1.85 million inbound loads GPT counted in pre-pandemic May 2019.

As for what the ports themselves are saying so far, the individual stories are geographically mixed. Substantial year-over-year declines were common due to very heavy import flows in the first half of last year. The most telling contrasts were in the comparisons between this May and May of 2019.

May saw the **Port of Los Angeles** enjoy its busiest month since last August. Still, inbound loads (409,150) in the fifth month of the year were down 4.4% from the same month in 2019, while outbound loads (101,741) were off by 39.2%. Total container traffic through the first five months of this year (3,304,344) came up 12.4% shy of the mark

set in 2019. Worse, apart from plague-plagued 2020, total container moves in this year's January-May period was the lowest in those months since 2015 at America's Port™.

Across the road at the **Port of Long Beach**, historic comparisons are skewed by a surge in May imports last year but also by an unusually languid month of May in 2019. As a result, inbound loads this May (361,661) were up 24.5% from four years earlier. Similarly, outbound loads this May (127,870) exceeded those in May 2019 by 6.0%. Counting all loaded and empty containers that passed through the port through May of this year, total traffic (3,135,600) exceeded the total during the first five months of 2019 by 8.0%.

The **Port of Oakland's** struggles continued in May as its numbers were not simply down year-over-year but remained significantly below pre-pandemic volumes. Looking at how many containers moved through the Northern California port during the first five months of the year, this year's total (856,363) was the smallest for that period since 2009. Inbound loads in May (70,887) were not merely down 16.7% from four years earlier, they were the fewest in any previous May since 2011. Outbound loads (63,511) were not just down 18.6% from May 2019, they were the fewest in any previous May since 2004.



# \$145.14 billion

## Total value of container trade through USWC ports YTD through April

(Source: U.S. Commerce Department)





## May Tallies *Continued*

As of our publication deadline, no official container trade statistics have been released by the **Northwest Seaport Alliance Ports of Tacoma and Seattle** for the month of May.

Over the border in British Columbia, the **Port of Vancouver** had an up-and-down month. May inbound loads (142,999) were down 14.9% year-over-year but up 9.4% from May 2019. Outbound loads (63,897) rose 2.9% from a year earlier but were off by 32.9% from May 2019. Total container traffic through the port YTD (1,269,742) was down 14.4% from the previous year and down 9.9% from the same period in 2019. Worse, it was the smallest number of containers handled at the port in the first five months of any year since 2016.

Even further north, the **Port of Prince Rupert** continued to compete unfavorably with its own past. Inbound loads in May (42,557) were down 26.1% from May 2019, while outbound loads (10,909) were the fewest in any previous May since at least 2013. Total container traffic YTD (3,304,344) was down 12.4% from the same period in 2019.

Along the Atlantic Seaboard, the **Port of Virginia** handled 129,203 inbound loads in May, a sharp 23.1% fall-off from the year before but 8.0% more than the port saw in May 2019. Outbound loads (88,044) dropped 9.9% from a year earlier but were nearly equal to the 88,065 outbound loads shipped from the port in May 2019. Total container moves YTD (1,316,451) were off by 14.4% from last year and down by 9.9% from the January-May months in 2019.

At the **Port of Charleston**, inbound loads in May (99,130) were down 21.5% year-over-year but up 12.6% from May 2019. Outbound loads (55,201) increased by 3.5% from a year earlier but were off by 22.7% from May 2019. YTD, total container traffic through the South Carolina port (1,022,742) represented a 17.6% fall-off from the first five months of 2022 but a modest 1.6% gain over the same period in 2019.

The **Port of Savannah** meanwhile sustained a 25.5% year-over-year drop in inbound loads to (188,728), which also represented a relatively meager increase of 1.9% over May 2019. Outbound loads in May at the Georgia port (116,247) were down 25.6% from a year earlier but were up 48.7% from May 2019. Total container moves through the port so far this year (1,993,584) were down 16.8% from the same period last year but were up 5.5% over the first five months of 2019.

Along the Gulf Coast, **Port Houston** reported 139,745 inbound loads in May, down 18.3% y/y but up 21.1% from May 2019. Outbound loads in May at the Texas port (109,220) were down 25.6% y/y but up a remarkable 48.7% from the same month four years earlier. Total container traffic YTD (1,542,392) slipped 2.0% from the same months the year before but was up a robust 27.5% from the same period in 2019.

*We Make Cargo Move*



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



## For the Record: Complete April 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.

The National Retail Federation's Global Port Tracker reported on June 7 that the thirteen U.S. ports it monitors handled 1.78 million inbound loads in April. That represented a drop of 21.3% from the 2.26 million inbound loads the same ports handled last April. However, this April's volume was up 1.7% from the 1.75 million inbound loads those ports moved in April of 2019.

For the nineteen mainland U.S. ports we monitor, the 1,820,015 inbound loads reported for this April came up short of the 1,822,263 inbound loads recorded in April 2019 by 0.1%. A 6.7% gain at East Coast ports and 39.8% jump at the **Port Houston** outweighed a 6.0% fall-off at ports along the U.S. West Coast. Outbound loads in April (935,848) meanwhile saw a 17.2% decline from the same month in 2019 as every port except Houston and Virginia (and the two small California ports of Hueneme and San Diego) all saw drops in outbound loads.

### Weights and Values

The TEU is not the only metric for gauging containerized trade. Indeed, from an economic perspective, it may be one of

Exhibit 1	April 2023 - Inbound Loaded TEUs at Selected Ports					
	Apr 2023	Apr 2022	Apr 2021	Apr 2020	Apr 2019	2023/2019 % Change
Los Angeles	343,689	456,670	490,127	370,111	360,745	-4.7%
Long Beach	313,444	400,803	367,151	253,540	317,883	-1.4%
<b>San Pedro Bay Totals</b>	<b>657,133</b>	<b>857,473</b>	<b>857,278</b>	<b>623,651</b>	<b>678,628</b>	<b>-3.2%</b>
Oakland	70,140	84,303	101,886	80,003	80,702	-13.1%
NWSA	85,339	99,291	121,294	96,992	112,652	-24.2%
Hueneme	10,388	11,416	10,166	4,002	5,396	92.5%
San Diego	7,520	6,046	6,116	5,765	5,840	28.8%
<b>USWC Totals</b>	<b>830,520</b>	<b>1,058,529</b>	<b>1,096,740</b>	<b>810,413</b>	<b>883,218</b>	<b>-6.0%</b>
Boston	9,625	4,767	9,865	11,546	12,247	-21.4%
NYNJ	320,948	419,658	359,265	284,074	297,825	7.8%
Virginia	118,964	142,639	137,854	100,310	119,266	-0.3%
S. Carolina	101,024	140,730	1,105,054	82,899	87,675	15.2%
Georgia	195,679	247,177	236,479	166,679	175,661	11.4%
Jaxport	25,001	28,906	24,214	23,461	27,094	-7.7%
P. Everglades	27,903	36,571	28,974	23,164	32,308	-13.6%
Miami	38,255	43,838	47,644	28,943	32,831	16.5%
<b>USEC Totals</b>	<b>837,399</b>	<b>1,064,286</b>	<b>1,949,349</b>	<b>721,076</b>	<b>784,907</b>	<b>6.7%</b>
New Orleans	11,376	12,686	11,138	9,926	10,527	8.1%
Houston	140,720	162,965	128,834	100,034	100,627	39.8%
<b>USGC Totals</b>	<b>152,096</b>	<b>175,651</b>	<b>139,972</b>	<b>109,960</b>	<b>111,154</b>	<b>36.8%</b>
Vancouver	140,744	179,599	171,689	148,718	145,168	-3.0%
Prince Rupert	28,103	53,627	28,051	52,730	51,686	-45.6%
<b>British Columbia Totals</b>	<b>168,847</b>	<b>233,226</b>	<b>199,740</b>	<b>201,448</b>	<b>196,854</b>	<b>-14.2%</b>

Source Individual Ports



## April 2023 TEU Numbers *Continued*

Exhibit 2	April 2023 - Outbound Loaded TEUs at Selected Ports					
	Apr 2023	Apr 2022	Apr 2021	Apr 2020	Apr 2019	2023/2019 % Change
Los Angeles	88,202	99,878	114,449	130,321	155,533	-43.3%
Long Beach	122,663	121,876	124,069	102,502	123,804	-0.9%
<b>San Pedro Bay Totals</b>	<b>210,865</b>	<b>221,754</b>	<b>238,518</b>	<b>232,823</b>	<b>279,337</b>	<b>-24.5%</b>
Oakland	63,193	65,782	80,290	82,383	79,291	-20.3%
NWSA	47,121	46,600	59,729	66,955	81,305	-42.0%
Hueneme	1,928	2,946	2,390	1,000	1,340	43.9%
San Diego	608	798	380	248	176	245.5%
<b>USWC Totals</b>	<b>323,715</b>	<b>337,880</b>	<b>381,307</b>	<b>383,409</b>	<b>441,449</b>	<b>-26.7%</b>
Boston	5,173	1,854	6,669	5,354	7,754	-33.3%
NYNJ	110,243	113,536	121,671	97,312	131,311	-16.0%
Virginia	91,471	99,589	95,618	71,158	85,378	7.1%
S. Carolina	62,062	55,571	73,333	56,611	73,295	-15.3%
Georgia	118,277	125,330	128,205	120,852	129,726	-8.8%
Jaxport	41,595	49,433	51,129	31,524	42,353	-1.8%
Port Everglades	31,408	35,331	33,506	20,119	36,084	-13.0%
Miami	21,989	27,167	30,462	24,964	30,719	-28.4%
<b>USEC Totals</b>	<b>482,218</b>	<b>507,811</b>	<b>540,593</b>	<b>427,894</b>	<b>536,620</b>	<b>-10.1%</b>
New Orleans	19,597	23,614	23,246	20,076	24,545	-20.2%
Houston	110,318	114,860	91,766	91,808	106,654	3.4%
<b>USGC Totals</b>	<b>129,915</b>	<b>138,474</b>	<b>115,012</b>	<b>111,884</b>	<b>131,199</b>	<b>-1.0%</b>
Vancouver	74,924	62,110	85,768	91,942	97,394	-23.1%
Prince Rupert	9,894	12,404	10,000	22,526	20,271	-51.2%
<b>British Columbia Totals</b>	<b>84,818</b>	<b>74,514</b>	<b>95,768</b>	<b>114,468</b>	<b>117,665</b>	<b>-27.9%</b>

Source Individual Ports



## April 2023 TEU Numbers Continued

Exhibit 3		April 2023 - YTD Total TEUs					
	Apr 2023	Apr 2022	Apr 2021	Apr 2020	Apr 2019	2023/2019 % Change	
Los Angeles	2,525,204	3,569,390	3,539,396	2,488,748	2,945,200	-14.3%	
NYNJ	2,439,449	3,198,201	2,848,979	2,316,907	2,398,108	1.7%	
Long Beach	2,377,375	3,281,377	3,122,316	2,202,845	2,434,845	-2.4%	
Georgia	1,593,073	1,877,598	1,815,109	1,415,755	1,516,928	5.0%	
Houston	1,241,910	1,237,876	1,027,039	994,627	946,860	31.2%	
Virginia	1,050,575	1,196,163	1,085,414	861,609	954,230	10.1%	
Vancouver	988,937	1,163,403	1,270,234	1,013,078	1,133,669	-12.8%	
NWSA	912,141	1,167,869	1,200,367	1,036,556	1,256,236	-27.4%	
South Carolina	823,842	985,368	872,518	770,017	802,554	2.7%	
Oakland	677,814	790,881	852,891	784,209	828,153	-18.2%	
Montreal	492,379	560,922	545,291	567,551	561,860	-12.4%	
JaxPort	411,097	433,623	466,214	394,214	443,481	-7.3%	
Miami	368,063	408,261	426,261	348,857	376,101	-2.1%	
Port Everglades	354,438	375,832	349,338	340,693	357,390	-0.8%	
Maryland	n/a	321,974	335,385	342,275	358,715	n/a	
Prince Rupert	239,082	350,936	330,679	330,036	346,055	-30.9%	
Philadelphia	237,322	244,929	223,240	209,112	192,075	23.6%	
New Orleans	157,141	147,612	177,071	203,010	204,493	-23.2%	
Hueneme	91,207	90,561	72,494	65,354	44,230	106.2%	
Boston	71,444	35,556	75,955	92,994	97,988	-27.1%	
San Diego	54,165	52,229	50,954	50,519	48,029	12.8%	
Portland, Oregon	44,055	48,564	28,694	13,741	20	∞	

Source Individual Ports



## April 2023 TEU Numbers *Continued*

the least useful. Measures of Gross Domestic Product, for example, are not denominated in containers but dollars. The percentages in **Exhibits 4 and 5** represent U.S. West Coast shares of the box trade passing through mainland U.S. ports. They are derived from data compiled by the U.S. Commerce Department from documentation submitted by the importers/exporters of record. Both exhibits provide ongoing evidence of the shrinking role West Coast ports have been playing in handling the nation's containerized trade, especially with respect to shipments arriving from East Asia.

Although April did witness an uptick from March in the USWC share in terms of both tonnage and value of containerized imports arriving at mainland U.S. ports from worldwide points of origins, April's share was nonetheless down from a year earlier. Prior to the onset of the COVID-19 pandemic in early 2020, the USWC share of the volume of all containerized import tonnage arriving at mainland U.S. ports was typically higher than this April's 34.1% share. In April 2019, for example, America's Pacific Coast ports accounted for 36.8% of containerized import tonnage. The year before that the USWC share was 39.9%.

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

	Apr 2023	Mar 2023	Apr 2022
<b>Shares of U.S. Mainland Ports Containerized Import Tonnage</b>			
USWC	34.1%	33.5%	35.6%
LA/LB	25.0%	24.2%	26.7%
Oakland	3.6%	3.3%	3.2%
NWSA	3.8%	3.8%	3.8%
<b>Shares of U.S. Mainland Ports Containerized Import Value</b>			
USWC	39.4%	38.1%	40.0%
LA/LB	30.7%	29.5%	31.9%
Oakland	2.9%	2.6%	2.7%
NWSA	4.4%	4.7%	4.2%
<b>Shares of U.S. Mainland Containerized Export Tonnage</b>			
USWC	30.1%	32.0%	34.7%
LA/LB	18.1%	20.1%	21.3%
Oakland	5.5%	5.5%	6.8%
NWSA	5.5%	5.7%	5.6%
<b>Shares of U.S. Mainland Containerized Export Value</b>			
USWC	27.4%	27.0%	27.3%
LA/LB	17.7%	17.6%	17.0%
Oakland	6.0%	5.6%	6.5%
NWSA	3.3%	3.1%	3.0%

Source: U.S. Commerce Department.

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

	Apr 2023	Mar 2023	Apr 2022
<b>Shares of U.S. Mainland Ports Containerized Import Tonnage</b>			
USWC	51.9%	53.9%	54.8%
LA/LB	40.9%	42.0%	43.9%
Oakland	4.1%	4.4%	3.6%
NWSA	5.7%	6.3%	6.2%
<b>Shares of U.S. Mainland Ports Containerized Import Value</b>			
USWC	59.5%	60.2%	59.0%
LA/LB	47.7%	48.1%	48.2%
Oakland	3.4%	3.3%	3.2%
NWSA	6.8%	7.5%	6.4%
<b>Shares of U.S. Mainland Containerized Export Tonnage</b>			
USWC	51.4%	52.8%	60.1%
LA/LB	31.5%	33.9%	39.2%
Oakland	8.3%	8.0%	9.7%
NWSA	10.2%	9.9%	10.1%
<b>Shares of U.S. Mainland Containerized Export Value</b>			
USWC	56.1%	55.7%	55.5%
LA/LB	36.6%	36.9%	37.3%
Oakland	10.9%	10.5%	10.6%
NWSA	7.8%	7.0%	6.6%

Source: U.S. Commerce Department.





## April 2023 TEU Numbers *Continued*

The San Pedro Bay ports saw their combined share of the nation's containerized import tonnage fall to 25.0% this April from 26.7% a year earlier and from 28.0% in April 2019. Still, April did see an uptick in market share from March at the two Southern California ports.

In pre-pandemic April 2019, the USWC share of containerized import tonnage from East Asia stood at 57.3%, with the two San Pedro Bay ports accounting for a 43.7% share. Oakland (4.6%) and the NWSA (8.4%) also handled much larger portions of the trade than they did this April. Looking back a bit further, April 2018 saw the USWC ports handle 60.7% of the import trade from East Asia, while Los Angeles and Long Beach combined for a 48.0% slice of the trade.

The story is the same in dollar value terms. The USWC ports' 59.5% share of the value of containerized imports

from East Asia in April was down from 66.8% in April 2019 and 69.8% the April before that. Similarly, the 47.7% share held by the Ports of Los Angeles and Long Beach this April was much lower than their 51.0% share in April 2019 and even lower than their 55.7% share in April 2018.

Now that a tentative agreement has been reached by the Pacific Maritime Association and the International Longshore and Warehouse Union, we should soon begin to see data testing the various theories that have been bandied about on how much of the transpacific container trade will return to West Coast ports.

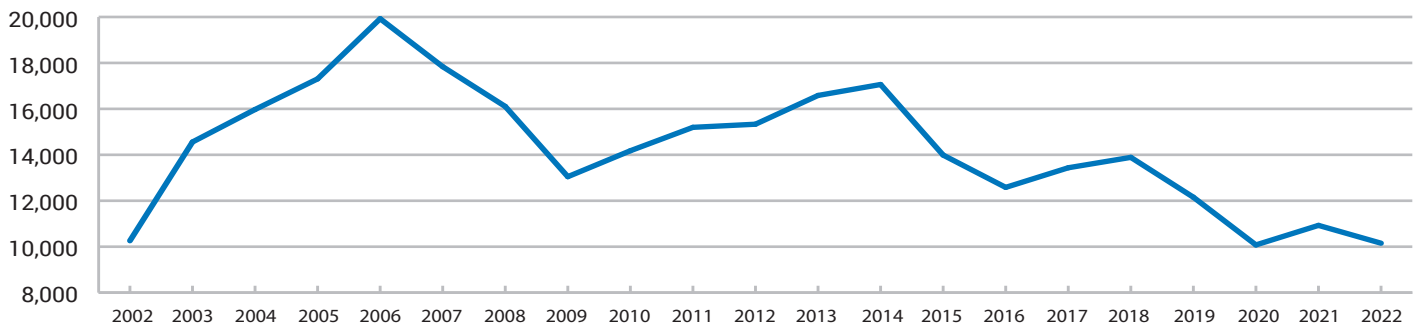
### Train/TEU Traffic Through the Alameda Corridor

The Alameda Corridor connects the Ports of Los Angeles and Long Beach to the Union Pacific and BNSF railyards east of downtown LA. It began operation in April 2002 and, through March of this year, has carried 302,900

**Exhibit 6**

### Annual Train Traffic Through the Alameda Corridor

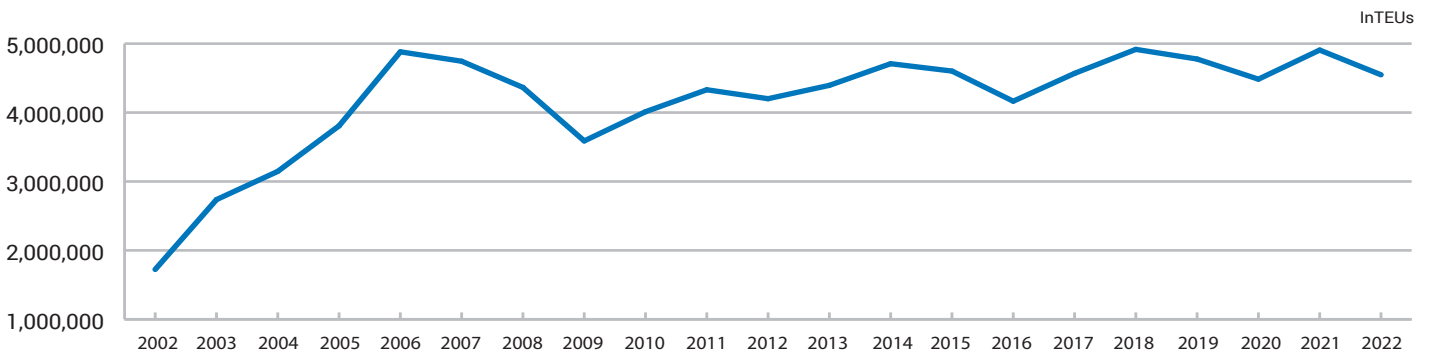
Source: Alameda Corridor Transportation Authority



**Exhibit 7**

### TEU Traffic Through the Alameda Corridor

Source: Alameda Corridor Transportation Authority





### April 2023 TEU Numbers *Continued*

trains. After peaking in 2006, well before the onset of the Great Recession in late 2007, the number of trains moving along the Alameda Corridor steadily declined, as **Exhibit 6** shows.

However, the trains have been carrying more containers, from an average of 245 TEUs in 2006 when the number of trains was the highest, to 448 TEUs last year. As a result, container flows through the Corridor peaked much later than the peak in trains. The highest container volume was attained in 2018 at 4,919,443 TEUs, just edging out the 4,907,041 TEUs conveyed in 2021. Last year's TEU count was 4,546,692. In the first quarter of this year, both the number of trains and TEUs were down from a year earlier.

What's obviously noteworthy is that the system handled more TEUs in 2018 than in 2021, when imports surged due to the pandemic.

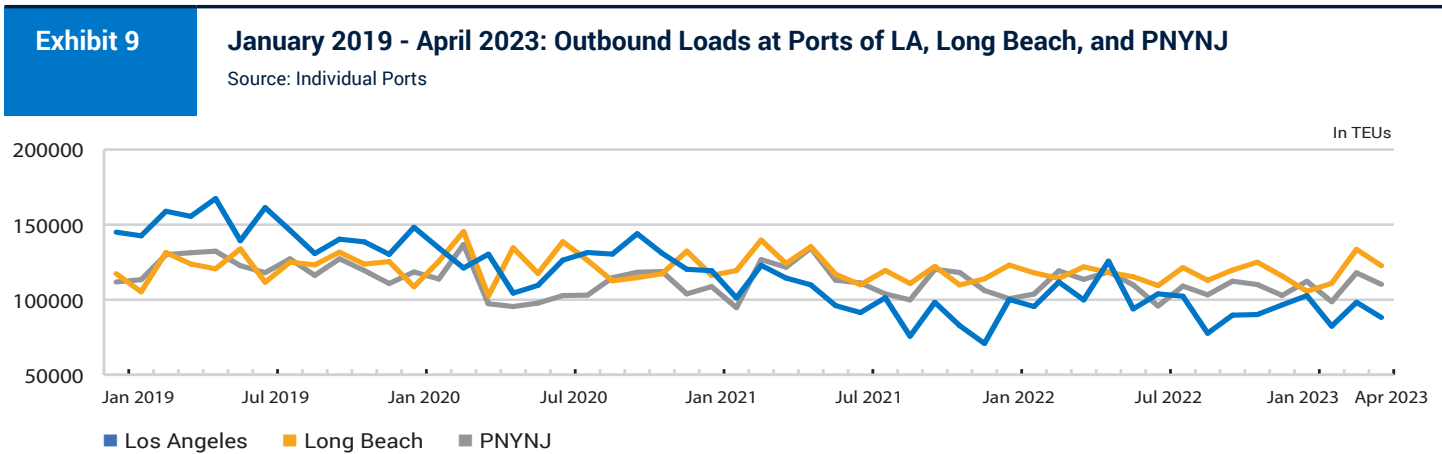
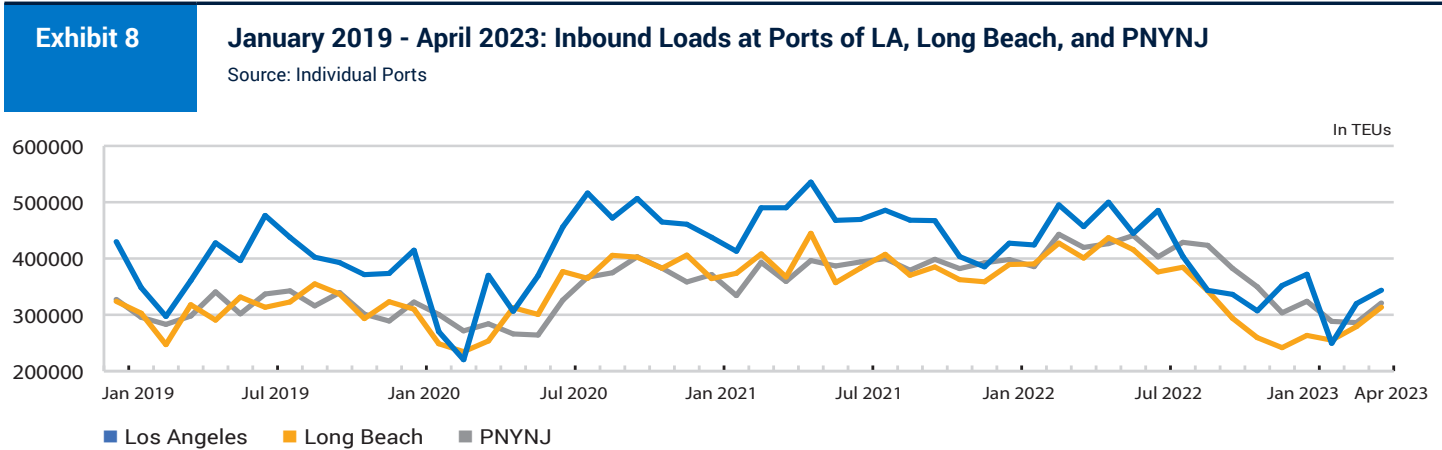
### The Latest Numbers on the Top Three U.S. Container Ports

**Exhibit 8** 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.)

On the other side of the trade ledger, **Exhibit 9** reveals how the overall volume of outbound loads leaving the three major U.S. gateways has been waning since before the start of the pandemic, largely mirroring the fall-off in volumes through the Port of Los Angeles.

### It's Not Exactly Calculus

This isn't the first time we've taken issue with the container trade numbers tossed around by CNBC. Back in February 2021, the guy who writes the commentaries for





### April 2023 TEU Numbers Continued

this newsletter found fatal flaws in the basic arithmetic CNBC’s analyst used in claiming that, during a two-month period, precisely 177,838 TEUs of cargo had been left behind on the docks at the Ports of New York/New Jersey, Los Angeles, and Long Beach by ocean carriers eager to send empty containers back to Asian factories.

More recently, we saw a June 9 CNBC report making this claim:

*The value of the combined 86,381 containers floating off the ports of Oakland, Los Angeles, and Long Beach reached \$5.2 billion, based on a \$61,000 value per container, and customs data.*

The report attributed the numbers of TEUs idled offshore to MarineTraffic, a supply chain intelligence company. But whence came the \$61k number? Looking back, we eventually found this calculation in a January 3, 2023 CNBC report:

*From January to November [2022], 4.6 million loaded import twenty-foot equivalent units, or TEUs, with a total value of about \$282 billion moved through the Port of Los Angeles. This is in comparison to the Port of New York and New Jersey, which processed 4.5 million TEUs during the same timeframe with a value of about \$274.6 billion. The value of a container entering the ports is approximately \$61,000, based on customs data. [Emphasis added.]*

Hmm. We checked the relevant numbers posted by the U.S. Census Bureau’s Foreign Trade Division (FTD), the official repository of U.S. trade statistics. The FTD data show that the value of containerized imports through the Port of New York/New Jersey (PNYNJ) in the first eleven

months of last year totaled \$176.42 billion. We emphasize that that’s the official U.S. Government statistic, based on import values reported to the Customs and Border Protection (CBP) Agency by the importers of record. These value declarations are used to assess import duties and so fudging them is a federal offense. Getting the numbers right is serious business. But dividing \$176.42 billion by the 4,500,840 import loads PNYNJ reported it handled in those months yields an average value of \$39,197 per TEU.

That’s, of course, much less than \$61,000.

Similarly for the San Pedro Bay maritime gateway. During the first eleven months of last year, FTD statistics show that \$304.44 billion in containerized imports arrived in the 8,740,838 inbound loads reported by the Ports of Long Beach and Los Angeles. That works out to an average value of \$34,830.

Again, that’s much less than \$61,000.

Alas, the **West Coast Trade Report** does not command the attention of a national network’s audience, many of whom took CNBC’s claim as gospel and retweeted or otherwise regurgitated the \$61,000 figure. We are instead a simple country newsletter with a limited readership, but we are staffed by people who know their way around a sliderule.

So we’re sticking with our numbers.

### Nuts from California

We’re now over three-quarters of the way through the latest crop year for California’s almond growers. Exports since August 1 (the start of the current crop year for



## Moving Day and Night

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





### April 2023 TEU Numbers Continued

the state's almond industry) totaled 1.592 million pounds, a 3.2% increase over the same point last year. Domestic shipments, however, were down 6.9% to 599 million pounds. That's according to the Almond Board of California. As the numbers suggest, this is an industry that sells slightly over 70% of its output abroad.

The current crop year for pistachios and walnuts, the Golden State's other big nut crops, both started last September 1. Exports of pistachios, according to the Administrative Committee for Pistachios, in the current crop year amounted to 227,269 tons, an 18.5% year-over-year bump. Domestic shipments (84,090 tons), meanwhile, were off by 5.1% from this point in the previous crop year. As with almonds, the pistachio business relies on foreign markets for about 73% of its sales.

In contrast to the rising exports and declining domestic sales reported by almond and pistachio growers, the California Walnut Board reports that exports of walnuts so far in this crop year (398,979 tons) are down 1.3% from a year earlier, while domestic shipments (232,260 tons) have jumped by 34.7%. Approximately 63% of walnut shipments are bound for foreign markets.

#### Bob vs. Jeff

Each spring we eagerly look forward to the *Journal of Commerce's* annual rankings of the top 100 importers and exporters. Two years ago, we were intrigued to see that Bob's Discount Furniture of Manchester, Connecticut reportedly imported more containers (54,646 TEUs) in 2020 than did Jeff Bezos' Seattle-based retail operation

(46,259 TEUs). For that year, the *Journal* ranked Bob as the nation's 24th largest importer, while Jeff placed 30th.

Neither came remotely close to matching the staggering volumes of containerized merchandise imported in 2020 by the usual suspects, Walmart (930,000 TEUs), Target (650,000 TEUs), and Home Depot (520,130 TEUs).

Last year's *Journal* rankings (for 2021) showed that Bob's 41,100 imported TEUs dropped him to 36th place. Jeff, meanwhile, did a little better. His 47,128 imported TEUs allowed him to hold on to his spot in 30th place.

The latest standings (for 2022), published on May 23, saw a major shake-up in the mid-range importer rankings. Bob's Discount Furniture tumbled all the way to 65th with 21,085 TEUs of imported furniture, presumably because displaced office workers were largely done replicating their cubicles at home. Meanwhile, the 33,004 TEUs imported by Jeff's outfit (aka Amazon) sent him down to 44th in the rankings, behind Goodyear Rubber & Tire but just ahead of Best Buy.

The *Journal's* rankings of the nation's biggest importers are based on data supplied by PIERS. Like the *Journal*, PIERS is part of the information conglomerate S&P Global. PIERS reportedly massages raw trade data made available to it by U.S. Customs and Border Protection. The numbers attributed to PIERS indicate that the Top 100 importers imported approximately seven million TEUs last year, 6.2% fewer than they had in 2021.

Last year, the *American Journal of Transportation* published its own rankings for 2021's top 100 importers. At the top

**Protecting Blue Whales and Blue Skies**  
**Vessel Speed Reduction Incentive Program**  
 A partnership for cleaner air,  
 safer whales, and a quieter ocean  
[www.bluewhalesblueskies.org](http://www.bluewhalesblueskies.org)





## April 2023 TEU Numbers *Continued*

was Jeff/Amazon, with 330,818 TEUs of imported goods. That easily put it ahead of the second largest importer, Dole Foods, at 244,154 TEUs.

The *AJOT* attributes its findings to Descartes Datamyne, which evidently mines different sources of data on U.S. containerized imports.

### The Sharp “Drop” in Retail Imports

Surveying the container import trade through a different set of numbers, the National Retail Federation’s Global Port Tracker reports that the thirteen U.S. ports it monitors handled 25.5 million TEUs of imports in 2022. That would be down 1.2% from 25.8 million a year earlier.

While the dueling data can daze anyone searching for reliable information, we are highly gratified to see that, beginning in March, the NRF/GPT’s monthly press releases on containerized imports have quietly backed away from the highly misleading practice of labeling all loaded inbound containers as “retail imports”. As we have repeatedly pointed out, federal government trade analysts say that two-thirds of all U.S. imports (at least by value) are Industrial Supplies and Capital Goods of the sort unlikely to be purchased by consumers at Target or Lowe’s. Sometimes, refinements in nomenclature can be as useful as refinements in the methodologies for collecting statistics.

### Where the Inventories Went

Anyone reading the headlines in the mainstream press

(really, now, who has the time anymore to read much beyond first paragraphs?) has lately been seeing reports claiming that the nation’s major retailers have pretty much worked through the huge piles of inventories they had accumulated as optimistic forecasts of consumer spending ran afoul of consumer anxieties. One might reasonably think that it took a wave of discounts to clear out the warehouses at Macy’s and Walmart, thus shifting the burden of inventory storage from the retailers to the consumers, who presumably are finding their living quarters increasingly cramped for space.

Largely overlooked in most reports is the imposing volume of inventory that went unsold straight to landfills and furnaces, thus shifting the inventory storage burden from the retailers to the nation’s environment. According to the National Retail Federation, shoppers last year returned \$816 billion in goods. Determining how many of those returns wound up being plowed under in landfills is not easy, according to a *Business Insider* report this February. But it does cite an estimate by Optoro, a Washington, D.C. consultancy that helps retailers manage their overstock, that up to 9.5 billion pounds of returned merchandise ended up in landfills in 2022.

As we’ve noted before, less liberal returns policies could help reduce that waste, while possibly reducing the congestion in the nation’s supply chains retailers are apt to lament.

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## Jock O’Connell’s Commentary:

### Was 2019 Really the Last Normal Year?

If only because it immediately preceded the social and economic convulsion brought on by the global outbreak of the COVID-19 virus in early 2020, the preceding year has come to be regarded by many as a benchmark for normality. When, we wondered innumerable times as the pandemic ran its course, will life return to the way it was before the plague struck? When can we get back to normal?

In the maritime trade industry, the big question has been how long would it take for the old, familiar rhythms of container traffic to reassert themselves?

Unfortunately, the passage of time tends to rub down the rough edges of the past. As even a cursory check of the year’s headlines in the *Journal of Commerce* will attest, 2019 was a year of much tumult, especially for importers



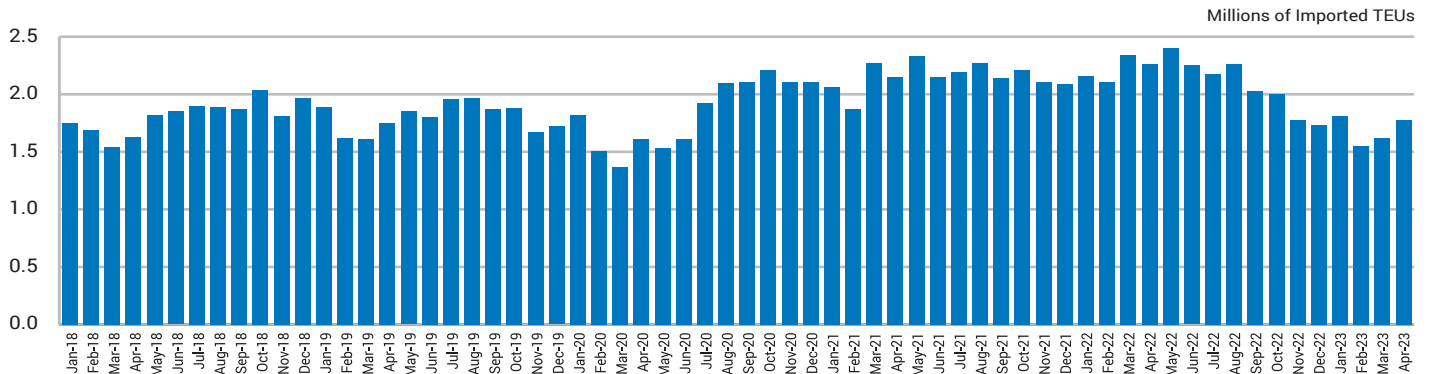


## Commentary Continued

### Exhibit A

#### TEU Imports by Month: January 2018 - April 2023

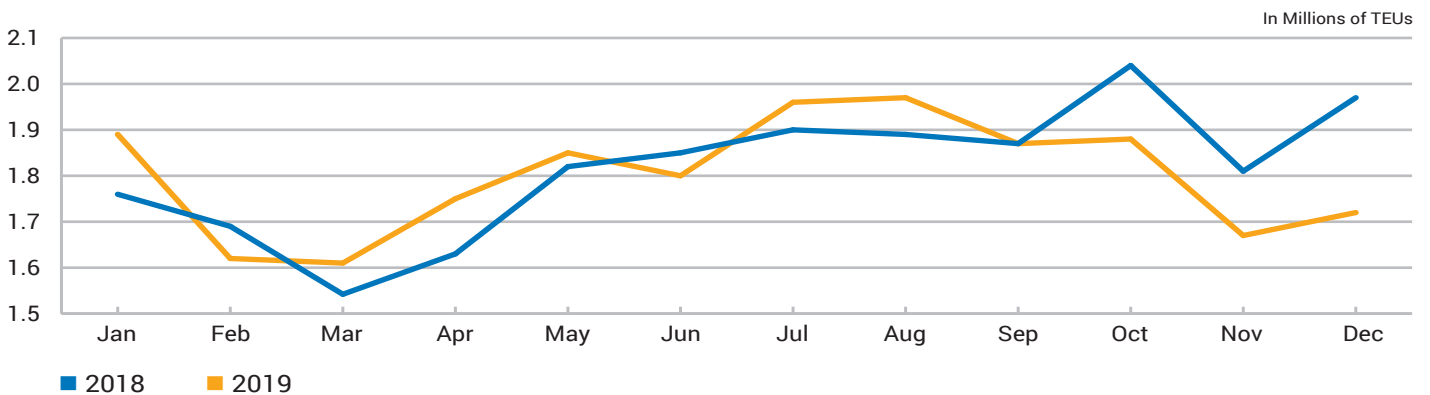
Source: National Retail Federation/Global Port Tracker



### Exhibit B

#### Inbound Loads by Month 2018-2019

Source: National Retail Federation/Global Port Tracker



made nervous by President Trump’s nearly incessant talk about tariffs. You remember, the tariffs he assured us that foreigners would pay.

**Exhibit A** displays the number of import loads for each month between January 2018 through April 2023, according to the National Retail Federation’s Global Port Tracker (NRF/GPT), which monitors container traffic at America’s thirteen largest seaports. What it reveals very dramatically is the depth of the trough in early 2020 and the tsunami of import traffic that subsequently hit America’s ports.

**Exhibit B**, which also employs NRF/GPT data, offers a closer view of the “normality” that preceded the pandemic. Inbound loads in both 2018 and 2019 tracked each other closely until the last quarter of 2019, when import traffic unexpectedly tailed off nationally.

In its outlook that September, the NRF/GPT anticipated that a new set of tariffs President Trump had threatened to impose in December would continue to drive up import traffic. Accordingly, the NRF/GPT forecast looked for the arrival of 1.92 million import TEUs in October, 1.97 million in November, and 1.77 million in December. In the end, though, fewer boxes than anticipated materialized.

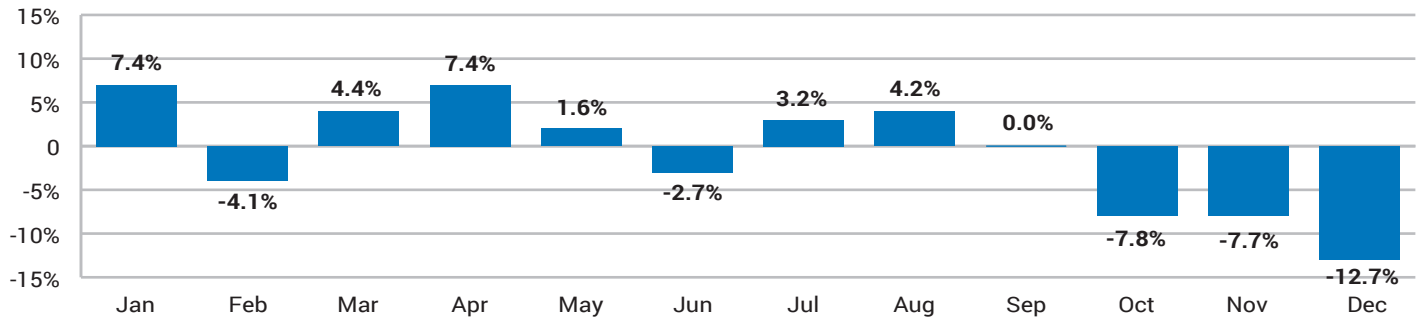


## Commentary Continued

### Exhibit C

#### Inbound Loads at Mainland U.S. Ports, 2019 over 2018

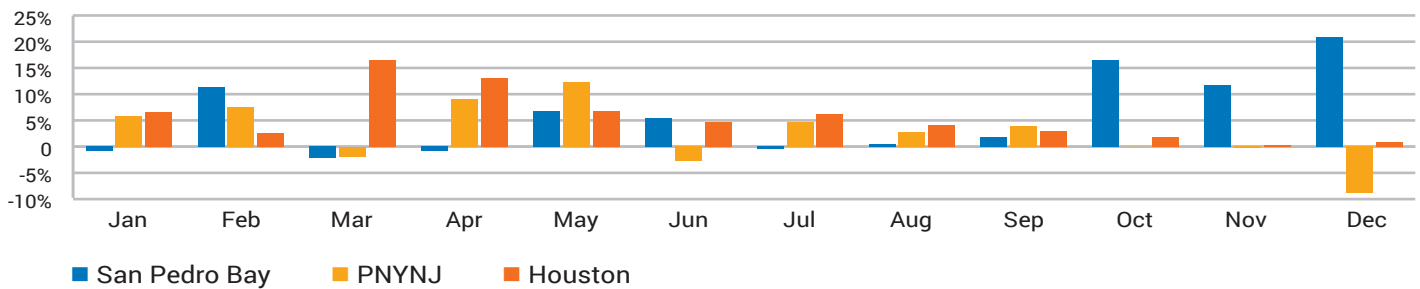
Source: National Retail Federation/Global Port Tracker



### Exhibit D

#### Inbound Loads 2018/2019 at Selected Major Ports

Source: Ports of Los Angeles, Long Beach, New York/New Jersey, Houston



October saw the arrival of 1.88 million import TEUs, 1.67 million in November, and 1.72 million in December. Not only were the actual fourth quarter TEU counts lower than were forecast by the NRF/GPT, they were also down sharply from a year earlier, as **Exhibit C** shows.

But what's normal in one setting isn't necessarily normal in another.

For one thing, not all ports hit their pre-pandemic peaks in 2019. The number of inbound loaded TEUs at the Port of Los Angeles, for example, was higher in both 2017 and 2018 than in 2019. Exactly the same was true across the street at the Port of Long Beach. At the Northwest Seaport Alliance, more imported containers showed up in 2016, 2017, and 2018 than in 2019. Oakland was the only major U.S. West Coast ports to post a year-over-year gain in inbound loads in 2019.

As **Exhibit D** indicates, 2019 played out very differently based on where you stood...or which ocean your waterfront faced. In the year's final quarter, inbound loads surged at the two San Pedro Bay ports, went flat at Houston, and plunged (at least in December) at the Port of New York/New Jersey.

So it's not at all clear what was so normal about pre-pandemic 2019, except that it was much less calamitous than what followed.

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



## Cargo Volume Cap for Los Angeles/Long Beach?

By John McLaurin, President, Pacific Merchant Shipping Association

The South Coast Air Quality Management District (SCAQMD) is moving forward with Proposed Rule 2304 (PR 2304) - Indirect Source Rule (ISR) for Commercial Marine Ports. If enacted, it may cap cargo throughput at the ports of Long Beach and Los Angeles.

Under this proposed rule there would be two requirements: the Ports of LA/LB would be required to meet a port-wide mass emissions cap; and each individual container terminal would also have to meet their own individual emissions cap.

SCAQMD is expecting the Ports of Long Beach and Los Angeles to use tools such as deploying charging infrastructure, applying for grants (though it is unclear how applying for grants is a regulatory tool), developing incentive programs, implementing lease measures, and enacting tariff requirements (e.g., Clean Trucks Program).

According to the port ISR concept, terminals will be expected to control emissions from marine terminal equipment, locomotives, vessels, tugs, pilot boats and trucks. Most of these entities do not have a contractual relationship with the terminals.

Control of emissions would be done by evaluating a "terminal-specific max TEU throughput". This would impose a cap on cargo volume; "routing cleaner ships through coordination with customers and ocean carrier under parent corporate control; require clean air actions from customers that have contractual agreements with terminal" and implementation of fees.

The SCAQMD port ISR is an effort by the air district to reduce NOx emissions and vessel emissions, including those in-transit. At this point in the development of the Port ISR, it is unclear at what level the emissions limits would be placed. In a recent presentation, SCAQMD staff stated that the emission reduction needs for the South Coast air region implied reductions of up to 80% for nitrogen oxides. The proposed port ISR concept would include two milestone years of 2031 and 2037, where no flexibility would be granted. Since vessel emissions make up the majority (around 70%) of port-related emissions, the consequences of the rule will center on what happens with vessel technology. Given that there are no known tools to reduce vessel emissions by that magnitude in

such a short timeframe, the emissions cap will likely serve as a limit on cargo volumes. In practice, this could mean that a terminal operator may have to choose between turning away cargo or willfully violating the rule.

As concerning as this rule is, it should not be viewed in isolation. Cargo owners need to look at the totality of recent regulatory requirements, additional proposed measures and their overall cost to the supply chain. These measures include the following:

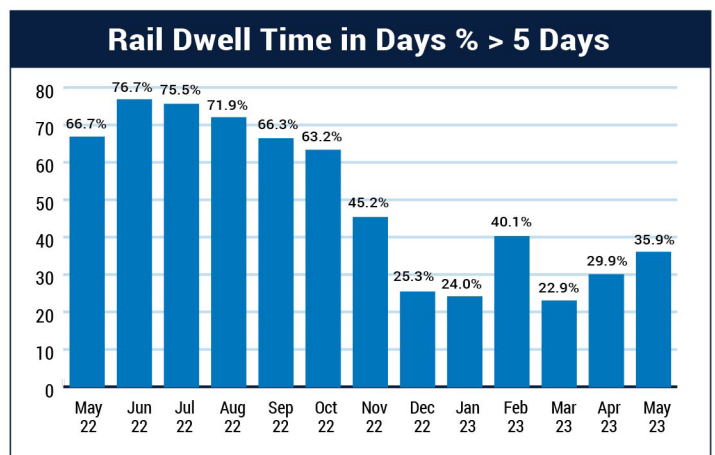
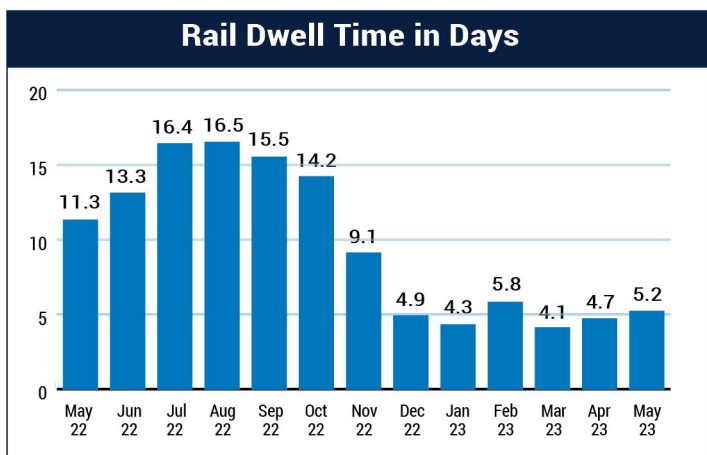
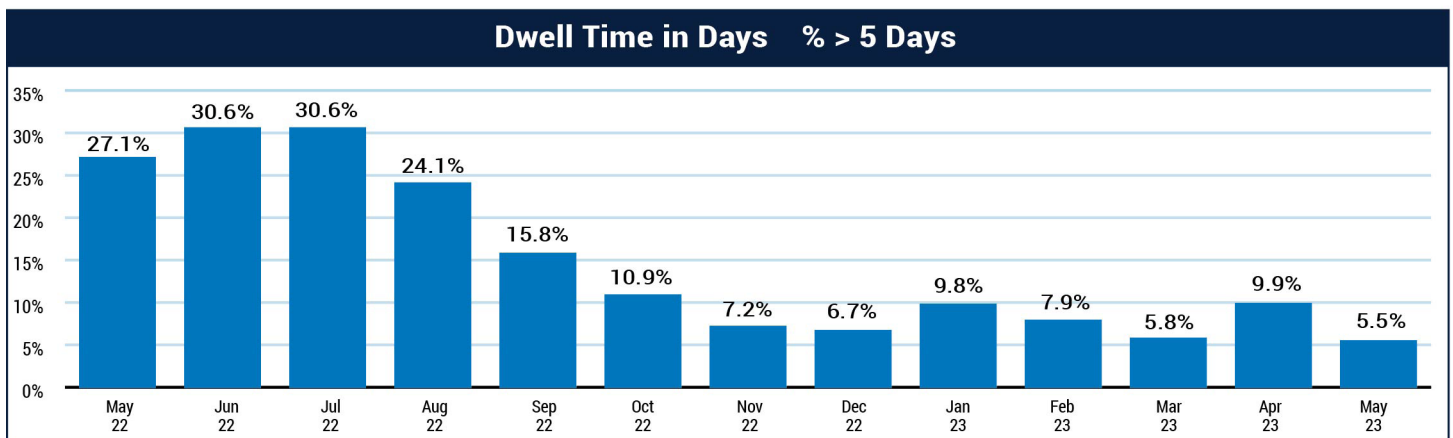
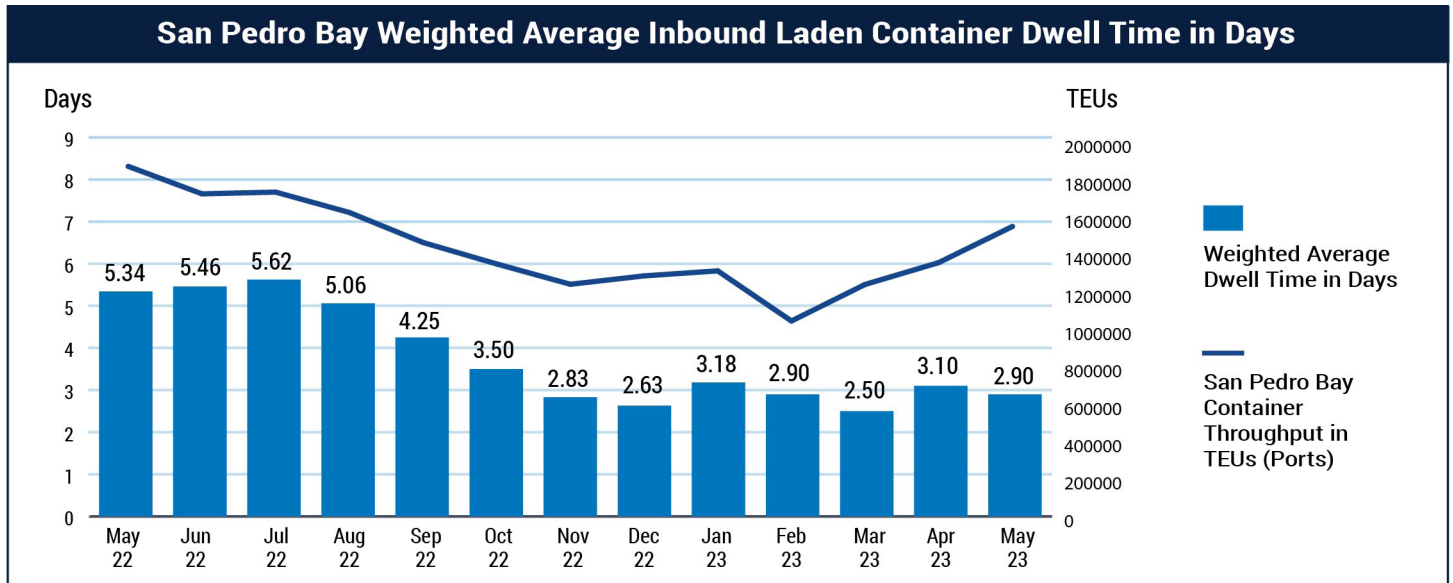
- SCAQMD Warehouse Indirect Source Rule – currently being litigated and estimated to cost an additional \$1 billion per year in compliance costs to the Southern California supply chain.
- SCAQMD New Railyard Facility Indirect Source Rule – proposed.
- CARB Advanced Clean Fleet rule – requiring that all new trucks registered in the state drayage truck registry be zero emission trucks starting January 1, 2024; requires complete transition to zero emission trucks by 2035.
  - Costs to transition the port drayage fleet to zero emissions will be in the billions of dollars.
  - California Energy Commission estimates that 157,000 MD/HD chargers are needed by 2030 – meaning over 400 chargers per week for the next seven years need to be installed in California requiring a "Manhattan Project" approach addressing permitting, funding, grid power availability and infrastructure for it to happen..
- It has been proposed that the Ports of Long Beach and Los Angeles Clean Truck Fee be doubled to \$20 per TEU later this year.

With respect to locally focused proposals and regulatory requirements, we expect them to be adopted in other air districts impacting other port gateways. We have already seen two similar ISR proposals from the San Diego County Air Pollution Control District.

This is on top of rules which will already add immense costs while further increasing instability and uncertainty: more stringent shore power requirements, new tug replacement requirements, and 2030 goals for zero-emission cargo-handling equipment that doesn't exist and has no supporting infrastructure.



## Container Dwell Time Is Down in May



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## WA State Board of Pilotage Commissioners Industry Update July 20, 2023 Meeting

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

✚ Containers <b>down 36</b>	✚ Car Carriers <b>up 55</b>
✚ Bulkers <b>down 79</b>	✚ Tankers <b>down 20</b>
✚ General <b>down 13</b>	✚ ATB's <b>down 14</b>
✚ RoRo <b>down 4</b>	✚ Passenger <b>down 16</b>

The **double digit percentage decrease of more than 11%** in arrivals correlates closely to the percentage falloff in pilotage assignments – down 411 assignments or just over 11% for the first half of 2023.

As a result, the number of assignments per pilot per month has significantly decreased given the big drop in assignments coupled with adding more licensed pilots.

### Vessels Bound For Canada Backing Up Offshore

The articles provided in this update address waterfront labor issues in Canada. As of this submission (July 12<sup>th</sup>), vessels bound for Canada have backed up offshore along with one car carrier destined for Tacoma (not related to the Canadian situation).

There is ongoing assessment of any potential impacts here regarding the potential of receiving diverted vessels/cargo given the uncertainties regarding whether such vessels/cargo will be worked. In addition, there is potential for vessels to seek anchorage areas particularly if calling in the PNW and then destined for Canada. Assessment will continue until the time of the BPC meeting at which time there will be additional information and of course the Coast Guard report (Laird) will cover what they have been seeing CG as well as any impacts to anchorage grounds (and be extension pilotage assignments).

### Decreasing Ship Calls and Assignments Versus Pilot Availability

With decreasing ship calls and assignments and a review of key factors, we continue to recommend a deeper dive into daily supply/demand meaning how many pilots are on watch AND available either on assignment or resting and what the demand is (number and type of assignments). If the number of pilots available on a daily basis is less than half of the pilots, then it is relevant to determine why and what can be done to increase on-watch availability.

### Other Updates

- New Cranes Arrived in Tacoma – see NWSA Report
- Still Seeing Significant Reduction in Container Volumes (U.S., West Coast and PNW)
- Panama Canal Water Level Remains Much Lower than 5 Year Average – impacts to cargo routing and diversion remain uncertain.



## Maritime vs. real estate: Seattle's decades-long rezoning fight

The city is updating protections for waterfront industrial lands, but a fight over the SoDo 'Makers District' development could upend it.

by [Josh Cohen](#) July 7, 2023

[Maritime vs. real estate: Seattle's decades-long rezoning fight | Crosscut](#)

It has been 16 years since Seattle last made changes to its industrial and maritime zoning, but it hasn't been for lack of trying. The latest efforts to modify the rules and boundaries governing Seattle's working waterfront and industrial zones have spanned three mayoral administrations with no legislation passed. The delay stems from the conflicting goals of two influential interest groups. On one side are the Port of Seattle, maritime industrial business owners, the International Longshore and Warehouse Union, Ballard fisheries, the railroads and truckers. They want better protections to keep non-industrial uses out of industrial zones. On the other are real estate developers, non-industrial businesses, the building trades unions, the stadiums management group, affordable-housing advocates and others. They want to expand into valuable underdeveloped industrial land, especially near the water.

The rezones are meant to assure existing industrial business owners and would-be investors that Seattle's industrial lands will remain viable. The plan is spelled out in more detail in the "[Industrial and Maritime Strategy](#)."

"There are other pressures on the Port ... But this is making sure that if you're going to make millions of dollars of investment in a system, that the system is going to be allowed to operate and not be infringed upon by residential and other uses," said Jordan Royer, Pacific Merchant Shipping Association vice president (and former chair of Crosscut's Board of Directors).

## Containerships diverted from Vancouver amid port strikes, headed for Seattle

PUBLISHED THU, JUL 6 2023 4:56 PM EDT UPDATED FRI, JUL 7 2023 7:24 AM EDT

[Lori Ann LaRocco@LORIANNLAROCO](mailto:LoriAnnLaRocco@LORIANNLAROCO)

The diversion of the shipping containers raises the question of whether workers at American ports will step in and metaphorically cross the picket line. The strike at the Canadian West Coast ports has been met with support from both the ILWU West Coast U.S. Chapter and the International Longshoremen's Association (ILA). The ILA, the largest union of maritime workers in North America, representing the workers at ports on the Atlantic and Gulf Coasts, Great Lakes, major U.S. rivers, Puerto Rico and Eastern Canada, said in a statement that no diverted cargo from striking ports would be accepted.

The ILWU U.S. West Coast chapter declined to comment to CNBC about whether its members plan on working any of the diverted vessels. Earlier this week ILWU U.S. West Coast chapter President Willie Adams met with his Canadian counterpart, Ashton, and the ILWU in its past statements has said it supports their union brothers in Canada.

## U.S. West Coast ports union says it won't work diverted containerships amid Canada strikes

<https://www.hellenicshippingnews.com/u-s-west-coast-ports-union-says-it-wont-work-diverted-containerships-amid-canada-strikes/>

Ships diverted from Canadian west coast ports to US facilities will not be handled by US ILWU longshoremen who have vowed to back the striking workers north of the border, according to Seatrade Maritime. Hundreds of longshore workers gathered in downtown Vancouver in support of their trade union leaders as the Canadian west coast strike entered its ninth day on Sunday, with no sign of a breakthrough in negotiations between the union and port employers. Rather than a solution to the industrial action an escalation of the dispute was announced to cheers from the striking workers. "The ILWU will not be unloading Canadian bound cargo in solidarity with our brothers and sisters in ILWU Canada," Willie Adams, President of the US ILWU announced yesterday.

## The Northwest Seaport Alliance Applauds Launch of Zero-Emission Truck Collaborative; Major Milestone on Path to Sustainable Trucking in the Puget Sound

June 30, 2023

[The Northwest Seaport Alliance Applauds Launch of Zero-Emission Truck Collaborative; Major Milestone on Path to Sustainable Trucking in the Puget Sound | Northwest Seaport - Port of Tacoma \(nwseaportalliance.com\)](#)

The Northwest Seaport Alliance (NWSA), the marine cargo partnership between the ports of Seattle and Tacoma, applauds the launch of the Puget Sound Zero-Emissions Truck Collaborative (Collaborative). The Collaborative – which meets for the first time on Friday, June 30 – brings together representatives from more than 25 key stakeholder groups, including truck manufacturers, trucking companies, warehouse, retailers, utilities, and near-port communities and NGO's. Their job is to develop a strategy for a just and equitable transition to zero-emission drayage trucking in the Puget Sound region by 2050 or sooner.



# PROPOSED RULE MAKING

## CR-102 (July 2022) (Implements RCW 34.05.320)

Do **NOT** use for expedited rule making

**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:**

August 18, 2023                      10:00am                      TBD

**Date of intended adoption:** August 18, 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 NMC/REC 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?  Yes  No

Federal Court Decision?  Yes  No

State Court Decision?  Yes  No

If yes, CITATION:

**Agency comments or recommendations, if any, as to statutory language, implementation, enforcement, and fiscal matters:** 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.

**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:** TBD

**Name:** Jaimie C. Bever

**Title:** Executive Director

**Signature:**

Place signature here

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 the tasks accorded it 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 rulemaking 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,~~ 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 thirty 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. ~~A, 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 calendar days of receipt of notification to accept, refuse, or request a delayed entry ~~into a training program~~ 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.

(23) 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)~~ (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.

~~(b)~~ 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 ~~so disqualified~~ 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.

(3c) 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 days before issuance of the training license. Holders of a training license will be required to pass a general physical examination annually within ninety days prior to the anniversary date of that training license. Training license physical examinations will be at the expense of the pilot candidate. ~~All training licenses shall be signed by the chairperson or his/her designee and shall have an expiration date.; and Training licenses shall be surrendered to the board upon completion or termination of the training program.~~

~~(4) Development.~~ (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 ~~(111)~~ 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 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 ~~(12)~~ and ~~(23)~~ of this section.

(6) Length of training program. For the Puget Sound district, the length of the program shall not exceed thirty-six months. ~~(5) Initial assigned route.~~

For the Grays Harbor district, the length of the program shall not exceed thirty 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 ~~port~~ports or ~~terminal~~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 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 outlined in subsection (89) of this section and pass with a minimum score of eighty percent; and~~

~~(iii) Take and pass with a minimum score of eighty-five percent all local knowledge examination(s) provided by the board and pass with a minimum score of eighty-five 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~~made~~ 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.

(a) 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:

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

(ii) 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 (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 (57) (b) (~~iiii~~) 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 takewill 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 fifteen months to successfully pass the appropriate local knowledge exam. The final local knowledge exam must be completed before consideration for licensing and must be successfully passed before the expiration date of the training program. The conning 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 retaken 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:

(ai) Area geography;

(bii) Waterway configurations including channel depths, widths and other characteristics;

(eiii) Hydrology and hydraulics of large ships in shallow water and narrow channels;

(div) Tides and currents;

(ev) Winds and weather;

(fvi) Local aids to navigation;

(gvii) Bottom composition;

(hviii) Local docks, berths and other marine facilities including length, least depths and other characteristics;

(+ix) Mooring line procedures;

(jx) Local traffic operations e.g., fishing, recreational, dredging, military and regattas;

(kxi) 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;

(~~a~~xxvii) Harbor safety plan and harbor regulations;



~~(bxxviii)~~ 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~~

~~(eexxix)~~ 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-;

~~(9xxx) 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.~~

~~(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, ~~or in addition to~~ any other rest requirements contained in a training program.

(1011) Stipend.

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

(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 ~~ismust be~~ provided to the board in writing ~~fromby~~ the trainee. If ~~thea 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~~eight thousand dollars per month (or such other amount as may be set by the board from time to time), shall be contingent upon the utilities and transportation ~~committee~~commission's setting of a training tariff surcharge in the tariffs levied pursuant to 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 UTC~~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~~ 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) For~~ 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.~~

~~(i) Concerning the Proclamation by the Governor 20-05 declaring a state of emergency due to novel coronavirus COVID-19 dated ( ), the board, at its discretion, may suspend the pilot training program should a health risk to pilot trainees, pilots, vessel crews, or members of the public become a concern. If the board suspends the pilot training program, pilot trainees will continue to receive full stipend until they are allowed to return to shipboard training. The trainee evaluation committee may further consider additional non-shipboard pilot training.~~

~~(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)(f) Any approved pilot association or other organization collecting the pilotage tariff levied by WAC 363 116 185 or 363 116 300the 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.

(12) Supervising pilots. ~~(11) 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.~~ ~~Trainee evaluation committee. There is hereby created a trainee evaluation committee (TEC) to which members shall be appointed by the board. The TEC shall include at a minimum:~~  
~~Three active licensed Washington state pilots, who, to the extent possible, shall be from the pilotage district in which the pilot trainee seeks a license and at least one of whom shall be a member of the board; one representative of the marine industry (who may be a board member) who holds, or has held, the minimum U.S. Coast Guard license required by RCW 88.16.090; and one other member of the board who is not a pilot. The TEC may include such other persons as may be appointed by the board. The~~

~~TEC shall be chaired by a pilot member of the board and shall meet as necessary to complete the tasks accorded it. In the event that the TEC cannot reach consensus with regard to any issue it shall report both majority and minority opinions to the board.~~

~~(12) Supervising pilots.~~ The board shall designate as supervising pilots those pilots who are willing to undergo such specialized training as the board may require and provide. Supervising pilots shall receive such training from the board to better enable them to give guidance and training to pilot trainees and to properly evaluate the performance of pilot trainees. The board shall keep a list of supervising pilots available for public inspection at all times. All pilot members 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 Chapter 88.16 RCW and WAC 363-116. 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 WAC 363-116, 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~~ tripshipboard 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 form~~ 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 (57) 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, 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) "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.

(b) "Chartlet" means a geographic examination sub-area 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.

(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 subsections (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 TPRR.

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

(e) "Newly-licensed" means first year of licensure.

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

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





STATE OF WASHINGTON  
**BOARD OF PILOTAGE COMMISSIONERS**

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

## **DIVERSITY, EQUITY, AND INCLUSION COMMITTEE (DEIC) CHARTER**

### **I. Purpose**

The purpose of the Board of Pilotage Commissioners' (Board or BPC) Diversity, Equity, and Inclusion<sup>1</sup> Committee (Committee or DEIC) is to: promote diversity in the Washington state-licensed marine pilot corps.

### **II. Membership**

The DEIC shall consist of:

- one (1) Chair who is a BPC member or BPC staff of the BPC;
- up to (3) representatives of the BPC; and
- at least one (1) representative who is a pilot member of the Trainee Evaluation Committee (TEC)
- up to two (2) active or retired pilots from the Puget Sound, or Grays Harbor Pilotage Districts.

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

### **III. The Role of Chair**

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

### **IV. Authority**

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

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<sup>1</sup> **"Inclusion:** The act of creating an environment in which any individual or group will be welcomed, respected, supported and valued as a fully participating member. An inclusive and welcoming climate embraces and respects differences." ([Glossary](#). UC Davis).

## **V. Guidelines & Responsibilities:**

Committee members will commit to the following:

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

## **VI. Activities & Duties**

The DEIC will:

- Reduce barriers to the marine pilot exam by reviewing exam qualifications as needed;
- Increase interest in Washington state pilotage by reviewing components of the pilot training program and making recommendations that could create a more desirable area for mariners;
- Develop a diverse pool of aspirants interested in obtaining the required qualifications for pilotage by engaging in targeted outreach;
- Continue to increase objectivity and eliminate bias in the application, training, and licensing process through exploration of existing and best practices; and
- Provide transparency on pathways to pilotage for aspirants, the exam process, and pilotage in Washington State through social media, conference, webinars, direct communication, and other identified avenues; and
- Maintain awareness of mariner demographics by engaging with industry, diversity, and educational representatives.

## **VII. Meetings/Time Commitment**

Meetings will occur at least quarterly, as needed, and will typically last 1-2 hours. Locations may vary. However, a virtual option will be made available.

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

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

This charter was adopted by the Board of Pilotage Commissioners on \_\_\_\_\_, 2023.

\_\_\_\_\_  
Eleanor Kirtley, Vice Chair

\_\_\_\_\_  
Commissioner Sandy Bendixen

\_\_\_\_\_  
Commissioner Mike Anthony

\_\_\_\_\_  
Commissioner Nhi Irwin

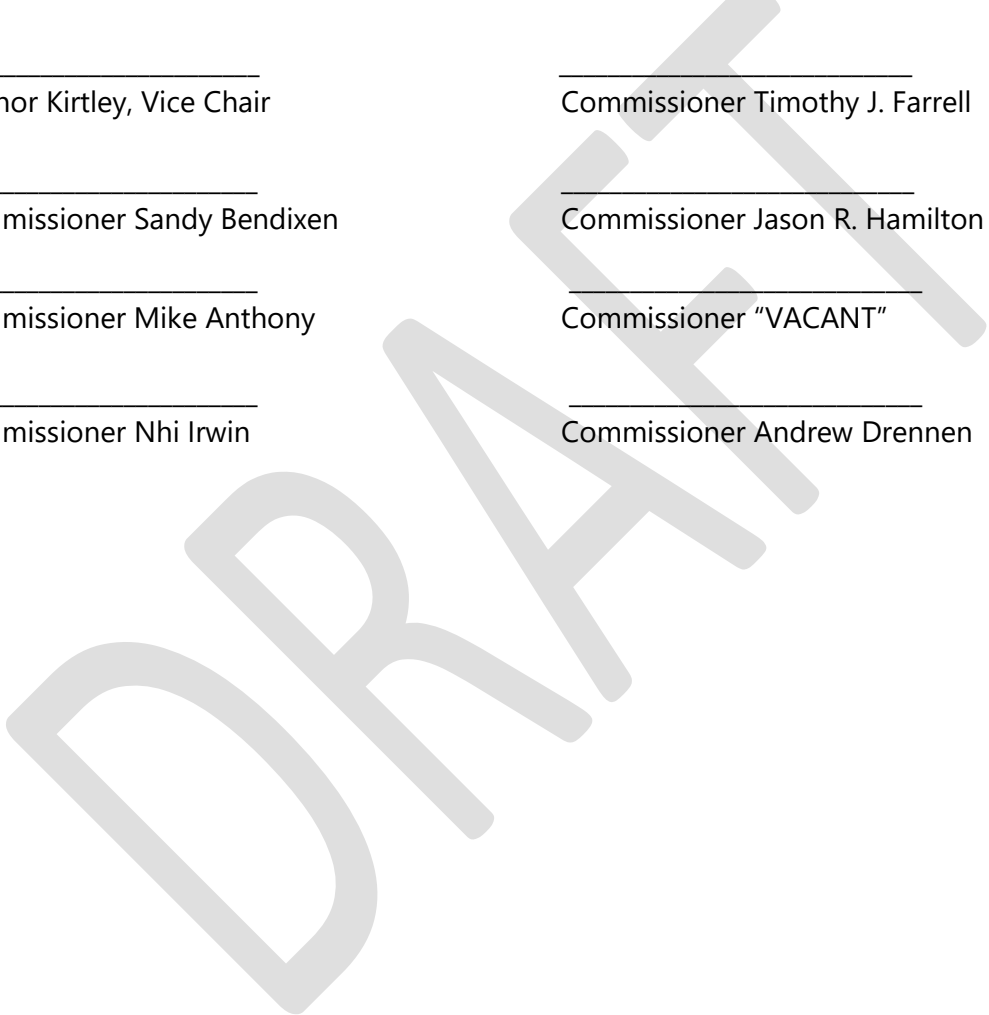
\_\_\_\_\_  
Sheri J. Tonn, Chair

\_\_\_\_\_  
Commissioner Timothy J. Farrell

\_\_\_\_\_  
Commissioner Jason R. Hamilton

\_\_\_\_\_  
Commissioner "VACANT"

\_\_\_\_\_  
Commissioner Andrew Drennen





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**Meeting Minutes – Pilot Safety Committee (PSC)**

May 2, 2023, 10 am to noon

**Attendees:** John Scragg (PSP), Andrew Drennen (BPC), Jaimie Bever (BPC), Sheri Tonn (BPC), Ivan Carlson (PSP), Charlie Costanzo (PSP), Eleanor Kirtley (BPC), Jason Hamilton (BPC), Ryan Leo (PGH), Scott Anacker (PSP), Mike Moore (PMSA), Bettina Maki (BPC)

**1. Welcome new committee member**

Grays Harbor Pilot Ryan Leo is joining the committee as of this meeting. Mike Folkers has represented Grays Harbor at PSC until now, but he is turning his attention to other tasks.

**2. Review of Minutes of previous meeting on 2/8/2023**

The minutes were approved with minor corrections.

**3. Cruise season information**

Co-chair John Scragg asked Ivan Carlson to describe the current COVID precautions relating to pilots on cruise ships in Puget Sound. Ivan explained that COVID testing prior to boarding is no longer required. However, all bridge personnel are required to self screen and stay off the bridge if symptomatic. Pilots and bridge personnel continue to use KN95 masks and maximize ventilation. PSP continues to receive COVID guidance from Dr. Jarris.

Mike Moore asked about a BPC letter about compulsory pilotage that had been sent out. He wondered if the letter had been triggered by a particular event. Jaimie Bever explained that this letter is routinely sent every April at the beginning of cruise season.

**4. Pilot Ladder Reporting**

Scott Anacker shared a new flow chart from the PSP ladder safety team describing every step in the ladder reporting and tracking process. There was also discussion about letters that PSP sends regarding dangerous ladders in certain circumstances. Bettina will include any information she receives about these letters in her pilot ladder tracking.

Dangerous ladder reports from 1st quarter of 2023 were reviewed and discussed as well as the Jotform data summary of the 1st quarter reports. The data summary will be shared with the Board. ‘



A report of a ladder or retrieval line being hooked by the pilot boat led to discussion about factors (besides retrieval line rigging) that might increase the risk of this happening. John Scragg asked Ryan Leo about piloting in the Pacific Ocean, where large swells and rolling ships can be a factor. Ryan shared that the Grays Harbor pilots are quite particular about transfer arrangements and will spend significant time, if necessary, getting the crew to rig the ladder safely. Pilot boat design was mentioned as another factor and Andrew Drennan asked about Arrow Launch boats possibly having more catch points that might snag ladders or lines compared to PSP pilot boats. Ivan Carlson noted that Jack, the owner of Arrow Launch, is very open to communication and responsive, and has made some modifications to Arrow Launch boats when PSP has expressed a concern.

## **5. Rest Rule Exceptions**

In 2023 Q1 PSP had 4 exceptions to the ten-hour rest rule. Of those, 3 were small (6 to 12 minutes) and one was 77 minutes. Ivan continues to urge pilots to not get on the pilot boat early. PSP also had 3 exceptions to the 13-hour rule for multiple assignments. Two of those were related to multiple assignments in Anacortes/Vendovi area. PSP dispatchers will avoid Anacortes/Vendovi assignment combinations in the future because they are prone to exceed 13 hours duration. A third 13-hour rule exception was related to a 3.5hr delay resulting from an anchor windlass issue.

Grays Harbor data from 2022 Q4 that was not available at the previous PSC meeting was reviewed along with 2023 Q1 data. Instead of scraping the report PDFs into Excel, Bettina simply annotated the PDF reports. There were no rest exceptions; though there was some unclear data. Going forward Ryan Leo will be the contact person for questions and clarifications about Grays Harbor data.

## **6. Rest exception KPI & data on past rest exceptions**

For the proposed rest exception KPI, the Board has agreed that the KPI should measure rest exception count (excluding emergency situations) as a percentage of assignment count. A target of 0.3% or less has been proposed for this KPI. Bettina shared some data about rest exceptions during the previous three years, exploring what the application of the proposed KPI might look like. She emphasized the large variation in the small data set. She also analyzed the size/significance of the exceptions, noting that some exceptions are very minor (a few minutes) and some are major (more than an hour) – this analysis had been sparked by a previous committee discussion about how much consideration to give to very small exceptions. Some errors in the data presentation impeded the discussion, unfortunately, though there was still some productive discussion. Some committee members expressed the opinion that the KPI target should simply be zero. The committee requested a more straightforward data analysis, focused on rest exception counts as percentage of assignments, for the next meeting.

## **7. Wrap up/Next Steps**

The next meeting is to be scheduled for early or mid July, to allow consideration of revised data related to the rest exception KPI before the next regular monthly Board meeting on July 20.

The committee adjourned shortly after 11:00.

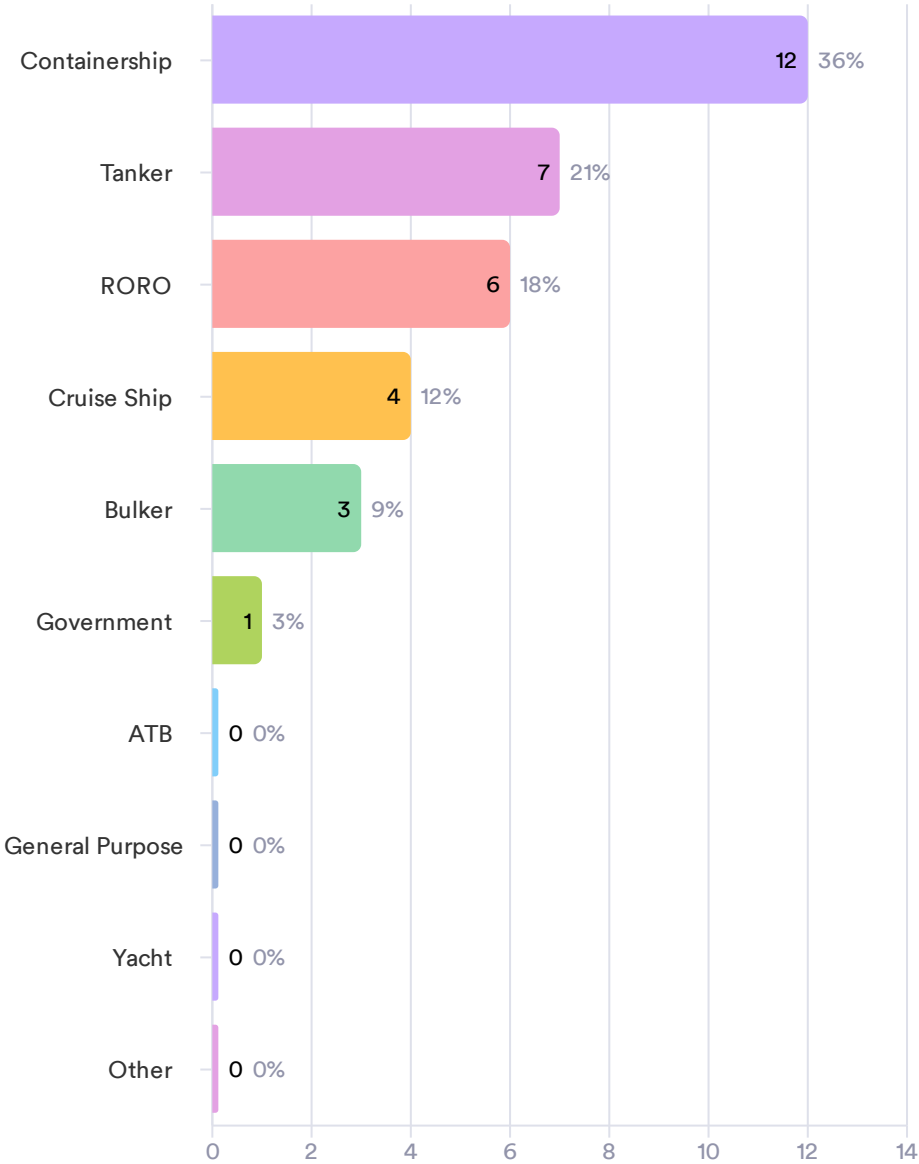
# Pilot Ladder Safety Summary

Washington State (PS & GH 4/1/23 - 6/30/23)

# Pilot Ladder Safety Report

## Vessel Type:

33 Responses



## Vessel Name:

33 Responses

Data	Responses
Cape Henry	2
Eurodam	2
SM Qingdao	2
Pacific Garnet	2
USNS Fisher	2
Maersk Chachai	1
Green Ridge	1
Florida	1
YM Triumph	1
APL Le Havre	1
Westerdam	1
American Freedom	1
Silver Joan	1

# Pilot Ladder Safety Report

## Flag State:

33 Responses

Data	Responses
USA	9
LBR	5
MHL	5
HKG	4
NLD	3
SGP	2
PAN	2
BHS	1
PMD	1
KOR	1

## Classification Society:

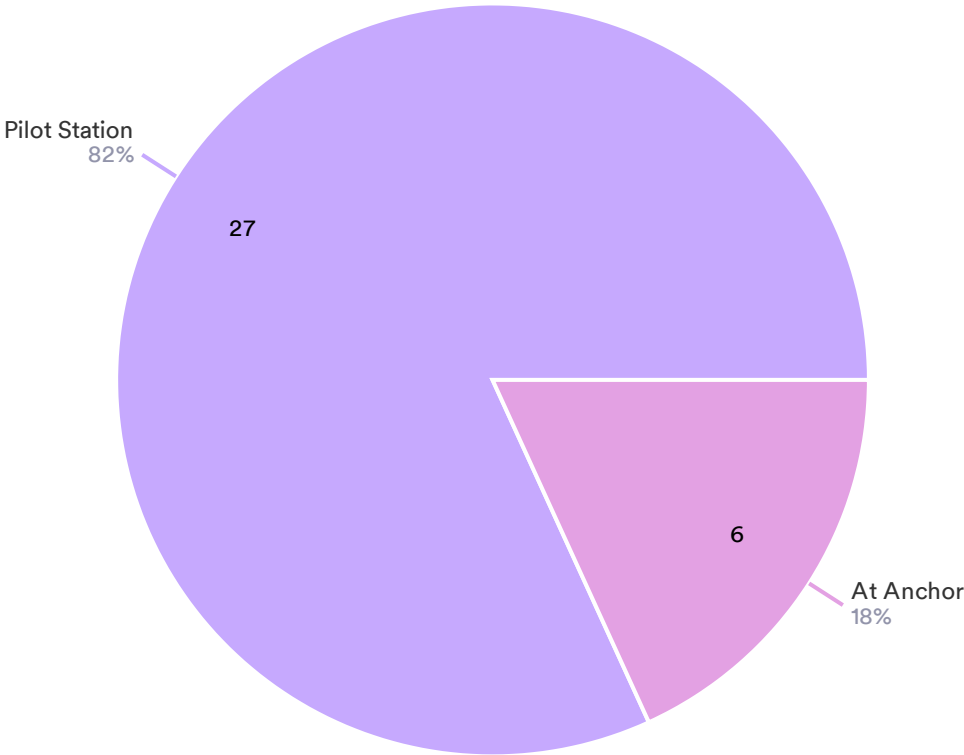
14 Responses

Data	Responses
ABS	9
DNV	2
Lloyds	2
BV	1

# Pilot Ladder Safety Report

## Geographic Location:

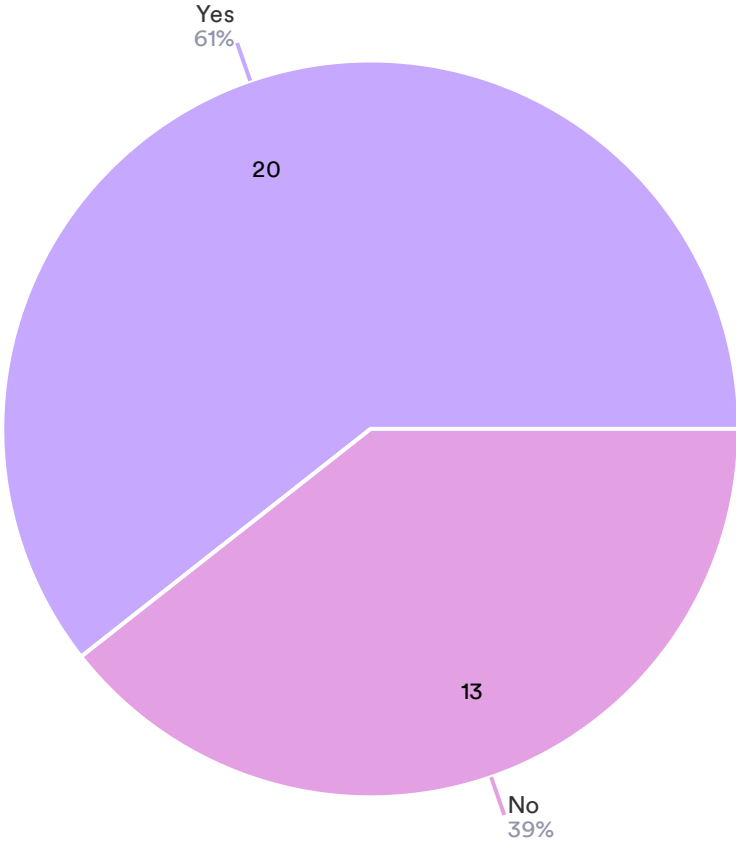
33 Responses



● Pilot Station ● At Anchor

## Master Notified:

33 Responses

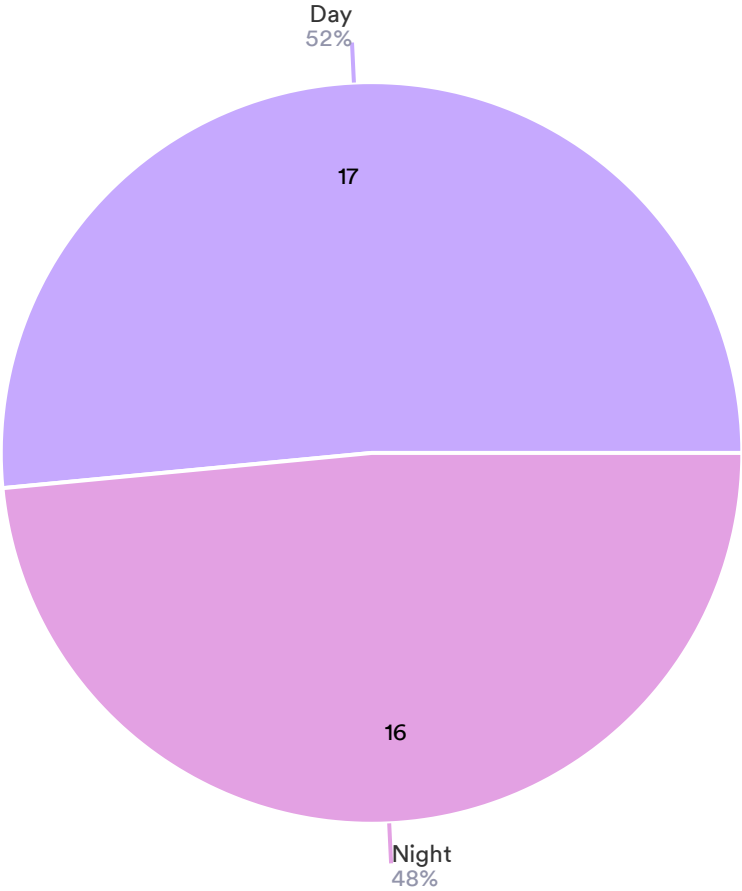


● Yes ● No

# Pilot Ladder Safety Report

## Day/Night:

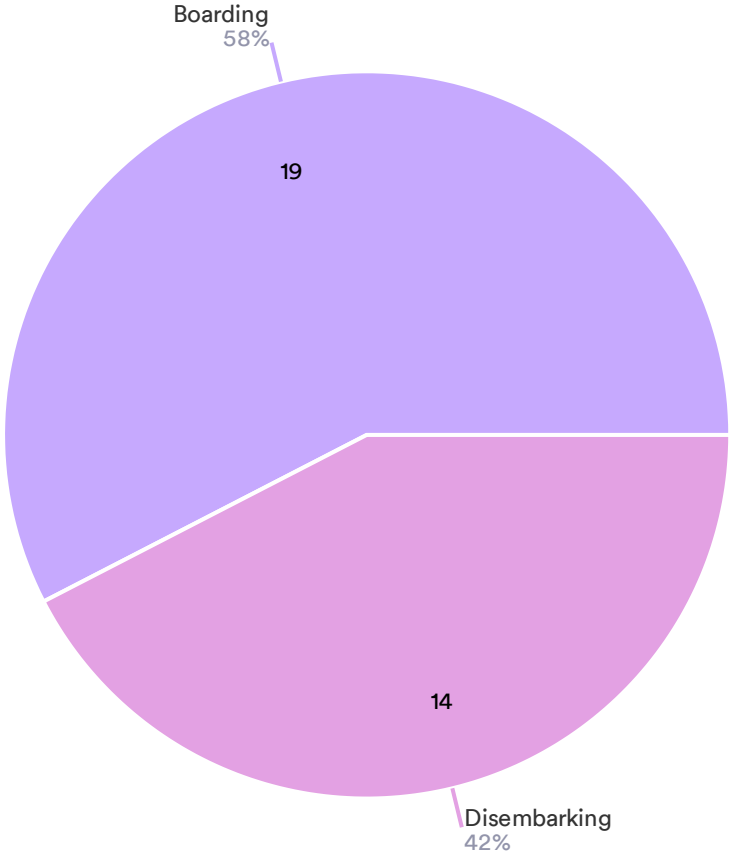
33 Responses



● Day ● Night

## Boarding/Disembarking:

33 Responses

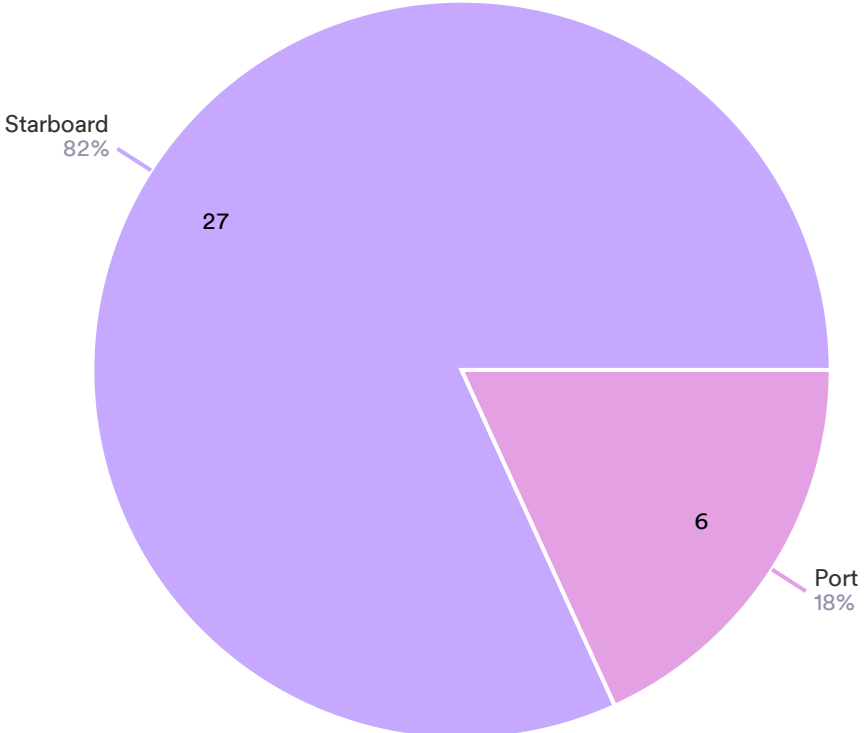


● Boarding ● Disembarking

# Pilot Ladder Safety Report

## Port/Starboard:

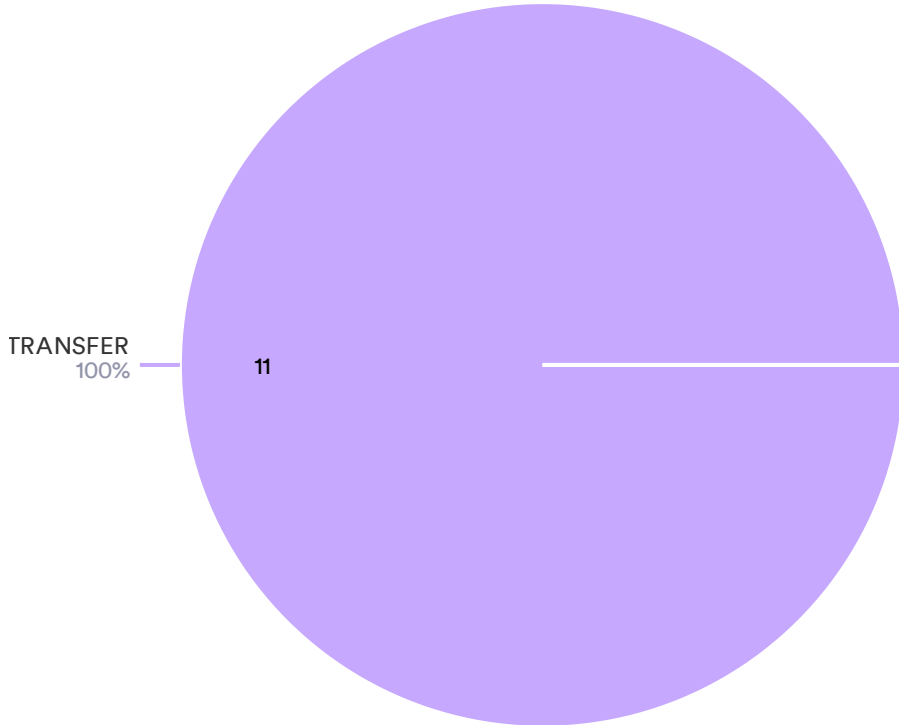
33 Responses



● Starboard ● Port

## Notification:

11 Responses



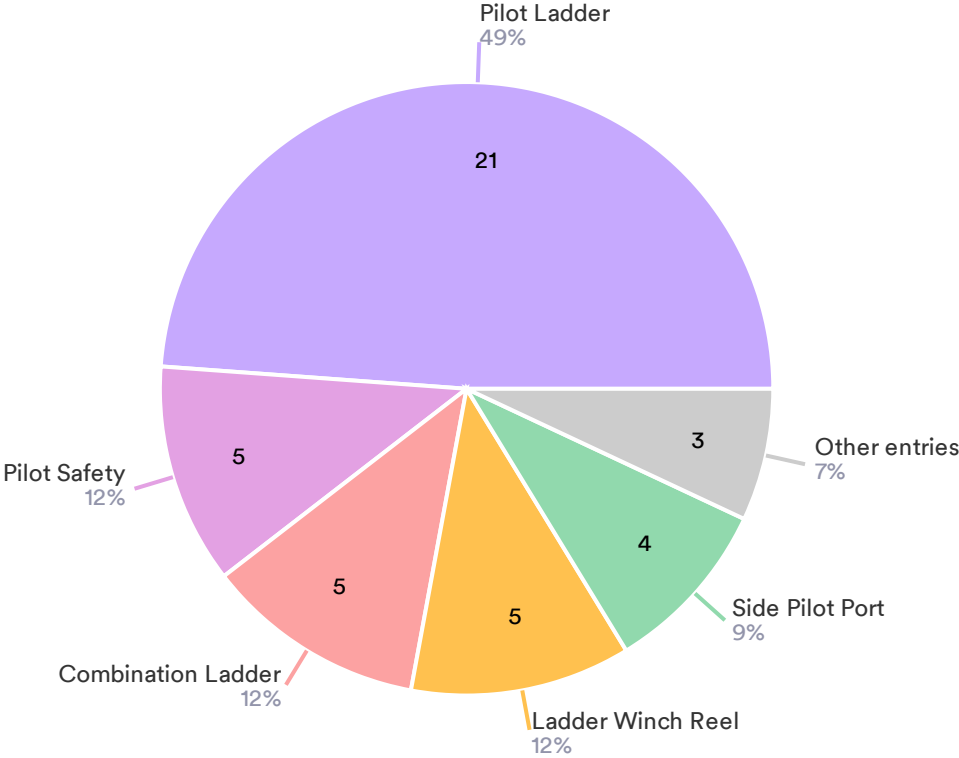
● MUST BE CORRECTED PRIOR TO SAILING OR NEXT TRANSFER



# Pilot Ladder Safety Report

## Non-Compliance:

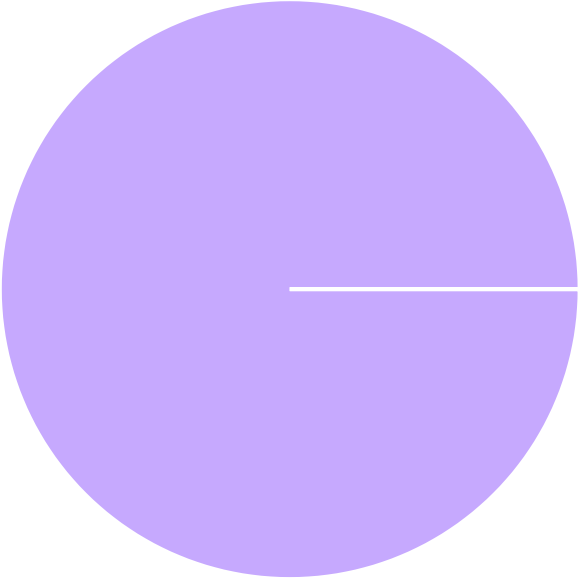
43 Responses



- Pilot Ladder
- Pilot Safety
- Combination Ladder
- Ladder Winch Reel
- Side Pilot Port
- Other entries

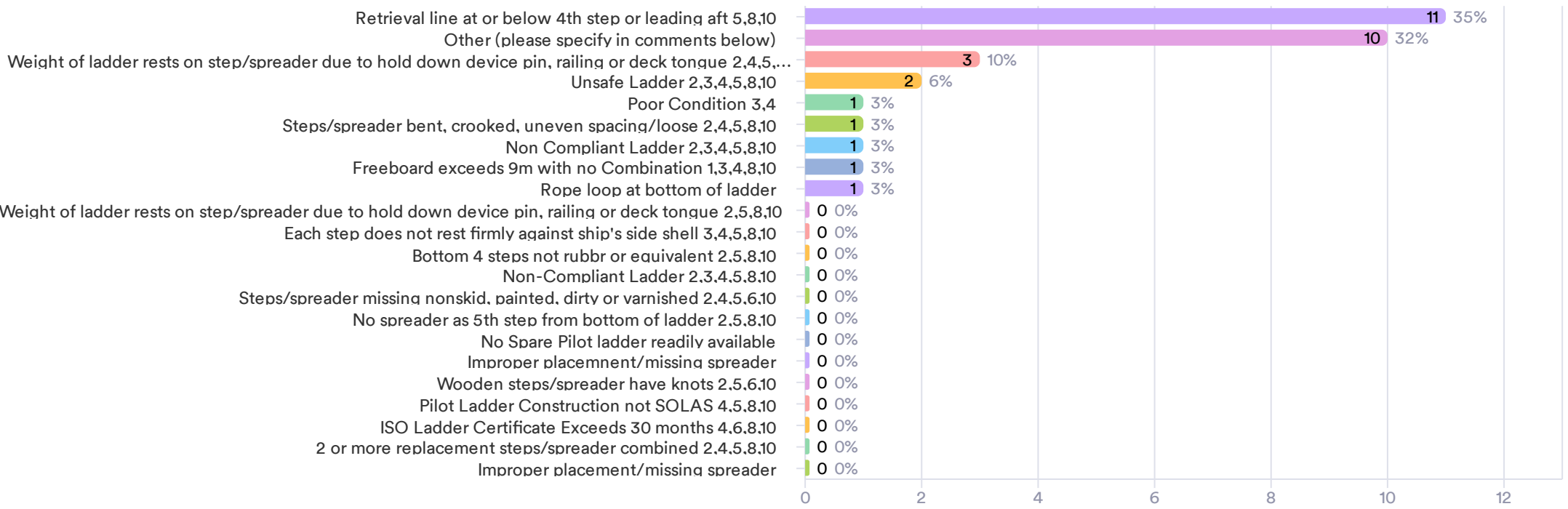
## Gangway:

0 Response

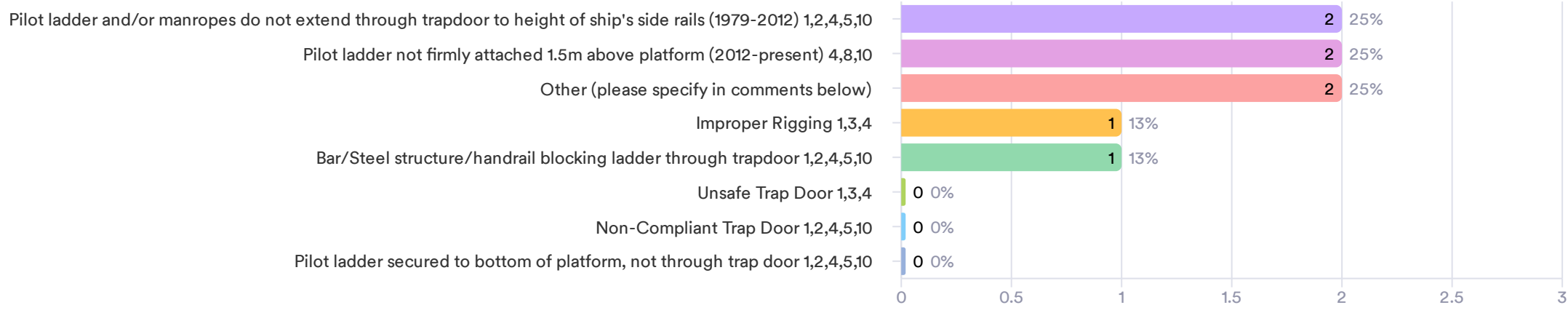


# Pilot Ladder Safety Report

## Pilot Ladder:

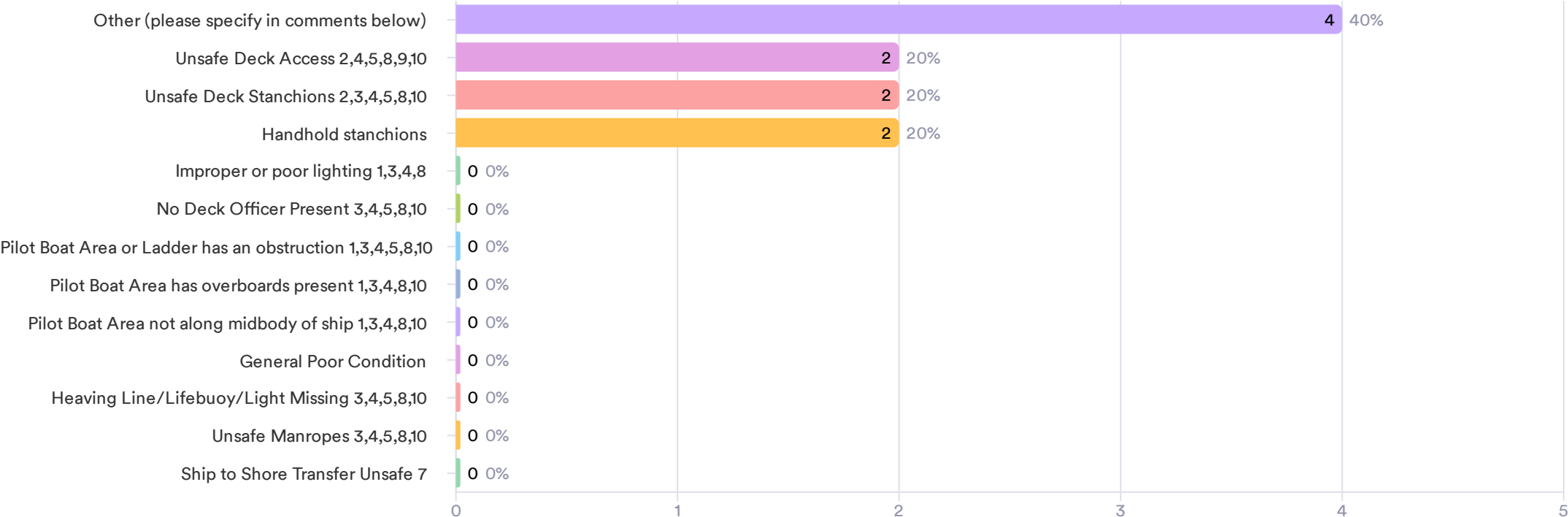


## Trap Door Combination Ladder:

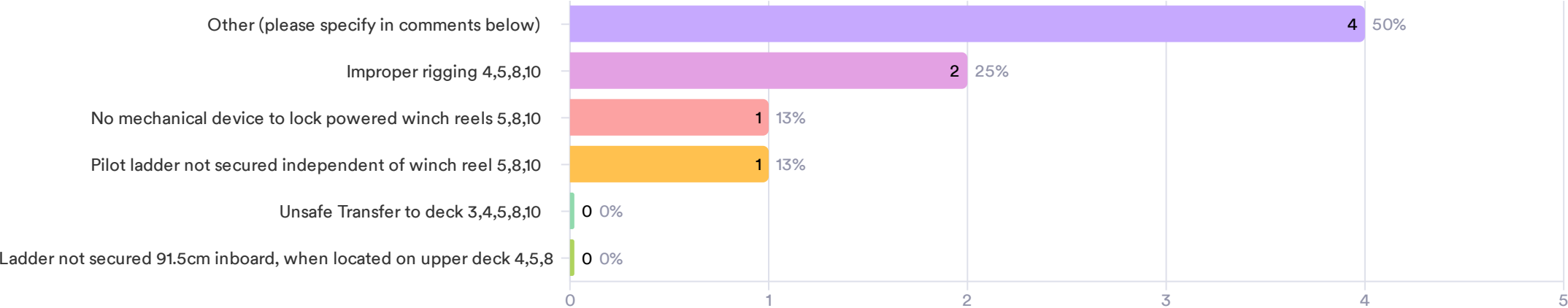


# Pilot Ladder Safety Report

## Pilot Safety:

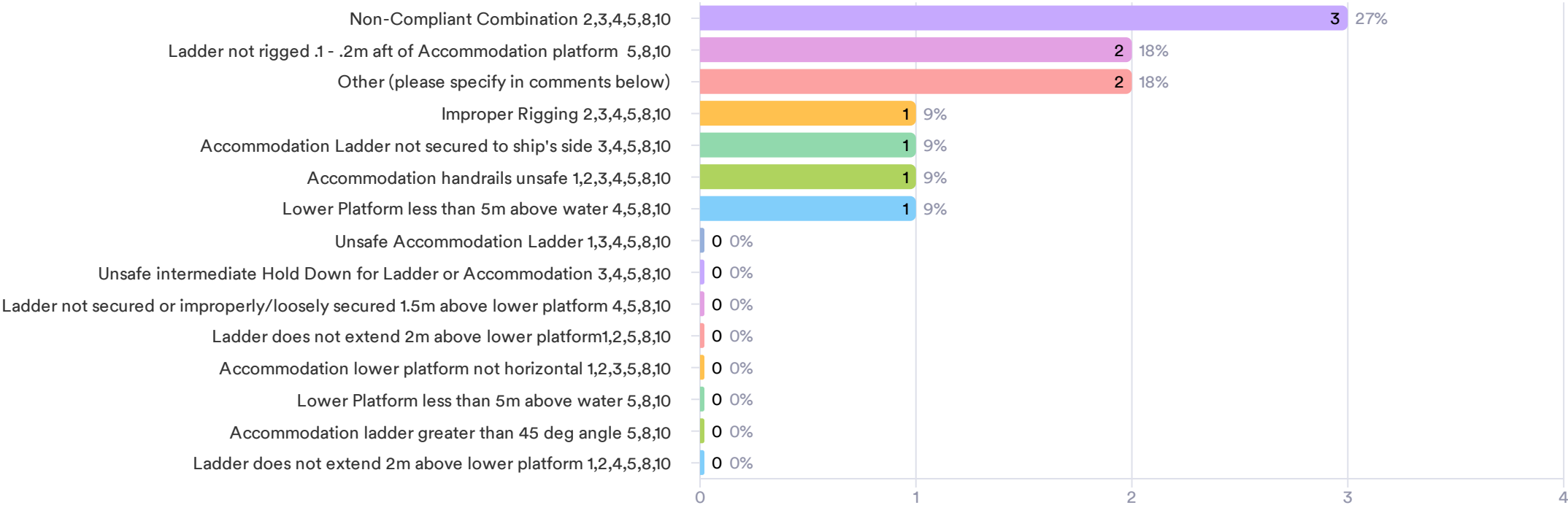


## Ladder Winch Reel:



# Pilot Ladder Safety Report

## Combination Ladder:



## Side Pilot Port:

