



PROPOSED RULE MAKING

CR-102 (December 2017) (Implements RCW 34.05.320)

Do NOT use for expedited rule making

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STATE OF WASHINGTON
FILED

DATE: February 02, 2021

TIME: 9:33 AM

WSR 21-04-125

Agency: Board of Pilotage Commissioners (BPC)

Original Notice

Supplemental Notice to WSR _____

Continuance of WSR _____

Preproposal Statement of Inquiry was filed as WSR 19-12-071 ; 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 363-116-081 Rest Period

Hearing location(s):

Date:

Time:

Location: (be specific)

Comment:

March 18, 2021

10:00am

Virtual Public Meeting via
Microsoft Teams

Please contact BeverJ@wsdot.wa.gov
or (206) 515-3887 to request a link

Date of intended adoption: March 18, 2021 (Note: This is **NOT** the **effective** date)

Submit written comments to:

Name: Sheri J. Tonn

Address: 2901 3rd Avenue, Suite 500, Seattle, WA 98121

Email: BeverJ@wsdot.wa.gov

Fax: (206) 515-3906

Other:

By (date) March 10, 2021

Assistance for persons with disabilities:

Contact Jolene Hamel

Phone: (206) 515-3904

Fax: (206) 515-3906

TTY:

Email: HamelJ@wsdot.wa.gov

Other:

By (date) March 15, 2021

Purpose of the proposal and its anticipated effects, including any changes in existing rules: The proposed changes to this rule regarding mandatory rest periods for pilots is necessary due to the passage of House Bill 1647 during the 2019 Regular Legislative Session, which amended RCW 88.16.103 Mandatory Rest Periods for Pilots and became effective July 28, 2019. The existing rule refers to RCW 88.16.103 for explanation of the BPC's regulations regarding rest rules. This new rule will codify that pilots have a mandatory rest period of at least ten hours with an opportunity for eight hours of uninterrupted sleep after the completion of an assignment. In addition, this rule defines multiple assignments within a harbor area. The rule also codifies and defines the existing practice of Puget Sound Pilots to receive a mandatory rest period after three consecutive night assignments.

Reasons supporting proposal: It is the intent of the Board of Pilotage Commissioners to align the language of the rule with that of the statute and to further define terms in the statute per the recommendation of the BPC's Pilot Safety Committee.

Statutory authority for adoption: Chapter 88.16 RCW

Statute being implemented: Chapter 88.16 RCW

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 BPC's Fatigue Management Committee and Pilot Safety Committee, both comprised of pilots and industry stakeholders, as well as BPC members, provided recommendations for both the Agency Request Legislation that led to the adoption of HB1647 and the recommendations for the rule language.

Name of proponent: (person or organization) Board of Pilotage Commissioners Private
 Public
 Governmental

Name of agency personnel responsible for:

	Name	Office Location	Phone
Drafting:	Board of Pilotage Comm.	2901 3 rd Avenue, Seattle, WA 98121	(206) 515-3904
Implementation:	Board of Pilotage Comm.	2901 3 rd Avenue, Seattle, WA 98121	(206) 515-3904
Enforcement:	Board of Pilotage Comm.	2901 3 rd Avenue, 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 Board of Pilotage Commissioners is not a listed agency in RCW 34.05.328(5)(a)(i).

Regulatory Fairness Act Cost Considerations for a Small Business Economic Impact Statement:

This rule proposal, or portions of the proposal, **may be exempt** from requirements of the Regulatory Fairness Act (see chapter 19.85 RCW). 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:

- RCW 34.05.310 (4)(b) (Internal government operations)
- RCW 34.05.310 (4)(c) (Incorporation by reference)
- RCW 34.05.310 (4)(d) (Correct or clarify language)
- RCW 34.05.310 (4)(e) (Dictated by statute)
- RCW 34.05.310 (4)(f) (Set or adjust fees)
- RCW 34.05.310 (4)(g) ((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 ____.

Explanation of exemptions, if necessary:

COMPLETE THIS SECTION ONLY IF NO EXEMPTION APPLIES

If 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 analysis showing how costs were calculated. _____
- Yes Calculations show the rule proposal likely imposes more-than-minor cost to businesses, and a small business economic impact statement is required. Insert 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: February 2, 2021

Name: Jaimie C. Bever

Title: Executive Director

Signature:



WAC 363-116-081 Rest period. (1) Pilots shall observe rest period requirements as set out in RCW 88.16.103 as now or hereafter amended. (~~For purposes of applying this rule an assignment shall begin at the pilot's dispatched departure time if the pilot is on board, regardless of when the ship actually sails. The assignment ends when the pilot leaves the vessel. Travel time shall not be included in an assignment.~~) Pilots shall have a mandatory rest period of at least ten hours with an opportunity for eight hours of uninterrupted sleep after completion of an assignment; excluding multiple assignments within a harbor area, provided the combined total duration of assignment time does not exceed thirteen hours.

(2) An assignment is a billable pilotage service, including cancellations and ship movements, regardless of duration

(3) An assignment begins at call time and ends at check-in time and includes preparation time and travel time to and from the ship in addition to bridge time. Call time allows one to two hours of preparation before the start of travel time to the ship. Check-in time occurs when travel time from the ship is completed. In the Puget Sound Pilotage district travel times are documented in the Puget Sound pilots operating rules and may be reviewed by the board from time to time.

(4) When there are multiple assignments within a harbor area (multiple harbor shifts), call time is before the first harbor shift and check-in time occurs when the travel time has been completed after the final harbor shift. Harbor area geographic definitions outlined by the utilities and transportation commission are used to distinguish harbor shifts from other ship moves.

(5) Pilots shall not complete more than three consecutive night assignments, a night assignment being one in which any part occurs between 0100 and 0459 hours. After three consecutive night assignments, pilots shall have a mandatory rest period of at least twelve hours, including at least one period between 2000 and 0800 hours.

Draft Amendment to WAC 363-116-081

Rest period.

- 1) ~~Pilots shall observe rest period requirements as set out in RCW 88.16.103 as now or hereafter amended. Pilots shall have a mandatory rest period of at least ten hours with an opportunity for eight hours of uninterrupted sleep after completion of an assignment. For purposes of applying this rule an assignment shall begin at the pilot's dispatched departure time if the pilot is on board, regardless of when the ship actually sails. The assignment ends when the pilot leaves the vessel. Travel time shall not be included in an assignment the following definitions shall apply:~~
 - a) Assignment: An assignment is a billable event relating to pilotage services. Assignments include cancellations and ship movements, regardless of duration. For purposes of implementing the mandatory rest periods required by RCW 88.16.103, an assignment is considered to be the period from “Call time” to “Check-in time”.
 - i) Call Time:
 - (1) The call time for inbound assignments in the Puget Sound District is one hour before the job time to allow for preparation.
 - (2) The call time for outbound assignments in the Puget Sound District is four hours or more before the job time to allow for preparation and the travel allowance.
 - (3) The call time for all assignments in the Grays Harbor District is included in the preparation allowance.
 - ii) Preparation Allowance:
 - (1) For inbound assignments in the Puget Sound District, the preparation allowance is one hour before the job time.
 - (2) For outbound assignments in the Puget Sound District, the preparation allowance is two hours before the job time.
 - (3) For all assignments in the Grays Harbor District, the preparation allowance is one hour before the job time.
 - iii) Travel Allowance (a period of time to allow for travel to or from the vessel):
 - (1) In the Puget Sound District travel allowances are documented in the Puget Sound Pilots’ Operating Rules. The Board may review travel allowances from time to time.
 - (2) In the Grays Harbor District travel allowances are included in the preparation allowances.

iv) Job Time:

- (1) For inbound assignments in the Puget Sound District, the job time is when the vessel arrives at the Port Angeles Boarding Station or the scheduled time of a Port Angeles local harbor shift or departure.
- (2) For inbound assignments in the Grays Harbor District, the job time is the scheduled time of a local harbor shift or arrival.
- (3) For outbound assignments in both districts, the job time is the scheduled departure time, or, in the case of a pilot transfer or anchorage departure, the time the pilot launch is scheduled to depart.

v) Check-In Time

- (1) For inbound assignments in both districts, check-in time is when the pilot steps on the shore plus travel allowance.
- (2) For outbound assignments in the Puget Sound District, check-in time is when the pilot steps off the pilot boat at the Port Angeles Pilot Station.
- (3) For outbound assignments in the Grays Harbor District, check-in time is when the pilot steps off the terminal.
- (4) For cancellations, check-in time is the time of cancellation if the cancellation is after call time but prior to the start of the travel allowance, or the time of cancellation plus any travel allowance if the cancellation is after the start of the travel allowance.

vi) Inbound assignment

- (1) In the Puget Sound District, an inbound assignment is an assignment that originates at the Port Angeles Pilot Station, including Port Angeles harbor shifts.
- (2) In the Grays Harbor District, an inbound assignment is an assignment that originates at sea or at anchorage.

vii) Outbound assignment

- (1) In the Puget Sound District, an outbound assignment is any assignment that is not inbound from the pilot station.
- (2) In the Grays Harbor District, an outbound assignment is an assignment that originates at a terminal.

- 2) When there are multiple assignments within a harbor area (multiple harbor shifts), the combined total duration of assignment time includes the period from the call time of the first harbor shift until the check in time of the final harbor shift. Harbor area geographic definitions outlined by the Utilities and Transportation Commission are used to distinguish harbor shifts from other vessel moves.

- 3) Pilots shall not complete more than three consecutive night assignments, a night assignment being one in which any part occurs between 0100 and 0459. After three consecutive night assignments, pilots shall have a mandatory rest period of at least 12 hours, including at least one period between 2000 and 0800.

Puget Sound Pilots 2020

edit - 3/2/2021 - corrected pilot counts and assignment averages at bottom of page

Assignments per Pilot per Month

(original report 2/18/2021 mis-counted number of pilots by 1)

2020-01	2020-02	2020-03	2020-04	2020-05	2020-06	2020-07	2020-08	2020-09	2020-10	2020-11	2020-12	Avg	Total
15	12	15	16	8	13	17	13	17				14.00	126
14	14	14	15	15	10	12	12	15	13	13	13	13.33	160
14	15	14	13	10	10	14	15	14	14	9	14	13.00	156
10	17	12	15	10	6	16	17	16	15	7	12	12.75	153
NFFD	NFFD	12	16	13	15	10	12	11	12	15	11	12.70	127
9	NFFD	NFFD	15	7	13	13	16	16	8	13	17	12.70	127
13	12	15	13	9	11	15	15	13	15	10	11	12.67	152
14	13	8	14	12	13	12	5	14	17	14	16	12.67	152
18	8	12	11	11	18	6	12	15	17	15	8	12.58	151
18	5	16	14	11	12	6	13	11	19	15	10	12.50	150
				12	11	11	15	9	13	16	11	12.25	98
9	13	18	15	12	6	13	13	11	13	6	17	12.17	146
13	15	11	12	10	9	10	17	9	14	11	14	12.08	145
13	15	14	14	10	14	12	7	13	13	5	14	12.00	144
12	11	15	14	11	12	9						12.00	84
										11	13	12.00	24
											12	12.00	12
12	11	12	12	13	10	12	14	11	15	10	11	11.92	143
11	14	8	12	12	12	14	11	14	12	12	10	11.83	142
7	15	16	11	11	11	14	12	11	12	12	9	11.75	141
17	12	7	10	13	10	11	12	11	13	13	12	11.75	141
13	14	15	1	14	9	11	14	2	17	15	16	11.75	141
15	11	18	12	11	10	8	12	11	12	11	9	11.67	140
12	6	14	13	10	14	11	17	14	7	13	9	11.67	140
12	16	12	12	10	13	7	8	13	12	11	13	11.58	139
11	9	12	13	9	10	11	15	10	16	13	10	11.58	139
9	17	17	15	15	5	3	NFFD	NFFD	NFFD	NFFD	NFFD	11.57	81
15	16	9	13	12	12	6	2	12	15	11	15	11.50	138
13	15	16	3	12	11	11	11	5	17	14	10	11.50	138
18	5	11	12	13	14	5	9	10	16	18	7	11.50	138
16	11	14	11	12	7	10	13	11	11	11	10	11.42	137
18	15	8	3	9	11	14	14	6	14	12	13	11.42	137
	13	11	12	8	15	12	8	12	11	12	10	11.27	124
11	9	13	10	10	11	14	13	9	12	11	12	11.25	135
11	10	14	13	6	13	11	13	13	6	12	13	11.25	135
11	14	8	11									11.00	44
17	13	3	1	14	9	14	13	17	14	8	7	10.83	130
14	3	12	7	14	15	5	13	10	15	13	6	10.58	127
			3	12	12	12	2	13	14	12	14	10.44	94
17	3	17	16	5	11	9	5	NFFD	NFFD	NFFD	NFFD	10.38	83
18	10	8	12	12	11	7	2	8	13	11	12	10.33	124
									6	13	12	10.33	31
9	14	11	9	9	0	9	16	13	11	6	12	9.92	119
8	11	14	3	8	5	8	16	13	13	6	12	9.75	117
8	13	7	11	12	8	9	4	13	8	12	11	9.67	116
5	14	6	NFFD	NFFD	NFFD	NFFD	NFFD	NFFD	NFFD	9	14	9.60	48
5	12	9	10	0	0	14	14	13	13	9	14	9.42	113
11	9	11	10	10	11	6	8	14	10	2	7	9.08	109
4	9	6	10	13	5	9	9	11	12	7	1	8.00	96
8	14	12	6	9	0	2	0	12	14	7	10	7.83	94
8	14	5	0	1	0	2	0	1	0	11	14	4.67	56
9	9	3	0	0	0	0	0	0	17	5	0	3.58	43
2	6	4	4	2	0	0	2	3	4	0	4	2.58	31

Target Assignment Level = 145/yr or 12/mo

(president)

Total Assigns	547	537	539	498	482	458	467	484	500	565	502	532	6111
Licensed Pilots minus president	45	45	46	47	47	47	47	45	44	44	46	47	
NFFD	1	2	1	1	1	1	1	2	3	3	2	2	
Available	44	43	45	46	46	46	46	43	41	41	44	45	
Assigns/Available	12.43	12.49	11.98	10.83	10.48	9.96	10.15	11.26	12.20	13.78	11.41	11.82	

2020 year overall avg assigns per avail pilot per month: 11.53

- 64% ● 11 or more
- 24% ● 6 to 10
- 12% ● Less than 6

**State of Washington
Pilotage Commission
March 18, 2021**

Grays Harbor District Report

In February we had 7 dry bulk vessels for a total of 20 jobs. Capt. D'Angelo has the watch and Capt. McMullen continues to observe making several trips in one day for repositioning. Outlook for March arrivals is 5 vessels and 2 barges.

Terminal Maintenance

Contract No. 1966 Terminals 3 and 4 Fender System Repair

The contractor requested additional time to install the Terminal 3 Piling during this work window. Piling installation and other work has been completed and the contractor has demobilized. Contractor has indicated they will have to wait until July to perform the repairs for Terminal 4.

Contract No. 2061 Terminal 3 Dolphin Replacement

Contractor has completed the project and we are working on a final site visit for final inspection and punch list.

Contract No. 2083 Terminal 3 Downstream Dolphin Replacement

Plans and specifications will be provided by WSP Engineering and should be received by next week. As soon as they are received, staff will complete the bid specification and upload to BXWA.

Marine Terminal Suitability Renewal

In order to dispose of dredge material at the Point Chehalis Disposal Site, the Port must have a current suitability determination from the Dredge Material Management Program (DMMP). The determination is based on sampling and analysis of materials in the area to be dredged.

The Port's current determination for the marine terminals expires in December of this year. The process for renewal includes submitting a Sampling Analysis Plan that identifies how many samples will be taken and how they will be analyzed for substances of concern that could affect aquatic life if released at the disposal site. Once the plan is approved we will complete the sampling and submit the results of the testing. If the results are the same as previous rounds we will receive a new determination which covers the next 5 years.

The Port has submitted a letter to the DMMP for an extension of the current suitability determination through 2022. This should be approved based on the low rating, and will give us additional time if we discover any substances of concern during the sampling process.

The Port has also been considering an extension of the dredge prism at Terminal 2 upriver by approximately 300 feet to slow down the sedimentation of the berth between rounds of dredging, especially in the spring when no dredging is allowed. The extension was identified by our coastal

engineer, Vladimir Shepsis, along with the change in the dredge template that includes the shelf. We are going to include the new area in the suitability determination for efficiency.

Terminal Dredging Permits

The Port's dredge permit at Terminal 3 is expired. The permit was allowed to expire when BHP was proposing a new terminal for their project. The potential for different dredge prisms caused concerns at Ecology, and since we have only dredged once in the last 5 years we decided to eliminate that concern. Staff is working on new permit applications, which will need the updated suitability determination mentioned above. Once the new suitability determination is approved we will also submit a modification to our T2 permits to include the expanded area.

Business Development

Work continues on marketing study for the recently acquired 55 acre (former 520 Pontoon) site adjacent to PGH Terminal 4.

Vega Pilot Boat

Finished installing the Tires & replace Main Engine Batteries & Chargers. Working on getting a quote to build a stanchion. The new cabin entrance door has also been installed.

Tugs

The tug WYNEMA SPIRIT arrived back in Grays Harbor March 1.

WA State Board of Pilotage Commissioners

Industry Update: March 18, 2021 BPC Meeting

Vessel Arrivals and Assignments Continue to Drop

YTD Through First Two Months

- ✚ Overall arrivals **down 47**
Recall, arrivals were **down 395** in 2020 versus 2019
- ✚ Container **down 23**
- ✚ Bulkers **up 7**
- ✚ Car Carriers **down 4**
- ✚ Tankers/ATB's **down 27**

Anchor Grounds on West Coast Filling Up

- ✓ At one point last week 55 container vessels were at anchor or drifting offshore (not counting the backup in Prince Rupert)
- ✓ LA/LB peaked at 40 container vessels at anchor awaiting berth – this plus other vessel types at anchor (including cruise ships), some vessels were assigned to “drift boxes”
- ✓ Oakland anchorages were full as well leading to vessels drifting offshore
- ✓ Vancouver and Prince Rupert also backed up
- ✓ Puget Sound: After the snowstorm there was a time with no available appropriate anchorage spots for container vessels. The longest stay was just over two weeks for a vessel that already made a port call here but was outbound (Vancouver; as of this submittal, we have one container ship at anchor bound for Vancouver – kind of a pattern). At one point we had four container vessels anchored here at the same time all with next port of calls somewhere else (Vancouver, Asia, Long Beach...). At this point, Puget Sound anchorages are available if needed and is in a much better situation than other west coast gateways.
- ✓ Issues Spread Throughout the Supply Chain: Rail, chassis, warehouses, transloading facilities, ILWU skilled labor availability and COVID, new cranes in California still being prepped for operation, empty container returns, demurrage and detention, anchorage shortages etc.

New Weekly Services, Blank Sailings, Ad Hoc Calls

- ✚ Recall that there will be three new weekly services plus a fourth that had a number of consecutive blank sailings scheduled to resume service
- ✚ Total blank sailings have significantly exceeded ad hoc port calls

COVID-19 even affects apples: Washington farm exports crimped by cargo-container shortage

<https://www.seattletimes.com/business/international-trade/in-pandemic-twist-washington-farm-exports-crimped-by-shortage-of-cargo-containers/>

By Paul Roberts, Seattle Times

In Wenatchee, tens of thousands of boxes of apples that should be on their way to the Middle East and Asia are piling up instead in warehouses. In Ellensburg, it's a similar story for mountains of hay bales that would otherwise be on container ships bound for Japan and South Korea. The problem isn't a lack of demand: Foreign buyers are eager for farm goods from Washington and other states. But thanks to the strange effects of COVID-19 on global shipping, U.S. farm exports are barely moving.

"We are now experiencing unprecedented eastbound cargo volumes coming out of Asia to the U.S., and it's creating huge disruptions within the supply chain," says John Wolfe, chief executive officer of the Northwest Seaport Alliance, which manages marine cargo operations in the ports of Seattle and Tacoma.

But the surge in Asian imports has had another effect on Northwest farmers. Because U.S. demand for Asian products is so high, shipping companies can now make far more money sending empty containers back to China as soon as possible, rather than take the time to refill them with American farm products.

Shippers consider redirecting cargo away from congested California ports

<https://www.supplychaindive.com/news/port-congestion-california-seattle-switch-import-northwest-seaport-flexivan-los-angeles/596201/>

By Matt Leonard, Supply Chain Dive

Dive Insight:

The congestion at the ports of Los Angeles and Long Beach has resulted in longer lead times in shippers' supply chains, as ships [sit at anchor longer and containers remain at terminals for days](#). In an attempt to avoid these issues and keep supply chains flowing, shippers are examining calling at ports without congestion issues. Switching ports is not always a simple task, according to Jason Totah, the president of Odyssey International Services. But larger retailers that already have their cargo split between different ports can more easily move volume as needed.

Switching cargo from southern California to the Northwest Seaport Alliance can especially make sense for inland-point intermodal moves to states like Ohio or Kentucky, he said, noting that the switch can be more difficult for cargo going to endpoints like Texas or Arkansas. The connection between the Northwest Seaport Alliance and the Midwest is well established, with 70% of cargo flowing through the ports traveling by rail to the Midwest, according to the Northwest Seaport Alliance.

The Northwest Seaport Alliance announced a new service from CMA CGM last month, which the alliance described as "alleviating congestion in Southern California ports," Port of Seattle Commission President and NWSA Co-Chair Fred Felleman [said in a statement](#).

Seattle-Tacoma to congested Southern California ports: We feel your pain

<https://www.freightwaves.com/news/seattle-tacoma-to-congested-southern-california-ports:-we-feel-your-pain>

Container ships try to make up time in Seattle-Tacoma and leave exports behind

By Kim Link-Wills, Freight Waves

While Northwest Seaport Alliance imports climbed in January, exports declined 13.4% year-over-year. The waterfall effect from Southern California port congestion has caused an ebb of exports in the Pacific Northwest. Northwest Seaport Alliance [\(NWSA\)](#) CEO John Wolfe reported Wednesday that full exports in January were down 13.4% year-over-year, from 66,410 twenty-foot equivalent units (TEUs) in 2020 to 57,517 TEUs this year.

"When ... there is congestion at those other gateways, the vessel schedules are so far off that when they get to Seattle-Tacoma, the window of time for them to work the vessel and get back to Asia has been [significantly reduced]. They're in a rush to turn that vessel around to try and get that vessel back on schedule. It has created problems for us," Wolfe said in response to a question from American Shipper regarding the reason for the export drop.



A First Glimpse at January's TEU Counts

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

Several ports have already announced their January container tallies. First to do so was the Port of Long Beach, which reported that inbound loaded TEUs in the year's first month totaled 364,255. While that represented a 17.5% (+54,294 TEUs) jump over the first month of 2020, it marked a 10.3% fall-off from the 406,072 inbound loads the port handled in December. January was Long Beach's least busy month for inbound loads since last June.

Next door at the Port of Los Angeles, inbound loads totaled 437,609 TEUs, up 5.5% from a year earlier but down 5.0% from December. As was the case at Long Beach, January yielded the smallest number of inbound loads at the port in any month since June.

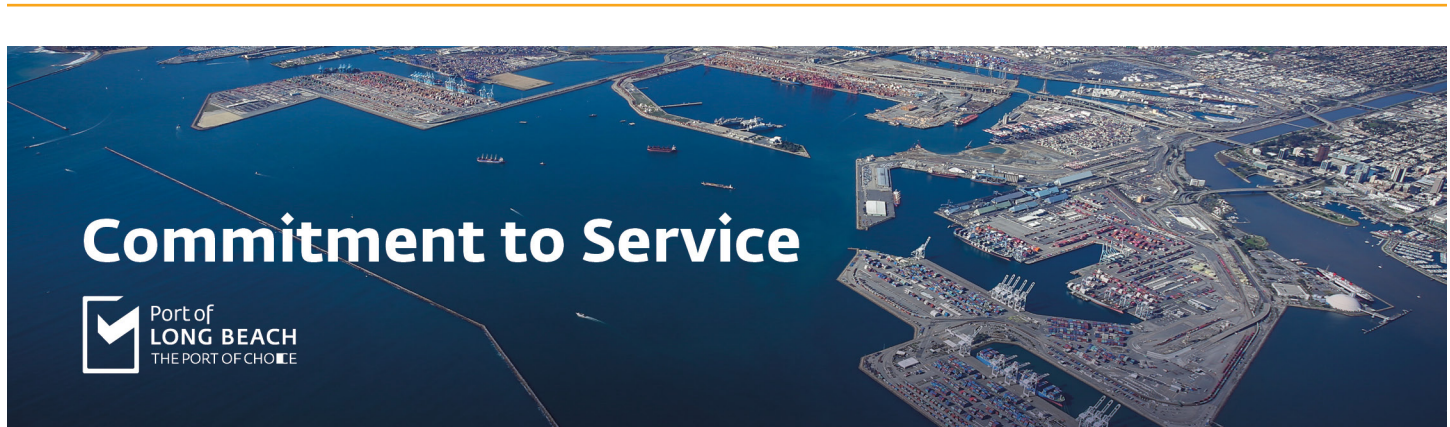
Up the coast, the Port of Oakland continued to be impaired by the congestion at San Pedro Bay. Inbound loads in January were down 11.9% from a year earlier and by 14.2% from December. On a brighter note, Oakland received its first first-call visit in years by a major carrier

servicing the transpacific trade on February 12 when CMA CGM's *Africa Four* sailed under the Golden Gate Bridge and berthed at the Oakland International Container Terminal. The 745-foot long ship has a listed container capacity of 3,650 TEUs, making it one of the smaller container vessels regularly plying the transpacific trade. The new weekly service will link Oakland with the Chinese ports of Shanghai, Yantian, and Kaohsiung. After calling at Oakland, the service will swing by Seattle before heading back to China.

Further up the coast, the Northwest Seaport Alliance (NSA) Ports of Tacoma and Seattle started the year with a 10.9% year-over-year increase in import loads to 114,083 TEUs. January's imports were also down 6.8% from December. Looking ahead, Wan Hai Lines has announced a new first-call at Seattle for its independent AA5 service. The service will start in mid-March about the same time that ZIM will initiate a new expedited transpacific service at Tacoma.

Altogether, the five major U.S. West Coast container ports saw an 8.5% (+77,911 TEUs) increase in inbound loads from January 2020. This January's volume was also down 8.0% (-86,276 TEUs) from December.

The two ports in British Columbia we track both recorded year-over-year gains in January. Inbound loads at Prince



Commitment to Service





A First Glimpse at January's TEU Counts [Continued](#)

Rupert edged up 2.2% (+1,095 TEUs), while Vancouver posted a 12.2% (+17,577 TEUs) increase over January 2020. Together, the two saw a 9.7% (+18,672 TEUs) year-over-year increase. However, January inbound loads were down 6.7% from December.

Back East, Savannah (+23.2%), Virginia (+20.1%), and Charleston (+5.3%) reported year-over-year gains in the year's first month. Comparing January with December shows inbound loads were up at Virginia (+5.9%), Savannah (+3.6%), and Charleston (+2.0%).

Export numbers along the USWC in January were down by 9.7% (-38,927 TEUs) from a year earlier. Long Beach did post a 7.0% year-over-year gain in outbound loads, but that was more than offset by a 19.5% plunge at Los Angeles, leaving the San Pedro Bay ports 8.3% (-21,249 TEUs) shy of the previous January's export load tally.

Oakland saw an 11.3% fall-off (-8,785 TEUs), while export shipments from the two NWSA ports tumbled by 13.4% (-8,893 TEUs).

Elsewhere, Savannah's outbound loads were down 7.0% (-8,595 TEUs), while Charleston's exports dipped by 0.8% (-568 TEUs). Boston was off by 3.9% (-273 TEUs). On the other hand, Virginia reported a 6.8% (+5,360 TEUs) gain over January 2020. Most astonishing was the 70.7% (+6,884 TEUs) year-over-year leap in outbound loads reported by Prince Rupert. Combined with a more modest 1.3% (+1,038 TEUs) increase at Vancouver, the two British Columbia ports we track recorded a strong 9.0% (+7,922 TEUs) gain from a year earlier.

Parsing the December 2020 TEU Numbers

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

December 2020 Import Traffic

Avid readers of the venerable and esteemed Journal of Commerce may recall a December 10 article reporting on a forecast from the Global Port Tracker (GPT) estimating that, when all the boxes for the year's last month were finally counted up, December inbound loads would be 11.0% higher than a year earlier. Well, now that December box tallies have been completed, the GPT concedes their numbers show a year-over-year jump of 22.3%. (Sharp-eyed readers may note that our Exhibit A shows a 21.7% gain in inbound loads via U.S. ports, even though we

monitor container traffic at three more U.S. ports than the thirteen the GPT tracks. Go figure.)

Inbound loads through the five major U.S. West Coast ports saw a 22.2% (+195,780 TEUs) year-over-year jump in December. Altogether, the five maritime gateways handled 1,079,626 inbound loaded TEUs, up 3.5% from the 1,042,693 inbound loads the same ports had handled a month earlier in November. The Port of Los Angeles recorded a 23.4% year-over-year leap (+87,354 TEUs), while the neighboring Port of Long Beach posted a 25.6% (+82,841 TEUs) gain. Together, the two San Pedro Bay ports handled 24.4% (+170,195 TEUs) more inbound loads than they had a year earlier. Up in the San Francisco Bay Area, the Port of Oakland reported a 11.0% (+8,939 TEUs) increase from December 2019, as shipping traffic that had backed up at the Southern California ports finally made their way north. Meanwhile, the Northwest Seaport Alliance ports (Seattle and Tacoma) saw inbound loads rise by 15.7% (+16,646 TEUs) over the same month a



Parsing the December 2020 TEU Numbers Continued

year earlier. That was the second consecutive strong month for import loads at the NWSA ports after a 23.3% year-over-year bump in November.

Across the border in British Columbia, Vancouver posted another strong month with inbound loads up 19.1% (+26,906 TEUs). That came after November's 31.1% jump and October's 41.9% surge. Altogether in the fourth quarter of 2020, inbound loads at Vancouver were up 30.6%. However, December was a different story at Prince Rupert which saw inbound loads decline by 4.3% (-2,655 TEUs).

Along the Gulf Coast, the Port of Houston and the Port of New Orleans both enjoyed year-over-year gains in inbound loads. Houston's inbound traffic was up 26.4% (+26,497 TEUs), while New Orleans saw a much smaller 3.7% increase (+446 TEUs).

On the East Coast, December inbound loads at the nine Atlantic Coast ports we track jumped by 20.9% (+165,089 TEUs) from a year earlier, with the Port of Savannah seeing the briskiest year-over-year growth at 30.5% (+52,532 TEUs). Not far behind in percentage terms was the Port of New York/New Jersey with a 24.0% (+69,361 TEUs) gain. Three other East Coast ports posted double-digit increases from a year earlier. Virginia was up 18.8% (+19,507 TEUs), while Charleston posted a 14.4% (+11,789 TEUs) and Jaxport (13.8% or +3,393 TEUs) also improved. Maryland was up 8.7% (+3,601 TEUs), slightly better than the 8.6% (+3,421 TEUs) increase recorded by Miami.

Exhibit 1	December 2020 - Inbound Loaded TEUs at Selected Ports					
	Dec 2020	Dec 2019	% Change	Dec 2020 YTD	Dec 2019 YTD	% Change
Los Angeles	460,865	373,511	23.4%	4,827,040	4,714,266	2.4%
Long Beach	406,072	323,231	25.6%	3,998,340	3,758,438	6.4%
San Pedro Bay Totals	866,937	696,742	24.4%	8,825,380	8,472,704	4.2%
Oakland	90,220	81,281	11.0%	995,976	975,210	2.1%
NWSA	122,469	105,823	15.7%	1,253,818	1,369,251	-8.4%
USWC Totals	1,079,626	883,846	22.2%	11,075,174	10,817,165	2.4%
Boston	12,114	11,409	6.2%	137,098	149,605	-8.4%
NYNJ	358,325	288,964	24.0%	3,920,686	3,770,971	4.0%
Maryland	45,041	41,440	8.7%	523,332	524,287	-0.2%
Virginia	123,218	103,711	18.8%	1,316,976	1,366,381	-3.6%
South Carolina	93,568	81,779	14.4%	1,033,001	1,066,314	-3.1%
Georgia	224,656	172,124	30.5%	2,306,631	2,218,654	4.0%
Jaxport	27,906	24,513	13.8%	317,636	349,896	-9.2%
Port Everglades	27,913	27,133	2.9%	299,038	317,187	-5.7%
Miami	43,066	39,645	8.6%	439,305	445,238	-1.3%
USEC Totals*	955,807	790,718	20.9%	10,293,703	10,208,533	0.8%
New Orleans	12,362	11,916	3.7%	138,450	137,386	0.8%
Houston	126,771	100,274	26.4%	1,294,700	1,244,790	4.0%
USGC Totals	139,133	112,190	21.4%	1,433,150	1,382,176	2.6%
Vancouver	167,466	140,560	19.1%	1,797,582	1,709,398	5.2%
Prince Rupert	59,141	61,796	-4.3%	643,575	678,699	-5.2%
BC Totals	226,607	202,356	12.0%	2,441,157	2,388,097	2.2%
US/BC Totals	2,401,173	1,989,110	20.7%	25,243,184	24,795,971	1.8%
US Total	2,174,566	1,786,754	21.7%	22,802,027	22,407,874	1.8%
USWC/BC	1,306,233	1,086,202	9.8%	13,516,331	13,205,262	-4.1%

Source Individual Ports



Parsing the December 2020 TEU Numbers Continued

However, although no East Coast port saw a year-over-year contraction in inbound loads in the year's final month, the East Coast's December total (955,807 TEUs) was down 3.7% from the 992,810 TEUs the same nine ports had handled a month earlier.

December 2020 Outbound Traffic

Containerized export traffic has been dismal pretty much all year, with outbound loads down 7.1% (-927,451 TEUs) from 2019 levels. So December was not entirely exceptional. Among the U.S. ports we monitor, outbound loads in the final month of the year were down 2.2% (-22,376 TEUs). Still, there were notable exceptions, the most notable of which was the +6,979 TEUs increase (+5.6%) at Long Beach and the 6,791 TEUs jump (+17.9%) at Jaxport. Percentage-wise, Jaxport's increase over December 2019 was exceeded by Boston's 27.3% bump and by Maryland's 24.7% surge, although the actual increases in box numbers were smaller. Conversely, smaller percentage gains yielded impressive increased inbox numbers at Charleston (+5,336 TEUs) and Virginia (+4,385 TEUs).

Among the other U.S. we track, December's traffic in outbound loads deteriorated at the Northwest Seaport Alliance (-12,019 TEUs), Los Angeles (-9,964 TEUs), Houston (-9,494 TEUs), Miami (-8,013 TEUs), PNYNJ (-6,877 TEUs), and Savannah (-5,528 TEUs).

The two British Columbia ports recorded a combined 2.6% increase in outbound loads in December.

Exhibit 2	December 2020 - Outbound Loaded TEUs at Selected Ports					
	Dec 2020	Dec 2019	% Change	Dec 2020 YTD	Dec 2019 YTD	% Change
Los Angeles	120,265	130,229	-7.7%	1,531,406	1,860,452	-17.7%
Long Beach	132,374	125,395	5.6%	1,475,888	1,472,802	0.2%
San Pedro Bay Totals	252,639	255,624	-1.2%	3,007,294	3,333,254	-9.8%
Oakland	75,330	74,643	0.9%	927,799	931,019	-0.3%
NWSA	63,849	75,868	-15.8%	790,620	913,332	-13.4%
USWC Totals	391,818	406,135	-3.5%	4,725,713	5,177,605	-8.7%
Boston	7,211	5,664	27.3%	79,133	81,520	-2.9%
NYNJ	103,891	110,768	-6.2%	1,321,043	1,460,447	-9.5%
Maryland	22,269	17,857	24.7%	226,623	232,957	-2.7%
Virginia	82,670	78,285	5.6%	940,684	966,102	-2.6%
South Carolina	67,239	61,903	8.6%	774,811	816,963	-5.2%
Georgia	105,796	111,324	-5.0%	1,414,891	1,470,372	-3.8%
Jaxport	44,804	38,013	17.9%	512,203	497,149	3.0%
Port Everglades	32,889	31,995	2.8%	343,572	427,422	-19.6%
Miami	27,021	35,034	-22.9%	343,267	416,466	-17.6%
USEC Totals*	493,790	490,843	0.6%	5,956,227	6,369,398	-6.5%
New Orleans	22,792	24,304	-6.2%	278,560	299,511	-7.0%
Houston	100,227	109,721	-8.7%	1,224,232	1,265,669	-3.3%
USGC Totals	123,019	134,025	-8.2%	1,502,792	1,565,180	-4.0%
Vancouver	88,192	86,892	1.5%	1,043,069	1,121,973	-7.0%
Prince Rupert	18,762	17,344	8.2%	193,640	192,068	0.8%
British Columbia Totals	106,954	104,236	2.6%	1,236,709	1,314,041	-5.9%
US/Canada Total	1,115,581	1,135,239	-1.7%	13,421,441	14,426,224	-7.0%
US Total	1,008,627	1,031,003	-2.2%	12,184,732	13,112,183	-7.1%
USWC/BC	498,772	510,371	-5.7%	5,962,422	6,491,646	-7.0%

Source Individual Ports



Parsing the December 2020 TEU Numbers Continued

Weights and Values

We appreciate that the TEU is the maritime shipping industry's preferred metric. Here, though, we offer two alternative gauges – the declared weight and value of the goods housed in those TEUs. The percentages in the following exhibits are derived from data compiled by the U.S. Commerce Department and are published with a time-lag of usually five weeks.

Exhibit 4: USWC Ports and the Worldwide Container Trade. As usual, this exhibit features some interesting and possibly counter-intuitive data on containerized imports (regardless of point of origin) entering mainland U.S. ports. The two San Pedro Bay ports saw their combined percentage of containerized import tonnage in December rise to 29.4% from 28.7% in November while also remaining well above the 26.9% share they held in December 2019. (If only they had been able to unload more of the boxes on ships lying at anchorage awaiting their turn at the docks.) Those numbers were imperfectly reflected in the two ports' combined share of the value of the nation's containerized import trade, with a 34.9% share in December off a couple of points from 35.1% in November but still ahead of their 33.8% share a year earlier. Meanwhile, the Port of Oakland's December share of import tonnage edged up to 3.8% from 3.4% in November but was down from 4.3% in the same month in 2019. Oakland's share of import value also rose to 3.5% from 3.2% in November but remained lower than the 3.8% share the port held the year before. Further north, the two NWSA ports saw their combined share of import tonnage in December match their 4.7% November share but fall from 4.9% the previous December. In value terms, the NWSA ports' import share slipped to 6.0% from 6.3% in November and from 6.5% in December 2019.

On the export side, the Southern California ports gained market share in December over November in terms of tonnage but not value. Oakland and the NWSA ports saw their shares of exports slip from the previous month in both value and tonnage terms. On a year-over-year basis, the San Pedro Bay ports were up in tonnage but not in value share. Oakland saw gains in both measures, while the NWSA ports' shares of export tonnage and value declined from a year earlier.

Exhibit 5: USWC Ports and the East Asia Trade. Not surprisingly, the Ports of Los Angeles and Long Beach saw their combined share of the nation's containerized import tonnage from East Asia increase to 46.5% in December from 45.1% in November and from 43.0% in December 2019. Those numbers were paralleled in value terms as the two ports' combined share of East Asian imports in December rose to 52.1% from 51.0% in November and 49.8% in December 2019. Elsewhere along the coast, Oakland's 4.2% share

Exhibit 3

December Year-to-Date Total TEUs (Loaded and Empty) Handled at Selected Ports

	Dec 2020	Dec 2019	% Change
Los Angeles	9,213,396	9,337,632	-1.3%
Long Beach	8,113,315	7,632,032	6.3%
NYNJ	7,585,819	7,471,131	1.5%
Georgia	4,682,255	4,599,172	1.8%
Vancouver	3,467,521	3,398,860	2.0%
NWSA	3,320,379	3,775,303	-12.0%
Houston	2,989,347	2,990,175	-0.03%
Manzanillo	2,909,632	3,069,183	-5.2%
Virginia	2,813,415	2,937,962	-4.2%
Oakland	2,461,281	2,500,461	-1.6%
South Carolina	2,309,995	2,436,185	-5.2%
Montreal	1,554,439	1,745,244	-10.9%
JaxPort	1,292,289	1,336,263	-3.3%
Prince Rupert	1,141,390	1,210,776	-5.7%
Miami	1,070,616	1,148,935	-6.8%
Lazaro Cardenas	1,063,675	1,318,732	-19.3%
Maryland	1,051,870	1,073,750	-2.0%
Port Everglades	933,431	1,033,460	-9.7%
Philadelphia	640,709	598,274	7.1%
New Orleans	572,221	648,538	-11.8%
Boston	268,418	300,762	-10.8%
US/Canada Total	55,482,106	60,562,830	-8.4%
US Mainland Only	49,318,756	54,207,950	-9.0%

Source Individual Ports



Parsing the December 2020 TEU Numbers *Continued*

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

	Dec 2020	Nov 2020	Dec 2019
Shares of U.S. Mainland Ports Containerized Import Tonnage			
LA/LB	29.4%	28.7%	26.9%
Oakland	3.8%	3.4%	4.3%
NWSA	4.7%	4.7%	4.9%
Shares of U.S. Mainland Ports Containerized Import Value			
LA/LB	34.9%	35.1%	33.8%
Oakland	3.5%	3.2%	3.8%
NWSA	6.0%	6.3%	6.5%
Shares of U.S. Mainland Containerized Export Tonnage			
LA/LB	22.4%	21.6%	20.6%
Oakland	6.7%	6.9%	6.2%
NWSA	7.4%	7.8%	7.7%
Shares of U.S. Mainland Containerized Export Value			
LA/LB	19.5%	20.9%	21.0%
Oakland	7.7%	8.4%	7.5%
NWSA	4.3%	4.6%	4.5%

Source: U.S. Commerce Department.

of containerized import tonnage from East Asia was up from 3.7% from a month earlier and was down from a 4.8% share a year earlier. Oakland's 4.2% value share was also up from November's 3.8% share but down from its 4.6% share the previous December. Further north, the two NWSA ports' 6.7% share of containerized import tonnage from East Asia in December was on par with November but below the prior December's 7.2% share. And the NWSA ports' collective share of the value of containerized imports from East Asia edged lower to 8.6% from November's 9.0% and the 9.5% share the two Washington State ports enjoyed a year earlier.

USWC shares of containerized exports to East Asia in December were up and down. Los Angeles/Long Beach's

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

	Dec 2020	Nov 2020	Dec 2019
Shares of U.S. Mainland Ports' East Asian Container Import Tonnage			
LA/LB	46.5%	45.1%	43.0%
Oakland	4.2%	3.7%	4.8%
NWSA	6.7%	6.7%	7.2%
Shares of U.S. Mainland Ports' East Asian Container Import Value			
LA/LB	52.1%	51.0%	49.8%
Oakland	4.2%	3.8%	4.6%
NWSA	8.6%	9.0%	9.5%
Shares of U.S. Mainland Ports' East Asian Container Export Tonnage			
LA/LB	35.7%	33.7%	36.6%
Oakland	8.2%	8.2%	9.1%
NWSA	11.0%	11.5%	13.4%
Shares of U.S. Mainland Ports' East Asian Container Export Value			
LA/LB	37.1%	38.2%	41.3%
Oakland	12.2%	13.7%	11.2%
NWSA	7.9%	8.3%	8.7%

Source: U.S. Commerce Department.

market share in tonnage terms rose to 35.7% from 33.7% in November but was still off from their 36.6% share in December 2019. Value-wise, the San Pedro Bay ports' December share slipped from both a month and a year earlier. Oakland sustained a year-over-year decline in its share of containerized export tonnage to East Asia but saw its value share simultaneously grow. The NWSA ports' December tonnage and value shares were down both from November and from the year before.

Who's #1?

The Port of Los Angeles was the nation's busiest container port in 2020 with 9,213,396 TEUs of total traffic (loaded



Parsing the December 2020 TEU Numbers *Continued*

+ empty). The Port of Long Beach ran second with 8,113,315 TEUs, while the Port of New York/New Jersey (PNYNJ) placed well behind in third place with 7,585,819 TEUs. Leading the second tier of U.S. ports was Savannah with 4,682,255 total TEUs.

For sticklers who believe empty boxes shouldn't count, the rankings don't change. Los Angeles remained the big dog with 6,358,509 loaded TEUs crossing its docks in 2020. In second place with 5,474,228 total TEUs was the Port of Long Beach, edging out PNYNJ's 5,241,729 total TEUs. Savannah was well behind with 3,721,522 TEUs.

In the category of inbound loads, Los Angeles (4,827,040 TEUs) topped Long Beach (3,998,340 TEUs) which edged out PNYNJ (3,920,686 TEUs). Inbound loads at Savannah totaled 2,306,631 TEUs.

As for outbound loads last year, the big news is that Savannah (1,414,891 TEUs) bested PNYNJ (1,321,043 TEUs) while falling shy of Los Angeles (1,531,406 TEUs) and Long Beach (1,475,888 TEUs).

Summing Up San Pedro Bay's Century... So Far

From the start of the 21st century twenty years ago on January 1, 2001 through December 31, 2020, the Ports of Los Angeles and Long Beach handled a total of 288,535,161 TEUs. Of those, 159,127,210 (55.2%)

journeyed through the Port of LA, while 129,407,951 TEUs transited Long Beach.

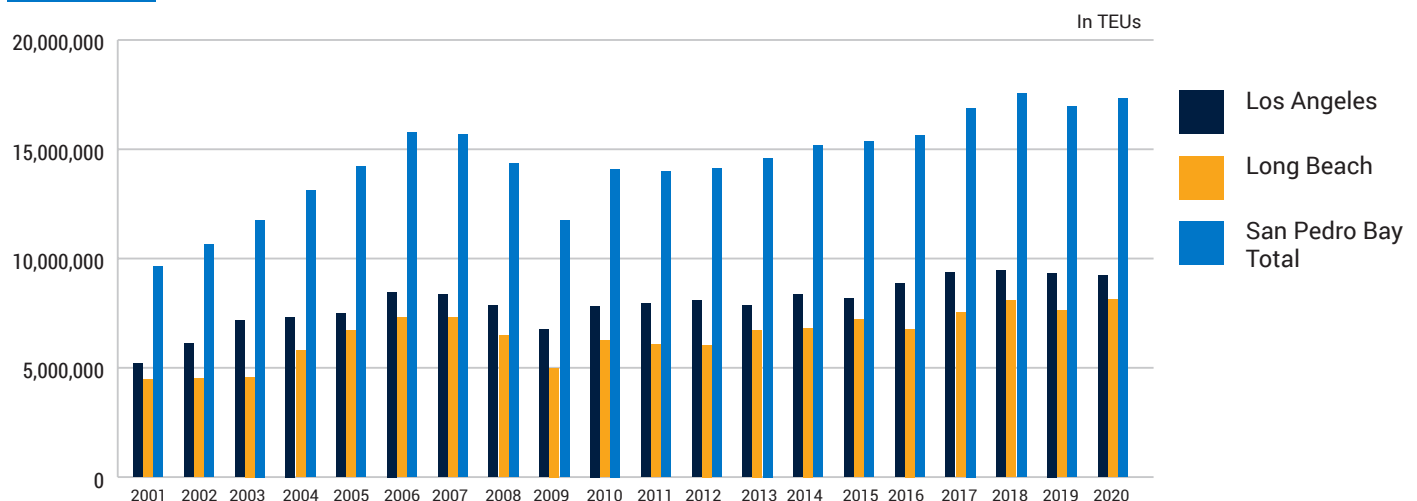
Although 2020 saw a large surge in traffic during the second half, it was not the peak year for container movements through the two ports. That came in 2018, when 17,549,772 TEUs were processed through the ports, 223,088 more TEUs than last year.

Years from now, some young trade analyst or budding maritime journalist might look just at the annual container traffic numbers at the San Pedro Bay ports and conclude that, unlike the plunge in volumes during the Great Recession, 2020 must have been a fairly humdrum year.

Soybeans

We now hear that U.S. politicians, encouraged by agricultural trade lobbyists, are loudly sputtering about how the largely foreign-owned shipping lines serving America's seaports have all but declared war on midwestern soybean growers. Export shipments, particularly those traveling in containers, are reputedly being denied passage on outbound vessels in order to expedite the return of empty TEUs to Asia. Scribes with maritime news publications accordingly pen lamentations about the plight of shippers trying to get a box of soybeans through the obstacle course at LA-Long Beach. Never mind that containers carry only about ten percent

Exhibit 6 Two Decades of TEUs at the San Pedro Bay Port
Source: Ports of Los Angeles and Long Beach





Parsing the December 2020 TEU Numbers [Continued](#)

of all U.S. soybean exports or that the Port of Kalama (Washington) handles twice the volume of soybeans exports (albeit not containerized) that pass out of the San Pedro Bay ports.

Now along comes December's foreign trade statistics from the U.S. Commerce Department. How much of an impact are those denials having? Well, here are the official numbers: December exports of soybeans were up from a year earlier by 90.6%, to 10.27 million metric tons from 5.39 million metric tons in December 2019.

Containerized exports of soybeans, which represented 7.6% of the total soybean export trade in December, were up 59.9% to 788,668 metric tons from 493,205 metric tons from a year earlier. The Ports of Los Angeles and Long Beach play a substantial role in the trade in containerized soybean exports. Their share of the business in December was 338,587 metric tons or 42.9% of all containerized soybean exports nationally. In a container-constrained environment, one can only marvel at the resourcefulness of shippers who were able to grow their containerized soybean exports through the San Pedro Bay ports by 37.3% from a year earlier.

Nuts Ain't Peanuts

Last year, exports of American tree nuts equaled \$8.48 billion, over 92% of which went by sea. Nearly all of those shipments exited through a California seaport. That's not particularly surprising since California farmers

produce just about all of the nation's commercially grown almonds, pistachios, and walnuts.

What about peanuts, you ask? Well, peanuts are not considered to be nuts but rather legumes. And peanut exports, which are not surprisingly shipped largely out of Savannah and other East and Gulf Coast ports, are small potatoes when compared with shipments of tree nuts. In 2020, exports of peanuts amounted to 409,145 metric tons as opposed to the 1,993,326 metric tons of tree nuts.

The Port of Oakland is the Big Nut port, usually accounting for around 70% of all U.S. tree nut export tonnage. The two San Pedro Bay ports in Southern California, which no doubt covet a larger share of the nut export trade, have lately handled about 25% of the export tonnage. The Northwest Seaport Alliance ports and Port Hueneme handled much smaller shares of the nut export trade.

The Two Portlands

2020 figures from Oregon's Port of Portland show the Columbia River gateway handled 58,066 TEUs last year, a sizable increase over the 26 TEUs the port handled a year earlier. Meanwhile, America's other Port of Portland (the one overlooking Maine's Casco Bay) moved a total of 28,718 TEUs across its docks. The Oregon riverport regularly handled more than 200,000 TEUs annually earlier in this century. Maine's Portland is fairly new to the container trade.

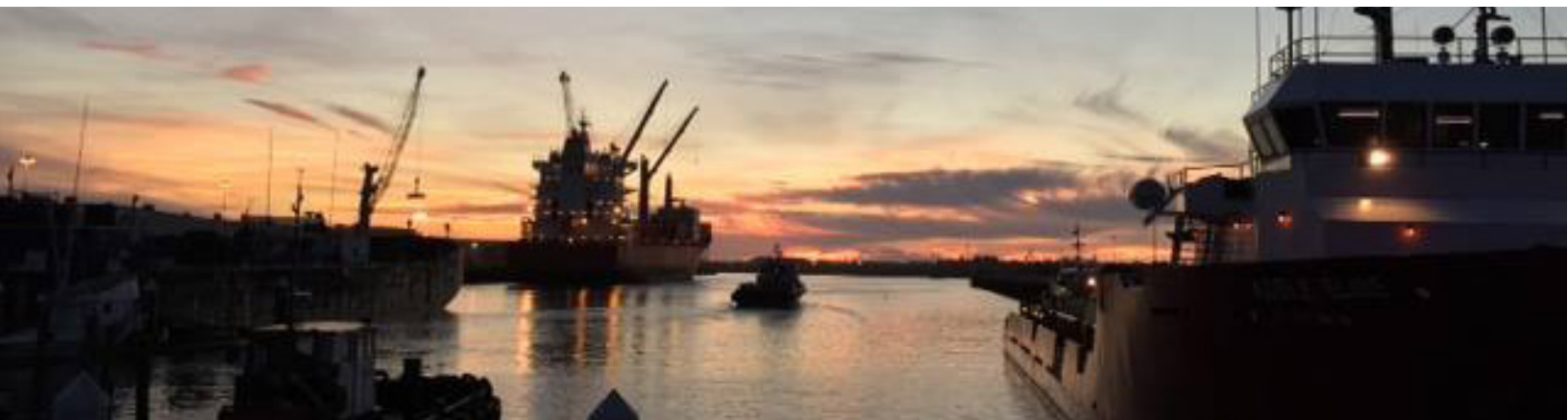


Photo courtesy of the Port of Hueneme



Jock O'Connell's Commentary: How to Make More Noise Than Sense

"Exporters face 'terrible' situation" screamed the February 3 headline in the esteemed transportation industry publication, *FreightWaves*. "Exports are dropping like a rock," one freight-forwarder is quoted as saying. "The ratio of U.S. imports to exports is increasing to a level we've never seen before - it's now more than 3 to 1."

Before going any further, let's stipulate that the ratio of inbound container traffic to outbound traffic at U.S. ports has lately been much higher than normal. However, let's also acknowledge that the chief reason for the heightened imbalance is that immensely destabilizing surge in containerized imports that has been congesting U.S. seaports and stressing the nation's supply chains. During the last quarter of 2020, loaded import containers nationally were up 20.8% from a year earlier. Exports of loaded containers, meanwhile, were down 3.9%. A drop, certainly, but hardly at the rate of a falling rock.

What has lots of people fulminating, though, is the sharp rise in the number of empty outbound containers sailing from U.S. ports. Rather than being devoid of content, it's widely argued, many of these empties should properly, if not patriotically be conveying hundreds of millions of dollars in American goods to overseas markets. Instead, reports abound of freshly emptied import containers being quickly corralled and returned to Asia, where they will again be stuffed with even more goods U.S. businesses and consumers have been willing to import at premium delivery prices.

To some observers, this rapid recycling is being done not merely to meet cooped-up Americans' apparently insatiable thirst for imported merchandise but to fatten the earnings of shipping lines, which charge higher rates for containerized imports than exports. Not surprisingly, tales of export shipments being denied or delayed by ocean carriers have gone viral, a term a lot of media influencers seem fond of using even in the midst of a deadly pandemic.

But scuttlebutt is one thing; hard data are another. So, when CNBC, the New York-based cable news provider, weighed in on January 26 with an incendiary claim that ocean carriers at the Ports of New York/New Jersey, Los Angeles, and Long Beach had rejected (CNBC's word)

an estimated 177,938 TEUs last October and November, alarms rang in the corridors of power.

More specifically, as CNBC alleged, "carriers rejected U.S. agricultural export containers worth hundreds of millions of dollars during October and November, instead sending empty containers back to China to be filled with more profitable Chinese exports."

Over the next few days, the CNBC numbers were cited—without equivocation—in most every publication faintly associated with maritime trade as well as by overly credulous editorialists eager to expound on any supposed manifestation of economic injustice. Understandably, the numbers also became invaluable grist for an already voluble agricultural export lobby.

The CNBC analysis, particularly its finding that the vast majority of those 177,838 spurned TEUs were rebuffed by ocean carriers serving the two big Southern California ports, caught the attention of folks at the state capital in Sacramento. Within short order, a letter co-signed by several prominent state economic development and agricultural officials was dispatched to the Federal Maritime Commission requesting the FMC's intercession. More on this letter later.

But first, since no publication I've seen has bothered to ask about the provenance of the CNBC claims, let's us take a closer look at their numbers. (Let's also forget about the Port of New York/New Jersey. That's in part because Savannah eclipsed PNYNJ as the nation's third largest exporter of loaded TEUs a couple of years ago and in part because this newsletter is fundamentally more concerned with the two Southern California ports.)

According to CNBC's investigation, the total export container "deficit" for the Ports of Long Beach and Los Angeles last October and November was 136,392 TEUs. How did CNBC come to this curiously exact estimate? Did CNBC's analysts acquire affidavits from shippers willing to testify to precisely how many of their export containers had been thwarted by greedy shipping lines? Since cargo owners seldom share business details with even their mothers, that's highly doubtful. Instead, they must have used some arcane methodology involving arithmetic.



Commentary Continued

And, indeed, that's what CNBC cops to. In the words of the January 26 report, CNBC says they calculated the number of allegedly denied TEUs "by taking the difference between the actual empty exports in 2020 vs. the 2019 share of export empties".

The first part of the formula is easy enough: The two San Pedro Bay ports tell us they collectively shipped 1,134,177 empty TEUs last October and November, up considerably from 828,772 TEUs during the same months of 2019. But the second part of the formula is, well, puzzling. To me, it looks like a numerator in search of a denominator. 2019 export empties share of what? Total TEUs, total exports? Disputed ballots? Methodological clarity evidently not apparently being the distinguishing hallmark of the CNBC analysis, we press on.

To the rescue comes a maritime industry celebrity. In that January 26 report, CNBC boasts: "These estimated TEUs are the empty exports that should have been filled in 2020," said John Martin, manager of the economic and transportation consulting firm Martin Associates, who verified CNBC's findings. "This formula shows you the increased ratio of empty export containers to total exports. This data suggests particularly the Los Angeles, Long Beach argument that empty export containers were being moved as quickly possible, leaving U.S. export cargo on the docks."

So, the path to that 136,392 TEUs figure essentially

involves finding the ratio of export empties to total exports (i.e. loads plus empties). Why, I don't quite know. As it is, the formula is nothing more than a statistical head fake. Its flaw is its implicit assumption that, unless export loads move up and down in tandem with the number of export empties, there's mischief afoot on the waterfront.

Humbug.

While it is certainly true that ocean carriers have had a powerful incentive for hustling as many empty containers as possible back to Asia, the TEU numbers cited by CNBC no more sustain their highly provocative conclusions than they prove that Col. Mustard used a candlestick to commit murder in the conservatory.

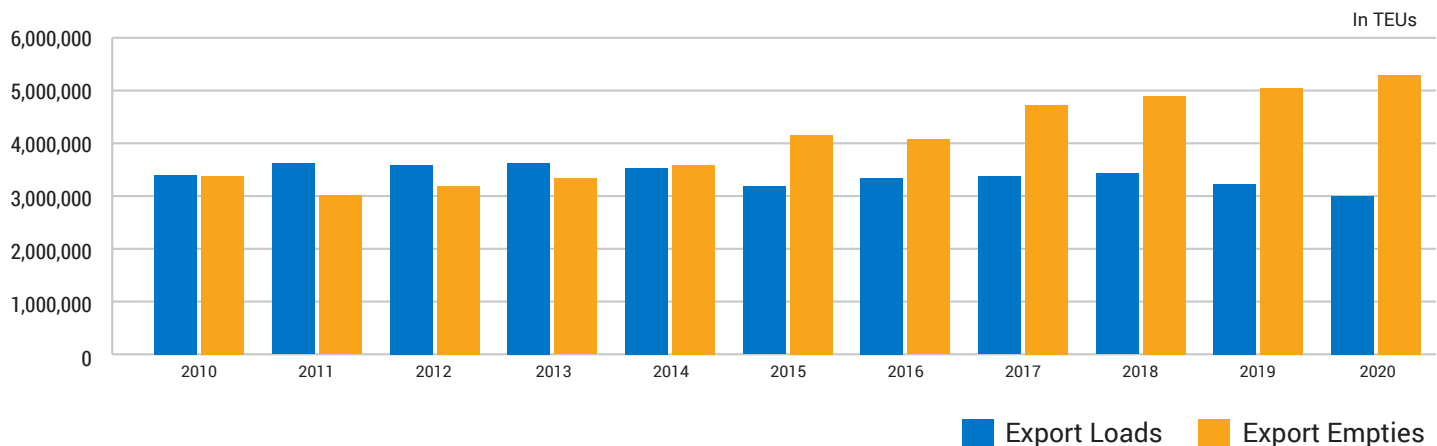
Contrary to what the CNBC analysts contend, the real world link between imports and exports is tenuous, at best. Indeed, for all the current obsession with how much the San Pedro Bay ports are being overwhelmed by imports, the two ports in recent years have been renowned for exporting considerably more empties than loaded TEUs.

As **Exhibit A** should make abundantly clear, the Ports of Los Angeles and Long Beach have not been where you might expect to see spasms of export growth, much less the tight statistical connection CNBC thinks should exist between outbound loads and empties.

Exhibit A

San Pedro Bay Ports Export Loads vs. Export Empties

Source: The Ports of Long Beach and Los Angeles





Commentary *Continued*

If anything, the imbalance between export loads and export empties in San Pedro Bay last year simply extended a trend that had begun in the middle of the past decade. What made last October and November different – indeed, what made 2020 different – was the unprecedented flood of containerized imports that began last spring as Chinese factories began to reopen after a Lunar New Year holiday extended by the outbreak of the COVID-19 virus.

The erroneous assumption underlying the CNBC analysis is that the surge in imported TEUs in the second half of last year, by enlarging the pool of presumably available empty containers floating around the country, should have fostered a commensurate surge in containerized exports. But why is that a valid expectation?

U.S. exports struggled all last year as exporters faced not only tariff barriers but pandemic shutdowns that staggered the economies of nearly all of our major trading partners. U.S. Commerce Department statistics show that the value of America's merchandise export trade shrunk by 12.9% last year, despite a nearly ten percent slide in the value of the dollar that would normally have benefited U.S. exporters. Surely, the 8.7% decline in U.S. airborne exports last year had nothing to do with the scarcity of marine containers. At the San Pedro Bay ports, export loads peaked in 2014, while the trade in empty export containers continued to grow without any apparent regard for how many loaded TEUs were arriving each day.

The CNBC contention that 136,392 TEUs were rejected by carriers last October and November at the Ports of Los Angeles and Long Beach is based on a serious misapprehension, namely that some iron law exists that says the number of export loads shall always move in lockstep with the number of exported empties. CNBC's formula only yields a conclusion where none is warranted. The reason the dog did not bark, my dear Watson, is that the dog was somewhere else.

Worse, the hyped-up, headline-garnering allegation that these 136,392 TEUs were actually rejected by shipping lines—known to be almost entirely foreign-owned—is an especially egregious accusation of possible violations of federal law.

To compound their folly, the CNBC investigation also puts

a price tag on the losses exporters purportedly suffered. For the 177,838 TEUs supposedly denied space on outgoing vessels at the Ports of New York/New Jersey, Los Angeles, and Long Beach last October and November, CNBC determined a loss of \$632 million. (\$485 million would have been incurred at the Southern California ports.)

Where did this number come from? It's hard to say and frankly not worth pursuing, except to note it apparently has something to do with the declared value of containerized soybean exports from the Port of Los Angeles. Soybeans are a relatively minor export trade through the port, but then containerized soybeans do seem to obsess some journalists, even though only about one-tenth of U.S. soybean export tonnage moves in containers. In short, the \$632 million number is a contrivance designed, I can only guess, to further dramatize a contention that rests on statistical evidence that can best be described as thin.

Now onto that January 28 letter.

The CNBC allegations about rebuffed shipments of agricultural exports clearly struck a nerve among California leaders. It was, however, characteristic of the peculiar myopia with which East Coast journalists view the West Coast that nowhere does CNBC acknowledge knowing that the Port of Oakland plays a much larger role in California's agricultural export trade than do the two Southern California ports. Still, it was upon farm exports that the letter from California officials to the FMC dwelled.

"We are writing to seek your assistance to address the current delays and ongoing shipping challenges in California ports which are significantly impacting the operations of businesses throughout the state. In particular, the operations of our agricultural sector which relies heavily on export markets are being heavily affected.

California is the largest agricultural exporter and producer in the nation with more than \$21 billion in agricultural exports annually, requiring and supporting an estimated 157,800 full-time jobs. These exports directly benefit the national economy by generating \$25 billion in additional economic activity. The current port situation falls within a crucial timeframe for California's agriculture sector as it is occurring during a peak shipping period for several commodities.



Commentary Continued

Within the tree nut sector alone 75 percent of California's walnuts are shipped during the last quarter and beginning of the year, as are 40 percent of our pistachios and 48 percent of our almonds. This represents approximately \$3.8 billion in exports, 17 percent of total California agricultural exports."

All very interesting; all highly inaccurate. While the co-signers certainly leave the impression that legions of California agricultural exporters were being stiffed by the ocean carriers, what do the exporters themselves tell us?

Let's start with the state's leading farm export, almonds. The California Almond Growers Association reports that December exports were down by NO, WAIT! It turns out that almond exports in December jumped by 32.1% over the same month a year earlier. In fact, almond exports during the entire fourth quarter of 2020 were up 19.2% year-over-year. That amounts to an increase of just over 100 million pounds. Given the charges being levied against shipping line, that increase is either a logistical sleight-of-hand or a genuine loaves and fishes miracle.

Okay, you demure, almonds are just one commodity, albeit a commodity that alone accounts for over 22% of the value of California's agricultural export trade. What about the state's second leading agricultural export?

That would be pistachios, according to the folks at the Agricultural Issues Center at the University of California,

Davis, who have had a contract since 1997 with the California Department and Food and Agriculture to compile the state's official farm export numbers. So how did pistachios fare in last year's final quarter? Not too shabbily, reports the Administrative Committee for Pistachios. Fourth quarter exports were up 19,292 tons or 28.8% over the same period a year earlier.

Fine, you say. But that's just two commodities, although they're two nuts that account for 30% of the state's total farm exports.

What was that other product the state official's letter said was being snubbed by shipping lines? Oh, yes, that would be walnuts. Well, walnuts (the state's fifth biggest farm export) didn't do as well as pistachios. In last year's fourth quarter, walnut exporters contrived to ship 34,815 more tons than they had a year earlier, an increase of only 17.9%, according to reports from the California Walnut Board.

So this is what all the fuss has been about: bad arithmetic.

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

Interested in membership in PMSA?

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

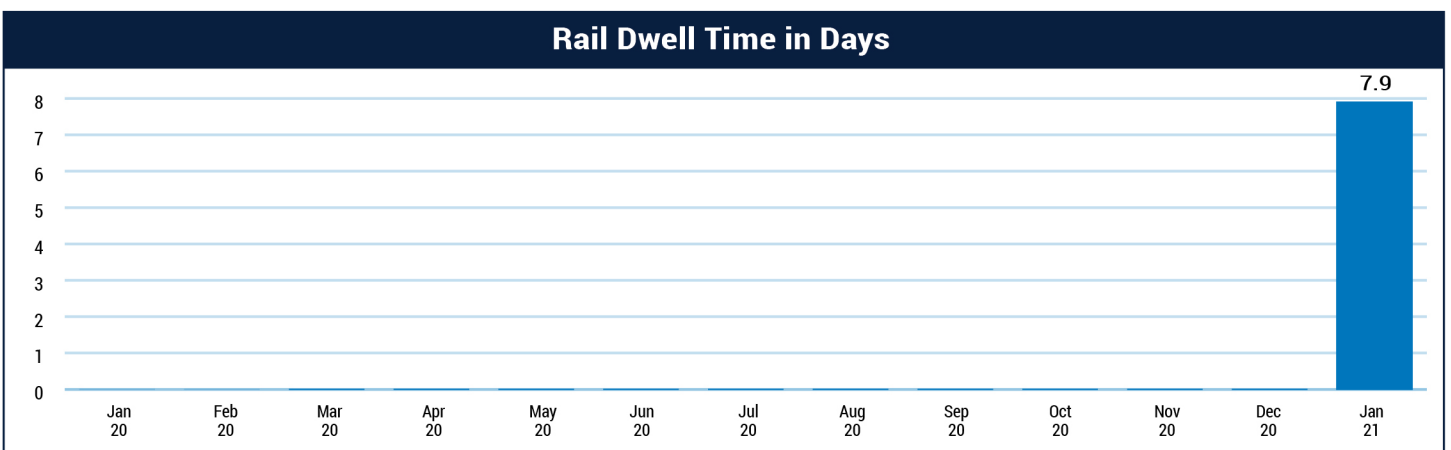
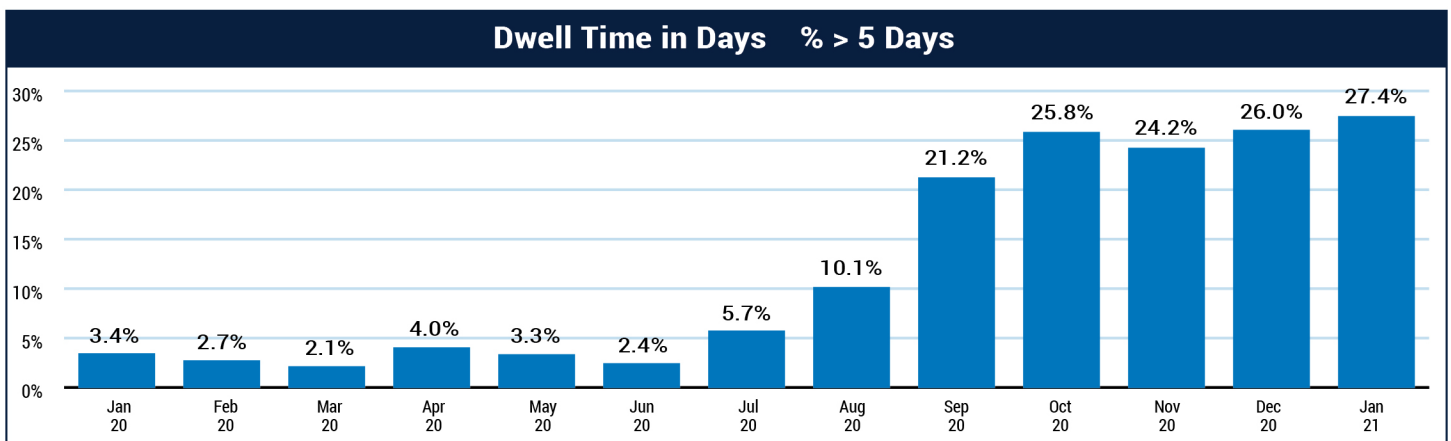
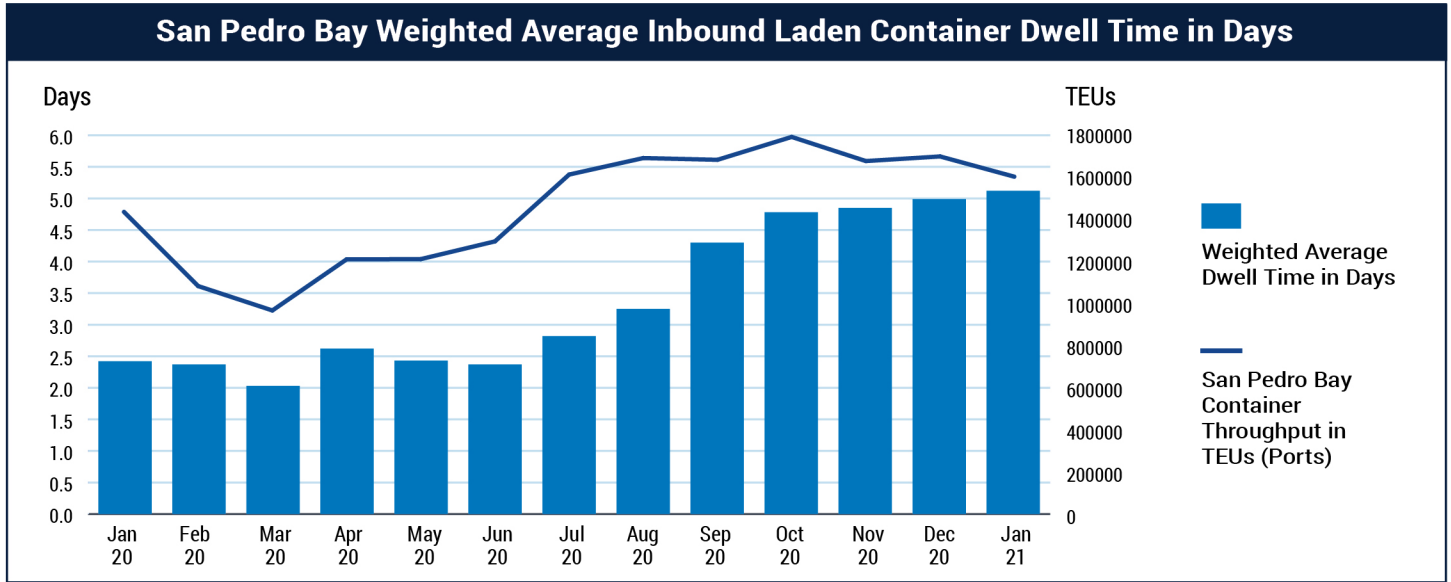
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Dwell Time Is Up Again for January

Starting this month, PMSA will begin presenting rail dwell time for on-dock rail for marine terminals in the ports of Los Angeles and Long Beach.



PUGET SOUND PILOTAGE DISTRICT ACTIVITY REPORT

Feb-2021

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

Activity						
Total pilotage assignments:	495	Cancellations:	20			
Total ship moves:	475	Cont'r:	173	Tanker:	122	Genl/Bulk: 110 Other: 70
Assignments delayed due to unavailable rested pilot	0	Total delay time:				
2 pilot jobs:	27	Reason: PSP GUIDELINES FOR RESTRICTED WATERWAYS				
Day of week & date of highest number of assignment	Thu	18-Feb	27			
Day of week & date of lowest number of assignment	Mon	15-Feb	8			
Total number of pilot reposition	100	Upgrade trips	5	YTD	22	
3 consecutive night assignment	24	YTD	45			

Callback Days/Comp Days					
	Starting Total	Call Backs (+)	Used (-)	Burned (-)	Ending Total
Licensed	2643	31	40		2634
Unlicensed	390			42	348
Total	3033	31	40	42	2982

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
5-Feb	5-Feb	Seattle	PMI	Train the Trainer	ANT, SID
8-Feb	8-Feb	Seattle	PMI	Tethered Escort Training	BOU, BOZ, MIL, VEL
9-Feb	9-Feb	Seattle	PMI	Tethered Escort Training	BOU, KRI, SEA, MYE
16-Feb	16-Feb	Seattle	PMI	Ultra Large Container Vsl	BOU, KEN

B. Board, Committee & Key Government Meetings (BPC, PSP, USCG, USACE, Port & similar)					
Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees
1-Feb	1-Feb	Seattle	PSP	President	COL
1-Feb	1-Feb	Seattle	BPC	OTSC	BOU
3-Feb	3-Feb	Seattle	PSP	Harbor Safety	KLA
4-Feb	4-Feb	Seattle	PSP	NW Seaport Alliance	LOB
11-Feb	11-Feb	Seattle	BPC	Application Review	ANT, SCR
15-Feb	15-Feb	Seattle	PSP	Senate Transportation	ANT
16-Feb	16-Feb	Seattle	BPC	BOD	ANA, COL, GRD, GRK, KLA, NEW
17-Feb	17-Feb	Seattle	BPC	TEC	ANT, BEN, SCR
18-Feb	18-Feb	Seattle	BPC	BPC	ANT, BEN, SCR
19-Feb	19-Feb	Seattle	USCG	First Class Pilotage Quals	BEN, COL
22-Feb	22-Feb	Seattle	PSP	Operating Rules	ANA, COL, GRK
23-Feb	23-Feb	Seattle	PSP	Operating Rules	COL
25-Feb	25-Feb	Seattle	BPC	Trainee Orientation	ANT, BEN, SCR

26-Feb	26-Feb	Seattle	USCG	First Class Pilotage Quals	BEN, COL
26-Feb	26-Feb	Seattle	PSP	Navtech	KAL, MCG, SEA, SLI

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

Start Dt	End Dt	REASON	PILOT
1-Feb	16-Feb	Not fit for d	BOU
1-Feb	28-Feb	Not fit for d	BUJ
1-Feb	1-Feb	ETO	CAI
2-Feb	9-Feb	ETO	BRU, COR, HAJ, KEP, SCR
16-Feb	23-Feb	ETO	CAJ, HED, KRI

Presentations

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

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

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



THE NORTHWEST
SEAPORT ALLIANCE

SEATTLE + TACOMA

Port Community System (PCS)

Zack Thomas
Director, Operations Service Center
March 2021

Overview of Current PCS

- Individual MTOs independently chose to utilize Advent's eModal platform for appointment systems
- Customers can get the latest information via NWSA's website
 - Terminals
 - Access to gate cameras
 - Vessel schedules
 - Real-time and historical full truck turn times
- Goal is to continue to promote enhancements to the PCS in our gateway via Advent's eModal platform and NWSA's website

NWSA's Website Navigation

The screenshot displays the website's navigation structure. At the top left is the NWSA logo with the text "THE NORTHWEST SEAPORT ALLIANCE SEATTLE + TACOMA". To the right are links for "Follow Us", "Newsroom", "Contact", and "Select Language". A secondary navigation bar includes "Cargo Operations", "Service Providers", "Environment", "Resources", "About Us", and a "Search" icon. Below this is a breadcrumb trail: "Home > Cargo Operations". The main content area features a large heading "Cargo Operations" and a paragraph: "Committed to making our gateway North America's best, we are working with customers and stakeholders to establish an Operations Service Center to provide best-in-class service delivery and customer care." To the right of the text is a photograph of a large OOCL container ship docked at a pier with a city skyline in the background. Below the main content is a horizontal orange bar, followed by a row of six service tiles: "Terminals" (anchor icon), "Cameras & Truck Turn Times" (camera icon), "Trucker Resources" (gears icon), "Breakbulk Cargo" (tractor icon), "Rail Lines" (train icon), and "Vessel Schedules and Calendar" (ship icon). The bottom right corner features the NWSA logo and text: "THE NORTHWEST SEAPORT ALLIANCE SEATTLE + TACOMA".

NWSA's Website Navigation

Quick navigation to all Cargo Operations components

The screenshot displays the NWSA website interface. At the top left is the logo for THE NORTHWEST SEAPORT ALLIANCE SEATTLE + TACOMA. The top right navigation bar includes links for Follow Us, Newsroom, Contact, and Select Language. A secondary navigation bar contains Cargo Operations, Service Providers, Environment, Resources, About Us, and a Search icon. Below this is a breadcrumb trail: Home > Cargo Operations > Terminals. On the left, a dark blue navigation menu is highlighted with an orange circle, listing: Cargo Operations, Terminals, Gate Schedules, Cameras & Truck Turn Times, Trucker Resources, Breakbulk Cargo, Rail Lines, and Vessel Schedules and Calendar. The main content area is titled 'Terminals' and contains introductory text about the alliance's role as a major center for containers, bulk, breakbulk, and project/heavy-lift cargoes. To the right of the text is a 'Filter map by terminal services...' section with checkboxes for Autos, Breakbulk, Bulk, and Containers. Below that is a 'Terminals search' box with the placeholder text 'Know it? Type a name to begin' and an 'Apply' button. At the bottom of the page is a map of the Seattle area showing various terminals and their locations relative to the water and major roads.

Cameras & Truck Turn Times

Seattle

Terminal 18

Queue

00hr 33m

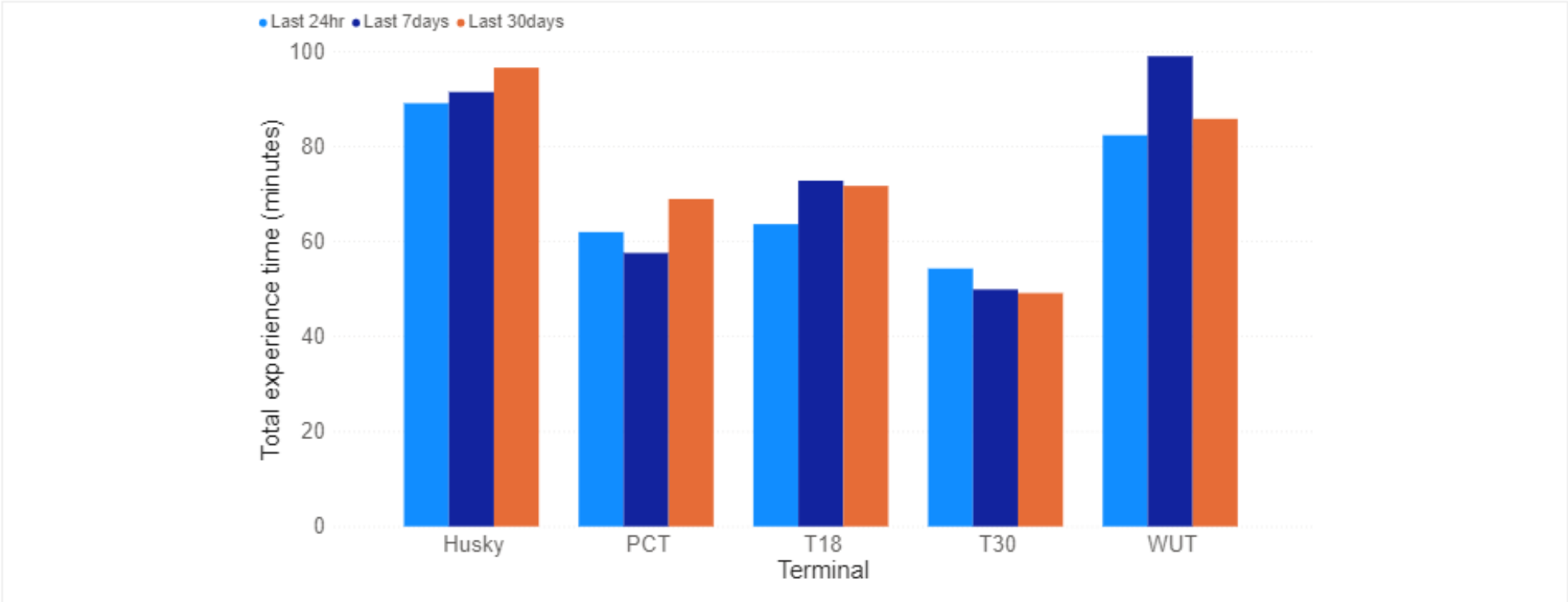
Total experience

01hr 15m

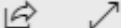


Historical Terminal Data

Progression



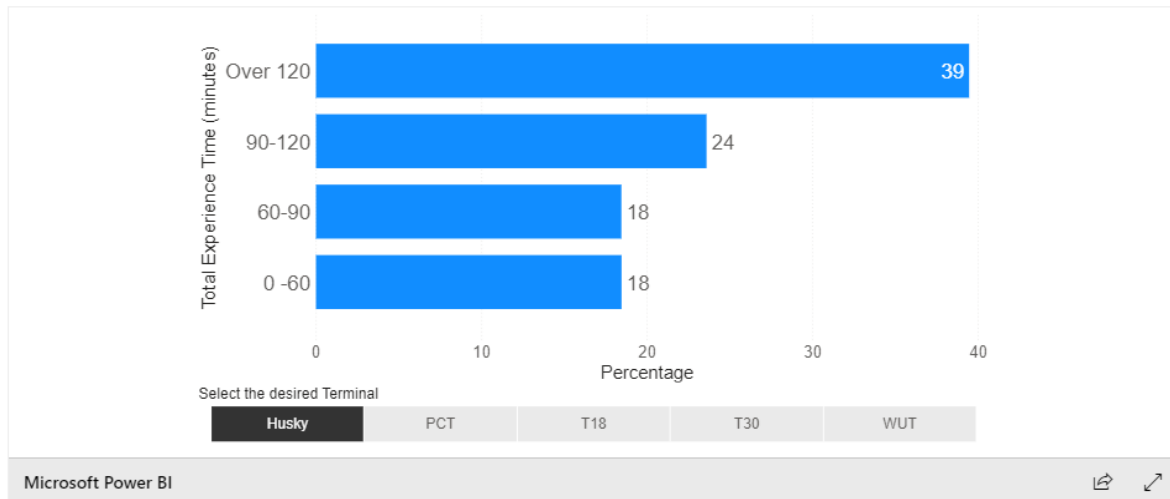
Microsoft Power BI



The turn times shown above are based on a 3-month rolling average

Historical Terminal Data

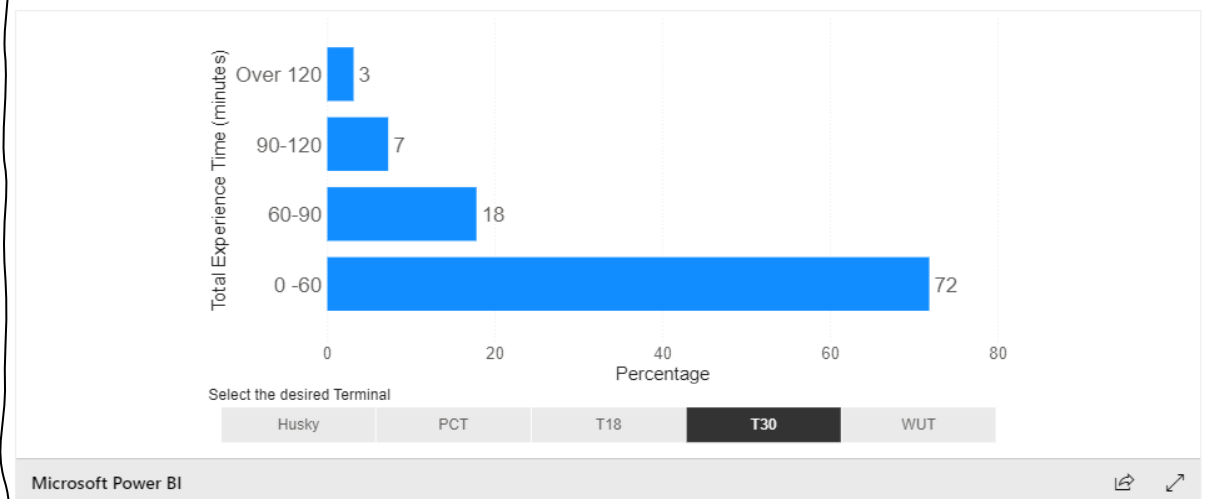
Percentage - Total experience



The turn times shown above are based on a 3-month rolling average

Husky

Percentage - Total experience



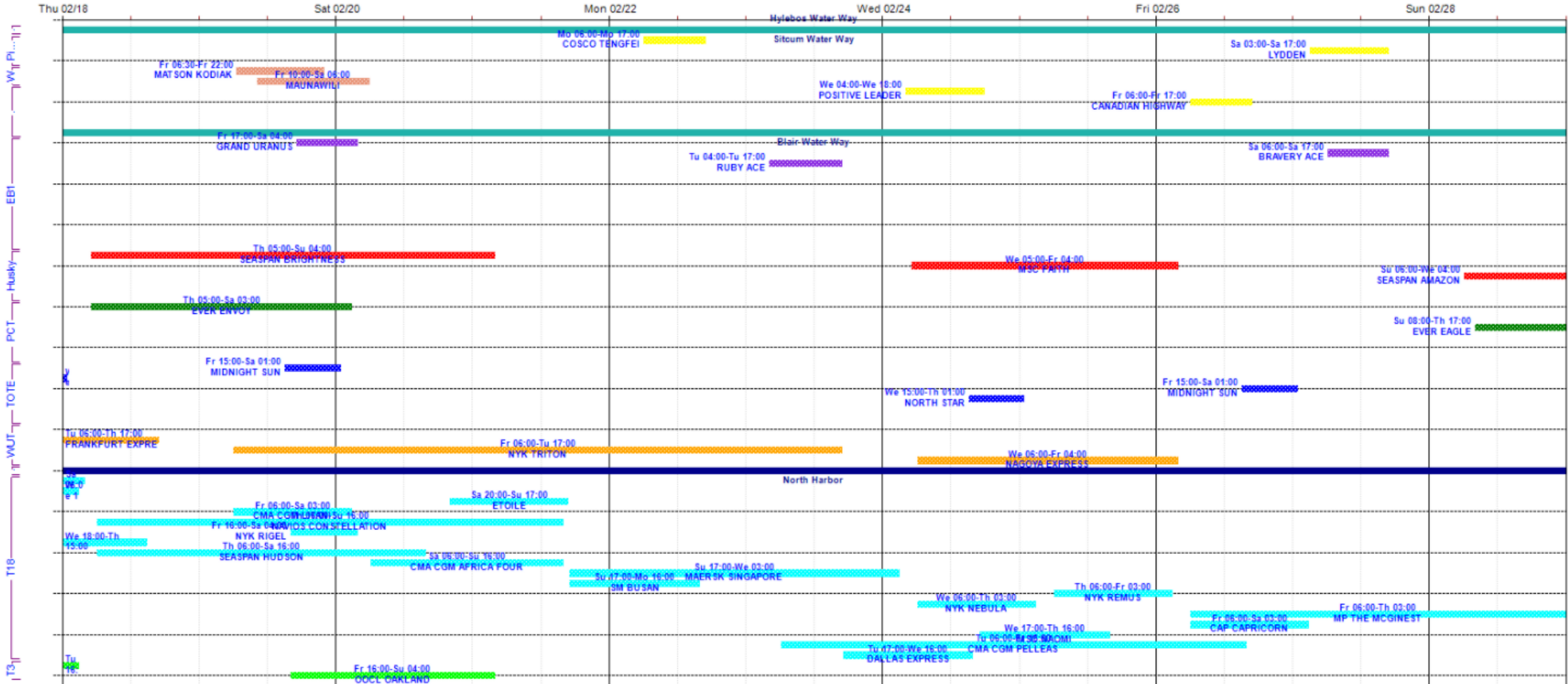
The turn times shown above are based on a 3-month rolling average

T30

Vessel Schedule

NWSA Vessel Schedule: 10-Day Projection

2/18/2021 1:57:03 PM





THANK YOU



nwseaportalliance.com



STATE OF WASHINGTON
BOARD OF PILOTAGE COMMISSIONERS
 2901 Third Avenue, Suite 500 | Seattle, Washington 98121 | (206) 515-3904

www.pilotage.wa.gov
HamelJ@wsdot.wa.gov or BeverJ@wsdot.wa.gov

PETITION FOR VESSEL EXEMPTION FROM PILOTAGE

Petition Instructions:

1. **Please submit completed petitions to the Board of Pilotage Commissioners at least thirty (30) days prior to arrival in Washington waters.** The Board will consider petitions received at least forty-eight hours prior to arrival in Washington waters on an interim basis. See [WAC 363-116-360 Exempt Vessels](#) for more information.
2. Your application should include the following:
 - Certificate of Vessel Registry
 - Certificate of Financial Responsibility
 - Vessel's Insurance Coverage
 - Valid License of Vessel Operator
 - Signed Vessel Certification (Page 5 of application)
 - Photo of Vessel
 - Asian Gypsy Moth (AGM) Certification (If applicable)
3. Petitions will be considered at the scheduled monthly meetings of the Board of Pilotage Commissioners. The monthly meeting schedule can be found on our website at [Board of Pilotage Commissioners Minutes/Agendas](#).
4. Schedule of Fees:

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

Please make payments to: Washington State Treasurer

Mail to: Board of Pilotage Commissioners, 2901 Third Avenue, Suite 500; Seattle, WA 98121

At this time, we are unable to accept cash, credit cards, or any form of electronic payment.

Effective Date: _____	New <input type="checkbox"/> Renewal <input type="checkbox"/>	Length of Exemption: <input type="checkbox"/> 3 mths <input type="checkbox"/> 1 year
-----------------------	---	--

Vessel Information:

Name:	
Country of Registry:	
Type and Use:	Type: <input type="checkbox"/> Sailing Yacht <input type="checkbox"/> Motor Yacht <input type="checkbox"/> Passenger Vessel Use: <input type="checkbox"/> Pleasure <input type="checkbox"/> Other _____
LOA:	
Gross Tonnage (International) IGT:	
Fuel Type Onboard:	
Fuel Quantity Onboard: (maximum)	

Vessel Operator:

Name:	
Address:	
Phone:	
Email:	

Operator Experience in Local Waters:

<p>San Juan Islands Region:</p> <input type="checkbox"/> Cattle Pass <input type="checkbox"/> Harney Channel <input type="checkbox"/> Lopez Pass <input type="checkbox"/> New Channel <input type="checkbox"/> Obstruction Pass <input type="checkbox"/> Peavine Pass <input type="checkbox"/> San Juan Channel <input type="checkbox"/> Spieden Channel <input type="checkbox"/> Thatcher Pass <input type="checkbox"/> Upright Channel <input type="checkbox"/> Wasp Pass <p>Length of Time in the Area: _____</p>	<p>Northern Puget Sound:</p> <input type="checkbox"/> Bellingham Channel <input type="checkbox"/> Deception Pass <input type="checkbox"/> Guemes Channel <input type="checkbox"/> Saddle Bags Pass <p>Central Puget Sound:</p> <input type="checkbox"/> Agate Pass <input type="checkbox"/> Hood Canal <input type="checkbox"/> Rich Pass <p><input type="checkbox"/> No Experience</p>	<p>Seattle Area:</p> <input type="checkbox"/> Duwamish River <input type="checkbox"/> Hiram M. Chittenden Locks <input type="checkbox"/> Montlake Cut <p>South Puget Sound:</p> <input type="checkbox"/> South of Point Defiance <p>Ports and Harbors:</p> <p>_____</p>
---	--	--

Owner of Vessel or Vessel Management Company:

Name:	
Address:	
Phone and Email:	

Information Regarding Visit:

Purpose of Visit:	
Length of Stay:	

Voyage Plan (Check all regions/channels/passes you intend to visit):

<p>San Juan Islands Region:</p> <input type="checkbox"/> Cattle Pass <input type="checkbox"/> Harney Channel <input type="checkbox"/> Lopez Pass <input type="checkbox"/> New Channel <input type="checkbox"/> Obstruction Pass <input type="checkbox"/> Peavine Pass <input type="checkbox"/> San Juan Channel <input type="checkbox"/> Spieden Channel <input type="checkbox"/> Thatcher Pass <input type="checkbox"/> Upright Channel <input type="checkbox"/> Wasp Pass	<p>Northern Puget Sound:</p> <input type="checkbox"/> Bellingham Channel <input type="checkbox"/> Deception Pass <input type="checkbox"/> Guemes Channel <input type="checkbox"/> Saddle Bags Pass	<p>Seattle Area:</p> <input type="checkbox"/> Duwamish River <input type="checkbox"/> Hiram M. Chittenden Locks <input type="checkbox"/> Montlake Cut
	<p>Central Puget Sound:</p> <input type="checkbox"/> Agate Pass <input type="checkbox"/> Hood Canal <input type="checkbox"/> Rich Pass	<p>South Puget Sound:</p> <input type="checkbox"/> South of Point Defiance
<p>Other: Please provide location if not listed: _____ _____</p>		

Watchstanding Crew List: (May attach a separate list but must include the information requested below)

Name:		Name:	
Position:		Position:	
Speaks English:	Yes <input type="checkbox"/> No <input type="checkbox"/>	Speaks English:	Yes <input type="checkbox"/> No <input type="checkbox"/>

Name:		Name:	
Position:		Position:	
Speaks English:	Yes <input type="checkbox"/> No <input type="checkbox"/>	Speaks English:	Yes <input type="checkbox"/> No <input type="checkbox"/>

Additional Information:

Brief description of communications equipment: (list accessible VHF channels)	
List any propulsion, navigation or communication equipment not currently operational:	
Navigational aids on board:	<input type="checkbox"/> Magnetic compass <input type="checkbox"/> Gyroscopic compass <input type="checkbox"/> Satellite compass <input type="checkbox"/> Radar <input type="checkbox"/> Automatic radar plotting aid (ARPA) <input type="checkbox"/> Global Positioning System (GPS) <input type="checkbox"/> Electronic Chart System (ECS) <input type="checkbox"/> Electronic Chart Display & Information System (ECDIS) <input type="checkbox"/> Automated Identification System (AIS) <input type="checkbox"/> Depth sounder

SIGNATURE OF APPLICANT

DATE

NAME AND PHONE NUMBER IF SIGNATURE IS OTHER THAN OPERATOR NAMED

CERTIFICATION

Vessel Name: _____

By my signature below I certify that I am authorized to make this application on behalf of the vessel named; that the person(s) listed as captain(s) in item three of the Petition for Exemption meets/meet all the qualifications set by the flag state (country of vessel registry) to act as captain/master of the vessel in Washington waters; and that no other person(s) will act as captain/master of the vessel during the period of the exemption. I further certify that I understand and will ensure that any person acting as captain/master of the vessel understands the following:

1. Navigation in Washington waters in the Puget Sound area can involve many hazards such as high traffic areas including large commercial vessels, multiple recreational vessels, etc.; use of Vessel Traffic Service routes; unique radio communication requirements and channels; relatively extreme tides and currents; etc.

2. If an exemption is granted, prior to navigating in Washington pilotage waters, appropriate navigational equipment and supporting documents including – but not limited to - the following items will be available on board the vessel and the master will be familiar with them:

- a. The Puget Sound Vessel Traffic Service Users Manual.
Available on-line at <http://www.uscg.mil/d13/psvts/docs/userman032503.pdf>
- b. Information on local VHF radio communications.
see, e.g., http://www.byc.org/weather_radio/vhfchannels.html
- c. Those portions of the United States Coast Pilot – 7: Pacific Coast that cover any area in which the vessel will be navigated.
Available on-line at <http://nauticalcharts.noaa.gov/nsd/cpdownload.html>
- d. Local tide and current information.
Such as that available on-line at <http://tidesandcurrents.noaa.gov/index.shtml>
- e. Puget Sound Harbor Safety Plan.
Available on-line at: http://www.pshsc.org/about/harbor_safety_plan
- f. Paper or electronic charts of all areas to be navigated, updated and of appropriate scale.

3. As provided in RCW 88.16.070, if an exemption is granted, it shall not be detrimental to the public interest in regard to safe operation preventing loss of human lives, loss of property and protecting the marine environment. The Board may, at any time, review the exemption and revoke it should it find the vessel is not in compliance with the requirements for exemption (including operation of the vessel in a manner that is not considered safe).

4. I understand that in 2019 new regulations regarding Southern Resident Killer Whales (SRKW) went into effect and I am required to stay at least 300 yards away of either side of a SRKW path and 400 yards out of the path, in front and behind Orcas. If an Orca approaches your vessel within 300 yards, you must disengage your vessels transmission and allow the whale to safely pass. See RCW 77.15.740 for more information.

Signature of Vessel Master or Representative

Date



March BPC Update: Vessel Trend Synopsis

Routes for vessels newly under escort requirement

Background Information

ESHB 1578

CERTIFICATION OF ENROLLMENT
ENGROSSED SUBSTITUTE HOUSE BILL 1578

66th Legislature
2019 Regular Session

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



Background Information

SOW Deliverables

Synopsis of Changing Vessel Traffic Trends

Scope of Work

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



Background Information

SOW Timeline: 2021

Synopsis of Changing Vessel Traffic Trends

Scope of Work

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



Routes for vessels newly under escort requirement

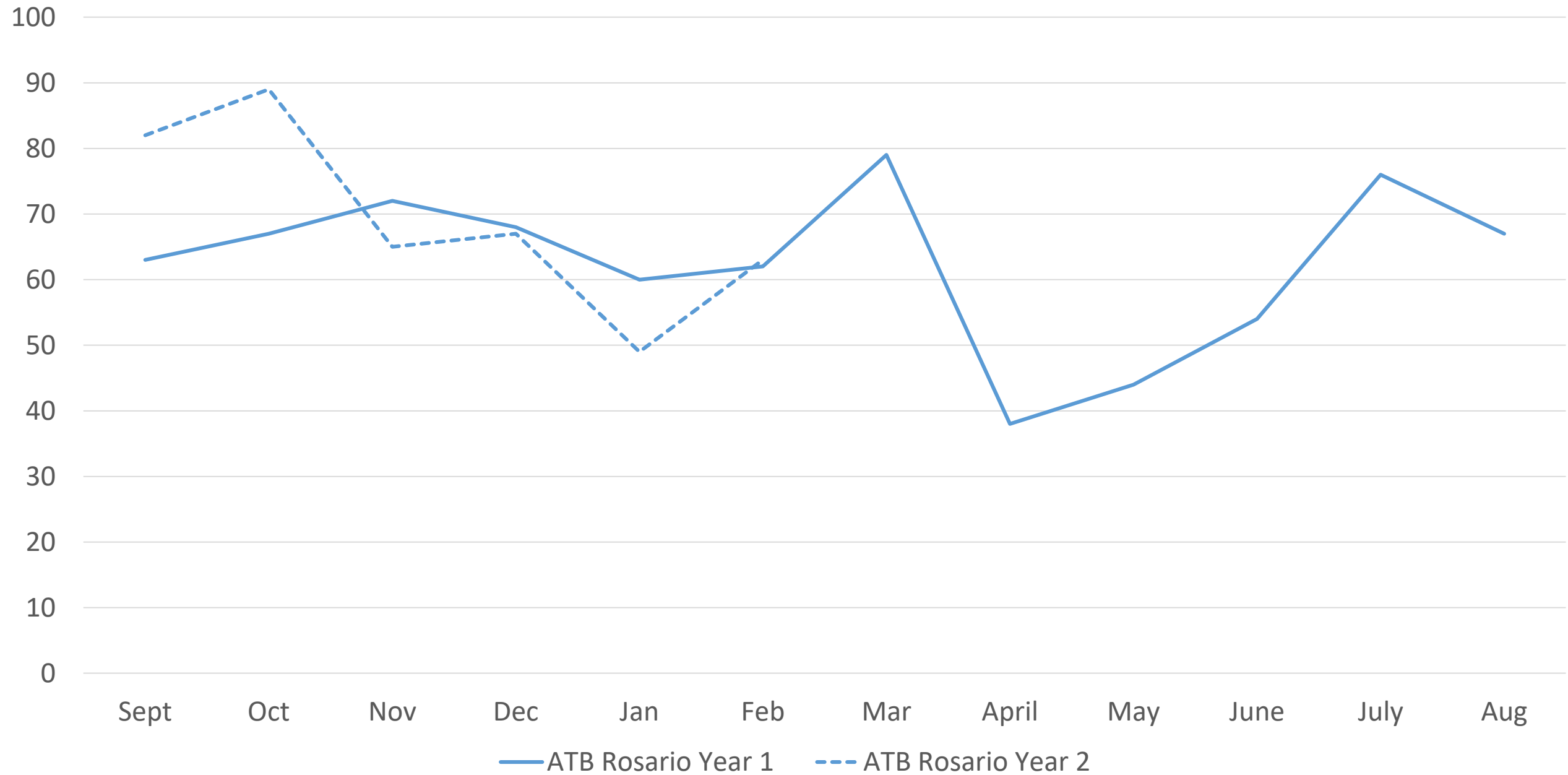
(Likely laden and unknown – excludes likely unladen and engaged in bunkering)

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

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

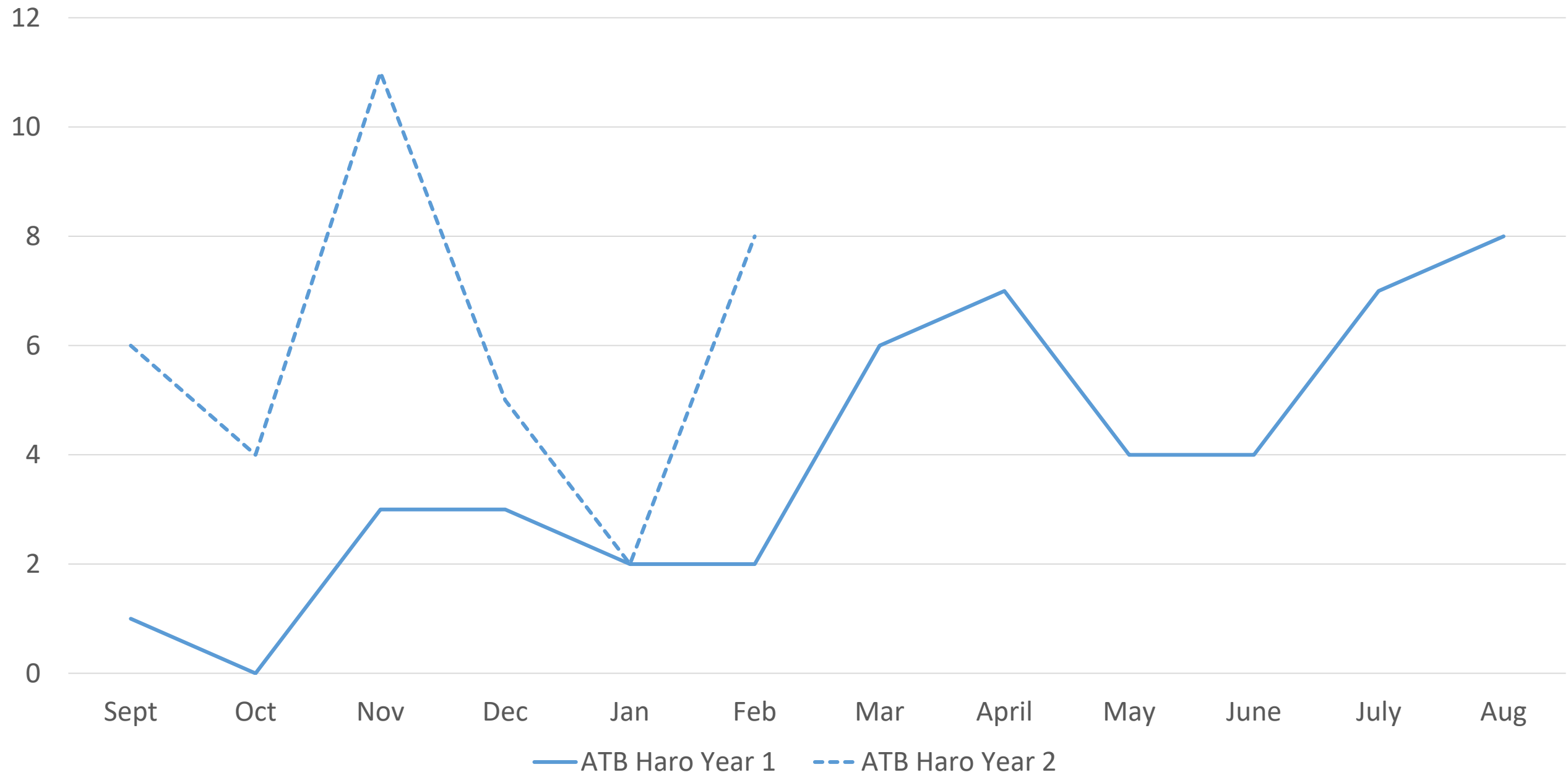


DRAFT RESULTS: ATBs Year 1 and 2 - Rosario transits
(includes likely laden and unknown - excludes likely unladen & bunkering transits)

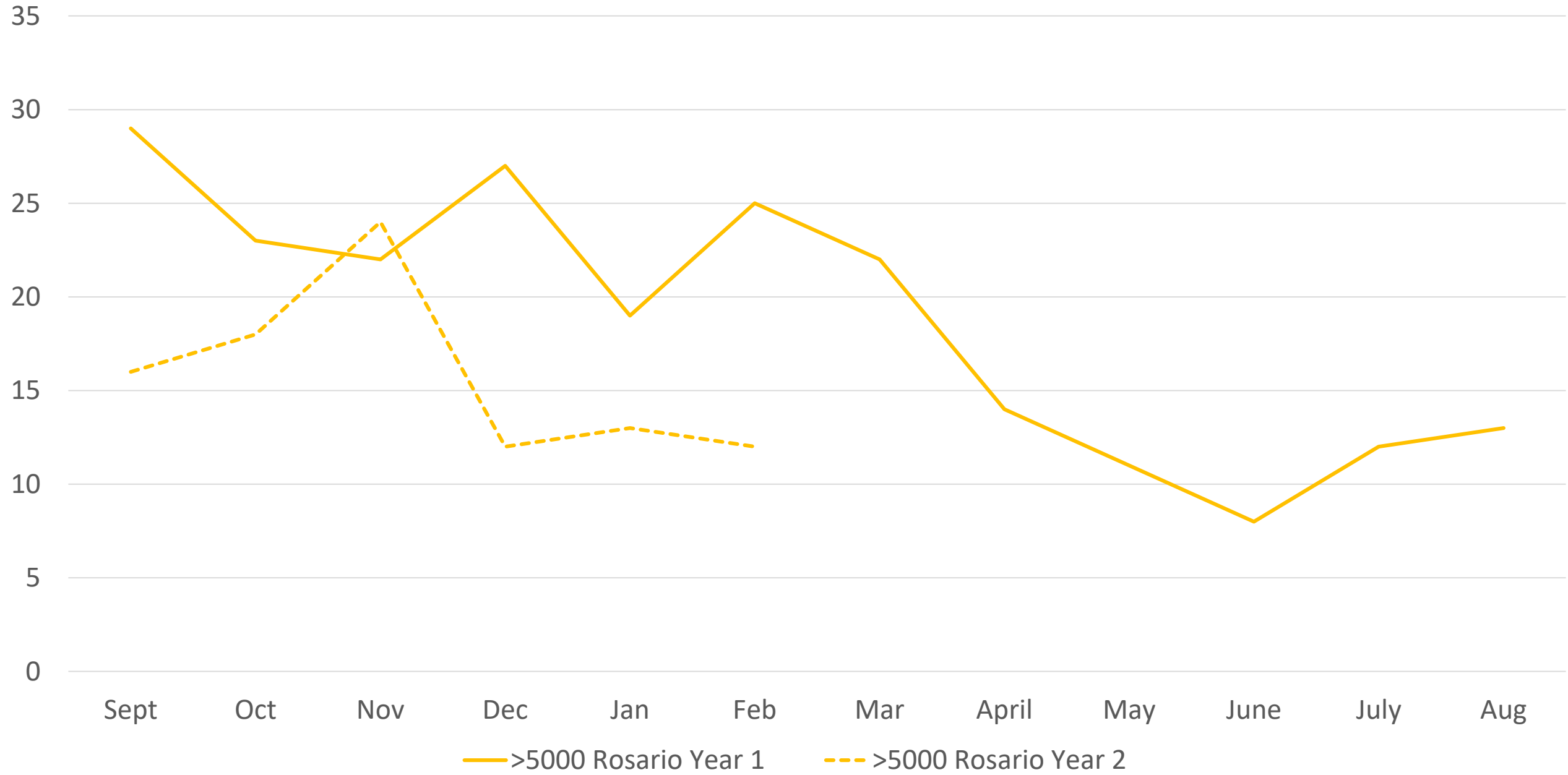


DRAFT RESULTS: ATBs Year 1 and 2 - Haro transits

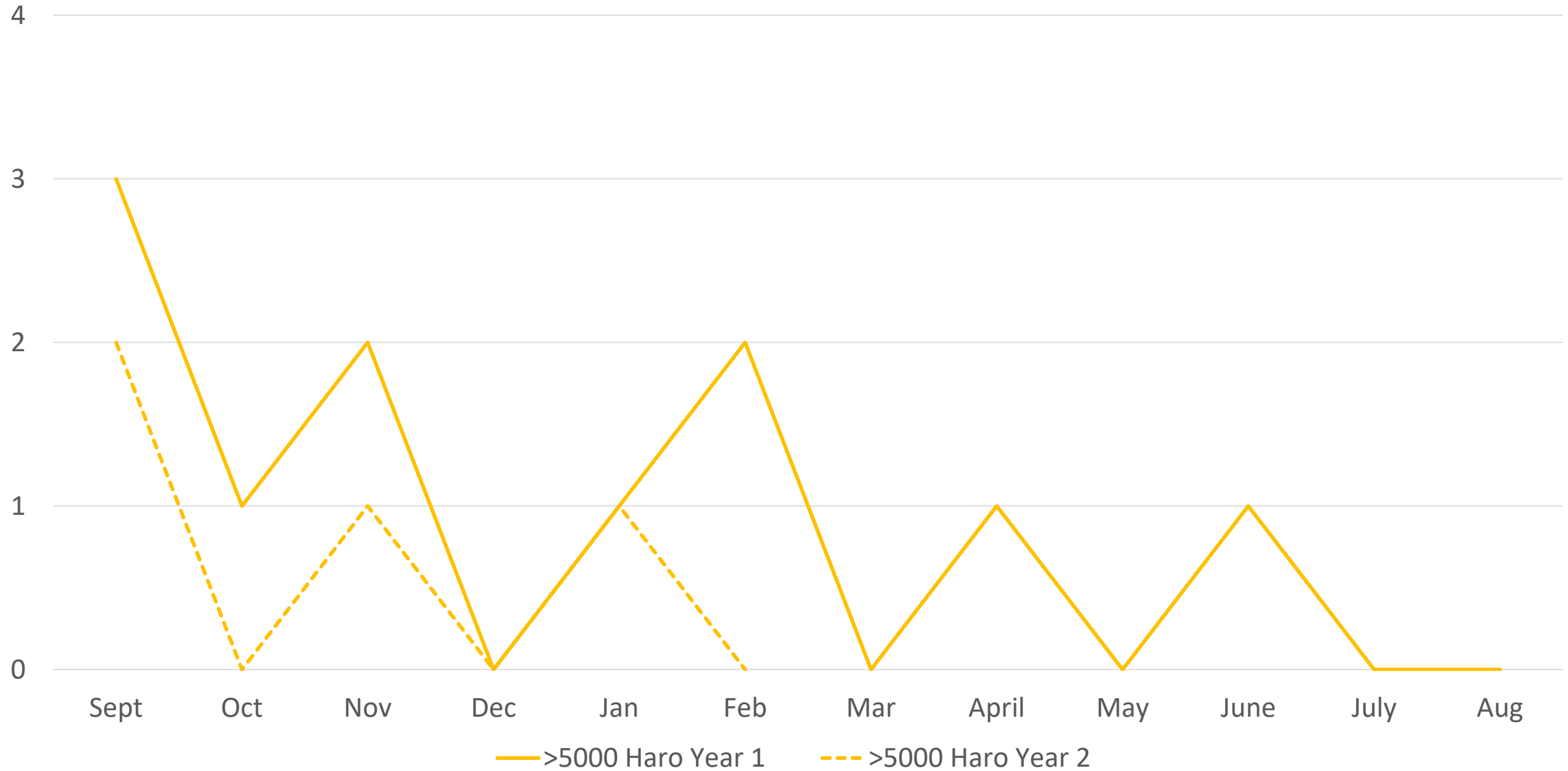
(includes likely laden and unknown - excludes likely unladen & bunkering transits)



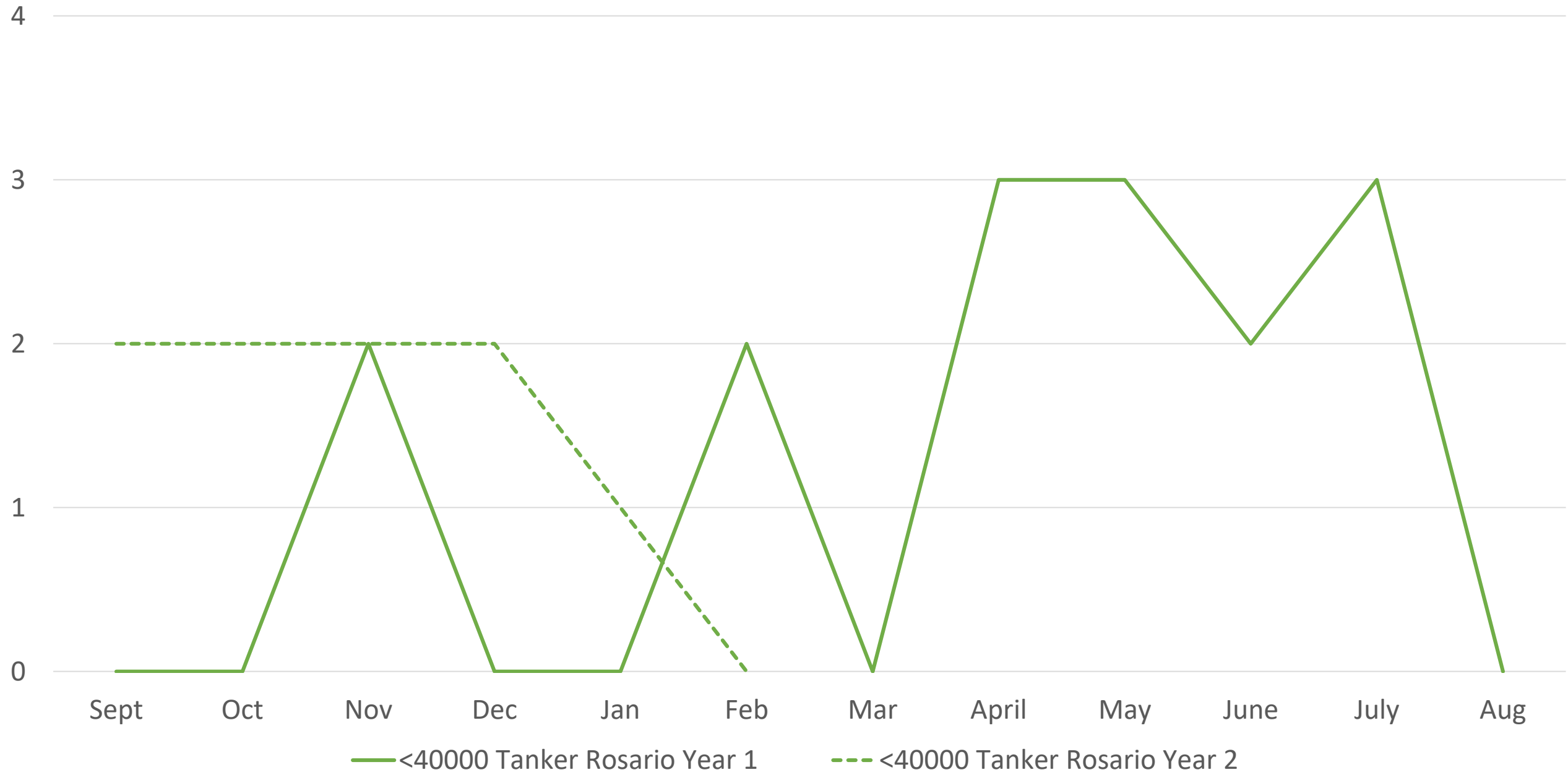
DRAFT RESULTS: > 5,000 Barges Year 1 and 2 - Rosario transits
(includes likely laden and unknown - excludes likely unladen & bunkering transits)



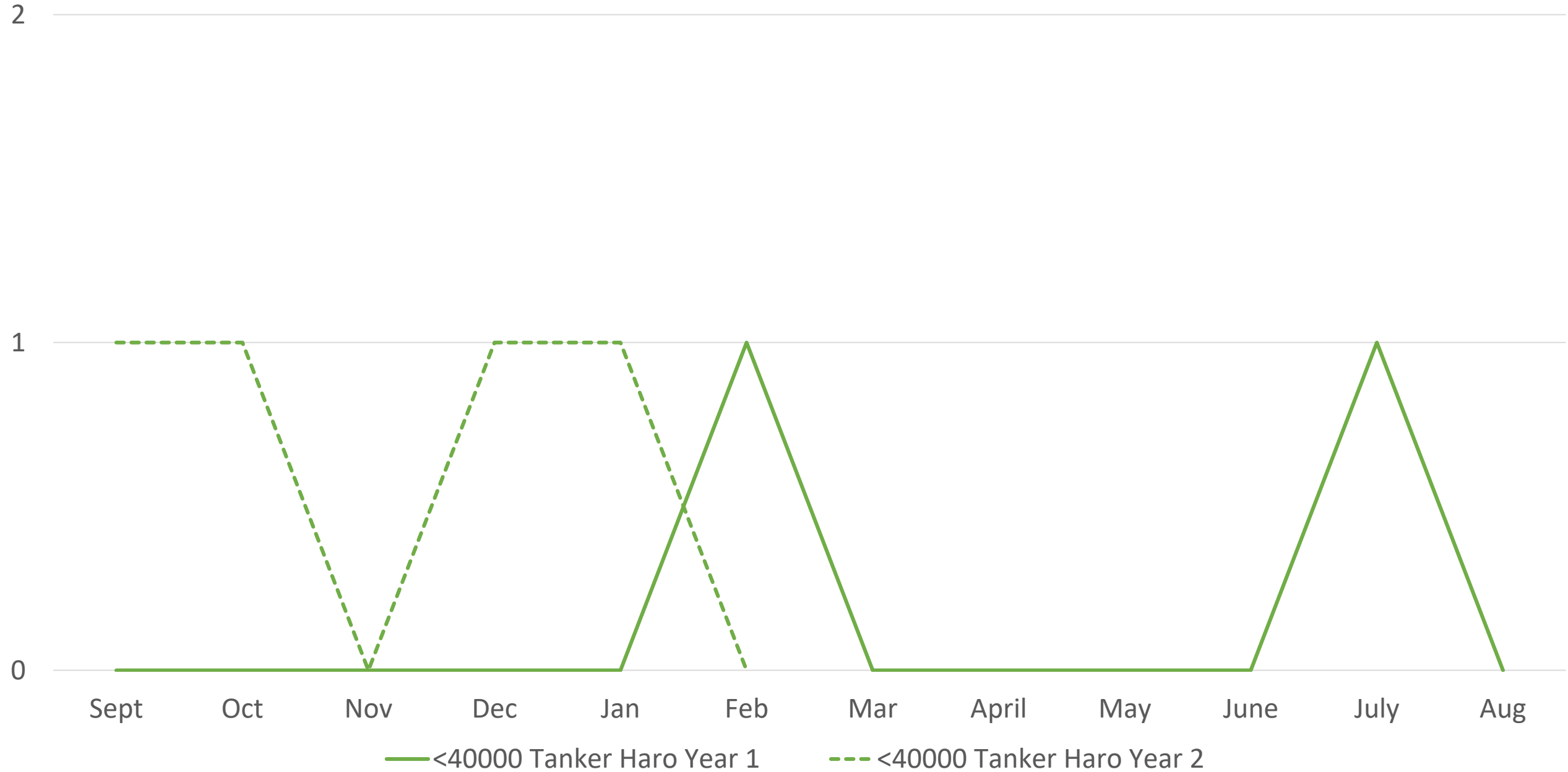
DRAFT RESULTS: > 5,000 Barges Year 1 and 2 - Haro transits
(includes likely laden and unknown - excludes likely unladen & bunkering transits)



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



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

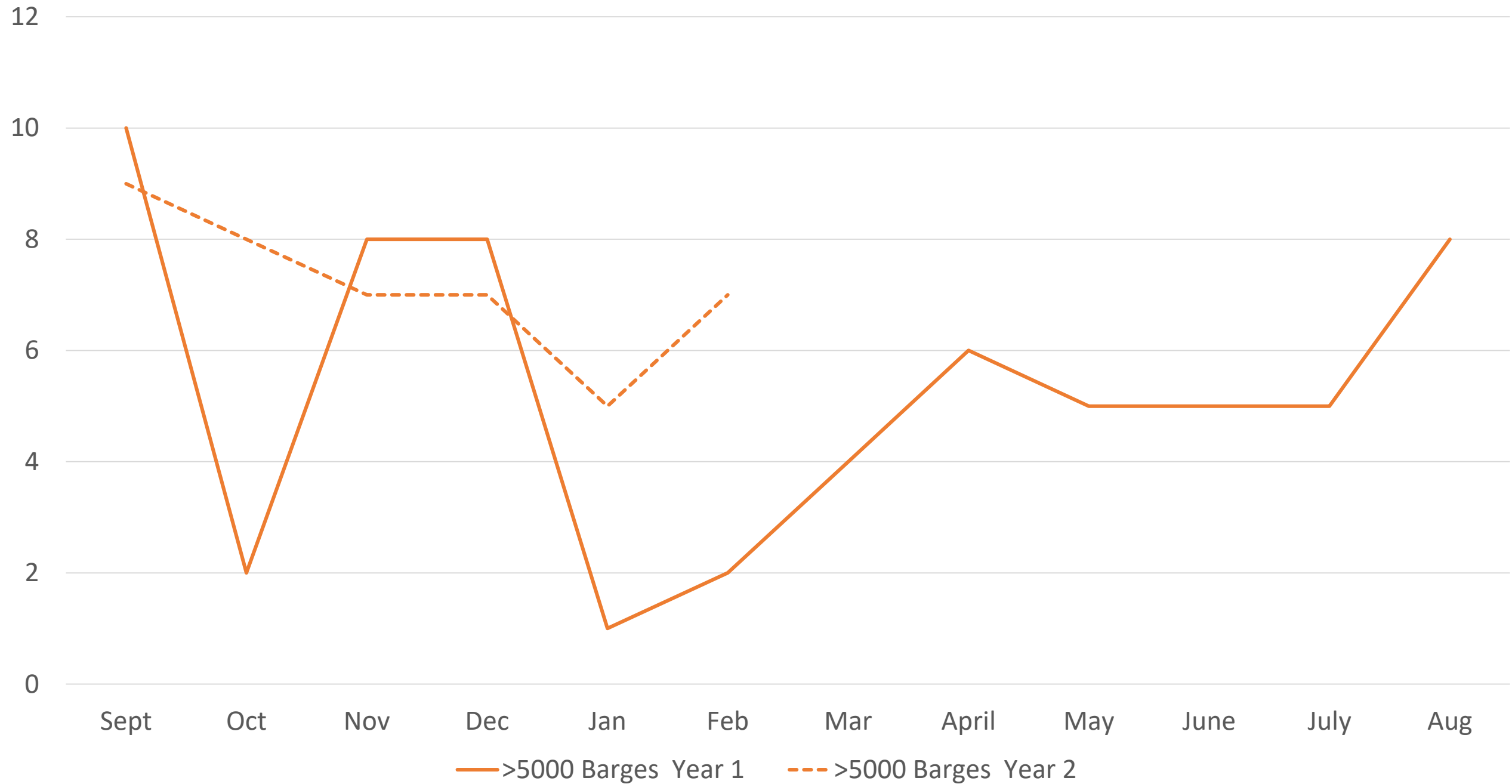


Routes for vessels engaged in bunkering

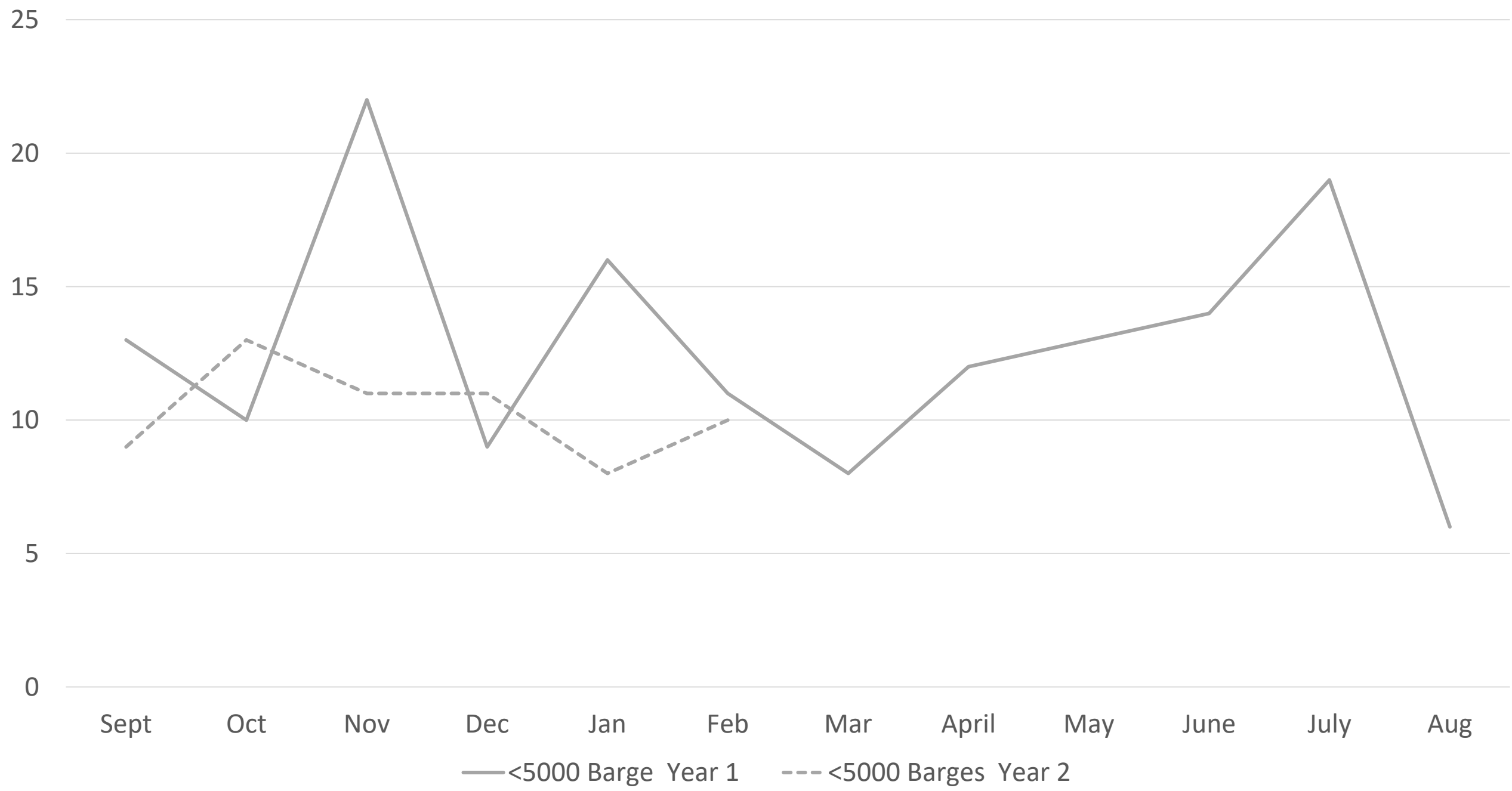
- >5,000 barges engaged in bunkering Rosario Year 1 and 2
- <5,000 barge engaged in bunkering Rosario Year 1 and 2



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



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



Next Steps

- Continue work on Vessel Trend Synopsis
- Provide updated versions of these graphics in the monthly Board packet



BUILDING RESILIENCY

2021 WOMEN IN MARITIME LEADERSHIP CONFERENCE

Live Webinar Links are available at www.csum.edu/wml
Password: #WML2021

Thursday, March 4, 2021

0930 - 1030

**Welcome Remarks by President Cropper
Opening Keynote Speaker: Kate McCue**

Link to join Webinar

<https://csum.zoom.us/j/81904432955?pwd=TGRXYXdKMDVQbVdoa3BKYmxjTVNmdz09>

1030 – 1045

Break

1045 – 1200

Keepin' It Real!

What is it like to get hired amidst a global pandemic? COVID has impacted our economy and all our practices of 'Business as Usual.' If you want a view of the current landscape, this session is for you! Join Cal Maritime alumnae from various industries as well as a LinkedIn HR Business Partner-for their insight on how to succeed in this unprecedented environment. This session promises to be a dynamic conversation focused on actionable advice.

**Panelists: Sheila la Fleur, Piya Kishore (linkedin), Rachel Neuharth,
Madeleine Wilcozko and Spencer Young**

Moderator: Jessica Ryals

Link to join Webinar

<https://csum.zoom.us/j/83762410491?pwd=YUFLMEpKV3ZqejFZMU5lYVBycUJlQT09>

1200 – 1300 Lunch

1300 – 1400 **ALLYSHIP**

How can Men Be Better Allies for Women in the Workplace? Brad and David, authors of *Good Guys* and *Athena Rising*, will share their research and experience on the inclusion of men in the equation to remove inequities in the workplace. To put it Brad and David's words - *...men have a profound opportunity to promote gender equality at work*. In this session, learn about the shifting workplace dynamics, breaking stereotypes and acknowledging biases. This conversation will focus on building effective partnerships between men and women to ultimately advocate for gender equity in both, your professional and personal life.

Presenters: Brad Johnson & David Smith

Moderator: Pascha McAlister

Link to join Webinar

<https://csum.zoom.us/j/85734136290?pwd=dFBmVVhlYzIec1NpQIB5WDBkc3JOZz09>

1400 – 1415 Break

1415 – 1445 **Cadet Leadership Development**

Leadership skills are highly valued in the workplace. However, leadership is a mindset, not something that simply accompanies a title or promotion. Cal Maritime offers a practical and relatable program to lay the foundation for leadership in every aspect of a cadet's life. Join a member of Center for Creative Leadership, current cadets, alumni to learn more about Edwards Leadership Program: Seminar Series.

Panel: Connor Crutchfield, Shanon Stel, Jasmin Brown and Madeline Space-Lombardo

Moderator: William Tsai

Link to join Webinar

<https://csum.zoom.us/j/86272996584?pwd=cnJTVy9ib01PdkZOdGkrYW8rSUcvUT09>

1445 – 1500 **Break**

1500 – 1530 **Personal Empowerment**

In a time when everything around us seems to change faster than we can adapt, we often question ourselves - What am I doing? Where do I need to be? Why is it like this? When will this turnaround? Or how can I get it all done? There may be many different paths to building resiliency, but each starts with the self! Join our closing speaker for tips on how to stay motivated, focused and positive in an environment of separation, uncertainty and isolation? Count on an energetic and interactive session focused on the core of resiliency- YOU!

Closing Speaker: Gladys Diva Brown

Link to join Webinar

<https://csum.zoom.us/j/89711964747?pwd=WFByakF0SXlsRmZhSExIL29DUER2UT09>

1700 **Happy Hour**

Join emcee **Josie** for this yappy-happy Hour. Bring a mocktail or cocktail and catch-up.

Link to join Webinar

<https://csum.zoom.us/j/81727255325?pwd=K2Nhd1EzbGdXWHRGWGJQVFhsSFNVQT09>

BUILDING RESILIENCY

2021 WOMEN IN MARITIME LEADERSHIP CONFERENCE

Friday, March 5, 2021

0930 – 1015

Topic: Facing your Fears

From experience in her fieldwork, Cristina will share some of the physical and mental tools she uses to confront her day and her fears, and how this has taught her valuable skills for anything in life and Shireen will share her favorite tricks for working with fear and how to overcome fears to create a happier and more meaningful life.

Opening Presenters: Cristina Zenato & Shireen Shipman

Moderator: Jenny Murphy

Link to join Webinar

<https://csum.zoom.us/j/82725398939?pwd=eDBmbDZWVTRjVW53U0ptNGMzMTZDQT09>

1015 – 1030

Break

1030 – 1130

Ship to Store

Powered by the growth of e-commerce, more cargo is being shipped today than ever before. What does this mean for the future of shipping and logistics? Expert panelists will discuss recent industry trends in ocean and inland transportation. Panelists will touch on all aspects of shipping, like logistics of cargo and the strategies in place to protect our environment. This session will showcase Matson's vision for the future of shipping and logistics, from rapid changes in technology to consumer trends, especially with the ease of shopping from Amazon.

Panel: Matson - Tracy Jarek – VP, Fleet Operations; Catherine Mukai - Sr. Manager, Environment & Quality; Emily Pahon – Manager, Equipment Logistics;

Konner Edmiston – Manager, Inbound Cargo Operations

Moderator: Christine Isakson

Link to join Webinar

<https://csum.zoom.us/j/87386785790?pwd=dkVJYUtLRGdCUUVlekZDVm5EZUE0Zz09>

1130 – 1300 **Mock Interviews**

Coordinated by Career Services, these 30-minute mock interviews will allow cadets to gain valuable experience fielding behavioral questions often asked by employers. During this session, interviewers will help cadets develop their ability to clearly articulate their transferable skills demonstrated in past experiences. Interviewing, like any other skill, improves with practice. We encourage attendees to pre-register to secure a spot.

1300 - 1345 **Resiliency Reset 2021**

The ability to successfully navigate change, rise above adversity, and triumph in our lives boils down to one word: RESILIENCE! Preview a 30minute prerecorded video by Anne Grady and join her for an engaging conversation during this session.

Here's the link to download the presentation from Box onto your computer: <https://annegradygroup.box.com/s/2qg8py4167sflv6hwf7sqx3qqbw1ou74>

Speaker: Anne Grady

Moderator: Karen Yoder

Link to join Webinar

<https://csum.zoom.us/j/88977914998?pwd=ZzZTZkYjMwWlZa3hHQ1A1YTV1ekoZz09>



1400 – 1445 **Global Connectivity**

In decades past when the first women entered the maritime industry, they made significant strides in closing the gender gap. However, many gains in the push for diversity were lost as that momentum was not carried forward from one generation to the next in the absence of a strong network among seafaring women. Now, thanks to social media and burgeoning support groups that have sprung up in recent years, our networks are gaining strength. Energy and enthusiasm for our shared experience bolsters women's confidence in pursuing their careers, which is why it is essential to maintain networks and share information. Storytelling is one of the most powerful ways we connect as human beings, and now there is an unprecedented level of networking and storytelling happening among women in maritime on a global scale. We must keep this momentum, and in doing so we will usher in a new era of gender diversity and inclusivity in the maritime industry.

Closing Speaker: Elizabeth Simenstad

Link to join Webinar

<https://csum.zoom.us/j/81208854423?pwd=WitVMmRrWmF5YytyY25XL0t5aVkrZz09>

