

Puget Sound District Activity Report Dashboard

Licensed Pilots
Including President

Trainees

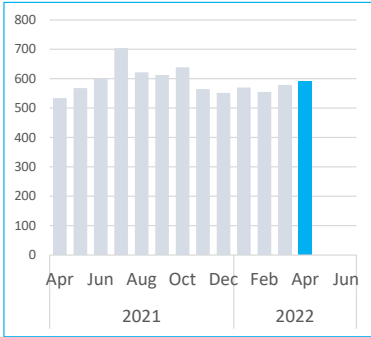
51

11

April 2022

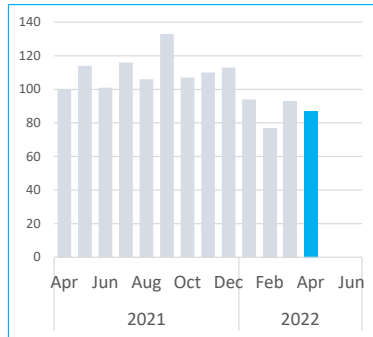
Total Assignments

592



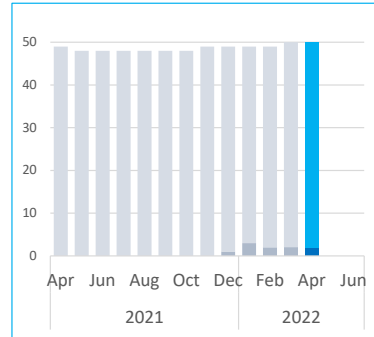
Repositions

87



Licensed Pilots not incl Pres: 50

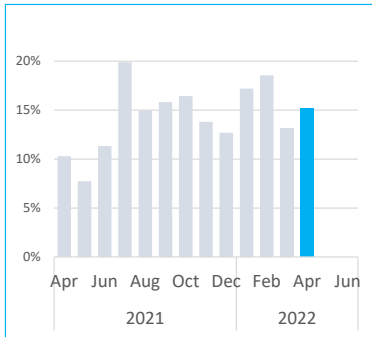
Licensed Pilots NFFD: 2



This now shows total licensed pilots (not incl president) with NFFD number.

Percent Callbacks

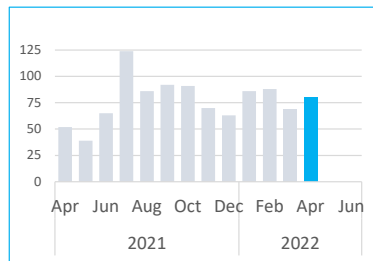
15%



Comp Days Earned

(Callbacks)

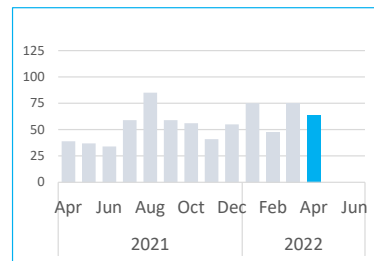
69



Comp Days Used

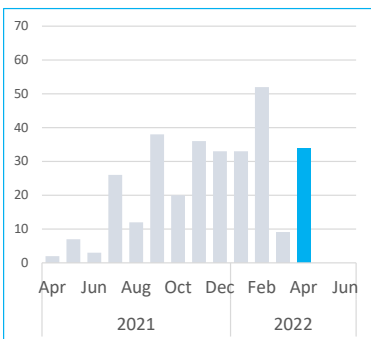
(Licensed Pilots)

64



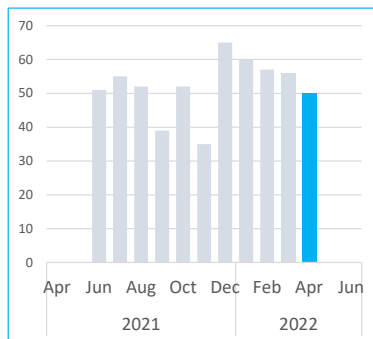
Delays due to
Unavailable Rested Pilot

34



Billable Delays
by Customers

50



**State of Washington
Pilotage Commission
May 19, 2022**

Grays Harbor District Report

There was 1 arrival in April for a total of 8 jobs. At the end of March there was one vessel at anchor and two at berth. Year to date April there have been 14 arrivals for a total of 45 jobs. There are 5 vessels scheduled for May: 2 dry bulk and 3 liquid bulk.

AGP

The permanent Terminal 2 shiploader has been reinstalled. Crews are reconnecting all of the gears, belts and electronics. Regular operations are planned to commence in mid-May with the unloading of rail cars into silos as the first ship is due to arrive at Terminal 2 on May 20th.

Pilot Trainee

Pilot Trainee Captain Ryan Leo is progressing well through the Observation Phase of his training program. He has completed all 7 of the required trips in the first section (initial familiarization/observation) and all 18 trips required in the second section (initial route). He has just begun the third and final section (core program) of the Observation Phase which includes 8 trips on the tugs and 20 trips on a vessel including 15 in Puget Sound. After the Observation Phase he will enter the Training Phase and conclude with the Evaluation Phase.

Pilot Trainee Colby Grobschmit started with the Port on April 1, 2022. He will be studying for federal pilotage, drawing charts and getting familiar with Grays Harbor while awaiting a formal start to his training program from the TEC.

Terminal 4 Expansion & Redevelopment Project



PGH & AGP: A Proven Partnership

The Port of Grays Harbor's largest marine terminal customer, AGP, has invested more than \$100 million at its Terminal 2 Storage & Export Facility since 2001. The facility is the largest soymeal exporter on the West Coast. A rural port with limited financial resources, the Port's business model is to partner with private companies who make strategic investment in upland facilities while the Port invests in the publicly owned infrastructure.

Growing Capacity, Growing Customers

AGP recently announced its intention to further expand and invest over \$200 million at the Port of Grays Harbor by constructing an additional export ship loading facility at Terminal 4 and expanding and improving its existing facility at Terminal 2. To accommodate this growth, the Port of Grays Harbor will need to make significant infrastructure improvements. The projects have independent utility and will be constructed simultaneously. Both projects have an aggressive and robust timeline.

THE PROJECT

The Port of Grays Harbor's Terminal 4 Expansion & Redevelopment Project constructs an additional loop track, storage tracks, loading tracks, access road improvements, stormwater and Terminal 4 fender system replacement. Improvements are contained within the Port's marine terminal complex and will double the Port's cargo handling capacity for rail-based cargoes, provide state-of-the-art dockside fendering of vessels and improve stormwater collection systems in the cargo yard.

JOBS. INVESTMENT. TRADE.



+80 long-term **JOBS**



\$200M Private **INVESTMENT**



Doubles **EXPORT CARGO** capacity on federal navigation channel



Serves growing demand for domestic **RENEWABLE FUEL** stocks

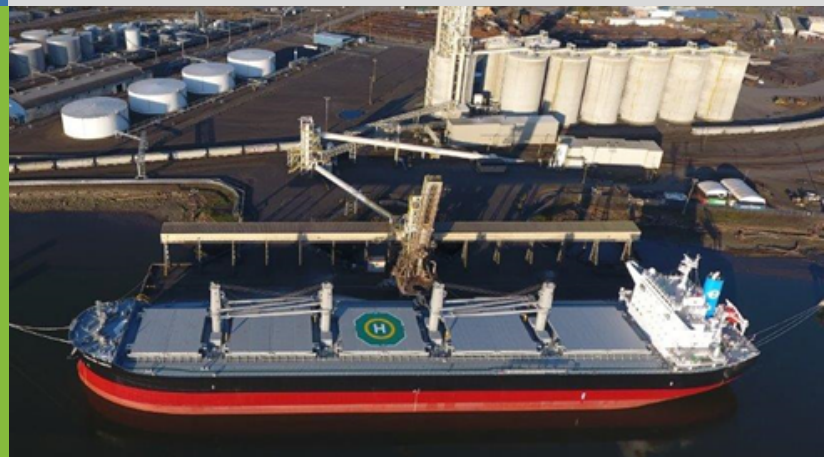


Aids in global **FOOD SECURITY**

PIDP REQUEST \$25 Million

Matched by: \$13M Port of Grays Harbor
\$2.5M WA State & Local (planned)
\$4.5M CDS/CPF (requested)
\$500k Soy Transportation Coalition

Leverages: \$200M AGP



For more information contact Kayla Dunlap, Director of Government & Public Affairs
360-533-9590 or kdunlap@portgrays.org

WA State Board of Pilotage Commissioners

Industry Update: May 19, 2022 BPC Meeting

Vessel Arrivals – Non Tank Down, Tank Vessels Up

Year to Date

🚢 Containers down 47	🚢 Car Carriers down 16
🚢 Bulkers up 5	🚢 Cruise ships up 22 (compared to 0)
🚢 General up 10	🚢 Tankers up 26
🚢 RoRo up 3	🚢 ATB's up 14

Container arrivals continue to decrease compared to 2021 & significantly down compared to pre-COVID. Some services are resuming; the COVID lockdown in China is building up a surge of cargo in the near future while demand for discretionary goods in the U.S. is predictably decreasing with inflation rising faster than wages.

PMA ILWU Begin Contract Negotiations

Negotiations for a new collective bargaining agreement have commenced. The current agreement expires on July 1st. These parties have negotiated a West Coast collective bargaining agreement since the 1930's. According to a May 9th press release from ILWU and PMA, the talks are scheduled to continue on a daily basis until an agreement is reached. The talks are not open to the media or the public and both sides say they expect cargo to keep moving until an agreement is reached.

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

Queueing changes implemented in September of 2021 continue to be successful at reducing the number of container vessels at anchor or loitering off the coast with zero up to 2 or 3 at anchor here for relatively short periods of time – CG has the data via VTS.

LA/LB (at the time of this writing) is now down to 35 container ships backed up including 5 container ships at anchor in/off the ports and the rest slow speed steaming or loitering outside the Safety and Air Quality Area (SAQA). This is a decrease of 74 vessels from the record of 109 on 9 January 2022.

Oakland peaked at 28 in queue then reduced to zero as some weekly services were temporarily suspended. There was pressure to resume some services to facilitate exports which led to a backup however that backup is now back down to 4 at the time of this writing (1 at anchor and three off the coast).

Pilot Service Supply, Demand & Delays

We are still very interesting in the causes that increased delays from average of 2.98 in the 18 months prior to last July and how the changes in the watch are working.

Sports Collides With Shipping in Battle Over Proposed Oakland Ballpark

<https://www.wsj.com/articles/sports-collides-with-shipping-in-battle-over-proposed-oakland-ballpark-11651743001>

The Oakland Athletics are running out of time to build a new stadium in California and their biggest hurdle may be the commercial shipping sector

By Paul Berger, Wall Street Journal

It is the bottom of the ninth in a clash between the shipping industry and baseball's Oakland Athletics.

With less than two years left on the lease at their dilapidated home stadium, the A's face stark decisions this summer on their yearslong search for a new ballpark, including whether to move out of state. The effort has created a showdown on the city waterfront between two business communities with very different claims on Oakland's identity and future.

The latest effort to keep the A's in California rests with a regional environmental panel and Oakland's city council, which are due this summer to either allow the team to build a new stadium on a piece of port property close to the city's downtown or, as team executives warn, send the A's packing.

"A lot of people rely on the future of the port being what it is today: a shipping community," said Ed DeNike, president of SSA Containers, which handles a majority of the containers entering and leaving Oakland. "The issue is, does the city really want a port? There's people who feel they don't."

Prelude to ILWU west coast labour talks brings up thorny issue of automation

<https://theloadstar.com/prelude-to-ilwu-west-coast-labour-talks-brings-up-thorny-issue-of-automation/#:~:text=News%20%2F%20Prelude%20to%20ILWU%20west,up%20thorny%20issue%20of%20automation&ext=In%20the%20run%20Dup%20to,two%20sides%20are%20at%20loggerheads.>

By Ian Putzger, The Load Star

In the run-up to the nervously awaited contract negotiations between dockworkers and employers on the US west coast, verbal sparring is already in progress over automation – an issue on which the two sides are at loggerheads.

With the current contract set to expire on 30 June, the International Longshore and Warehouse Union (ILWU), which represents nearly 14,000 port workers in California, Oregon and Washington State, and the Pacific Maritime Association (PMA) on behalf of shipping lines and terminal operators at 29 west coast ports, are due to start formal negotiations on 12 May in San Francisco.

More supply chain headaches likely on the way as China ramps back up

<https://www.washingtonexaminer.com/policy/economy/more-supply-chain-headaches-likely-on-the-way-as-china-ramps-back-up>

By Tori Richards, Washington Examiner

Two years into the pandemic, the supply chain problem is far from over — and now, a new problem is looming.

Los Angeles and Long Beach ports remain clogged with cargo, even though the Port of Shanghai is operating at only 70%. Chinese exports will likely ramp up to full capacity before school starts back and the holiday season, so Los Angeles needs to be ready, the *Wall Street Journal* is reporting. The two adjacent ports are the largest in the Western Hemisphere. Last year, Los Angeles moved [a record](#) 10.7 million 20-foot containers. "We have 16,000 containers waiting to load onto trains, and the number should be around 9,000," Gene Seroka, executive director of the Port of Los Angeles, told the *Wall Street Journal*. "We need more engines and empty railcars into the port to accommodate the movement."

Economic benefit of cruises is clear — so is environmental impact

<https://www.seattletimes.com/opinion/editorials/economic-benefit-of-cruises-is-clear-so-is-environmental-impact/>

Seattle Times

Cruises can be fun, whether you're taking in the wonders of the Alaskan wilderness or relaxing on the lido deck under the Caribbean sun. They also can produce adverse environmental effects, including greenhouse gas emissions that contribute to climate change. Much as the region reaps benefits from the industry — with almost \$900 million in economic impact — the Port of Seattle must keep working to set the standard in environmental sustainability as cruising recovers post-pandemic.



March's Partial TEU Tallies

A few ports have released their March container statistics. So, here's what we know so far about container traffic that month.

For the sake of benchmarking expectations for March, the National Retail Federation's Global Port Tracker forecasts that, when all the boxes are counted at the thirteen U.S. ports it monitors, import traffic will total 2.27 million laden TEUs in March, roughly unchanged from a year earlier.

The **Port of Los Angeles** was unusually swift to post its March TEU numbers. Inbound loads at America's busiest port totaled 495,196 TEUs, the most inbound loads the port had handled in any month since May of last year, when 535,714 inbound loads arrived. Although the March tally was only 1.0% ahead of the number of inbound loads the port had handled a year earlier, it did represent a 124.8% rebound from March 2020, when economic shutdowns occasioned by the outbreak of the COVID-19 virus sent container trade numbers plummeting to unprecedented depths. Outbound loads at LA (111,781 TEUs) were down 9.0% from March 2021 and were one-third the 349,117 empty TEUs that were shipped from the port this March. Total loaded and empty boxes handled at the port in March amounted to 958,674, an increase of 0.1% or 1,075 TEUs over a year earlier.

Next door at the **Port of Long Beach**, inbound loads (427,280 TEUs) were up by 4.7% from the previous March,

while outbound loads (114,185 TEUs) fell by 18.3%. As was the case at LA, outbound loads represented a fraction of the 310,094 empty TEUs that left the Port of Long Beach in March. Altogether, the port handled 863,156 loaded and empty TEUs in March, an increase of 2.7% over a year earlier.

Taken together, the two San Pedro Bay ports handled 922,476 inbound loaded TEUs in March, a gain of 2.7% over March 2021. Outbound loads totaled 225,966 TEUs, down 14.0% year-over-year. Total container traffic of loaded and empty containers equaled 1,821,830 TEUs, 1.3% more than in the preceding March.

The **Port of Oakland**, meanwhile, saw year-over-year declines in both inbound and outbound loads. Inbound loads (94,271 TEUs) were down by 3.3% from a year earlier, while outbound loads plunged by 25.8% to 69,878 TEUs. In contrast to the San Pedro Bay ports, outbound loads from Oakland exceeded outbound empties (36,832 TEUs). Altogether, the Northern California port handled 214,460 total TEUs in March, 27,008 fewer TEUs than it had handled a year earlier. However, port officials optimistically point to a substantial pickup in container traffic in the past 30 days.

Up in the Pacific Northwest, the **Ports of Seattle and Tacoma** (operating as the Northwest Seaport Alliance or NWSA) saw a sharp 11.3% dip in import loads to 126,211

Protecting Blue Whales and Blue Skies
Vessel Speed Reduction Incentive Program

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

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March's Partial Continued

TEUs from 142,931 TEUs a year earlier. Export loads meanwhile plunged to 54,740 from 72,875 TEUs, a 24.9% falloff. Total container traffic through the two ports, including loads and empties and shipments to and from Alaska and Hawaii, amounted to 330,906, 2.5% lower than last March's total of 339,322 TEUs.

Along the East Coast, the **Port of Virginia** received 148,932 loaded inbound TEUs, a 14.5% bump over a year earlier, but outbound loads (95,803 TEUs) were up just 1.0%. Total year-to-date container traffic amounted to 872,919 TEUs, up 9.3% from the first quarter of 2021.

Further south, **Savannah** saw its container traffic drop from March of last year. Inbound loads were down 15.3% to 211,297, while outbound loads were off by 19.2% at 109,372 TEUs. Total container traffic through the Georgia port in March was 10.7% lower than in the same month last year. YTD total container moves through the port amounted to 1,381,816 TEUs, up 2.5% from the first quarter of 2021.

Along the Gulf Coast, **Houston** handled 152,553 inbound loads in March, a 13.6% increase over the previous March. Growth in outbound loads was much less exuberant, with 108,541 TEUs leaving the port, 1.7% more than a year earlier. Total container traffic through the Texas port amounted to 308,557 TEUs in March, up 3.8% from March 2021.



Photo courtesy of the Port of Everett

For the Record: February TEU Numbers

Exhibits 1 and 2 display inbound and outbound loaded TEU traffic in February 2022 at the 20 North American ports we routinely survey. To be sure, there are other ports that handle containers. Sad to say, but some (the two Wilmingtons, for example) seem to regard their cargo numbers as state secrets, not even acknowledging email requests for the data. Meanwhile, others (Philadelphia, Montreal, and Portland come to mind) do not distinguish loaded from empty boxes by direction of travel.

[Owing to requests from numerous readers, we have decided to continue comparing the latest month's TEU counts with the same months in the two preceding years.]

By our count (based on what the ports themselves report to us), some 2,360,273 loaded TEUs were discharged at North American ports in February, an 11.1% (+236,401 TEUs) increase over a year earlier. Looking only at U.S. ports, the import volume totaled 2,185,687 loaded TEUs, a 12.7% (+246,402 TEUs) gain over the preceding February. By way of comparison, the National Retail Federation's widely cited Global Port Tracker, which covers five fewer U.S. ports than we do, concluded in an April 7 press release that 2.11 million loaded inbound TEUs had arrived in February through the thirteen U.S. ports it monitors. That, says the NRF, represented a 13.0% increase over February 2021.

The 1,043,699 inbound loads through the seven U.S. West Coast ports we monitor represented a 6.1% increase from a year earlier and a nifty 52.4% recovery from the second month of 2020. Meanwhile, the nine East Coast ports we track handled 1,009,331 inbound loaded TEUs, just 34,368 fewer TEUs than their USWC rivals handled. However, given the 18.4% year-over-year increase in inbound loads at USEC ports and the 6.1% gain registered at the USWC ports, there is a strong likelihood that the Atlantic Coast ports will soon achieve supremacy in America's containerized import trade.

Although New Orleans and Houston posted sharply divergent numbers, the two Gulf Coast ports saw a combined 29.0% bump in inbound loads to 132,657 TEUs, a gain of 29,827 TEUs over a year earlier.



Exhibit 1 February 2022 - Inbound Loaded TEUs at Selected Ports

	Feb 2022	Feb 2021	% Change	Feb 2020	% Change	Feb 2022 YTD	Feb 2021 YTD	% Change	Feb 2020 YTD	% Change
Los Angeles	424,073	412,884	2.7%	270,025	57.0%	851,281	850,493	0.1%	684,756	24.3%
Long Beach	390,335	373,756	4.4%	248,592	57.0%	779,669	738,011	5.6%	558,553	39.6%
San Pedro Bay Total	814,408	786,640	3.5%	518,617	57.0%	1,630,950	1,588,504	2.7%	1,243,309	31.2%
Oakland	85,286	80,199	6.3%	63,568	34.2%	169,146	157,602	7.3%	151,437	11.7%
NWSA	125,851	103,648	21.4%	91,660	37.3%	238,877	217,732	9.7%	194,538	22.8%
Hueneme	11,658	7,005	66.4%	5,085	129.3%	22,812	13,229	72.4%	9,975	128.7%
San Diego	6,496	6,274	3.5%	5,988	8.5%	14,084	13,498	4.3%	11,922	18.1%
USWC Total	1,043,699	983,766	6.1%	684,918	52.4%	2,075,869	1,990,565	4.3%	1,611,181	28.8%
Boston	4,400	5,281	-16.7%	11,622	-62.1%	8,809	16,132	-45.4%	25,024	-64.8%
NYNJ	385,539	334,176	15.4%	300,445	28.3%	783,754	705,568	11.1%	623,088	25.8%
Maryland	41,573	38,565	7.8%	36,870	12.8%	85,901	82,141	4.6%	82,138	4.6%
Virginia	143,476	110,274	30.1%	97,559	47.1%	271,073	241,051	12.5%	206,443	31.3%
South Carolina	119,582	81,899	46.0%	88,178	35.6%	236,763	177,377	33.5%	178,843	32.4%
Georgia	220,398	189,677	16.2%	170,007	29.6%	471,052	422,322	11.5%	358,769	31.3%
Jaxport	21,803	22,430	-2.8%	26,128	-16.6%	46,388	55,990	-17.1%	52,826	-12.2%
Port Everglades	28,621	28,875	-0.9%	27,651	3.5%	61,562	55,707	10.5%	54,102	13.8%
Miami	43,939	41,512	5.8%	37,556	17.0%	84,365	92,772	-9.1%	72,781	15.9%
USEC Total	1,009,331	852,689	18.4%	796,016	26.8%	2,049,667	1,849,060	10.8%	1,654,014	23.9%
New Orleans	6,692	10,396	-35.6%	9,395	-28.8%	17,654	19,814	-10.9%	21,909	-19.4%
Houston	125,965	92,434	36.3%	89,923	40.1%	284,534	214,012	33.0%	194,970	45.9%
USGC	132,657	102,830	29.0%	99,318	33.6%	302,188	233,826	29.2%	216,879	39.3%
Vancouver	135,035	146,659	-7.9%	114,201	18.2%	266,961	307,842	-13.3%	257,807	3.6%
Prince Rupert	39,551	37,928	4.3%	55,753	-29.1%	81,022	88,171	-8.1%	104,901	-22.8%
British Columbia Total	174,586	184,587	0.4%	169,954	9.0%	347,983	396,013	-9.4%	362,708	-1.1%
US/BC Total	2,360,273	2,123,872	11.1%	1,750,206	34.9%	4,775,707	4,469,464	6.9%	3,844,782	24.2%
US Total	2,185,687	1,939,285	12.7%	1,580,252	38.3%	4,427,724	4,073,451	8.7%	3,482,074	27.2%
USWC/BC Total	1,218,285	1,168,353	4.3%	854,872	42.5%	2,423,852	2,386,578	1.6%	1,973,889	22.8%

Source Individual Ports



Exhibit 2 February 2022 - Outbound Loaded TEUs at Selected Ports

	Feb 2022	Feb 2021	% Change	Feb 2020	% Change	Feb 2022 YTD	Feb 2021 YTD	% Change	Feb 2020 YTD	% Change
Los Angeles	95,441	101,208	-5.7%	134,469	-29.0%	195,626	220,535	-11.3%	282,675	-30.8%
Long Beach	117,935	119,416	-1.2%	125,559	-6.1%	240,995	235,670	2.3%	234,183	2.9%
San Pedro Bay Totals	213,376	220,624	-3.3%	260,028	-17.9%	436,621	456,205	-4.3%	516,858	-15.5%
Oakland	62,334	69,525	-10.3%	78,280	-20.4%	124,038	138,672	-10.6%	156,212	-20.6%
NWSA	45,855	60,525	-24.2%	68,553	-33.1%	83,073	118,714	-30.0%	134,963	-38.4%
Hueneme	3,346	1,751	91.1%	1,271	163.3%	6,834	3,333	105.0%	2,493	174.1%
San Diego	1,050	400	162.5%	268	291.8%	2,373	830	185.9%	558	325.3%
USWC Totals	325,961	352,825	-7.6%	408,400	-20.2%	652,939	717,754	-9.0%	811,084	-19.5%
Boston	2,991	4,174	-28.3%	5,767	-48.1%	5,892	10,866	-45.8%	12,732	-53.7%
NYNJ	103,782	94,698	9.6%	113,801	-8.8%	204,445	203,436	0.5%	232,289	-12.0%
Maryland	23,697	19,564	21.1%	20,049	18.2%	40,142	39,468	1.7%	40,410	-0.7%
Virginia	88,582	87,466	1.3%	80,834	9.6%	158,171	172,154	-8.1%	160,162	-1.2%
South Carolina	54,755	67,411	-18.8%	74,235	-26.2%	109,011	135,348	-19.5%	142,740	-23.6%
Georgia	103,690	111,045	-6.6%	125,953	-17.7%	194,576	224,410	-13.3%	247,913	-21.5%
Jaxport	41,846	43,408	-3.6%	38,451	8.8%	84,442	87,022	-3.0%	80,392	5.0%
Port Everglades	28,987	29,787	-2.7%	34,612	-16.3%	61,214	60,582	1.0%	68,096	-10.1%
Miami	25,811	26,020	-0.8%	34,043	-24.2%	49,531	53,630	-7.6%	69,397	-28.6%
USEC Totals	474,141	483,573	-2.0%	527,745	-10.2%	907,424	986,916	-8.1%	1,054,131	-13.9%
New Orleans	16,297	23,160	-29.6%	24,417	-33.3%	36,759	44,476	-17.4%	50,630	-27.4%
Houston	82,079	79,840	2.8%	110,854	-26.0%	169,019	179,534	-5.9%	229,636	-26.4%
USGC Totals	98,376	103,000	-4.5%	135,271	-27.3%	205,778	224,010	-8.1%	280,266	-26.6%
Vancouver	53,058	74,109	-28.4%	84,918	-37.5%	103,005	153,303	-32.8%	163,074	-36.8%
Prince Rupert	12,563	12,130	3.6%	19,380	-35.2%	25,530	28,748	-11.2%	29,115	-12.3%
British Columbia Totals	65,621	86,239	-23.9%	104,298	-37.1%	128,535	182,051	-29.4%	192,189	-33.1%
US/BC Total	964,099	1,025,637	-6.0%	1,175,714	-18.0%	1,894,676	2,110,731	-10.2%	2,337,670	-19.0%
US Total	898,478	939,398	-4.4%	1,071,416	-16.1%	1,766,141	1,928,680	-8.4%	2,145,481	-17.7%
USWC/BC Total	391,582	439,064	-10.8%	512,698	-23.6%	781,474	899,805	-13.2%	1,003,273	-22.1%

Source Individual Ports



February 2022 TEU Numbers *Continued*

The year-over-year gain at the Northwest Seaport Alliance Ports of Tacoma and Seattle was particularly robust. Indeed, the 22,203 additional inbound loads the two ports handled over last February matched up impressively with the 27,768 more inbound loads the San Pedro Bay ports handled.

One curious but otherwise meaningless thing to note is that the Ports of Los Angeles and Long Beach posted identical 57.0% increases over the number of loaded inbound TEUs they'd each handled two Februarys ago.

It is of some interest that, despite a relatively meager 2.7% year-over-year increase in import loads, the Port of Los Angeles still managed to handle 38,534 more loaded inbound TEUs in February than did the Port of New York/New Jersey, despite the latter's 15.4% year-over-year surge in traffic. Even the Port of Long Beach, which handled 390,335 laden inbound TEUs, topped the Southern California ports' principal East Coast rival.

Exhibit 2 displays data on the numbers of outbound loaded TEUs in February. Apart from the two smaller California ports we monitor, the only North American ports that posted significant year-over-year gains in outbound loads in February were Maryland (+21.1%) and PNYNJ (9.6%). Prince Rupert (+3.6), Houston (2.8%), and Virginia (1.3%) posted more modest increases.

Overall, the U.S. ports we track shipped 898,478 outbound loaded TEUs in February, 4.4% or 40,920 fewer TEUs than they had a year earlier. USEC ports reigned supreme in this category, with 474,141 outbound loads as opposed to 325,961 TEU exports at USWC ports.

Exhibit 3		February 2022 YTD Total TEUs			
	Feb 2022 YTD	Feb 2021 YTD	% Change	Feb 2020 YTD	% Change
Los Angeles	1,723,359	1,634,831	5.4%	1,350,181	27.6%
Long Beach	1,597,503	1,535,741	4.0%	1,165,257	37.1%
San Pedro Bay Ports	3,320,862	3,170,572	4.7%	2,515,438	32.0%
NYNJ	1,524,298	1,346,404	13.2%	1,196,148	27.4%
Georgia	937,126	850,412	10.2%	742,076	26.3%
Houston	594,826	453,802	31.1%	524,247	13.5%
NWSA	570,327	557,403	2.3%	524,748	8.7%
Virginia	558,221	519,495	7.5%	435,050	28.3%
Vancouver	505,148	600,705	-15.9%	497,159	1.6%
South Carolina	465,935	398,534	16.9%	408,234	14.1%
Oakland	387,593	389,587	-0.5%	391,476	-1.0%
Montreal	264,687	263,328	0.5%	263,251	0.5%
JaxPort	199,159	224,480	-11.3%	209,258	-4.8%
Miami	196,791	206,189	-4.6%	189,528	3.8%
Port Everglades	181,025	170,582	6.1%	176,285	2.7%
Maryland	158,678	166,626	-4.8%	169,402	-6.3%
Prince Rupert	155,202	171,120	-9.3%	181,827	-14.6%
Philadelphia	118,467	103,267	14.7%	108,100	9.6%
New Orleans	67,184	83,356	-19.4%	103,531	-35.1%
Hueneme	44,740	35,100	27.5%	32,412	38.0%
San Diego	28,235	26,504	6.5%	23,878	18.2%
Portland, Oregon	21,392	11,739	82.2%	5,072	321.8%
Boston	18,202	34,607	-47.4%	48,801	-62.7%
US/Canada Total	10,318,098	9,783,812	5.5%	8,745,921	18.0%
US Total	9,393,061	8,748,659	7.4%	7,803,684	20.4%

Source Individual Ports



February 2022 TEU Numbers *Continued*

The falloff in outbound loads in February was much less on the East Coast, where the decline from the preceding February was just 2.0% (-9,432 TEUs) as opposed to a 7.6% (-26,864 TEUs) slide on the West Coast.

Exhibit 3 shows the total (full + empty) YTD container traffic in the first two months of 2022. For the U.S. ports we monitor, total container movements came to 9,393,061 TEUs, a 7.4% (+644,402 TEUs) increase over the same months last year. A slight majority of the U.S. and Canadian ports showed increased traffic in February over a year earlier, with Houston's 31.1% gain the most impressive. The three Canadian ports we track collectively handled 925,037 TEUs through February, a drop of 10.6% from last year.

USWC ports handled 4,373,149 total TEUs, a 4.3% year-over-year gain, while East Coast ports combined to process 4,339,700 TEUs, a gain of 8.9% over a year earlier. Our two Gulf Coast ports posted the largest percentage increase (23.2%) by handling 662,010 total TEUs through February. The USWC share of container traffic through U.S. mainland ports in the year's first two months was 46.6%, slightly higher than the 46.2% share held by East Coast ports. The Gulf Coast share stood just over 7.0%. During the first two months of last year, the USWC share was 47.9%, while East Coast ports held a 45.6% share and Gulf Coast ports held a 6.1% share.

Weights and Values

As much as it may be an irritating distraction from TEU-based narratives, we've long felt that knowing more about

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

	Feb 2022	Jan 2022	Feb 2021
Shares of U.S. Mainland Ports Containerized Import Tonnage			
LA/LB	26.6%	23.0%	28.4%
Oakland	3.5%	3.0%	3.8%
NWSA	5.0%	3.7%	3.7%
Shares of U.S. Mainland Ports Containerized Import Value			
LA/LB	32.9%	30.4%	35.5%
Oakland	3.1%	3.1%	3.6%
NWSA	5.4%	5.1%	4.9%
Shares of U.S. Mainland Containerized Export Tonnage			
LA/LB	19.9%	21.6%	19.5%
Oakland	6.8%	6.0%	6.6%
NWSA	5.8%	5.0%	6.6%
Shares of U.S. Mainland Containerized Export Value			
LA/LB	16.9%	17.2%	19.4%
Oakland	6.9%	6.9%	7.9%
NWSA	3.2%	2.9%	3.9%

Source: U.S. Commerce Department.

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

	Feb 2022	Jan 2022	Feb 2021
Shares of U.S. Mainland Ports Containerized Import Tonnage			
LA/LB	41.7%	39.4%	46.2%
Oakland	4.6%	3.9%	4.6%
NWSA	7.9%	6.2%	5.7%
Shares of U.S. Mainland Ports Containerized Import Value			
LA/LB	47.0%	44.8%	52.0%
Oakland	3.9%	3.8%	4.3%
NWSA	7.8%	7.4%	7.0%
Shares of U.S. Mainland Containerized Export Tonnage			
LA/LB	35.9%	38.8%	32.2%
Oakland	10.0%	8.4%	8.4%
NWSA	10.7%	8.9%	10.5%
Shares of U.S. Mainland Containerized Export Value			
LA/LB	35.9%	37.1%	38.2%
Oakland	12.0%	11.8%	12.4%
NWSA	7.8%	6.6%	7.5%

Source: U.S. Commerce Department.



February 2022 TEU Numbers Continued

what's in the box and how valuable those contents are is a healthy preoccupation. After all, GNP is not measured in TEUs. So we like to regularly cite two alternative measures – the declared weight and value of the goods loaded into those TEUs – to determine the share of the nation's box trade that passes through U.S. West Coast ports. The percentages in Exhibits 4 and 5 are derived from data compiled by the U.S. Commerce Department from documentation submitted by the importers and exporters of record. Commerce then makes the data available with a time-lag of approximately five weeks.

Exhibit 4 testifies to the declining share of containerized imports through mainland U.S. ports that move through USWC ports. Although February's tonnage and value shares were generally higher than January's, only the NWSA ports posted year-over-year share increases. Factoring in the box trade through the smaller Pacific Coast ports we track, the overall USWC share of U.S. mainland ports' container trade with all other nations slid to 37.1% from 38.6% in tonnage terms and to 42.7% from 45.0% in value terms.

On the export front, all USWC ports large and small saw their shares of containerized trade slip to 34.3% from 34.8% in tonnage terms and to 28.1% from 32.0% in value from a year earlier.

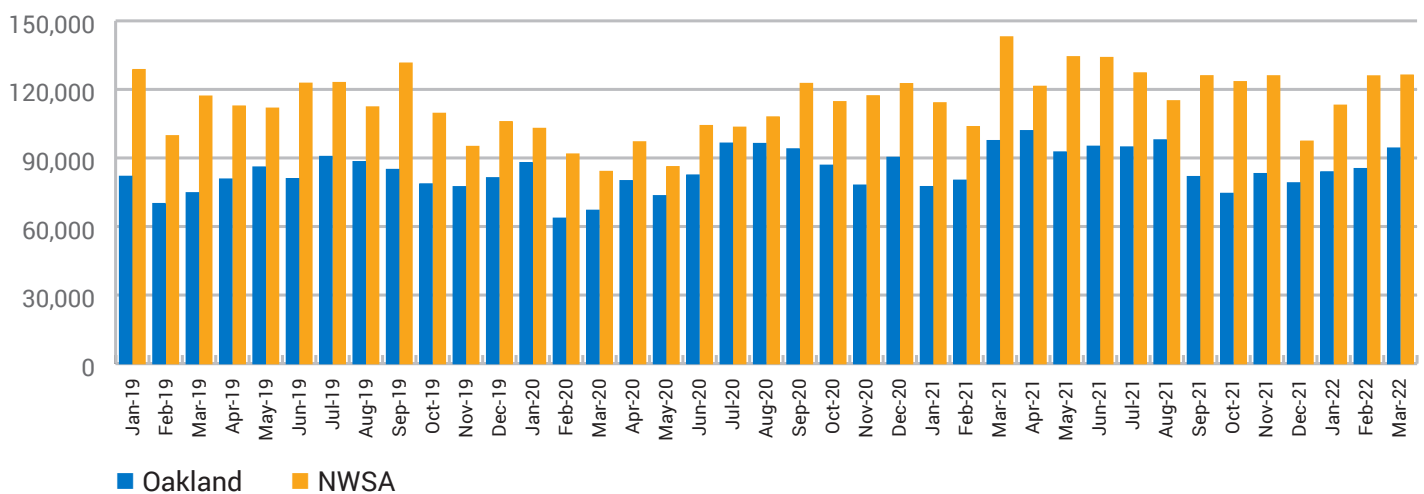
Exhibit 5 displays the USWC shares of U.S. containerized trade with the Far East. The NWSA ports were alone in posting year-over-year gains. Collectively, all of the nation's Pacific Coast ports we survey handled 55.5% of all containerized import tonnage that entered U.S. mainland ports from the Far East this February. That was down from a 57.8% share a year earlier. Similarly, the USWC value share tumbled to 60.1% from 64.0% in February 2021.

As for containerized export tonnage to East Asia, the overall USWC share rose to 57.6% from 52.7% year-over-year in February, even though there was a decline in the USWC value share to 56.4% from 59.2% a year earlier.

Charting Pandemic Era Inbound Loads in Oakland and the Northwest Seaport Alliance

Exhibit 6 displays the inbound loaded TEU traffic at the Ports of Oakland and the Northwest Seaport Alliance Ports of Tacoma and Seattle in each month between the comparatively placid, pre-pandemic January of 2019 through March of this year. It shows a considerable range of volumes, with a low point of 63,568 TEUs at Oakland in February 2020 and 84,035 at the NWSA ports in March 2020 as economies worldwide were locked down, to a high of 101,886 TEUs at Oakland in April 2021 and 142,931 TEUs at Seattle/Tacoma in March 2021.

Exhibit 6 Pandemic Era Inbound Loaded TEU Traffic at Oakland and the NWSA Ports January 2019-March 2022
Source: Port of Oakland and Northwest Seaport Alliance





February 2022 TEU Numbers *Continued*

While the old patterns of peaks and troughs in container flows were severely disrupted by the pandemic, it is worth noting that while inbound loads at Oakland in the first quarter of this year were up 16.3% over the same quarter in pre-pandemic 2019, the increase at the NWSA ports has been only 5.7%. By way of comparison, the increase at the San Pedro Bay ports was 38.1%.

A Mixed Bag of Nuts

Lately, the California tree nut industry has been in the forefront of efforts to nudge the Ocean Shipping Reform Act through Congress. So let's check in on the latest trade numbers to see how the Golden State's nut exporters are faring.

Well, to be honest, March was a mixed bag.

According to the California Almond Board, almond export tonnage was down 8.2% from last March. However, California tree nut exports were otherwise up that month.

After almonds, pistachios constitute California's second most valuable agricultural export, according to the most recent statistics published by the California Department of Food and Agriculture (CDFA). According to the Administrative Committee for Pistachios, the organization that oversees the federal marketing order for pistachios, exports of their commodity totaled 21,170 tons in March, a 43.3% jump over last March, when 14,777 tons found their way abroad. This March was also up 42.6% from the 14,841 tons exported in March 2020.

Meanwhile, the California Walnut Board reports that 56,673 tons of walnuts were shipped abroad in March, a

gain of 3.6% from a year earlier. In fact, this March was the best March ever for California's walnut exporters. (Walnuts are the state's fifth most valuable agricultural export.)

Evidently, despite what's being reported in the media, there are shippers of tree nuts who have been able to find ocean carriers to carry their cargo to foreign markets.

What's intriguing is that California almond industry's difficulties in getting goods to market seems to extend beyond the international sphere. In a case of news that has gone largely unpublicized, **domestic shipments** in the current crop year (which began last August 1) are down 2.8% from the previous crop year.

Still, let's not dismiss the achievements of the state's almond exporters simply because they were unable to ship more nuts to foreign customers this March than last. **Exhibit 7** considers how this March's export volumes compares with the export volumes in all the other Marches during the past decade.

Even though almond export tonnage this March may have been down from a year earlier, almond growers should be proud of the fact that those 173,143,898 pounds of almonds that did find their way abroad this March look pretty good in the broader scheme of things.

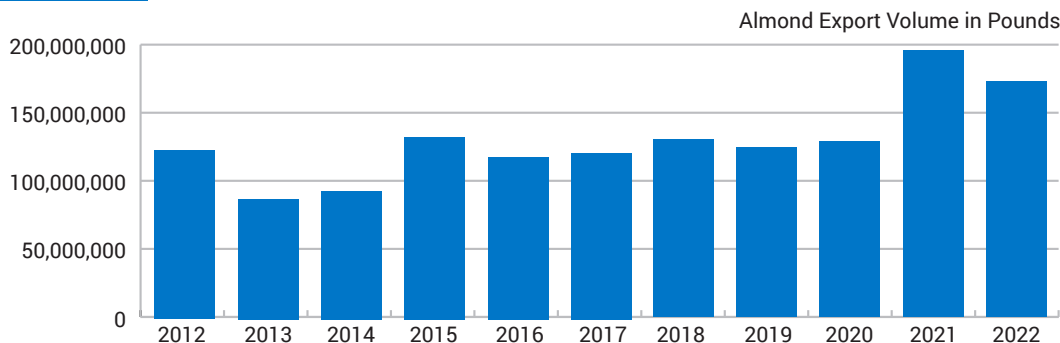
Handicapping the Next Top 100 U.S. Importers Rankings

By the time our May edition comes out, the folks over at the *Journal of Commerce* will probably have released their list of 2021's Top 100 U.S. importers. The *Journal*

Exhibit 7

A Decade of California Almond Exports in March: 2012-2022

Source: California Almond Board





February 2022 TEU Numbers *Continued*

ranks importers according to the number of loaded TEUs each had brought into the country, according to tallies compiled by IHS Markit, with whom the *Journal* is affiliated. In turn, IHS Markit gets its import data from PIERS, with which both IHS Markit and the *Journal* are corporately related.

One thing we'll be sure to look for in the new list is whether an outfit called Bob's Discount Furniture will continue to be ranked ahead of Jeff Bezos' little mom-and-pop operation up there in Seattle. In last year's Top 100 list, the *Journal* had Bob's Discount Furniture leading Amazon by 54,646 TEUs to 46,259 TEUs.

The Art of Forecasting

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

Forecasts anticipating a continued surge in imported merchandise seem to downplay the fact that higher energy costs (as manifested most prominently at the gas pump but ultimately in higher transport charges) are leaving American consumers with fewer dollars to buy imported merchandise. With restrictions being relaxed on social gatherings, more of us are dining out or going to movies, plays or sporting events. Some of us are even traveling abroad. To a very large extent, our inability to play outdoors in much of 2020 and 2021 caused the import surge that has congested ports and otherwise clogged supply chains.

We are in broad agreement with the NRF's Global Port Tracker estimates for the spring, which foresee a momentary slackening of container import volumes. GPT has projected March import traffic to total 2.27 million TEUs, roughly the same as a year earlier. April is then forecast at 2.13 million TEUs, down 1.1% from last year, while May's 2.21 million TEUs would be down 5.3% year-over-year. Increases are not expected to resume until June.

We are more dubious about the GPT's forecasts for this summer. We simply do not see the economy expanding

nor consumer spending – especially on imported merchandise – continuing to grow when interest rates are on the rise, inflation is eating away at incomes, the pandemic is far from over, and the Russian misadventure in Ukraine is driving up global energy and food prices.

So, we'll be much surprised if, as the GPT predicts, inbound TEU counts in June are up 5.2% year-over-year, July's volume is up 5.6%, and August sees the arrival of some 2.35 million TEUs, which GPT says would represent a "3.3 percent year-over-year increase" over the 2.27 million TEUs recorded a year earlier and would set a new record for the number of containers imported in a single month since NRF began tracking imports in 2002.

California's Less Than Timely Agricultural Export Statistics

We think that almonds continue to be California's leading agricultural export, followed by pistachios, dairy products, wine, and walnuts in that order. But we're not entirely sure anymore because the last official statistics we have from the California Department of Food and Agriculture (CDFA) are from 2019, which are now approaching the end of their toddler stage.

This wasn't supposed to be the case. In 1997, the Agricultural Issues Center (AIC) at U.C. Davis partnered with CDFA's Agricultural Export Program to develop accurate and timely estimates of the state's farm export trade. Up to then, federal export data had been used to gauge California's farm export trade. But the federal numbers chronically misidentified the state-of-origin of agricultural commodities shipped abroad, because the data were largely collected at seaports or border crossings. Major gateway states were normally credited as the state-of-origin of commodities headed overseas. Thus, Louisiana is ranked in many export data bases as America's leading farm exporting state solely because of all the wheat, corn, and soybeans that are barged down the Mississippi for eventual export through the Port of New Orleans. Similarly, farm products from other states that are destined for markets in the Far East that pass through the ports of San Pedro Bay or through the Port of Oakland inflated the volume and value of agricultural exports attributed to California. Conversely, California-grown produce is commonly reported as exports of other states because that's where the goods left the U.S.



February 2022 TEU Numbers *Continued*

So, the plan back in the waning days of the last century was to have AIC devise a methodology for more accurately determining how much of what California's farms, dairies, ranches, and wineries produced was actually exported. And the resulting numbers would be formally regarded as the official agricultural export statistics of the State of California.

AIC opted to focus primarily on 57 principal commodities, which together accounted for more than 90% of the state's farm production value. For each commodity, researchers at Davis used a variety of data sources, combining formal operations and informal adjustments depending on the commodity and industry. Industry sources were tapped to provide export data and guidance

to other sources of information. Through 2019, AIC produced detailed, high-quality annual reports, albeit with a time-lag of up to two years.

In 2019, though, the responsibility for annual reports shifted from AIC to the U.C. Davis Department of Agricultural and Resource Economics. Perhaps because of COVID, the handoff has not worked smoothly. There have been no further updates, and so no official statistics on California's agricultural export trade since those for 2019 were released.

Jock O'Connell's Commentary: Imports, Incinerators, and Landfills

We're regularly being informed that the U.S. consumer is ultimately responsible for the surge in containerized imports that has clogged America's seaports and inland supply chains these past couple of years. Finding themselves socially isolated by the pandemic, legions of Americans are said to have dealt with their constrained circumstances by assiduously indulging in the joys of online shopping, often ordering merchandise that can only be sourced overseas.

And that, as most nearly every maritime industry pundit and itinerant journalist suddenly assigned to the logistics beat has been reporting, is why we have ships laden with containers lined up outside of the nation's ports.

Admittedly, as an explanation of what's befallen us, it's an ostensibly compelling stab at connecting the various dots. Yet, it's also a narrative with one huge, if evidently inconspicuous flaw. For the fact is that exceedingly few individual consumers import anything.

Instead, importing is overwhelmingly the province of corporate intermediaries like Amazon, Walmart, Target, Home Depot, Lowe's, and Ashley Furniture. And what's important to recognize is that, given the time lags involved in obtaining products from abroad, these companies are principally in the business of divining what consumers might want -- or might be induced by clever

marketing to buy -- at some future date.

There is an important distinction here. It's not millions of consumers who have been driving up import volumes as much as it has been the armies of retailers using their best algorithms or educated hunches to guess what consumers might be interested in purchasing sometime in the next few weeks or months that have been principally responsible for the supply chain congestion we've been seeing.

Sometimes, the algorithms get it wrong, and the imported merchandise never finds a market, at least domestically. That's one reason why over 15% of all U.S. exports are items that were previously imported but have been shipped abroad without any value-added. Not uncommonly, unwanted inventory must be destroyed, if only to make room for new shipments.

But it's also true that retailers are engaging in some deliberately wasteful marketing strategies -- next-day delivery and liberal return policies instantly come to mind -- that are contributing mightily to the port congestion these same retailers are bemoaning.

In last October's edition of this newsletter, I offered the view that we've been importing much more merchandise than we really need.



Commentary Continued

One reason for excessive import volumes involves the efforts of Amazon and its competitors to normalize the expectation of next-day delivery. In the age of mail-order, consumers were accustomed to allowing weeks to pass before their orders would arrive. Now, we fret if the goods aren't here by the day after tomorrow.

Next-day delivery, however, requires a massive expansion of the logistical infrastructure supporting home-delivery. Clearly, getting the goods into consumers' hands ASAP could never be achieved from the old formula of regional distribution facilities strategically sited near major population centers. Instead, next-day delivery gave rise to the rapid proliferation of fulfillment centers or delivery points, each of which must contain a vast array of merchandise ready to be shipped increasingly short distances on very short notice.

Swiftly complying with consumers' orders may be the ultimate imperative, but the immediate logistical imperative – stocking the shelves of these fulfillment centers – has led merchandisers to import higher volumes of goods than would have been required had consumer impatience not been so abundantly rewarded.

In short, a successful marketing ploy that singularly appealed to a stuck-at-home populace has greatly inflated the nation's import trade.

And, because not all goods eventually find their way to a customer, it's a strategy that also contributes to the nation's waste disposal challenges.

Now consider the impact on port operations of the remarkably lax return policies of most major merchandisers. Costco, for example, has a no-questions-asked approach to handling items its customers have decided they don't want. Amazon is similarly liberal in accepting returned goods. Indeed, Amazon will now let you try on clothing for a week before billing your account. If you decide you don't like the fit or the color, you can send it back at no charge.

So, you may ask, what happened to that tweed sport coat I wore for a couple of days before deciding the elbow patches might force me to take up pipe smoking? Did Amazon put it back on the rack? That's likely what my local haberdasher would do, but then he isn't seeing the enormous volume of returns a Costco or Amazon or Walmart typically receives.

According to a report released in January by the National Retail Federation and Appriss Retail, online sales were expected to total \$1.050 trillion. Returns, however, were estimated to reach \$218 billion or 20.7% of all sales. Some of these items do go back on the shelf and are ready for sale. But some wind up in landfills or incinerators because the cost of inspecting, repackaging, and storage outweigh any possible profit.

"From all those returns, there's now nearly 6 billion pounds of landfill waste generated a year and 16 million metric tons of carbon dioxide emissions as well," said Tobin Moore, CEO of Optoro, a consulting firm in Washington, D.C. that specializes in return logistics.

Similarly, Mark Cohen, Director of Retail Studies at Columbia University's Business School told CNBC earlier this month: "We're talking billions, billions, and billions of [dollars of] waste that's a byproduct of consumerism run amok." He went on to say that in most cases the merchandise cannot be resold. "The most expedient pathway is into a dumpster, into a landfill."

Remember, at one point all that waste arrived at U.S. ports in shipping containers.

What's the retail industry's response to this problem? There's little sign that major retailers are adopting policies to discourage consumers from returning goods. If anything, kicking back an online order is becoming less and less burdensome on consumers. Amazingly, some analysts think this should be seen as a marketing opportunity.

"Retailers must rethink [of] returns as a key part of their business strategy," said Steve Prebble, CEO of Appriss Retail in the NRF report. "Retail is dealing with an influx of returned items. Now is the time to stop thinking of returns as a cost of doing business and begin to view them as **a time to truly engage with your consumers.**" [Emphasis added.]

Pity the port director trying to mitigate congestion or the dockworkers who must do the heavy lifting so that the nation's retailers may better cozy up to their customers.

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



Senate Joint Resolution 15

By John McLaurin, President, Pacific Merchant Shipping Association

Normally I don't pay much attention to Resolutions that are introduced in state legislatures as they move through the legislative process without much notice. For the most part they often deal with subjects of little concern or interest. But Senate Joint Resolution 15 (SJR 15), introduced at the end of March by California State Senator Steve Glazer caught my eye. The heading was "Relative to the Port Chicago 50." Interestingly, I just happened to be reading a book on the same subject entitled "The Port Chicago Mutiny" by Robert L. Allen – which involved one of the worst and more infamous disasters in the United States during World War II, where 320 people were killed, and ultimately resulted in the largest mass mutiny trial in the history of the United States Navy.

For those that might not be aware, on July 17, 1944, ammunition was being loaded on two vessels at Port Chicago, located in the San Francisco Bay Area, when a massive explosion took place. The vessels and landside rail cars were essentially vaporized. The town of Port Chicago, located several miles away, was damaged. A military pilot flying nearby at 9,000 feet reported seeing "... pieces of metal that were white and orange in color, hot, that went quite a ways above us." Of the 320 US sailors who were killed instantly, 202, or two-thirds of those were Black sailors. Another 390 personnel were injured, including 233 Black sailors.

The Port Chicago explosion accounted for nearly 15 percent of all Black casualties during World War II. As part of a segregated US Navy, only Black sailors performed the loading of munitions onto cargo ships as part of the war effort at Port Chicago. None were formally trained.

Prior to the explosion, it was a common practice for the White naval officers to engage in competition to see which gang could load the ammunition onto the ships the fastest – weapons that included 1,000-pound bombs and 650-pound incendiary bombs. The officers often placed bets on which division could load the most weapons.

In addition to the lack of training of the Black crews, the US Navy also ignored the advice, oversight and presence of the US Coast Guard during loading operations and was



Photo # NH 96823 Damage at Port Chicago, Ca. View looking north toward pier.

not interested in utilizing private sector longshore labor in loading ammunition on the ships at Port Chicago.

Several weeks after the explosion, the surviving Black sailors were tasked to load ammunition on more vessels. In the intervening weeks between the explosion and their new loading assignment, while White naval officers were provided leave, none was granted to the Black sailors; no one was given any training; no one received counselling; there was no determination as to the cause of the explosion.

At a Naval Court of Inquiry convened days after the explosion, 125 witnesses were called to testify, but only five witnesses were Black – even though only Black sailors actually loaded the bombs onboard the vessels. In fact, the Judge Advocate stated in summation at the Inquiry that "The consensus of opinion of the witnesses – and practically admitted by the interested parties – is that the colored enlisted personnel are neither temperamentally or intellectually capable of handling high explosives."

Adding to the insult, the death benefits awarded to families of Black sailors, originally proposed in Congress



Senate Joint Resolution 15 Continued

at \$5,000, was reduced due to the efforts of one member of Congress from Mississippi simply because the sailors were Black. That member of Congress wanted the amount lowered to \$2,000, the Congress settled on \$3,000.

On August 9th, three weeks after the explosion, several hundred Black sailors refused to load ammunition onto vessels. Most indicated they would perform any other work assignment but the loading of ammunition and bombs onto vessels. As a result, 258 sailors were arrested and confined for three days on a barge. Fifty sailors were ultimately charged, tried and convicted of mutiny.

Ten men were sentenced to 15 years in prison; 24 were sentenced to 12 years; 11 were sentenced to 10 years, and five were sentenced to 8 years. In the following years, the Black sailors were represented by future US Supreme Court Justice Thurgood Marshall. On a second appeal, Marshall was successful in freeing the men – after they served two years in prison.

Several years following the Port Chicago explosion and mutiny, President Truman moved to desegregate the

Armed Services. In the 1990's, the United States Navy admitted that the routine assignment of Black sailors to manual labor was clearly motivated by race – and that "... racial prejudice was responsible for the posting of only African American enlisted personnel to loading divisions at Port Chicago."

The US House of Representatives passed a Resolution several years ago, exonerating the Black sailors. The Senate deleted the exoneration provision.

Resolutions introduced in the Legislature move through the legislative process without much notice. They don't carry the force of law. They don't fund needed programs. But sometimes they deal with intangibles. They serve as reminder about both the triumphs of our country, and our failures. They can also point out the inequities of our society, the importance of our democratic value system, and the need for people to be treated with respect, dignity and equality.

A good reminder for all of us, especially these days.

We Make Cargo Move



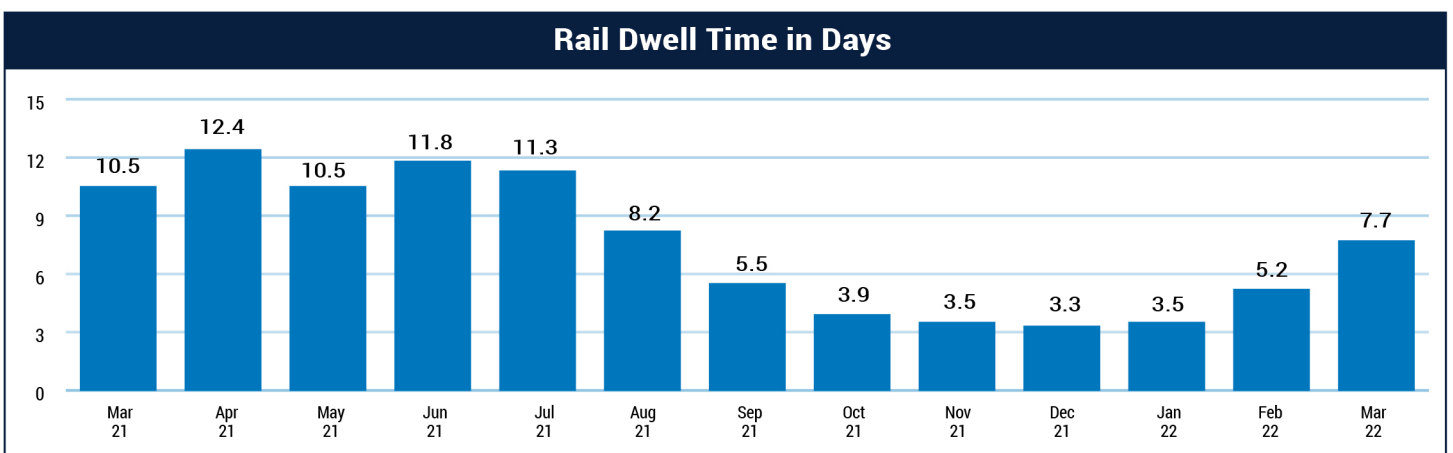
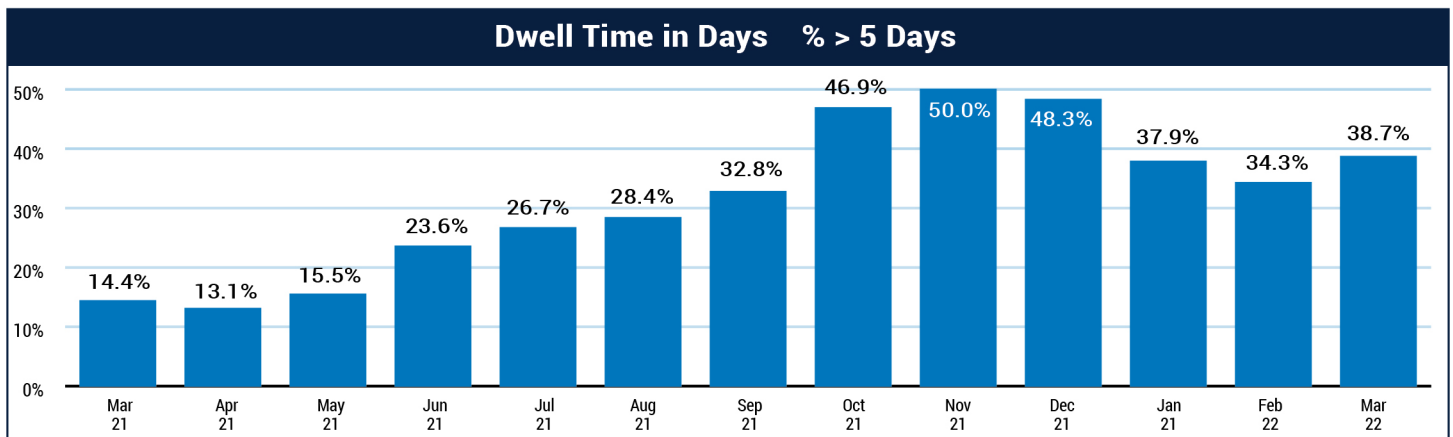
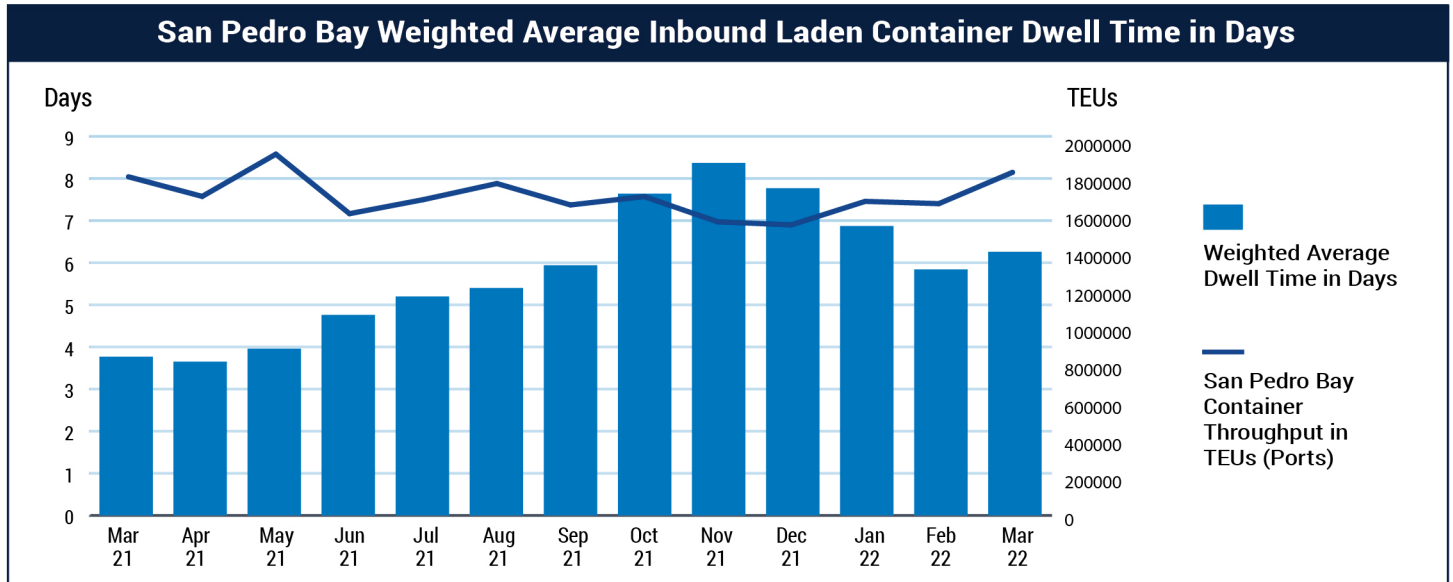
The Port
OF HUENEME

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



Import and Rail Dwell Time Up For March



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PUGET SOUND PILOTAGE DISTRICT ACTIVITY REPORT

Apr-2022

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

ACTIVITY					
Total pilotage assignments:	592	Cancellations:	15		
Total ship moves:	577	Cont'r:	186	Tanker:	160
				Genl/Bulk:	128
				Other:	103
Assignments delayed due to unavailable rested pilot:	34	Total delay time:	155.72		
Billable delays by customers:	50	Total delay time:	132		
Order time changes by customers:	170				
2 pilot jobs:	36	Reason:	PSP GUIDELINES FOR RESTRICTED WATERWAYS		
Day of week & date of highest number of assignment:	Friday 4/29				28
Day of week & date of lowest number of assignments	Sunday 4/17				12
Total number of pilot repositions:	87	Upgrade trips	10	YTD	43
3 consecutive night assignments:	45	YTD	147		
Callback Days/Comp Days					
	Starting Total	Call Backs (+)	Used (-)	Burned (-)	Ending Total
Licensed	2580	80	64		2596
Unlicensed	200			16	184
Total	2780	80	64	16	2780
On watch assignments	502	Call back assignments	90	CBJ ratio 15.20%	

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
1-Apr	3-Apr	Timbury Lake	Warsash	Shiphandling Training	CAJ, JEN
21-Apr	30-Apr	Timbury Lake	Warsash	Shiphandling Training	KEN, LOB

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

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees
1-Apr	10-Apr	Seattle	PSP	President	GRK
2-Apr	2-Apr	Seattle	PSP	Outreach	BEN
7-Apr	7-Apr	Seattle	USCG	AMSC	VON
7-Apr	7-Apr	Seattle	PSP	NWSA	LOB
12-Apr	12-Apr	Seattle	PSP	Refman	KEN, LOB, MCG, MCN
13-Apr	13-Apr	Seattle	PSP	Pension	GRD
14-Apr	14-Apr	Seattle	PSP	Efficiency	ANA, KLA
18-Apr	18-Apr	Seattle	PSP	Outreach	BEN, BOZ, SEA, VON
19-Apr	19-Apr	Seattle	PSP	BOD	ANA, COR, GRD, GRK, KLA, MYE

20-Apr	20-Apr	Seattle	BPC	TEC	ANT, BEN, SCR
20-Apr	20-Apr	Seattle	PSP	Green Marine	ROU
21-Apr	21-Apr	Seattle	BPC	BPC	ANT, BEN
25-Apr	25-Apr	Seattle	PSP	Rate Committee	COL, GRK, GAL, KLA
27-Apr	27-Apr	Seattle	PSP	President	BOU
27-Apr	29-Apr	Victoria	PSP	West Coast Pilot Conference	ANT,COR, KLA,MYE
27-Apr	27-Apr	Seattle	PSP	Outreach	BOZ
28-Apr	30-Apr	Seattle	PSP	President	GRK
28-Apr	28-Apr	Seattle	PSP	Clipper Sailing Yachts/orientati	BOU

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

Start Dt	End Dt	REASON	PILOT
1-Apr	30-Apr	NFFD	BOU
1-Apr	30-Apr	NFFD	SID
1-Apr	1-Apr	ETO	CAI
1-Apr	5-Apr	ETO	NEW
1-Apr	7-Apr	ETO	KEN
4-Apr	9-Apr	ETO	CAI
4-Apr	14-Apr	COVID risk	CAJ
11-Apr	13-Apr	ETO	CAI
14-Apr	21-Apr	ETO	BOZ
19-Apr	26-Apr	ETO	MOO
26-Apr	30-Apr	ETO	GAL, KLA
28-Apr	30-Apr	ETO	GRD

Presentations

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

- 🕒 *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.*



PUGET SOUND PILOTS
Protecting Puget Sound Since 1935

Via Email

May 12, 2022

Ted Lilyblade
Terminal Operations Manager
SeaPort Sound Terminal
2628 Marine View Dr
Tacoma WA 98422-3504

Dear Mr. Lilyblade:

Puget Sound Pilots is grateful for the opportunity to work with SeaPort Sound Terminal and to bring ships in and out of your facility in Tacoma. PSP takes pilot safety seriously and we are proud of the active role we play in ensuring the safety of the facilities and vessels where we work.

We have recently been made aware of problematic pilot transfer arrangements at the Seaport Sound Terminal facility in Tacoma and wanted to highlight it for remedial attention.

When disembarking from M/V *Navig8 Amethyst*, a Puget Sound Pilot encountered the below depicted gangway arrangement. This gangway does not comply with IMO MSC.1/Circ 1331 regarding gangway positioning and angle of inclination. The angle of inclination at SeaPort Sound Terminal was approximately 60 degrees, and IMO rules prohibit angles in excess of 30 degrees. Although the ship was in ballast at high tide, the problematic extreme angle may persist in other tidal or ship cargo conditions. Also, while at berth, local fire departments are the primary means of fighting a fire aboard the vessel. The depicted arrangement does not establish a safe means for those responding firefighters.

PSP recognizes the efforts Targa makes to ensure the safety of its facility and encourages remedial actions on these matters as soon as possible. PSP is hopeful that



2003 Western Ave.
Suite 200
Seattle, WA 98121

PHONE (203) 980-3051
EMAIL ccostanzo@pspilots.org
WEBSITE www.pspilots.org

Targa can establish a permanent gangway solution for shoreside disembarkation. If not, it may be necessary to disembark the pilot to a launch or tugboat on the offshore side. Please let us know if you need additional information.

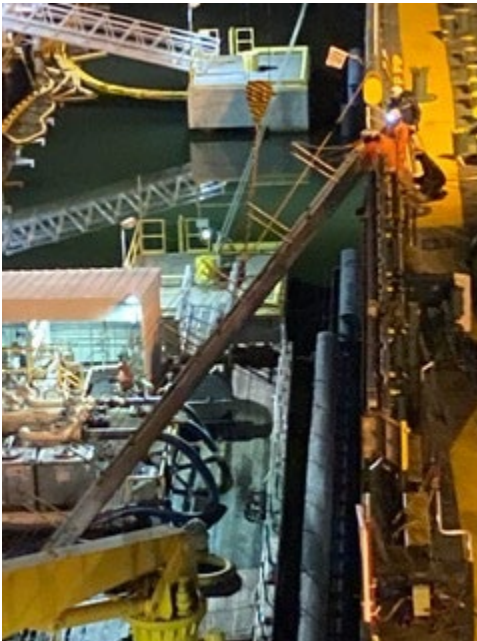
Sincerely,



Charles Costanzo
Executive Director

CC: Jaimie Bever, Washington State Board of Pilotage Commissioners
CDR Nate Menefee, U.S. Coast Guard

Photos







**RULE-MAKING ORDER
EMERGENCY RULE ONLY**

**CR-103E (December 2017)
(Implements RCW 34.05.350
and 34.05.360)**

CODE REVISER USE ONLY

OFFICE OF THE CODE REVISER
STATE OF WASHINGTON
FILED

DATE: January 21, 2022

TIME: 9:56 PM

WSR 22-04-011

Agency: Board of Pilotage Commissioners

Effective date of rule:

Emergency Rules

- Immediately upon filing.
- Later (specify) _____

Any other findings required by other provisions of law as precondition to adoption or effectiveness of rule?

- Yes No If Yes, explain:

Purpose: To amend WAC 363-116-078 Pilot Training Program, in order to address the Governor's State of Emergency Proclamation 20-05 concerning novel coronavirus/COVID-19.

Citation of rules affected by this order:

New:
Repealed:
Amended: 363-116-078
Suspended:

Statutory authority for adoption: Chapter 88.16 RCW

Other authority:

EMERGENCY RULE

Under RCW 34.05.350 the agency for good cause finds:

- That immediate adoption, amendment, or repeal of a rule is necessary for the preservation of the public health, safety, or general welfare, and that observing the time requirements of notice and opportunity to comment upon adoption of a permanent rule would be contrary to the public interest.
- That state or federal law or federal rule or a federal deadline for state receipt of federal funds requires immediate adoption of a rule.

Reasons for this finding: Governor Inslee declared a State of Emergency via Proclamation 20-05 in response to coronavirus/COVID-19. To minimize the risk of introducing vectors of exposure onto a vessel or to pilot trainees, the Board may suspend or adjust the pilot training program. Trainees will be allowed to resume regular training at a time determined by the Board. Trainees will need to complete at least 12 training program trips to receive maximum stipend during this training program suspension or adjustment. The Board may also consider additional training opportunities for pilot trainees, such as distance learning or completion if they are nearing the end of their program, as determined by the Trainee Evaluation Committee (TEC).

**Note: If any category is left blank, it will be calculated as zero.
No descriptive text.**

**Count by whole WAC sections only, from the WAC number through the history note.
A section may be counted in more than one category.**

The number of sections adopted in order to comply with:

Federal statute:	New	___	Amended	___	Repealed	___
Federal rules or standards:	New	___	Amended	___	Repealed	___
Recently enacted state statutes:	New	___	Amended	___	Repealed	___

The number of sections adopted at the request of a nongovernmental entity:

New ____ Amended ____ Repealed ____

The number of sections adopted on the agency's own initiative:


New ____ Amended 1 Repealed ____

The number of sections adopted in order to clarify, streamline, or reform agency procedures:

New ____ Amended ____ Repealed ____

The number of sections adopted using:

Negotiated rule making:	New ____	Amended ____	Repealed ____
Pilot rule making:	New ____	Amended ____	Repealed ____
Other alternative rule making:	New ____	Amended <u>1</u>	Repealed ____

Date Adopted: January 20, 2022	Signature: 
Name: Jaimie C. Bever	
Title: Executive Director	

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

(1) Notification. Pilot candidates on a list as described in subsection (2) of this section, waiting to enter a training program shall provide the board with the best address for notification to enter into a training program. In addition, a pilot candidate shall provide the board with other means of contact such as postal mailing or email address, phone number, and/or fax number. The email address with a read receipt request, however, will be considered the primary means of notification by the board. It will be the responsibility of the pilot candidate to ensure the board has current contact information at all times. If a pilot candidate cannot personally receive postal or electronic mail at the address(es) provided to the board for any period of time, another person may be designated in writing as having power of attorney specifically to act in the pilot candidate's behalf regarding such notice. If notice sent to the email address provided by the pilot candidate is not acknowledged after three attempts or if notice sent via certified mail is returned after three attempts to deliver, that pilot candidate will be skipped and the next pilot candidate on the list will be contacted for entry into a training program. A person so skipped will remain next on the list. A pilot candidate or his/her designated attorney-in-fact shall respond within fifteen calendar days of receipt of notification to accept, refuse, or request a delayed entry into a training program.

(2) Entry. At such time that the board chooses to start a pilot candidate or candidates in a training program for either pilotage district, notification shall be given as provided in subsection (1) of this section. Pilot candidates shall be ranked in accordance with a point system established by the board based on overall performance on the written examination and simulator evaluation. Candidates shall be eligible to enter a training program for a pilotage district in the order of such rankings or as otherwise may be determined by the board. A pilot candidate who refuses entry into a program will be removed from the waiting list with no further obligation by the board to offer a position in that district's training program to such pilot candidate. If the pilot candidate indicated interest in the other pilotage district on the application for the written examination, the candidate shall remain available for that other district's training program in accordance with his/her position on that list.

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

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

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

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

(3) Training license. Prior to receiving a training license pilot candidates must pass a physical examination by a board-designated physician and in accordance with the requirements of WAC 363-116-120 for initial pilot candidates. A form provided by the board must be completed by the physician and submitted to the board along with a cover letter indicating the physician's findings and recommendations as to the pilot candidate's fitness to pilot. The physical examination must be taken not more than ninety days before issuance of the training license. Holders of a training license will be required to pass a general physical examination annually within ninety days prior to the anniversary date of that training license. Training license physical examinations will be at the expense of the pilot candidate. All training licenses shall be signed by the chairperson or his/her designee and shall have an expiration date. Training licenses shall be surrendered to the board upon completion or termination of the training program.

(4) Development. As soon as practical after receiving notification of eligibility for entry into a training program as set forth in this section, the pilot candidate shall provide a completed experience questionnaire to the trainee evaluation committee (TEC), a committee created per subsection (11) of this section. The training program consists of three phases: Observation trips, training trips, and evaluation trips, and such other forms of learning and instruction that may be designated. The TEC shall recommend a training program for adoption by the board. After adoption by the board, it will be presented to the pilot candidate. If the pilot candidate agrees in writing to the training program, the board shall issue a training license to the pilot candidate, which license shall authorize the pilot candidate to take such actions as are contained in the training program. If the pilot candidate does not agree to the terms of a training program, in writing, within fifteen business days of it being received by certified mail return receipt, or by email read receipt requested, that pilot candidate shall no longer be eligible for entry into that pilotage district's training program and the board may give notice to the next available pilot candidate that he/she is eligible for entry into a training program pursuant to the terms in subsections (1) and (2) of this section.

(5) Initial assigned route.

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

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

(i) Take and pass with a minimum score of eighty percent all conning quizzes provided by the board applicable to the initial assigned route as described in subsection (8) of this section. These quizzes

may be repeated as necessary provided that they may not be taken more than once in any seven-day period, and further provided that they must be successfully passed within the time period specified in (b) of this subsection; and

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

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

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

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

(8) Local knowledge conning quizzes and local knowledge exams. A training program shall provide opportunities for the education of pilot trainees and shall provide for testing of pilot trainees on the local knowledge necessary to become a pilot. It shall be the responsibility of the pilot trainee to obtain the local knowledge necessary to be licensed as a pilot in the pilotage district for which he/she is applying. Each conning quiz will be organized by main channel routes, ports, and approaches. A conning quiz is not intended to replace a local knowledge exam as specified in subsection (5)(b)(ii) of this section, but there will be some overlap of subject matter. A pilot trainee shall pass a conning quiz or quizzes related to the route or harbor area to move from the observation phase to the training phase of his/her training program for that route or harbor area. After a trainee has successfully passed a conning quiz on a main channel route or a port and approach, he/she will be eligible to take the conn on that route or approach unless it is a U.S. flag vessel and the required federal pilotage endorsement has not been obtained. The local knowledge exam for the initial route must be completed within eight months of the training start date if the trainee is taking the stipend. For each month the trainee is off stipend, an additional month is added up to a maximum of fifteen months to successfully pass the appropriate

local knowledge exam. The final local knowledge exam must be completed before consideration for licensing and must be successfully passed before the expiration date of the training program. The conning quizzes and local knowledge exams will be administered at the offices of the board of pilotage commissioners. Eighty percent is the passing grade for conning quizzes, and eighty-five percent is required for the local knowledge exams. If a trainee fails a conning quiz or local knowledge exam, it may be retaken after seven days, but must be passed within the timing deadlines discussed above. The local knowledge required of a pilot trainee and the local knowledge examination(s) may include the following subjects as they pertain to the pilotage district for which the pilot trainee seeks a license:

- (a) Area geography;
 - (b) Waterway configurations including channel depths, widths and other characteristics;
 - (c) Hydrology and hydraulics of large ships in shallow water and narrow channels;
 - (d) Tides and currents;
 - (e) Winds and weather;
 - (f) Local aids to navigation;
 - (g) Bottom composition;
 - (h) Local docks, berths and other marine facilities including length, least depths and other characteristics;
 - (i) Mooring line procedures;
 - (j) Local traffic operations e.g., fishing, recreational, dredging, military and regattas;
 - (k) Vessel traffic system;
 - (l) Marine VHF usage and phraseology, including bridge-to-bridge communications regulations;
 - (m) Air draft and keel clearances;
 - (n) Submerged cable and pipeline areas;
 - (o) Overhead cable areas and clearances;
 - (p) Bridge transit knowledge - Signals, channel width, regulations, and closed periods;
 - (q) Lock characteristics, rules and regulations;
 - (r) Commonly used anchorage areas;
 - (s) Danger zone and restricted area regulations;
 - (t) Regulated navigation areas;
 - (u) Naval operation area regulations;
 - (v) Local ship assist and escort tug characteristics;
 - (w) Tanker escort rules - State and federal;
 - (x) Use of anchors and knowledge of ground tackle;
 - (y) Applicable federal and state marine and environmental safety law requirements;
 - (z) Marine security and safety zone concerns;
 - (aa) Harbor safety plan and harbor regulations;
 - (bb) Chapters 88.16 RCW and 363-116 WAC, and other relevant state and federal regulations in effect on the date the examination notice is published pursuant to WAC 363-116-076; and
 - (cc) Courses in degrees true and distances in nautical miles and tenths of miles between points of land, navigational buoys and fixed geographical reference points, and the distance off points of land for such courses as determined by parallel indexing along pilotage routes.
- (9) Rest. It is the responsibility of the pilot trainee to obtain adequate rest. Pilot trainees shall observe the rest rules for pilots in place by federal or state law or regulation and rules established

in the applicable pilotage district in which they will train, or any other rest requirements contained in a training program.

(10) Stipend.

(a) At the initial meeting with the TEC the pilot trainee shall indicate whether he/she wishes to receive a stipend during their training program. In the Puget Sound pilotage district, as a condition of receiving such stipend, pilot trainees will agree to forego during their training program other full- or part-time employment which prevents them from devoting themselves on a full-time basis to the completion of their training program. With the consent of the TEC, pilot trainees may elect to change from a stipend to nonstipend status, and vice versa, during their training program provided that such change request is provided in writing from the trainee. If the trainee intends to be in nonstipend status more than four consecutive months, his/her particular training program may be constructed to provide re-ency and/or a change in seniority placement prior to resuming the training program. In the Puget Sound pilotage district the stipend paid to pilot trainees shall be a maximum of six thousand dollars per month (or such other amount as may be set by the board from time to time), shall be contingent upon the board's setting of a training surcharge in the tariffs levied pursuant to WAC 363-116-300 sufficient to cover the expense of the stipend, and shall be paid from a pilot training account as directed by the board. In the Grays Harbor pilotage district the stipend paid to pilot trainees shall be determined by the board and shall be contingent upon the board's receipt of funds, from any party collecting the tariff or providing funds, sufficient to cover the expense of the stipend and shall be paid from a pilot training account as directed by the board.

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

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

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

(b) (i) In the Puget Sound pilotage district a minimum of twelve trips are required each month for eligibility to receive the minimum stipend amount as set by the board, or eighteen trips to receive the maximum stipend amount as set by the board. A trainee may make more than eighteen trips in a calendar month, but no further stipend will be earned for doing so. In the Grays Harbor pilotage district the minimum number of trips each month for eligibility to receive the stipend is seventy percent or such number or percentage of trips that may be set by the board of the total number of vessel movements occurring in this district during that month. Only trips required by the training program can be used to satisfy these minimums. Trips will be documented at the end of each month.

(ii) Whenever the governor issues a proclamation declaring a state of emergency, the board may determine whether there is a threat to trainees, pilots, vessel crews, or members of the public. Notwithstanding the other provisions of this chapter, the board, at its discretion, may suspend or adjust the pilot training program during the pendency of a state of emergency lawfully declared by the governor. If

the board suspends or adjusts the pilot training program, pilot trainees will continue to receive the maximum stipend allowable under this section if a trainee has taken at least twelve trips per month, until the board determines otherwise. The trainee evaluation committee may further consider additional nonshipboard pilot training including, but not limited to, distance learning.

(c) The TEC will define areas that are considered to be hard-to-get, which many differ for trainees depending on their date of entry. It is the pilot trainee's responsibility to make all available hard-to-get trips, as defined and assigned by the TEC. The board may elect not to pay the stipend if the missing trips were available to the pilot trainee but not taken.

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

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

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

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

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

(g) Any approved pilot association or other organization collecting the pilotage tariff levied by WAC 363-116-185 or 363-116-300 shall transfer the pilot training surcharge receipts to the board at least once a month or otherwise dispose of such funds as directed by the board. In the Grays Harbor pilotage district, if there is no separate training surcharge in the tariff, any organization collecting the pilotage tariff levied by WAC 363-116-185 shall transfer sufficient funds to pay the stipend to the board at least once a month or otherwise dispose of such funds as directed by the board. The board may set different training stipends for different pilotage districts. Receipts from the training surcharge shall not belong to the pilot providing the service to the ship that generated the surcharge or to the pilot association or other organization collecting the surcharge receipts, but shall be disposed of as directed by the board. Pilot associations or other organizations collecting surcharge receipts shall provide an accounting of such funds to the board on a monthly basis or at such

other intervals as may be requested by the board. Any audited financial statements filed by pilot associations or other organizations collecting pilotage tariffs shall include an accounting of the collection and disposition of these surcharges. The board shall direct the disposition of all funds in the account.

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

(12) Supervising pilots. The board shall designate as supervising pilots those pilots who are willing to undergo such specialized training as the board may require and provide. Supervising pilots shall receive such training from the board to better enable them to give guidance and training to pilot trainees and to properly evaluate the performance of pilot trainees. The board shall keep a list of supervising pilots available for public inspection at all times. All pilot members TEC shall also be supervising pilots.

(13) Training program trip reports. After each training program trip, the licensed or supervising pilot shall complete a training program trip report form (TPTR) provided by the board. Training program trip report forms prepared by licensed pilots who are supervising pilots shall be used by the TEC and the board for assessing a pilot trainee's progress, providing guidance to the pilot trainee and for making alterations to a training program. Licensed pilots who are not supervising pilots may only have trainees on board for observation trips. All trip report forms shall be delivered or mailed by the licensed or supervising pilot to the board. They shall not be given to the pilot trainee. The licensed or supervising pilot may show the contents of the form to the pilot trainee, but the pilot trainee has no right to see the form until it is filed with the board. The TEC shall review these training program trip report forms from time to time and the chairperson of the TEC shall report the progress of all pilot trainees at each meeting of the board. If it deems it necessary, the TEC may recommend, and the board may make, changes from time to time in the training program requirements applicable to a pilot trainee, including the number of trips in a training program.

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

- (a) Failure to maintain the minimum federal license required by RCW 88.16.090;
- (b) Conviction of an offense involving drugs or involving the personal consumption of alcohol;
- (c) Failure to devote full time to training in the Puget Sound pilotage district while receiving a stipend;
- (d) The pilot trainee is not physically fit to pilot;

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

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

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

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

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

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

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

(b) Possess a valid first class pilotage endorsement without tonnage or other restrictions on his/her United States government license to pilot in all of the waters of the pilotage district in which the pilot candidate seeks a license; and

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



STATE OF WASHINGTON
BOARD OF PILOTAGE COMMISSIONERS

GUIDELINES

REGARDING: Conditions for Pilotage Exemptions of Foreign Flag Recreational Vessels in Special Exemption Areas and Requirements for Pilot Orientation in the Puget Sound Pilotage District

Under the authority granted in WAC 363-116-360, the Board of Pilotage Commissioners (BPC) may place conditions on exemptions from compulsory pilotage. In addition, the BPC reserves the right to require vessel captains to produce experience documentation upon request. Foreign flag recreational vessels are required to inform the BPC of any changes in vessel command and may be required to re-apply for an exemption or provide additional documentation. In the case of lack of documented experience in Washington waters or if the captain's license level is less than that of the size of the vessel, an interim exemption may be denied. The BPC also reserves the right to require additional restrictions.

When reviewing a Pilotage Exemption Petition, the BPC will take the following criteria into account when determining conditions on pilotage exemptions:

SPECIAL EXEMPTION AREA: DECEPTION PASS (Confined narrows at less than 450', strong currents up to 9 kts, strong whirlpools, lack of navigational aids)

Vessel Size	Captain Experience	Current Limits	Daylight Only
< 65 FT	No requirements	Less than 2kts	Yes
65 FT – 125 FT	No requirements	Less than 2kts	Yes
126 FT – 200 FT	2 Transits*	Less than 2kts	Yes

*Transits must be observed as a Deck Officer

SPECIAL EXEMPTION AREA: BALLARD (HIRAM M. CHITTENDEM) LOCKS (Confined waters, heavy vessel congestion, operation procedures)

Vessel Size	Captain Experience	Required Transits
< 65 FT	No requirements	None
65 FT – 125 FT	Experience Required	Minimum of 2 Transits or Pilot Orientation
126 FT – 200 FT	Experience Required	Minimum of 2 Transits or Pilot Orientation

RESTRICTED AREA: BALLARD (HIRAM M. CHITTENDEM) LOCKS CONT'D

1. Vessels less than 65 FT have no restrictions.
2. Vessels between 65 FT and 125 FT must have: 2 transits through locks of similar nature or have had a Pilot Orientation trip through the Ballard Locks (documentation of captain's past Pilot Orientation required).

3. Vessels between 126 FT and 200 FT must have: 2 transits through locks of similar nature or have had a Pilot Orientation trip through the Ballard Locks (documentation of captain's past Pilot Orientation required).
4. Captains must certify via the Pilotage Exemption Petition that they have reviewed the Foreign Yacht Familiarization Packet regarding check-in points, holding areas, and Lock procedures.
5. Captains not meeting the requirements above in items 2 or 3 must have a Pilot Orientation through the Ballard Locks.

RESTRICTED: DUWAMISH RIVER (Heavy commercial traffic, bridge requirements, Tribal fishing nets)

Vessel Size	Captain Experience	Required Transits
< 65 FT	No requirements	None
65 FT – 125 FT	No requirements	None
126 FT – 200 FT	Experience Required*	Minimum of 2 Transits or Pilot Orientation

**Transits must be observed as a Deck Officer*

PILOT ORIENTATION

All orientation sessions must occur at first port of entry. The BPC will assign either a Dockside or Ride-along orientation depending on the documentation provided.

1. Dockside Orientation at first port of entry.
2. Ride-along Orientation – Required if transiting a Special Exemption Area.

REQUIREMENTS TO WAIVE PILOT ORIENTATION (Unless required above)

1. Foreign Flag Yachts less than 125 FT.
2. Vessel captain has either a U.S., Canadian, or MCA license suitable to vessel size.
3. Vessel voyage plan does NOT include Restricted Areas (Deception Pass, Ballard Locks, or Duwamish River) if captain has no previous experience in those Special Exemption Areas.
4. All captains shall certify review of the Foreign Yacht Familiarization Packet.
5. Any captain that has proof of having had a Pilot Orientation in Puget Sound Pilotage District may be waived of having another.

DEFINITIONS

1. **Special Exemption Area** – BPC designated geographic areas in the Puget Sound region that are concerning for vessel transits due to unique navigational characteristics.
2. **Pilot Orientation** – involves hiring Puget Sound Pilots to provide a familiarization to the navigational nuances of the applicable pilotage district. While the BPC may require a Pilot Orientation, vessels can always request one directly from Puget Sound Pilots, if desired.
3. **Foreign Yacht Familiarization Packet** – a document provided by the BPC and available on the BPC website at <https://pilotage.wa.gov/pilotage-exemptions.html> which contains valuable information on the local waterways and areas of concern, resources, and communications.
4. **Pilotage Exemption Petition** – the application packet required by the BPC to consider exemptions from pilotage found on the BPC website at <https://pilotage.wa.gov/pilotage-exemptions.html>.
5. **MCA** – Maritime and Coast Guard Agency responsible for setting the minimum requirements for certification for maritime safety. IYT Master of Yachts Certificates (MOY) are MCA compliant.



STATE OF WASHINGTON

BOARD OF PILOTAGE COMMISSIONERS

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

BPC SAFETY ADVISORY BULLETIN 22-01

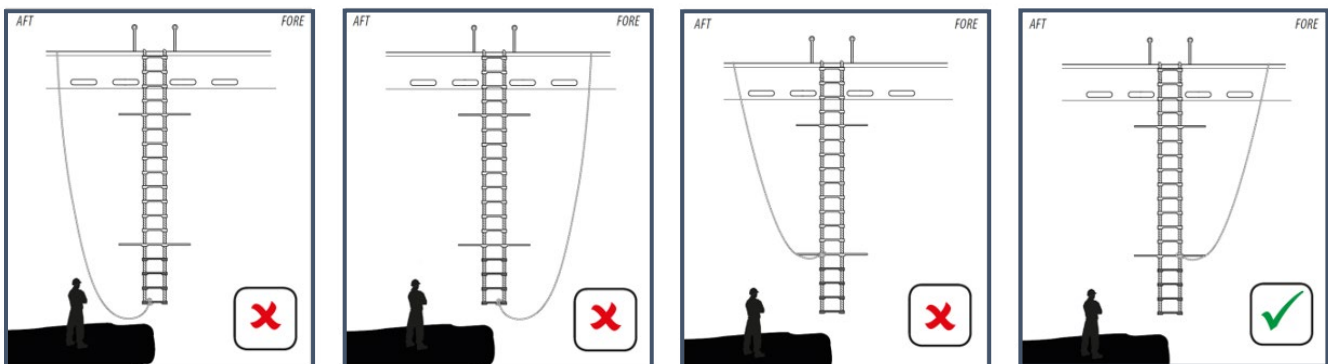
May 18, 2022

The Washington State Board of Pilotage Commissioners requires compliance that is consistent with USCG and IMO requirements delineated in SOLAS V Reg 23 & IMO Resolution A.1045(27) for pilot transfer arrangements. Vessel Deck Officers and Crew should be trained in these regulations to enable Pilots to safely embark and disembark.

Improperly rigged ladder retrieval lines are frequently encountered dangerous situations for pilots. When retrieval lines are rigged below the lower spreader and/or leading aft it can lead to the situation illustrated below. (Video available at <https://www.ptrholland.com/maritime-training-serious-injury-to-pilot/>)



Retrieval lines must be rigged at or above the lower spreader and must lead forward so that the line does not risk becoming entangled with the pilot boat as it approaches from aft.



Noncompliant pilot ladders have caused serious injury and death. Be aware that pilots may refuse to board vessels with noncompliant ladders and that this may result in delays.



STATE OF WASHINGTON
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Meeting Minutes – Pilot Safety Committee (PSC)

March 29, 2022, 9 am to 11 am

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

1. Review of Minutes of previous meeting on 02/09/2022

The minutes were reviewed and some committee members requested that the sections about pilot schedules and pilot workload and callbacks be expanded to include more details of the discussion, so Bettina agreed to add that information and then get the committee's approval of the revised minutes by email so that the approved minutes could be included in the packet for the next Board Meeting on April 21.

2. COVID 19 update

Ivan Carlson reported that PSP has had no new instances of COVID since his last report in February. Masks are no longer being required at the Pilot Station, though they are still required on the pilot boats because Coast Guard regulations apply to those vessels.

3. Dangerous Ladder Reporting

There were 20 dangerous ladder reports available for review by the committee. Scott Anacker answered questions from the committee about the incidents.

Bettina (BPC staff) asked which kinds of noncompliance issues require immediate correction (which can be noted on the report form) or notifying the next port (which can also be noted on the form). Scott explained that issues of poor seamanship, such as incorrectly rigged ladders or retrieval lines, and cases of ladders in poor condition and needing replacement, require immediate correction based on the pilot's judgment. Scott added that ladders needing replacement would be an important thing to track. Other more complex issues such as noncompliant trap door arrangements involve more people, and more levels of authority, including port engineers, and modifications must be approved by class.

John Scragg added that at this time what merits notifying the next port is fairly subjective because pilots are still being educated about ladder compliance.

Scott Anacker mentioned that the West Coast Pilots conference coming up in April will be an opportunity to talk with other pilot groups about dangerous ladder reporting. He said that PSP is very satisfied with the Jotform app for ladder reporting, and they are recommending that other pilot groups use it. Paper reporting forms seem to not result in any action, but electronic forms are easy to forward via email and track, leading to corrective actions.

Andrew Drennen asked about the process for tracking issues to resolution, for example if it is indicated that the next port should be notified. Scott Anacker described calling the next port himself (Canada) and Ivan Carlson described his own involvement in notifying the captain, the agent, and dispatch that a pilot will not be dispatched to the vessel until the situation is resolved.

Jason Hamilton asked which ladder reports get sent to Port State Control and Bettina said that all reports are being forwarded to D13-SMB-SectorSeattle-PSCAdmin@uscg.mil which is the contact email provided by Nate Menafee. Scott Anacker suggested that he and/or Sandy Bendixen might meet with the Coast Guard and make sure there is awareness of the intentions and expectations around the forms.

Andrew Drennen and Jason Hamilton felt that more policies need to be developed around the timeline for forwarding the reports and the expected actions from Port State Control. John Scragg acknowledged the value in simply raising inspectors' awareness of pilot ladder issues so that inspectors begin to focus more on pilot ladders on all vessels (not just ones where reports have been made). Scott Anacker agreed that the vessel crews will focus more attention on the areas that inspectors are looking at.

Bettina asked if the ladder report will be further finalized eventually to include, for example, contact information for the two pilotage districts. Scott Anacker said further refinements to the form will likely be made after discussion with other pilotage districts.

There was discussion of an improperly rigged ladder in the Grays Harbor District. Captain Bobby D'Angelo communicates very directly with the vessels calling there about what kind of pilot transfer arrangements he requires, usually with good results.

Scott Anacker also described the increased use of helmets by Puget Sound Pilots and some past incidents of close calls with heaving lines with shackles being thrown down to the pilot boat that could have caused injury. Starting April 1st, deckhands and pilot trainees will be required to wear helmets. Pilots are not required to wear helmets, but most are wearing them anyway.

4. Safety Bulletin on Retrieval Line Rigging

John Scragg observed the significant number of ladder reports where retrieval lines were rigged incorrectly and felt that the committee should send some type of communication to raise awareness. Ivan Carlson agreed that it should come from the BPC and be distributed to the PSP mailing list of agents. Improperly rigged retrieval lines are dangerous because they can be caught by the pilot boat or launch and pull the pilot ladder sideways/horizontal and causing the pilot to fall. Scott Anacker referenced some helpful visuals including an animated video showing what can go wrong. Bettina will assemble these into a draft Safety Bulletin to be reviewed by the committee.

5. PSP Efficiency Measures

Ivan Carlson was requested to give some further explanation and clarification regarding the reduction of call time for night assignments by one hour. Since pilots are informed of night

assignments (through 0800 the next day) by 1730, they generally do the prep for the assignment before sleeping and not in the wee hours of the morning. So this is a matter of making the call time match how the work is actually done. This means that fewer jobs will be considered night assignments because the call time will be, for example, 0500 instead of 0400, which will reduce the number of three-and-outs. Also, there will be an additional hour available when doing multiple assignments inside of 13 hours which will make some assignment combinations possible that otherwise would be calculated as exceeding 13 hours. This change does not apply to inbound assignments. Mike Moore asked if it would be possible to quantify the benefits of the change. Ivan said the benefits will be small but will add up and hopefully be visible over months.

Eleanor Kirtley emphasized that communication about the efficiency measures should be set in a safety context, making clear that the safety implications are being considered and fatigue management recommendations followed, and not put aside in the interest of efficiency. The other committee members agreed with this.

Ivan Carlson stated that the rest rule change recently approved by the Board (allowing multiple assignments beyond just multiple harbor shifts) is in fact implemented by PSP dispatch following the fatigue management recommendations of Dr. Czeisler, only allowing 13 hours multiple assignment duration between 0800 and 2200 and otherwise limiting it to 12 hours. To clarify, this is for the new assignment combinations allowed by the rule change. For multiple harbor shifts 13 hours total duration is still permitted in all cases.

6. Wrap-up/Next Steps/Next Meeting

Committee members suggested the following topics for the next meeting:

- Possible follow-up to a meeting about delays scheduled for April 11th (TBD)
- 6-month evaluation of the 2nd pilot requirement for loaded bulkers outbound from Tacoma
- First quarter rest rule exceptions

It was decided that the next meeting should be scheduled for early May.

The meeting was adjourned at 10:20 AM.



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Agenda – Oil Transportation Safety Committee (OTSC)

March 24, 2022, 1:00pm – 2:00pm

Via MS Teams

Attendees:

Jaimie Bever (Chair/BPC), Sheri Tonn (Ex-officio/BPC), Alex Hess (Ecology Alternate/BPC), Brian Kirk (Ecology Alternate/BPC), JD Leahy (Ecology Alternate/BPC), Sara Thompson (Ecology Alternate/BPC), Eleanor Kirtley (Marine Environment/BPC), Blair Bouma (Pilot/PSP), Jeff Slesinger (Tug Industry/Delphi Maritime), Jim Jannetta (Tribal/Swinomish), Bettina Maki (Staff/BPC), Bob Poole (Oil Industry/WSPA), Fred Felleman (Environment/Friends of the Earth), Peter Schrappen (Tug Industry Alternate/AWO), and Rein Attemann (Environment Alternate/WEC).

1. Welcome and Updates

The last meeting of the OTSC was in October 2021.

Jim Jannetta (Tribal/Swinomish) introduced Clyde Halstead, new attorney with the Swinomish. He will be taking over Jim's responsibilities after his retirement in a few months.

2. Charter and Membership Review

Jaimie Bever (Chair/BPC) reviewed the original OTSC charter language, adopted by the Board in December 2019, with the committee. The work of the OTSC, per the charter, is broken down into phases in accordance with the milestones set in ESHB 1578. Membership of the committee will be reviewed from phase to phase. Jaimie acknowledged that the membership review process has happened organically since the group started meeting, with individuals needing to step away and being replaced at different times. After reviewing existing membership, it was determined that the roster would remain the same moving forward for the ESHB 1578 September 2023 milestone. Jaimie pointed out that there were additional seats available for Tribal representation.

3. ESHB 1578 Status

Jaimie Bever (Chair/BPC) shared a slide presentation highlighting the various steps outlined

in ESHB 1578 and where the BPC was in the process. The presentation included a brief look at the completed deliverables, a review of the BPC's partnership with the Department of Ecology via the BPC-approved Interagency Agreement, and the upcoming September 2023 deliverables, which include the Tug Escort Risk Model, Model Analysis, and Consultation. The Scope of Work for the Risk Model Analysis was previously reviewed by the OTSC and approved by the Board. Ecology will be preparing the analysis and submitting it directly to the Legislature. The presentation also highlighted the numerous resources that the BPC must consider when adopting rules for tug escorts as a part of the 2025 Rule Making deliverable. The Risk Model Analysis is one of several legislatively directed resources for consideration.

Jeff Slesinger (Tug Industry/Delphi Maritime) inquired about the outreach process and was wondering if the consultation was for industry and other interested parties' input or if the outreach was specific to the milestones for the risk analysis process. Jaimie Bever (Chair/BPC) answered all the above. Jeff also wondered about frequency and plans for the benchmarks for public comments. Jaimie responded that those details were still being worked about, but that Ecology would be solidifying the plan in the coming weeks. Rein Attemann (Environment Alternate/WEC) asked for clarification regarding consultation and Tribal impact in relation to considerations for rulemaking. Jaimie responded that clarification regarding consultation will become clearer as they move through the process. She pointed out that ESHB 1578 had specific language regarding Tribal consultation and consideration of impacts, separate from the general consultation requirement. Eleanor Kirtley (Marine Environment/BPC) wondered if there was a more refined timeline or milestones for the consultation deliverable. Jaimie answered that there were consultation requirements for certain deliverables like the Tug Escort Analysis and development of the Risk Model, or even some of the earlier activities, and that there had been multiple channels of outreach already. The goal was to make sure that there is a consultation effort happening along with each deliverable process. She did not believe that the legislature's intent was to separate the consultation requirement from the deliverables as its own separate initiative. She added that the OTSC work was also a part of consultation, as well as webinars, and in person meetings and workshops.

Rein Attemann (Environment Alternate/WEC) inquired about the Synopsis of Changing Vessel Traffic Trends, which the BPC submitted to the legislature in December 2021. He thanked Ecology for the thorough and excellent work. He was interested in some allocated time at the OTSC level to have a report from Ecology regarding the synopsis, for the group to understand the findings and for opportunities to ask questions. He also wondered if there was a future opportunity to utilize the infrastructure now in place to look at trends in year three. Brian Kirk (Ecology Alternate/BPC) responded the challenge was that the infrastructure that was in place required the concentrated time of Ecology's most senior vessel inspector, Lori Crews. He pointed out that the process was extraordinarily manual and time-consuming to correlate individual oil barge and tug movements and then to stitch together the picture of oil traffic on the water. It was not work that Ecology could repeat without direction and resources from the legislature to do so. Jaimie Bever (Chair/BPC) reminded the committee

that Lori Crews did attend the 10/18/2021 OTSC meeting and presented her findings. The feedback she received from the committee was incorporated into the draft version she presented to the Board in November. Jaimie offered to share details regarding Lori's presentation to the Board with Rein offline.

4. Tug Escort Risk Model Update – Ecology

Brian Kirk (Ecology Alternate/BPC) presented an Oil Spill Risk Model Development and Analysis Planning Update to the committee.

His presentation began with a brief legislative background regarding ESHB 1578 and then moved into updates. The modeling and database servers were now being used and the team was on track to complete initial development of the model by March 31. Once that work is complete, a portion of the team will continue to test the model and do validation checks of the model outputs. They are also conducting detailed planning for the two analysis projects (Tug Escort and ERTV) including determining how to use the model and other tools to answer the research questions outlined in the Scope of Work.

Once outreach begins, the message will include that the initial application of the model is being tailored to meet the requirements of the first two analysis projects. For the Tug Escort and ERTV analyses, the critical hazard types focus on loss of propulsion events and potential drift groundings, as they represent the best opportunities for tugs to affect the outcomes. The model will include a number of features to examine the chain of events between loss of propulsion and a potential drift grounding in detail, including multiple intervention points to prevent the ship from going aground. The vessel drift model is currently being tested. Ecology will model using momentum after a loss of propulsion to avoid navigational hazards, ship self-repair, and emergency anchoring. They will also model tug intervention based on the type of vessel in the model scenario (tethered/untethered as well as tugs of opportunity and emergency response towing vessels). The model outputs will show the potential contribution of each intervention in proportion to the ship type and scenario.

As development has continued, Ecology has identified some aspects originally planned for the foundation of the model that will not be implemented in the initial application. This is a function of prioritizing the elements needed to complete the analyses. Things that will not be represented in the model include simulating non-covered vessels (fishing vessels under 300GT, recreational vessels, and Tribal fishing vessels), spills that occur during oil transfers (limited availability for an escort tug to intervene in a transfer spill), evaluating encounters for collisions and power groundings (encountered computational challenges with the method of evaluating each vessel-to-vessel and vessel-grounding opportunity as it was taking approximately 21 days to evaluate encounters a single model year, which is in conflict with the legislative timeline for the model and analysis and will be re-evaluated as a part of later updates to the risk model).

Regarding outreach, a series of sessions regarding both the Tug Escort and ERTV analysis

will take place between May and July. Details are coming soon. The model runs for the analysis are scheduled for late summer/early fall.

Development of the model will continue beyond the Tug Escort and ERTV analysis projects. The model will be used again for the required 2028 rules review as well as other assigned analysis projects.

The next steps for the modeling process include:

- Complete Initial Model Development: March 31, 2022
- Model Testing and Validation: April-June 2022
- Outreach and Consultation: Late spring/summer 2022
- Analysis Runs: Late summer/fall 2022
- Analysis Reports Due to Legislature: September 2023
- Iterative Model Development: throughout life of model

5. Next Steps

Fred Felleman (Environment/Friends of the Earth) requested an additional presentation to the OTSC regarding the Synopsis of Changing Vessel Traffic Trends to allow the group the opportunity to ask additional questions about the final report. Rein Attemann (Environment Alternate/WEC) added that it would be good for the group to have the opportunity to discuss the interpretations of the synopsis findings to bring closure to the process. Sheri Tonn (Ex-officio/BPC) suggested that there were significant improvements to the report summary and that it would be worthwhile to focus on those. The overall body of the work provided by Lori Crews was reviewed in October 2021. But the final summary, which was the most visible part of the synopsis, was what changed the most. Sara Thompson (Ecology Alternate/BPC) suggested that the meeting would not necessarily need Lori in attendance, as it would not be about the process, but more about the results and final product. Sara also added that rulemaking would become a prominent topic at the OTSC once it was announced in 2023.

Jaimie Bever (Chair/BPC) will send a Doodle Poll to the group to set up an OTSC meeting in May to discuss the synopsis findings for those OTSC members who are interested.