



STATE OF WASHINGTON
BOARD OF PILOTAGE COMMISSIONERS

MEETING AGENDA

October 15, 2020

Skype/Conference Call #206.389.8599, participation code: 2062643552#

1300 CALL TO ORDER

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

REGULAR MEETING

OLD BUSINESS

4. Board Action – 2020-2025 BPC Strategic Plan

NEW BUSINESS

5. Board Action – September 17, 2020 Meeting Minutes
6. Committee Actions:
 - a. TEC (Trainee Evaluation Committee)
 - Board Action – Consideration of Licensure of PSPD Pilot Candidates:
Captains Joe Siddell & Matt Hannuksela
7. Board Action – Future Board Meeting Materials
8. Board Action – Update Mariner Credential Policy Statement
9. Board Action – Pilot's Report of Marine Safety Occurrence:
 - a. *Global Ambition* 09-12-20 PS
 - b. *Globe Danae* 09-22-20 PS
10. Board Action – Request for Vessel Exemption from Pilotage:
 - a. Motor Yacht *Ms Anna* New (96 FT, 222 GRT) Interim
11. Board Action – Pilot/Trainee Physical Examination Reports
12. Possible Board Action – Puget Sound Pilot License Status

1430-1445 BREAK

13. ESHB 1578 – Updates
 - a. Update on Tank Vessel Movement Report
 - b. Comments from Charlie Costanzo, AWO
14. Committee Reports:
 - a. JDC (Joint Diversity Committee)
 - b. CIC (Commission Investigative Committee)
 - c. OTSC (Oil Transportation Safety Committee)
 - d. PSC (Pilot Safety Committee)
 - e. Exam Committee
15. Confirmation of Next Regular Meeting Dates: - Nov 12 – Location: Teams or Skype/Conference Call
- Dec 10 – Location: Teams or Skype/Conference Call

***Public comment accepted throughout the meeting at the discretion of the Chair**

STATE OF WASHINGTON
BOARD OF PILOTAGE COMMISSIONERS

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



THE BPC PILOTAGE QUARTERLY

Announcements

40 Under 40

BPC Marine Environment Representative Dr. Eleanor Kirtley has been named one of Puget Sound Business Journal's 40 Under 40 for 2020! Dr. Kirtley is a Senior Program Manager for Green Marine.



Congratulations Commissioner Kirtley!

Seattle REC Reopens

The Regional Examination Center (REC) reopened for limited services, by appointment only, on September 14, 2020.

Salish Sea Shared Waters Forum

This virtual conference is October 14th and 15th. Visit the website for more details [here](#).

September 1st Tug Escort Implementation

September 1, 2020 marked the start of new laws in Washington state for tug escorts on oil-laden tank, articulated tug barge, and waterborne vessels and barges between 5,000 and 40,000 deadweight tons per the requirements of [RCW 88.16.190](#) and as directed by the 2019 Washington State Legislature via [ESHB 1578](#), the *Reducing threats to southern resident killer whales by improving oil transportation safety* Act. Compliance was observed immediately. The BPC commends industry on the implementation of the new laws into their operations.



AIS data shows tug escort implementation on September 1, 2020. Image source: Dept. of Ecology.

At the June 18, 2020 regular public meeting, the Board adopted an [Interpretive Statement](#) to help clarify ESHB 1578 terms in preparation for the September 1st tug escort implementation. At the September 17, 2020 meeting, the Board adopted an update to the Interpretive Statement providing additional clarity regarding the definition of "biological oils". You can find the update on our website at www.pilotage.wa.gov. The Board's Oil Transportation Safety Committee (OTSC) will meet in October to review implementation and address questions received, possibly making additional recommendations to the Board for increased clarity in the Interpretive Statement.

The BPC looks forward to being a part of the 2020 Salish Sea Shared Waters Forum where we will provide additional updates regarding the tug escort implementation process.

BPC Staff Highlight

We celebrated BPC Training Program Coordinator Jolene Hamel's three-year anniversary on September 1, 2020. Jolene started her career with us as the Administrative Coordinator. She transitioned to Training Program Coordinator in 2019. Jolene provides excellent support to pilot trainees and aspirants, as well as the Board, committees, and staff. We are very fortunate to have her as a part of our pilotage team.



Before the pandemic, Jolene and her husband were regulars on cruise ships. Here she is on the EMERALD PRINCESS.

New Pilot Boat in Grays Harbor



The Port of Grays Harbor has acquired a new pilot boat. The VEGA arrived from Long Beach, CA at Westport Marina in early September. According to the Port, staff will be working through repairs and modifications before putting the vessel into service.

Congratulations to the Port of Grays Harbor!

New pilot boat VEGA (foreground left) at Westport Marina. The current GH pilot boat, the CHEHALIS, can be seen on the far right. Photo courtesy of the Port of Grays Harbor.

2021 Pilot Exam & Aspirant Webinar

Work is underway for the next Washington State Marine Pilot Exam, scheduled for April 6, 2021. In preparation for the exam, the BPC will be hosting a webinar on October 21, 2020 at 1:30 PST. The purpose of the webinar is to provide an overview of the BPC, exam qualifications, Puget Sound Pilots, Port of Grays Harbor, the written exam, the simulator evaluation, and the training program, concluding with a Q&A session.

If you'd like to be added to the distribution list for information about the webinar and/or the marine pilot exam, please contact Training Program Coordinator Jolene Hamel at PilotageInfo@wsdot.wa.gov or (206) 515-3904. For more information about the exam, please visit us at <https://pilotage.wa.gov/exam-information.html>.

District Snapshots

Puget Sound



Retirements:

Captain Eric Lichty
Captain John Harris

Thank you for your service to the State of Washington!

License Upgrades to Unlimited:

Captain Brad Lowe
Captain Jim Carstensen

Congratulations!

Training Program:

Currently training are Captains Joe Siddell, Matt Hannuksela, Neil McGourty, Severin Knutsen, Ryan Gartner, Eric Michael, Nick Moore, Robert Ekemann, and Andrew Stewart. In addition, Captains Mark Bostick and Peter Mann began their training programs on October 1st.

Grays Harbor



Training Program:

Currently in training is Captain Forest McMullen.

Save the Date and Achieve the Dream

2021 WA Marine Pilot Exam
Target Date: April 6, 2021



<https://pilotage.wa.gov/exam-information.html>



WA State Board of Pilotage Commissioners

Industry Update:
October 15, 2020 BPC Meeting

Vessel Arrivals and Assignments Continue to Drop

September YTD 2020 compared to September YTD 2019 comparison

- ✚ Container arrivals **down 84**
 - ✚ **Bulkers up 23** (up 14 in just the month of Sept vs Sept 2019)
 - ✚ Car Carriers and RoRo's **down 62**
 - ✚ Passenger **down 206** (no season = reduction of 464 assignments for the year)
 - ✚ Tankers/ATB's **down 10 YTD** (down 9 in September alone)
 - ✚ Grays Harbor **down 6 YTD**
- ✓ Assignments **Down 4.4%** in 2019 and **Down 717 or 15.16%** thru Aug 2020
 - ✓ This does not include Sept Assignment Data but given drop in Sept arrivals there will be a further significant decrease in assignments
 - ✓ PMSA opposed increase in pilots last July – see letter

Future?

Container Volumes & Market Share

- ✚ Container volume increases in LA/LB has congested terminals, warehouses and the entire system; some vessels anchored out waiting.
- ✚ Prince Rupert congestion has led to vessels drifting offshore waiting for a slot.
- ✚ PNW might see some additional ad hoc container ship calls as a result
- ✚ More projections that competitor ports will continue to take cargo volumes and market share away from American West Coast ports – this has been a repeat call to action by PMSA for more than a decade and PMSA was first to highlight this reality in 2020 just a few months ago - recall:

“West Coast ports’ market share has declined 19.4 percent since 2006, a concerning trajectory that puts port and logistic jobs at increasing risk, according to a new briefing paper released today by the Pacific Merchant Shipping Association (PMSA).

Quiet Sound Moving Forward

- ✓ The Quiet Sound group continues to move forward; ports to provide some funding.
- ✓ PMSA and the Marine Exchange serve on this group with ports, WSF, others.

West Seattle Bridge

- ✚ T-5 project implications still in play

Port of Seattle says West Seattle bridge woes may hurt Terminal 5

SEP 18, 2020 at 4:41 PM BY [Carolyn Adolph](#)

<https://www.kuow.org/stories/port-of-seattle-says-freight-can-t-be-squeezed-by-west-seattle-bridge-woes>

In 2021, the Port of Seattle's Terminal 5 gets the gigantic cranes that will allow it to accept cargo from some of the biggest ships in the world. But the closure of the West Seattle Bridge means all that cargo will have to flow over the Spokane Street Bridge. It's one lane in each direction. It's heavily in demand. And now the city wants to put up electronic controls to help the bridge finesse its daytime use.

"Are there moments where usage is way down, where it's underutilized, where we could enable broader usage?" said Michael Harold, spokesman for Seattle's Department of Transportation. The city plans to have an electronic system set up to monitor for just such moments, so that residents can use the bridge during the day. Right now, they are only allowed to use the bridge from late night to early morning. Port officials don't like the sound of that. Last July, the port celebrated the arrival of \$500 million to invest in the big cranes and the modernization of Terminal 5. Since then, the bridge everyone expected would be there — the West Seattle Bridge — has been closed after cracks revealed it was in danger of collapse. Now, freight must use the limited lower bridge, sharing access with transit and emergency vehicles.

Port Commissioner Peter Steinbrueck says he's aware that many people want access to the lower bridge, but freight needs all the access it can get to make Terminal 5 a success. "We're right there in the middle of it, and determined to ensure that we can open that gateway," he said. Terminal 5 is expected to open next summer.

A new West Seattle Bridge could be even higher than the current 140-foot-tall span

By [Mike Lindblom](#), [Seattle Times](#)

<https://www.seattletimes.com/seattle-news/transportation/a-new-west-seattle-bridge-could-be-even-higher-than-the-current-140-foot-tall-span/>

If city leaders replace the cracked West Seattle Bridge, the new span might need to rise higher than the existing 140-foot-tall span above the Duwamish Waterway. Ship-channel height is one of the top five risks that could add costs and time to a new bridge project, the city's engineering consultants believe. The Coast Guard says it will require a navigation impact statement for any new bridge there, as is done for thousands of corridors across the country.

"It's meant to be difficult because whatever they build is going to have to be there for the next 100 years," Steven Fischer, the Coast Guard's regional bridge administrator, said in an interview. "So we have to project: What's the need of Seattle maritime business going to be 100 years from now?" But if Seattle Department of Transportation (SDOT) contractors repair the cracked 36-year-old concrete bridge, [allowing traffic to return in 2022](#), the city can duck the clearance question for 15 to 40 years. Mayor Jenny Durkan is scheduled to make a recommendation Oct. 21 about whether to try repairs, or proceed to demolition and a new bridge. The West Seattle Bridge rises 140 feet because the Port of Seattle aspired to construct a big container terminal upstream, requiring more clearance than previous river ships needed. It was never built. That's no longer a factor for the port, which will reopen Terminal 5 in Elliott Bay next year, providing crane lifts exceeding 146 feet to serve the world's [ultra-large container ships](#).

Demand for Big-Box Warehouses Soars Under E-Commerce Surge, Report Says

By [Jennifer Smith](#), [Wall Street Journal](#)

<https://www.wsj.com/articles/demand-for-big-box-warehouses-soars-under-e-commerce-surge-report-says-11601546402>

A key measure of demand for big warehouses soared 51% in the first half of 2020 as the pandemic-driven surge in online sales sent companies scrambling for space to store and deliver goods to locked-down consumers. The rush toward distribution centers was most pronounced at the largest end of the market, real-estate brokerage firm [Colliers International Group](#) Inc. said in a report released Thursday, as [Amazon](#). com Inc. and other e-commerce and logistics providers [accelerated a push toward](#) sprawling facilities to process, package and ship digital orders. E-commerce sales accounted for a record 16.1% of total U.S. retail sales in the second quarter on an adjusted basis, according to the Commerce Department. Online sales rose 31.8% from the first quarter, and jumped 44.5% year-over-year.

For industrial real estate, the rapid expansion of digital commerce appears to be offsetting slowdowns and bankruptcies in sectors such as [traditional retail](#), Mr. Quinn said.



September 2020

A First Glimpse at the Containers of August

Note: Because West Coast ports are usually much quicker in releasing their monthly TEU tallies than their rival ports elsewhere in the country, these “First Glimpse” numbers are necessarily incomplete and may give a misleading indication of the latest trends.

Even the most sophisticated maritime trade forecasters, no doubt traumatized by having had a global pandemic make a complete hash of their data points this spring, have been understandably tentative about placing their bets on third-quarter trends. For example, in its outlook published on August 10, the National Retail Federation’s Global Port Tracker (GPT) expected August’s inbound loaded container numbers to be 2.8% higher than July’s but still 7.3% lower than they were in August of last year. However, by the time of its September 9 update, the GPT forecast for August swung around to a gain of 7.3% over July and a 6.0% increase over last August.

What a difference thirty days can make when forecasting months ahead.

So what are the early reporting ports telling us about August?

The nation’s largest maritime gateway, the neighboring Ports of Los Angeles and Long Beach in Southern California’s San Pedro Bay, was extraordinarily busy. For Long Beach, it was its busiest August ever. For Los Angeles, it was its busiest month ever. Import loads of 364,792 TEUs at Long Beach and 516,286 TEUs at Los Angeles made for a remarkable combined total of 881,078 TEUs filled with imported merchandise. That represented a year-over-year gain of 15.9% from August 2019 but also a 5.8% increase from July of this year.

At the Port of Oakland, inbound loads in August were up 9.0% from last year but down ever so slightly (-0.2%) from this July. August, however, was not Oakland’s busiest month ever, or even its busiest August. That occurred in 2018. Further north, the Northwest Seaport Alliance Ports of Seattle and Tacoma recorded a 4.4% increase in import loads over July but a 3.9% drop from August 2019.

Altogether, the five major USWC ports reported a 4.8% bump in inbound loads over July and an even larger 8.5% year-over-year gain.

On the East Coast, Savannah posted a 4.8% increase in inbound loads from last year but also a strong 22.6% jump over July. No doubt in a gesture of empathy with the flailing Red Sox, the Port of Boston’s inbound loaded traffic nosedived by 27.7% from last August and even stumbled 17.0% from July.

Along the Gulf Coast, Houston reported a 5.8% gain in inbound loads over August 2019 and a 14.0% increase over this July.

In British Columbia, Prince Rupert saw a 4.7% year-over-year decline in inbound loads but a relatively slender 5.3% increase over the preceding month of July. By contrast, Vancouver recorded a sharp 14.8% year-over-year jump in inbound loads as well as a 3.9% gain over July. Together, the two Canadian ports posted an 8.2% bump in inbound loads from last August.

On the export side of the ledger, loaded outbound TEUs from the Port of Long Beach were up 1.0% year-over-year but down 10.2% at the Port of Los Angeles, leaving the two San Pedro Bay ports with an overall 5.0% drop in outbound loads from last August. Up the coast, Oakland recorded a slender 1.4% gain in outbound loads from last year. Export loads at the NWSA plunged by 24.6%. Combined, the big five USWC ports saw a 7.7% drop in outbound loads.

Back East, export loads from Savannah were off by 3.0% from last year.

On the Gulf Coast, Houston was down 9.9% year-over year. (Hurricane Laura interrupted port operations at Houston in late August, with the U.S. Coast Guard setting Port Condition Zulu on August 26.)

Up in British Columbia, Prince Rupert posted a 9.8% bump in outbound loads, while Vancouver saw a 16.0% fall-off from last August. Collectively, exports from the two ports were down 12.4% year-over-year.



Parsing the July 2020 TEU Numbers

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

July 2020 Import Traffic

Most everyone understands that 2020 has been a highly unusual year, and so everyone appreciates that year-over-year comparisons with maritime trade volumes in 2019 might be less than flattering. The forecasting game turned instead to gauging how fast we were recovering from the sheer awfulness of March through May, when inbound loads through U.S. mainland ports plummeted by 13.0% from the same months in 2019.

In its August 10 forecast, the Global Port Tracker (GPT) estimated that import loads in July would be down 10.2% year-over-year. Once it had the TEU tallies from the ports it monitors fully in hand, the GPT released an update on September 9 reporting that container import traffic had actually been down a more modest 2.3% year-over-year, but up a stunning 19.3% percent from June.

For those who simply cannot pass up any opportunity to denigrate the competitiveness of America's West Coast ports, the July numbers were not altogether comforting. Sure, inbound loads through the Port of Los Angeles were down 4.3% (-20,409 TEUs) from a year earlier, but the neighboring Port of Long Beach more than picked up the slack with a 20.3% (+63,457 TEUs) burst in inbound loads. That left the two San Pedro Bay facilities with a combined 5.5% (+43,048 TEUs) bump over the previous July. Meanwhile, the Port of Oakland posted a 6.4% (+5,822 TEUs) increase. Alas, the chronically troubled Northwest Seaport Alliance Ports of Seattle and Tacoma took another hit, with import traffic falling 15.9% (-19,557 TEUs) from July 2019. Still, the five major U.S. West Coast ports recorded a handy 2.9% (+29,313 TEUs) increase over the same month a year earlier.

By contrast, import traffic through U.S. East Coast and Gulf Coast ports was uniformly down in July. Not one of the eleven USEC and USGC ports we monitor posted

positive import numbers. The Port of Virginia fared worst with a year-over-year fall-off of 15.6% (-19,568 TEUs), while Savannah sustained a 6.0% (-11,793 TEUs) drop followed closely by Charleston with a 12.1% (-11,177 TEUs) deficit. The Port of New York/New Jersey was down 3.2% (-10,893 TEUs). Altogether, the nine USEC ports we monitor, handled 7.6% (-68,765 TEUs) fewer inbound loads than they had in July 2019.

That pretty much was also the story at the two Gulf Coast ports we feature, whose combined inbound loads dipped by 8.0% (-9,827 TEUs) from last July.

Diversions of containerized import traffic away from the NWSA ports to the Port of Vancouver and Prince Rupert in British Columbia likely moderated what would probably have been a deeper fall-off in inbound loads through British Columbia. Down just 1.6% (-3,670 TEUs) from July 2019.

For the month of July, the major USWC ports saw their share of containerized imports into mainland U.S. ports jump to 52.0% from 49.3% last year. Still, on a YTD basis, the USWC share remains below last year at this point, 47.9% from 48.2%.

July 2020 Export Traffic

The Ports of Long Beach and Los Angeles resumed their teeter-tottering in July, with outbound loads at Los Angeles plummeting by 21.7% (-34,986 TEUs) while Long Beach saw a 24.1% (+26,948 TEUs) jump from last July. Together, outbound loads at the two Southern California ports were off by 2.9% (-8,038 TEUs).

Outbound loads in July were also down at Oakland (-6.4% or -4,887 TEUs) and at the two NWSA ports (-23.4% or -17,281 TEUs).

That left outbound loads in July through the Big Five USWC ports 7.1% (-30,206 TEUs) shy of last July's total.

The export trade numbers were slightly worse along the Atlantic Seaboard, where export counts were uniformly down, often by double digits, except at JaxPort and Boston. Outbound loads from PNYNJ slid by 14.7% (-30,392 TEUs) from a year earlier, while Charleston shipped 20.1% fewer loaded TEUs. Outbound loads were



Parsing the July 2020 TEU Numbers *Continued*

also down: by 15.3% at Virginia; by 4.5% at Savannah; by 15.7% at Miami; and by 24.6% at Port Everglades. Coastwise, outbound loads at the nine USEC ports we follow were down 9.5% (-98,902 TEUs).

The two Gulf Coast ports we monitor saw outbound loads decline by 7.4 (-9,522 TEUs). Houston was down 5.7%, while New Orleans reported a 14.2% fall-off.

Up in British Columbia, Prince Rupert's 2.2% gain in outbound loads was more than offset by a 4.5% drop at Vancouver.

Altogether, outbound loads from the sixteen U.S. mainland and two British Columbia ports reporting July TEU figures were off by 8.4% (-142,376 TEUs) from last July.

The Big Five USWC ports saw their share of outbound loads sailing from the U.S. mainland ports in July rise to 27.1% from 26.6% a year earlier.

However, the USWC share of outbound loads through the seven major U.S. and Canadian Pacific Coast ports did slip to 79.2% from 79.8% last July.

Weights and Values

Even though the TEU is the shipping industry's preferred unit of measurement, we offer two alternative metrics – the declared weight and value of the goods contained in those TEUs – in hopes of further illuminating recent trends in the container trade along the USWC. While these numbers often contain little good news for USWC port officials, for the month of July things were different.

Exhibit 1	July 2020 - Inbound Loaded TEUs at Selected Ports					
	July 2020	July 2019	% Change	July 2020 YTD	July 2019 YTD	% Change
Los Angeles	456,029	476,438	-4.3%	2,406,662	2,736,705	-12.1%
Long Beach	376,807	313,350	20.3%	2,036,774	2,127,160	-4.2%
San Pedro Bay Totals	832,836	789,788	5.5%	4,443,436	4,863,865	-8.6%
Oakland	96,420	90,598	6.4%	550,784	564,743	-2.5%
NWSA	103,389	122,946	-15.9%	669,197	815,263	-17.9%
USWC Totals	1,032,645	1,003,332	2.9%	5,663,417	6,243,871	-9.3%
Boston	12,242	12,714	-3.7%	79,500	85,912	-7.5%
NYNJ	326,079	336,972	-3.2%	2,034,810	2,183,034	-6.8%
Maryland	46,476	48,807	-4.8%	289,128	309,828	-6.7%
Virginia	105,692	125,260	-15.6%	694,745	798,936	-13.0%
South Carolina	81,530	92,707	-12.1%	562,138	613,115	-8.3%
Georgia	185,548	197,341	-6.0%	1,174,122	1,272,703	-7.7%
Jaxport	28,867	32,505	-11.2%	175,999	209,307	-15.9%
Port Everglades	22,108	25,801	-14.3%	168,620	189,789	-11.2%
Miami	33,029	38,229	-13.6%	227,906	253,330	-10.0%
USEC Totals	841,571	910,336	-7.6%	5,406,968	5,915,954	-8.6%
New Orleans	11,211	12,315	-9.0%	81,173	80,932	0.3%
Houston	102,339	111,062	-7.9%	672,057	715,849	-6.1%
USGC Totals	113,550	123,377	-8.0%	753,230	796,781	-5.5%
Vancouver	160,875	162,908	-1.2%	951,179	1,006,676	-5.5%
Prince Rupert	64,640	66,277	-2.5%	336,890	365,655	-7.9%
BC Totals	225,515	229,185	-1.6%	1,288,069	1,372,331	-4.1%
US/BC Totals	2,213,281	2,266,230	-2.3%	13,111,684	14,328,937	-8.5%
US Total	1,987,766	2,037,045	-2.4%	11,823,615	12,956,606	-8.7%
USWC/BC	1,258,160	1,232,517	2.1%	6,951,486	7,616,202	-8.7%

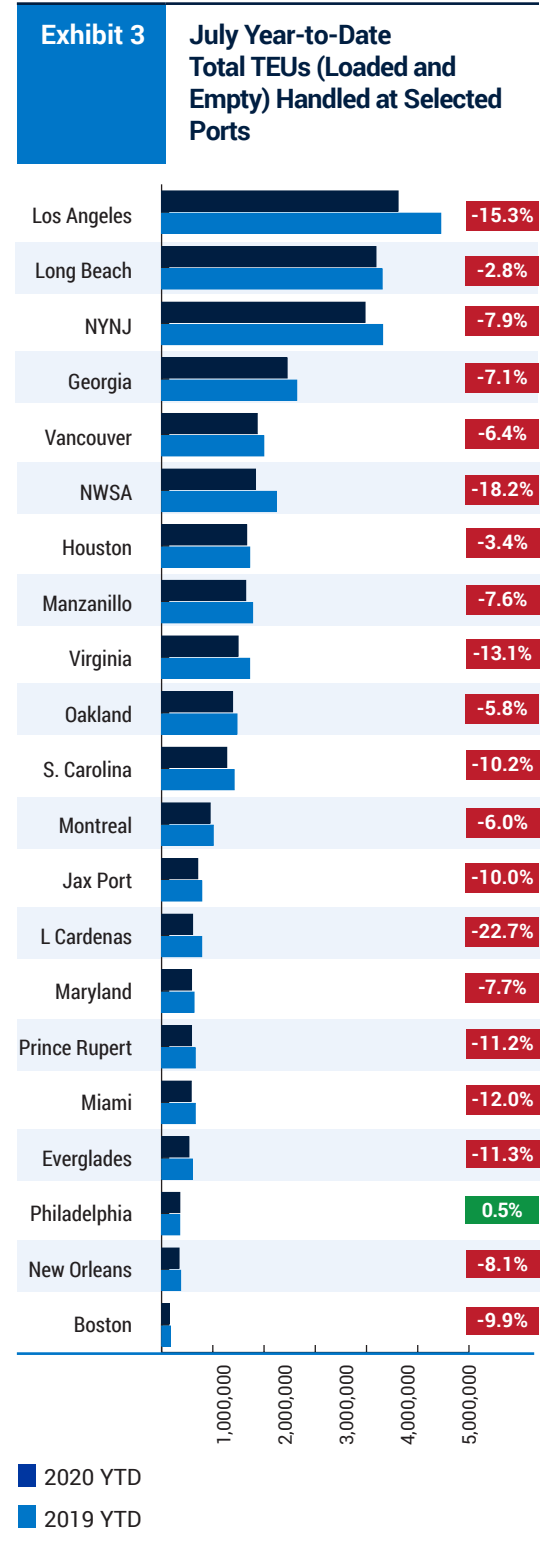
Source Individual Ports



Parsing the July 2020 TEU Numbers Continued

	July 2020 - Outbound Loaded TEUs at Selected Ports			July Year-to-Date Total TEUs (Loaded and Empty) Handled at Selected Ports		
	July 2020	July 2019	% Change	July 2020 YTD	July 2019 YTD	% Change
Los Angeles	126,354	161,340	-21.7%	874,463	1,070,020	-18.3%
Long Beach	138,602	111,654	24.1%	872,823	843,879	3.4%
San Pedro Bay Totals	264,956	272,994	-2.9%	1,747,286	1,913,899	-8.7%
Oakland	71,527	76,414	-6.4%	533,953	540,065	-1.1%
NWSA	56,547	73,828	-23.4%	467,887	527,557	-11.3%
USWC Totals	393,030	423,236	-7.1%	2,749,126	2,981,521	-7.8%
Boston	8,692	6,418	35.4%	42,491	46,617	-8.9%
NYNJ	175,859	206,251	-14.7%	762,352	859,533	-11.3%
Maryland	17,528	19,175	-8.6%	124,032	134,468	-7.8%
Virginia	68,594	80,955	-15.3%	534,426	574,805	-7.0%
South Carolina	57,628	72,126	-20.1%	446,963	486,854	-8.2%
Georgia	112,464	117,790	-4.5%	857,698	878,422	-2.4%
Jaxport	48,254	41,165	17.2%	282,547	289,444	-2.4%
Port Everglades	25,867	34,328	-24.6%	190,449	244,599	-22.1%
Miami	28,930	34,304	-15.7%	207,186	241,207	-14.1%
USEC Totals	936,846	1,035,748	-9.5%	3,448,144	3,755,949	-8.2%
New Orleans	21,460	25,021	-14.2%	166,247	174,178	-4.6%
Houston	98,509	104,470	-5.7%	733,098	726,962	0.8%
USGC Totals	119,969	129,491	-7.4%	899,345	901,140	-0.2%
Vancouver	87,432	91,521	-4.5%	616,088	673,589	-8.5%
Prince Rupert	15,740	15,397	2.2%	116,296	117,044	-0.6%
British Columbia Totals	103,172	106,918	-3.5%	732,384	790,633	-7.4%
US/Canada Total	1,553,017	1,695,393	-8.4%	7,828,999	8,429,243	-7.1%
US Total	1,449,845	1,588,475	-8.7%	7,096,615	7,638,610	-7.1%
USWC/BC	496,202	530,154	-6.4%	3,481,510	3,772,154	-7.7%

Source: Individual Ports



Source: Individual Ports



Parsing the July 2020 TEU Numbers Continued

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

	July 2020	June 2020	July 2019
Shares of U.S. Mainland Ports Containerized Import Tonnage			
LA/LB	30.3%	29.4%	28.0%
Oakland	4.4%	4.5%	4.1%
NWSA	4.8%	4.8%	5.2%
Shares of U.S. Mainland Ports Containerized Import Value			
LA/LB	37.3%	37.9%	35.5%
Oakland	4.0%	4.1%	3.6%
NWSA	6.3%	5.8%	6.8%
Shares of U.S. Mainland Containerized Export Tonnage			
LA/LB	21.8%	20.0%	20.4%
Oakland	6.3%	6.1%	5.8%
NWSA	6.9%	7.2%	7.6%
Shares of U.S. Mainland Containerized Export Value			
LA/LB	21.9%	21.7%	19.9%
Oakland	7.4%	6.8%	6.0%
NWSA	4.2%	4.3%	4.3%

Source: U.S. Commerce Department.

Exhibit 4: USWC Ports and the Worldwide Container Trade. Exhibit 4 features some unusual numbers on containerized imports (regardless of point of origin) entering mainland U.S. ports. The two San Pedro Bay ports actually saw their combined percentage of containerized import tonnage grow to 30.3% from 28.0% a year earlier. The two also enjoyed a sizable bump to 37.3% from 35.5% in their joint share of the declared value of U.S. containerized imports. Meanwhile, the Port of Oakland's share of import tonnage rose to 4.4 from 4.1% a year ago, with its share of import value also edging up to 4.0% from 3.6%. Further north, the two NWSA ports saw their combined share of import tonnage decline to 4.8% from 5.2% and, in value terms, to 6.3% from 6.8%.

On the export side, the Southern California ports gained

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

	July 2020	June 2020	July 2019
Shares of U.S. Mainland Ports' East Asian Container Import Tonnage			
LA/LB	47.3%	46.3%	44.5%
Oakland	4.6%	4.9%	4.4%
NWSA	6.8%	6.5%	7.5%
Shares of U.S. Mainland Ports' East Asian Container Import Value			
LA/LB	54.0%	54.6%	52.3%
Oakland	4.7%	4.7%	4.1%
NWSA	8.7%	7.8%	9.8%
Shares of U.S. Mainland Ports' East Asian Container Export Tonnage			
LA/LB	34.8%	29.7%	35.7%
Oakland	8.5%	7.8%	9.1%
NWSA	10.0%	10.4%	12.9%
Shares of U.S. Mainland Ports' East Asian Container Export Value			
LA/LB	42.3%	39.1%	40.9%
Oakland	12.0%	10.8%	10.9%
NWSA	7.6%	7.6%	9.0%

Source: U.S. Commerce Department.

market share in both tonnage and value terms. Oakland fared even better with significant year-over-year gains in both export value and export tonnage. Not so positive were the numbers for the NWSA ports, who saw their combined share of U.S. containerized export tonnage slide while their share of export value edged down.

Exhibit 5: USWC Ports and the East Asia Trade. The numbers on containerized imports arriving at U.S. mainland ports from East Asia in July brought at least a momentary reversal of the downward trends USWC ports had been enduring for years. The Ports of Los Angeles and Long Beach saw their combined share of containerized import tonnage from East Asia swell to 47.3% in July from 44.5% a year earlier. At the same time, their collective share of containerized import value rose



Parsing the July TEU Numbers *Continued*

to 54.0% from 52.3%. Elsewhere along the coast, Oakland improved on both measures, but the NWSA ports suffered declines in both import value and tonnage shares.

Exports were a different story, though. On the outbound side, the San Pedro Bay ports' share of containerized export tonnage to East Asia dipped to 34.8% from 35.7% a year earlier. However, their combined share of the value of those containerized imports rose to 42.3% from 40.9%. Oakland likewise experienced a sizable decline in its share of export tonnage but grew its value share. Meanwhile, the two NWSA ports sustained declines in their share of U.S. containerized export tonnage and value.

Market Share Update

We offer three exhibits here documenting the market share shifts in containerized imports since 2003, the earliest year for which comparable tonnage data are available.

Exhibit 6 shows the changes in market share among the three coasts for all containerized imports (by tonnage) at U.S. mainland ports.

In 2003, the USWC share stood at 43.5%, with USEC ports with a slightly higher 44.6% share followed by USGC ports with their 12.7% share of all containerized import tonnage entering U.S. mainland ports. By last year, the USWC share had tumbled to 37.9%, far behind the 50.8% USEC share. The USGC share meanwhile had dipped to 11.8%. Through July of this year, the USWC share had ebbed lower to 37.5%, while the USEC share remained unchanged at 50.8%. The USGC share meanwhile edged higher to 12.2%.

Exhibit 7 covers the same period but looks exclusively at containerized import tonnage from East Asia, the critical eastbound transpacific trade. At the outset, the USWC

Exhibit 6 Comparative Coastal Shares of Containerized Import Tonnage from All Nations: 2003-2020 (July YTD)

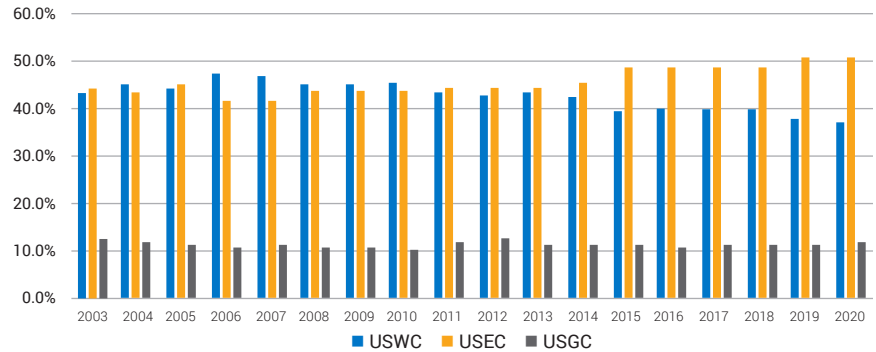


Exhibit 7 Comparative Coastal Shares of Containerized Import Tonnage from East Asia: 2003-2020 (July YTD)

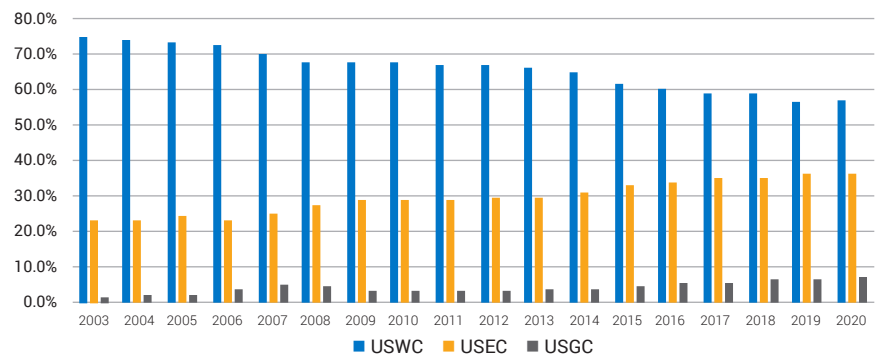
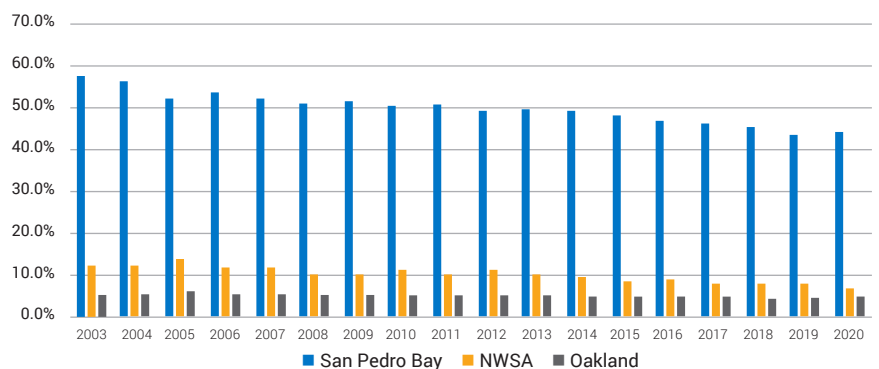


Exhibit 8 Comparative Coastal Shares of Containerized Import Tonnage from East Asia: 2003-2020 (July YTD)

Source: U.S. Commerce Department





Parsing the July TEU Numbers *Continued*

enjoyed a dominant 75.1% share of the trade, far eclipsing the USEC share of 23.6% and the USGC's meager 1.6% slice of the trade. By last year, the USWC share had shrunk to 56.4%, while the USEC share had grown to 36.5% and that of the USGC ports to 7.1%. Through July of this year, the shares have not appreciably changed.

Exhibit 8 considers how the three principal USWC maritime gateways have fared in their respective shares of the inbound container trade from East Asia.

As the lines indicate, only the Port of Oakland has maintained a steady share of the trade, averaging 4.7% throughout the period from 2003 to 2020. The San Pedro Bay ports have seen their combined share decline from 57.4% in 2003 to 43.4% last year but back up to 44.0% through the first seven months of this year. The NWSA share, 11.9% in 2003, peaked at 13.4% two years later and then has suffered a nearly steady decline to 7.8% last year and 7.2% through July of this year.

Who's #1?

Because the Port of New York/New Jersey does not exactly post its monthly TEU counts in a New York Minute, July is currently the most recent month for which comparable statistics are available for ranking the nation's three busiest ports. So, for the record, ***the Port of Los Angeles was the nation's busiest container port in July*** with total traffic (loaded + empty) amounting to 856,389 TEUs. The Port of Long Beach ran second with 753,081 TEUs, while PNYNJ placed far behind in third place with 607,463 TEUs.

For the finicky few who think empty boxes should not count, there is no change in the rank order. Los Angeles handled 582,382 loaded TEUs as opposed to 515,409 laden TEUs at Long Beach. Trailing well behind in third was PNYNJ with just 428,819 laden TEUs.

The YTD totals (loads + empties) for the first seven months of the year showed Los Angeles in the lead with 4,618,277 TEUs. Long Beach with 4,186,116 TEUs bested PNYNJ's total of 3,973,088 TEUs. Strictly in terms of loads, LA handled 3,281,127 laden TEUs through July, with Long Beach (2,909,597 TEUs) beating PNYNJ (2,797,162 TEUs).

So what about Savannah? The aspiring Georgia port has been making a lot of noise lately with claims of shipping prowess that seem to stretch the numbers

more than a wee bit. Take, for example, an August 24 press release from the Georgia Port Authority (GPA) bearing the headline "Savannah takes top spot for U.S. container shipping." As the release contends: "The Port of Savannah exported more loaded containers than any other port in the country from January through May, achieving a 12.2 percent market share. Garden City Terminal handled a total of 593,195 TEUs of loaded exports during the first five months of the calendar year."

Really? PMSA begs to differ.

The GPA release provides a list of what it alleges are the loaded outbound TEU counts at the nation's ten largest seaports in the period from January through May. GPA attributes the numbers to PIERS, the for-profit box counting outfit whose container traffic numbers often fail to jibe with what the nation's ports themselves report.

Exhibit 9 displays the disparities between the PIERS tallies cited in the Georgians' press release and the container statistics posted by each of the ten largest U.S. ports, including the Georgia Port Authority itself. The rank order is according to the GPA. Please note that, while the GPA says PIERS concludes that Savannah shipped 593,195 laden TEUs through the first five months of

Exhibit 9 Disparate Export TEU Tallies: GPA/PIERS vs. Ports

Port	PIERS Number	Port Number	% Variance	TEU +/- Variance
Savannah	593,195	627,810	94.5%	34,615
Los Angeles	557,399	638,524	87.3%	81,125
PNYNJ	530,504	561,843	94.4%	31,339
Houston	521,500	536,954	97.1%	15,454
Long Beach	517,207	616,683	83.9%	99,476
Norfolk	354,052	394,241	89.8%	40,189
Oakland	336,943	391,788	86.0%	54,845
Charleston	317,890	331,400	95.9%	13,510
NWSA	341,154	340,908	100.1%	(246)
Top Ten Totals	4,069,844	4,440,151	91.7%	(370,307)



Parsing the July TEU Numbers *Continued*

this year, the GPA’s own website lays claim to having handled 627,810 loaded outbound TEUs. (Right hand, meet left hand.)

There are obvious and, at times, very considerable differences between the PIERS numbers cited by the Georgia Port Authority and the outbound loaded TEU counts claimed by the respective ports. In weighing the merits of these contrasting columns of numbers, we are inclined to side with the figures compiled by the ports, if only because their tallies come from terminal operators who derive revenue from each and every box they handle and because they appreciate their statistics may ultimately be audited by representatives of Beneficial Cargo Owners or by the Internal Revenue Service.

Therefore, despite the claim of publicists at the Georgia Port Authority, we are confident that the Port of Los Angeles was really the nation’s container export leader in this year’s first five months, a conclusion that would come as no shock to anyone associated with the maritime industry.

One Final Observation

Sometimes when you are focused on the latest fire that needs dousing, the big picture is often overlooked. So we thought it would be helpful to draw attention to a comment recently made to *The Wall Street Journal’s* Costas Paris by the Port of New York/New Jersey’s Sam Ruda: “The West Coast, which has been dominated by Asia trade, is losing market share. The East Coast is growing because we have Asia trade, European trade, the Mediterranean trade and the Caribbean trade.”

Jock O’Connell’s Commentary:

Noch einmal Holzzellstoff, Herr Ober.

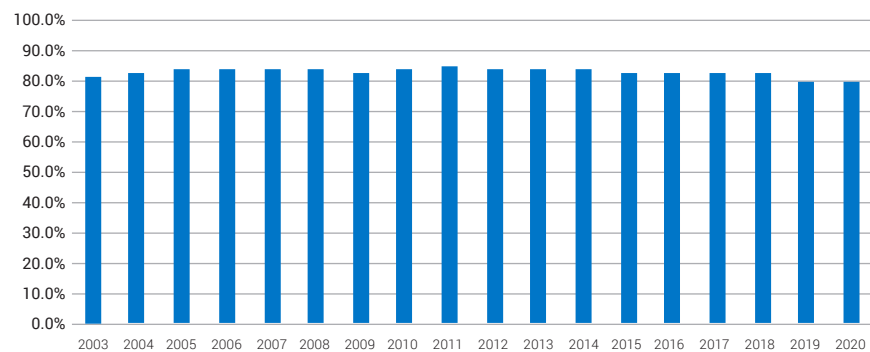
The Port of Savannah has lately been trying to pass itself off as America’s foremost gateway for containerized agricultural exports. Back in June, Georgia Governor Brian Kemp even went so far as to boast to the *American Journal of Transportation*: “As this country’s No. 1 port for the export of agricultural products, Savannah provides vital support for the state and nation, helping our farmers reach overseas buyers efficiently.”

I deign to quibble, sedulously.

First off, it’s flat out wrong to think that containerized shipments represent a significant share of U.S. agricultural exports. In tonnage terms, for example, the two largest categories of U.S. agricultural exports are – not surprisingly – Cereals and Oil Seeds (Harmonized System classification codes 10 and 12, respectively). Last year, oceanborne exports of these two commodities totaled 116,861 million metric tons (mmt). Of that, just 10.9% (12,721 mmt) were shipped in containers. In neither category did Savannah figure as a prominent export conduit.

Secondly, Savannah’s boast has some validity only if you believe wood products ought to be considered as agricultural commodities. Technically, I guess we should. Trees do grow from the earth, like corn, wheat, and soybeans. And, in fact, timber and forest products are statutorily considered agricultural commodities under 7 U.S. Code §1518.

Exhibit 10 USWC Ports’ Dependence on Trade with East Asia: 2003-2020 (July YTD)
Source: U.S. Commerce Department





Commentary Continued

Still, I don't believe Chemical Woodpulp (HS 4703), Savannah's top export commodity by weight, is likely to turn up on the tasting menu when I'm dining abroad. (Personal experience does suggest, though, it could have been the main ingredient in a brand of cigarettes popular in Moscow in the mid-1970s.)

More to my point, Woodpulp (Holzzellstoff, in German) does not turn up in export reports from the U.S. Department of Agriculture (USDA), the federal government's official bean counter when it comes to all things agricultural. Perhaps unfairly to Savannah, USDA seems to think mainly in terms of food and fiber for humans and livestock and such non-edibles as cotton and tobacco. Nothing the least bit woody, though.

None of this is to say that Savannah is not a major point of departure for overseas shipments of items widely recognizable as food. Last year, some 1,015 mmt of the 5,489 mmt of U.S. maritime exports of Meat and Edible Meat Offal (HS 02) sailed from the port, mostly (96.7%) in containers, making the Georgia port the nation's leader in overseas shipments of this particular commodity...but only on a tonnage basis.

In terms of dollar value, overall U.S. seaborne exports of Meat and Edible Meat Offal last year were valued at \$13.15 billion. Savannah's share (\$944.9 million) was just 7.2%. By contrast, the Port of Oakland held a 29.2% share, while the two San Pedro Bay ports accounted for another 28.1% of the trade. Indeed, in 2019, U.S. West Coast ports accounted for 61.9% of the value of U.S. HS 02 exports by sea. Which only goes to show that pork and beef are both more valuable than chicken parts.

If you're serious about agricultural exports, you really have to talk about Cereals (corn, wheat, rice) and Oil Seeds (soybeans and forage crops) in 2019. At least those are the commodities on which trade negotiators and politicians counting on the farm vote lavish their attention. But Savannah doesn't figure prominently as an exporter of either. Savannah's share of America's Cereal exports by sea (59,753 mmts) amounted to all of 0.3%. Its share of Oil Seed exports (55,717 mmts) was a more respectable, but still meager 4.6%.

The nation's biggest exporter in the Cereal and Oil Seed trades has long been the Port of New Orleans, chiefly by virtue of being the export terminal for farm products

barged down the Mississippi from sundry Midwestern states. Last year, New Orleans held a 29.3% share of U.S. exports of Cereals and 25.6% of Oil Seed exports. Of particular interest to West Coast readers, 26.0% of the Oil Seeds trade was funneled through ports in Washington State last year. Meanwhile, ports in Washington State (led by the Columbia River ports of Kalama, Vancouver, and Longview) and Oregon handled 35.2% of America's Cereal export trade in 2019.

So, what about Oakland? Long regarded as an indispensable partner of California's robust agricultural economy (by far the nation's biggest), the Port of Oakland last year handled \$18.15 billion in containerized exports. On a dollar value basis, the port's leading export commodities were not high-tech products from nearby Silicon Valley. (Those principally depart by air from the Bay Area's three international airports.) Nor were they Elon Musk's Teslas manufactured in nearby Fremont. (They go out of the Port of San Francisco across the Bay.) Instead, Edible Fruits and Nuts accounted for 26.2% of Oakland's exports, while Meat and Edible Meat Offal accounted for another 20.8%. Beverages (wouldn't you know) and Dairy Products (say cheese) together accounted for another 8.7% before the first non-agricultural commodity (Industrial Machinery) joined the list of Oakland's top exports by value.

The Port of Oakland's especially vital role in supporting Northern California's vast and diverse agricultural economy should come as no surprise, unless, of course, you're a clueless government official in Sacramento. Apart from the fact it is often the last West Coast stop for vessels heading back across the Pacific, its location could hardly be more ideal. The port sits at the center of what is arguably the most valuable agricultural real estate on the planet, an arc of farms, ranches, dairies, and wineries that stretch from coastal Sonoma County to the north through Napa's wine country before sprawling out into the Great Central Valley and then sweeping back to the coast through the Salinas Valley and Monterey County.

As **Exhibit A** indicates, Oakland last year accounted for 47.7% of the nation's entire export trade of containerized Edible Fruits and Nuts (HS 08). The two San Pedro Bay ports collectively held a 26.2% share, while the Northwest Seaport Alliance Ports of Tacoma and Seattle handled 19.4% of the trade.



Commentary Continued

As Exhibit A further reveals, the Big Five USWC ports shipped more than 93% of the nation's containerized exports of Fruits and Nuts last year. Of more than passing note, Oakland has steadily overtaken the San Pedro Bay ports as the country's leading export gateway for these treats in the years since the Great Recession. The reason has less to do with port efficiency but rather to the explosive increase in the production of almonds, pistachios, and walnuts in recent years, much of which has been geared to meet foreign demand and almost all of which comes from counties within 175 miles of Oakland.

According to the Agricultural Issues Center at the University of California at Davis, almond orchard acreage more than doubled from just over 510,000 acres to more than 1 million acres from 2000 through 2018. During the same period, yield per acre surged from just under 1,400 pounds to about 2,000 pounds. Just under two-thirds (65.9% last year) of the state's almond production is exported. Similarly, 64.3% of California's walnut production in the latest marketing year was exported.

California, according to the American Pistachio Growers, produces 99% of the nation's crop, with a farm gate value of \$1.6 billion to the state's economy. (Farm gate value is essentially what the farmer gets.) In 2017, before tariff wars erupted, U.C. Davis researchers found that some 78% of the state's pistachios found their way to foreign markets. Pistachios are now second only to almonds among California's leading agricultural exports, outranking dairy products, wine, and walnuts, table grapes, and rice.

Oakland's proximity to the Sacramento and San Joaquin Valleys, where the great majority of the state's nut crops are grown, has propelled the growth of its farm

Exhibit A Port Shares of Containerized U.S. Fruit & Nut Exports

Source: U.S. Commerce Department

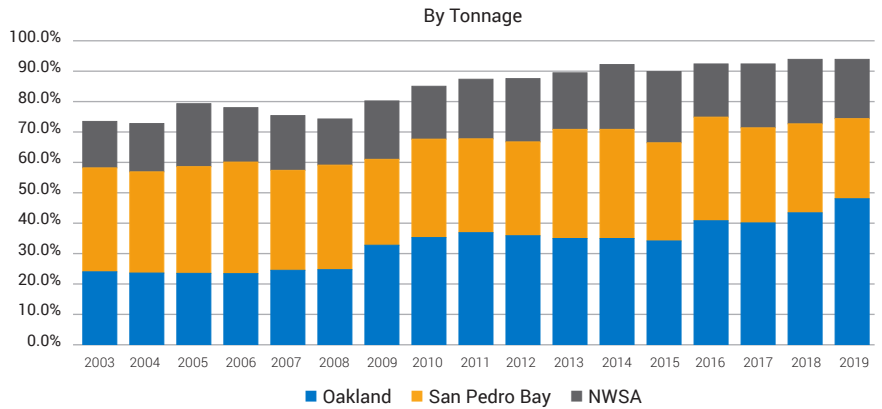


Exhibit B Oakland's Dominance of U.S. Seaborne Wine Exports

Source: U.S. Commerce Department

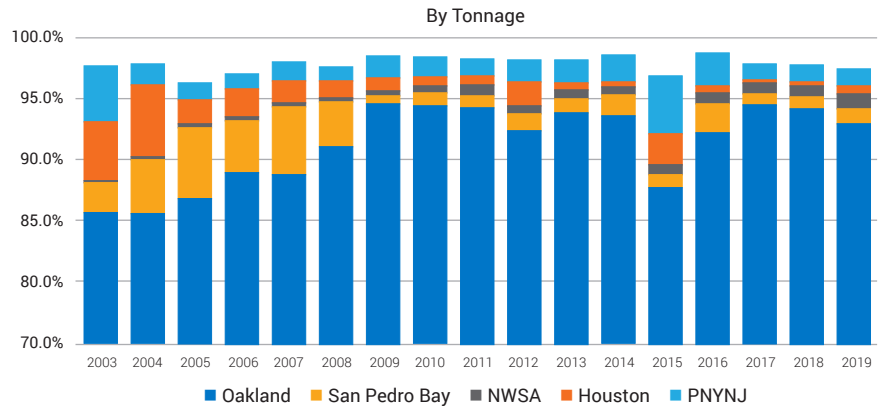
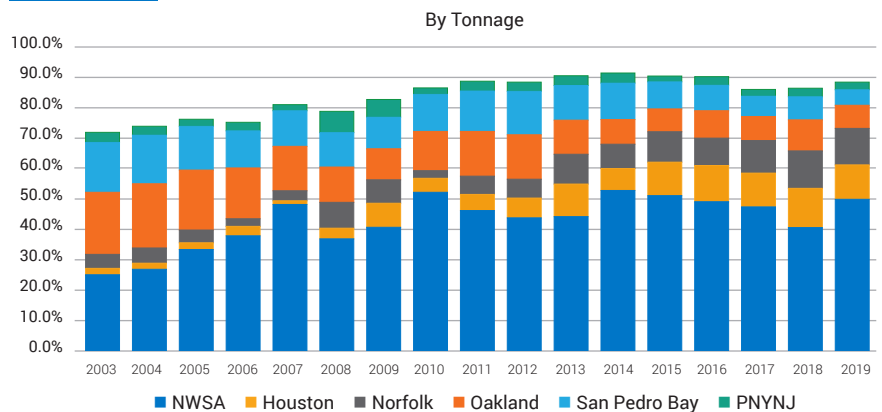


Exhibit C Port Shares of Containerized U.S. Exports of Edible Vegetables

Source: U.S. Commerce Department





Commentary Continued

export trade from a 44.5% share of all U.S. nut exports (by tonnage) in 2003 to a 68.9% share last year.

Would you care to see our wine list, madam? If you were to order a bottle of American wine while traveling abroad, there's a 91.7% chance it was produced in California. That's according to the folks at the UC Davis, where they know a thing or two about grape-growing, wine-making, and marketing. While most consumers probably think Napa when they think about California wines, nearly 80% of the state's wine grapes are actually grown and vented in the hot, dry expanse of the San Joaquin Valley.

So it is not entirely surprising that the Port of Oakland is the preferred port for California's wine exporters, as **Exhibit B** clearly attests. Oakland's extraordinarily high share of the trade (91.3% in 2019) reflects both its proximity to Northern California's wine-producing regions but also the rapid increase in wine production in the upper San Joaquin Valley around Lodi and in the Sierra Foothills (Nevada and Placer Counties).

In many instances, American travelers might not recognize the wineries shown on the labels of American wines sold abroad. That's because almost sixty percent of U.S. wine exports (58.0% last year) are bulk wines shipped in tanks or bladders that may hold as much as 24,000 liters. Most of these bulk wines have been exported to English bottlers for distribution throughout Europe, often under fanciful labels. (Chateau de Turlock?) How, exactly, the United Kingdom's departure from the European Union will affect this business remains to be seen.

Wines shipped in bulk are not necessarily all in the "vin de plonk" category, although on average their value per kilogram is generally three times less than wines exported in bottles. For a variety of reasons, though, bulk wine shipments are gaining in popularity among wine exporters and importers. Shipping costs are lower, as is the environmental impact, since a 24,000 liter plastic bladder contains the equivalent of 32,000 bottles of wine, meaning that tons and tons of glass bottles don't have to make the long-haul trip.

How about a side dish of wholesome vegetables from America? If you're a really finicky eater, and it's a plate of mixed grown-in-the-USA greens you want with your dinner abroad, **Exhibit C** indicates they more than likely traveled your way through USWC ports, especially the Northwest Seaport Alliance Ports of Tacoma and Seattle. Together, those two gateways accounted for 49.8% of containerized U.S. exports of Edible Vegetables (HS 07) last year. Savannah's share? Oh, that would be all of 0.2%.

What's the next big agricultural export commodity that will come through USWC ports? How about all of those forest leaves we'll be raking once the western fires subside. While it's not clear there's much of an overseas market for mulch, there are definitely lots of empty outbound containers begging to be filled.

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

Interested in membership in PMSA?

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

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State should partner with ports and agriculture to spur economic recovery

By John Stuhlmiller, CEO of the Washington Farm Bureau and John McLaurin, President, Pacific Merchant Shipping Association

It would be an understatement to say 2020 is a tough year. Employment in all economic sectors around the state, except for health care, has cratered. There continue to be heroic efforts to make sure people have food, shelter and the other supplies basic to life and health. Much of the heavy lifting continues to be done by the people who grow the food and those who move it to where it needs to be. The governor, Legislature and local elected officials throughout the state need to focus on making sure that these essential goods can continue to move in the most efficient and cost-effective way possible.

Besides providing the necessities of life, our state's growers provide tens of thousands of jobs and, with our ports, our best chance to recover economically. With more than 39,000 farms and ranches spread throughout the state, Washington state agriculture is found in every corner of the state and makes up 12% of the state's overall economy.

Equally important to the state and critical to the success of the state's farmers is the health of Washington's ports. Sea and river port gateways are a fundamental part of the agriculture industry's supply chain, and ability to export and compete in a global market.

According to the Washington State Department of Agriculture, the state is the third largest exporter of agricultural products in the U.S. — with more than \$6.7 billion in food and agricultural products exported through Washington ports.

Equally important, the Northwest Seaport Alliance, involving the ports of Seattle and Tacoma, supports more than 58,000 jobs throughout the state. Port-related jobs are some of the highest paid blue-collar jobs in the state. Port workers, truckers, marine-terminal operators and other supply-chain entities have managed to weather the health crisis in a safe and effective manner.

Agriculture and ports are partners, competing in an international marketplace. Their past success cannot be taken for granted. Others around the world want to attract cargo away from our ports. Farmers in other states and countries want to be the go-to supplier of apples, cherries, potatoes and hay. Due to the aggressive policies and actions of other ports, state and national governments, we have seen a drop in the NW Seaport Alliance port market share over time.

So, what can the state do to ensure that we continue to be competitive?

First, fix the failing infrastructure that prevents marine terminals from operating efficiently. The most glaring failure currently is the West Seattle Bridge. Mitigating the effects of the closure of the high bridge and prioritizing freight on the lower is essential. Obviously, the long-term solution is either repairing or rebuilding this regional economic asset.

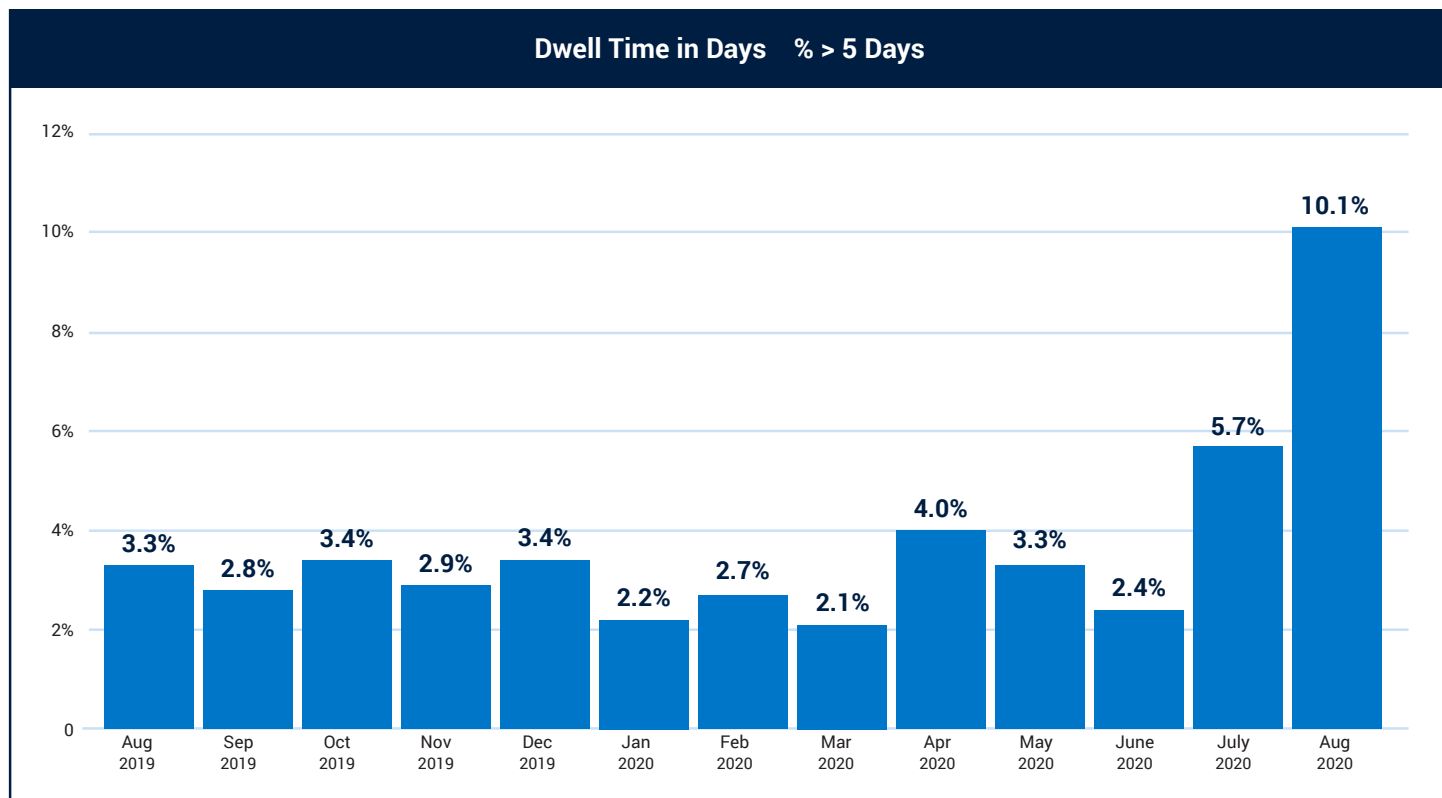
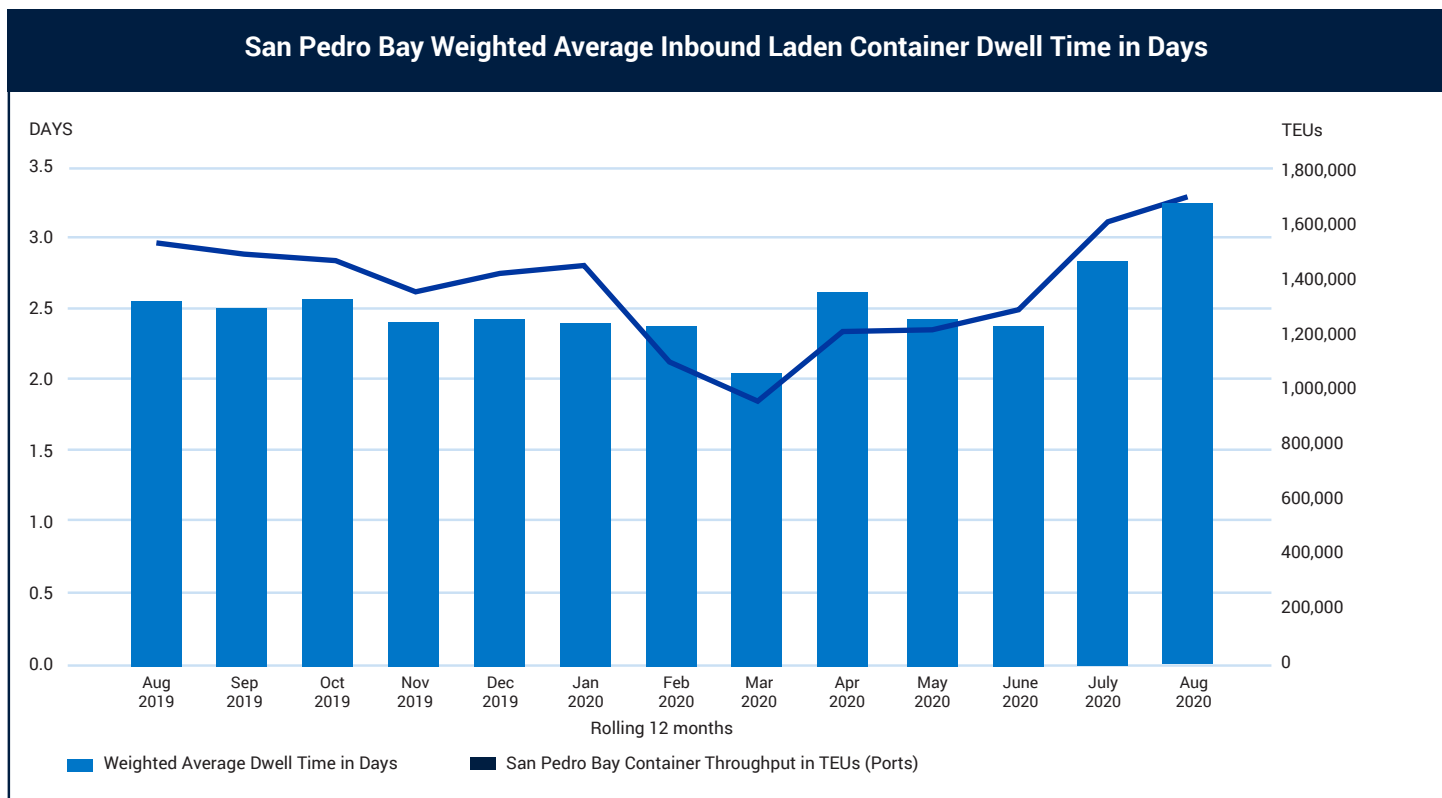
Second, work with industry and labor to make sure the regulatory environment is effective and reasonable. Policies should take a holistic approach, requiring not just environmental benefits, but also incentivizing the private sector to adapt and grow. As an example, the partnership between the NW Seaport Alliance and their customers has yielded huge reductions in emissions in particulate matter and greenhouse-gas reductions. More is being done.

Finally, make agriculture and ports a centerpiece of economic recovery. When the virus is contained and we need to jump-start the economy, agriculture and port related businesses will be essential partners in that effort.

This OpEd was originally published in the Seattle Times.



Dwell Time Is Up for August



**State of Washington
Pilotage Commission
October 15, 2020**

Grays Harbor District Report

In September we had 6 vessels, all dry bulk. Arrivals YTD thru September 30, 2020 were 57 vessels for a total of 160 jobs. Capt. D'Angelo is on duty Sept. 22 thru October 31 and Capt. White will be taking over November 1 thru November 21. October looks to be about the same as September with 6 dry bulk vessels scheduled thus far.

Pilot Boat

The Pilot Boat Chehalis remains our primary transport as we prepare the VEGA for active duty.

Pilot Boat Replacement Project

Finalizing the bare boat charter with Brusco Tug and Barge to cover operations, maintenance and updates to the VEGA as needed.

We had a great visit from the Long Beach pilots on Monday September 21 as they were running a new pilot boat from Bellingham to Long Beach. We took advantage of their layover in Westport to review some operational and mechanical we had about the VEGA along with recording start up and shutdown procedures for future reference.

Harbor Maintenance Dredging

Both the Terminal and Channel dredging is completed until after Quinault Indian Nation fishery season in late November.

Business Development.

Completing wrap up of BHP agreements and downloading all the technical work they did on our site for future reference. Also, they have agreed to allow the option agreement to run until the December 31, 2020 termination date but waive some of the marketing prohibitions. That way we can begin actively marketing the property again.

We have had several inquiries about DG and equipment, wood pellet export facility, bio jet refining and also bio-refinery applications.

PUGET SOUND PILOTAGE DISTRICT ACTIVITY REPORT

Sep-2020

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

Activity									
Total pilotage assignments:	500	Cancellations:	9						
Total ship moves:	491	Cont'r:	182	Tanker:	132	Genl/Bulk:	118	Other:	59
Assignments delayed due to unavailable rested pilot	3	Total delay time:		4					
2 pilot jobs:	34	Reason: PSP GUIDELINES FOR RESTRICTED WATERWAYS							
Day of week & date of highest number of assignment	SAT	19-Sep	27						
Day of week & date of lowest number of assignment	MON	14-Sep	8						
Total number of pilot reposition	107								

Comp Days							
Beg Total -	3207	Call Backs (+)	56	Used (-)	99	Ending total	3164

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

A. Training & Continuing Education Programs

Start Dt	End Dt	City	Facility	Program Description	Pilot Attendees

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

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees
1-Sep	15-Sep	Seattle	PSP	President	CAI
2-Sep	2-Sep	Seattle	BPC	Pilot Safety Committee	SCR
15-Sep	15-Sep	Seattle	PSP	Reference Manual	CAJ, KEN, LOB, MCG, MYE, NIN
16-Sep	16-Sep	Seattle	BPC	TEC	ANT, KLA, SCR
16-Sep	16-Sep	Seattle	PSP	DOE	ANT, BOU, SCR
16-Sep	17-Sep	Seattle	PSP	UTC	CAI
17-Sep	17-Sep	Seattle	BPC	BPC	ANT, SCR
18-Sep	18-Sep	Seattle	PSP	President	CAI
19-Sep	28-Sep	Seattle	PSP	UTC	CAI
29-Sep	29-Sep	Seattle	PSP	BOD	ANA, CAI, COL, KLA, NEW, SEM
29-Sep	29-Sep	Seattle	PSP	General Membership	COL
30-Sep	30-Sep	Seattle	BPC	Trainee Orientation	ANT, SCR
30-Sep	30-Sep	Seattle	PSP	New Tariff programming	CAI

C. Other (i.e. injury, not-fit-for-duty status, earned time off, COVID risk, on comp days (CDT) prior to retirement)

Start Dt	End Dt	REASON	PILOT
1-Sep	30-Sep	Not fit for d	BEN, BUJ, HEN
1-Sep	14-Sep	CDT - Retir	LIC, MAY
1-Sep	8-Sep	ETO	BRU, COR, HAJ, KEP, SCR
15-Sep	29-Sep	CDT - Retir	SHA, SHJ
15-Sep	22-Sep	ETO	CAJ, HED, KRI
26-Sep	28-Sep	CDT - Retir	HAR
29-Sep	30-Sep	ETO	LIC, LOB, LOW, MIL, NIN
29-Sep	30-Sep	CDT - Retir	MAY

Presentations

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

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

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



Marine Safety Information Bulletin

Commandant
U.S. Coast Guard
Commercial Regulations & Standards Directorate
2703 Martin Luther King Jr Ave SE, STOP 7501
Washington, DC 20593-7501

MSIB Number: 08-20, Change 4
Date: September 30, 2020

E-Mail: OutbreakQuestions@uscg.mil

COVID-19 – Mariner Credentials

Extension of Merchant Mariner Credential Endorsements, Medical Certificates and Course Approvals

This update to MSIB 08-20 provides guidance concerning mariner credentials, medical certificates and course approvals, and the action being taken by the Coast Guard due to the novel coronavirus and the disease it causes (COVID-19). We are doing this in keeping with national guidance to meet the challenge of this disease and in response to a number of questions and concerns raised by the maritime industry and mariners. The provisions in this MSIB are consistent with the Executive Order on Regulatory Relief to Support Economic Recovery issued on May 19, 2020.

The Coast Guard has also been consulting with the International Maritime Organization (IMO) and other administrations to ensure alignment with respect to the extension of endorsements issued in accordance with the Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW). We are taking a pragmatic approach consistent with the IMO Secretary General's circular Letter No.4204/Add.5 dated March 17, 2020.

Please be aware the following measures may cause a backlog in the processing of credentials and course approvals, especially near the end of the extension dates. Mariners and training providers are strongly encouraged to fulfill the requirements and submit applications as early as possible in order to avoid a lapse in their credential or training approval. Mariners are also advised that under our current statutory authority, the expiration dates of merchant mariner credentials may be extended for no more than one year. Similarly, training providers need to make every effort to submit their application early to avoid expiration of their current approval.

To mitigate the impact to the seafarers and the industry caused by the novel coronavirus disease COVID-19, the Coast Guard is taking the following actions:

Merchant Mariner Credentials.

- **National Endorsements:** Under 46 USC Section 7507, Merchant Mariner Credentials may only be extended for up to one year from their date of expiration. Merchant Mariner Credentials (MMC) (National Endorsements only) that expire between March 1, 2020 and December 31, 2020 are extended until the **EARLIER** of
 - June 30, 2021; OR
 - One (1) year after the initial expiration date of the credential (i.e., one year after the expiration date printed on the credential).

Mariners who are actively working on expired credentials that meet the extension criteria must carry the expired credential with a copy of this notice.

- **STCW Endorsements:** To remain consistent with the extension of national endorsements above, MMCs with STCW endorsements that expire between March 1, 2020 and December 31, 2020 are extended until the EARLIER of
 - June 30, 2021; or
 - One (1) year after the initial expiration date of the credential (i.e., one year after the expiration date printed on the credential).

Mariners who are actively working on expired credentials that meet the extension criteria must carry the expired credential with a copy of this notice.

- Until July 1, 2021, for mariners who have met the requirements for initial competency in survival craft and rescue boats other than fast rescue boats (PSC), PSC-limited, fast rescue boats (FRB), basic training (BT), and advanced firefighting (AFF) and who are renewing MMCs that expire between March 1, 2020 to June 30, 2021, the Coast Guard will accept shipboard experience in fire, emergency, and/or abandon ship drills for demonstrating continued competence in PSC, PSC-Ltd, FRB, BT, and/or AFF provided they have obtained at least 360 days of relevant service within the past five years. Relevant seagoing service will be determined as described in NVICs 4-14, 05-14, 08-14 and 09-14.
- Mariners who do not have at least one year of relevant service in the past five years can only renew their STCW endorsements by demonstrating continued competence for PSC, PSC-Ltd, FRB, BT, and/or AFF as specified in 46 CFR 12.613(b)(4) or 46 CFR 12.615(b)(4) and NVIC 04-14 (for PSC and PSC-Ltd); 46 CFR 12.617(b)(4) and NVIC 05-15 (for FRB); 46 CFR 11.302(e), 12.602(e), and NVIC 08-14 (for BT); and/or 46 CFR 11.303(e) and NVIC 09-14 (for AFF). These mariners will need to complete original or “refresher” training for PSC, PSC-Ltd, FRB, BT, and/or AFF, as appropriate. Shorter and less comprehensive “revalidation” courses are not acceptable.

Medical Certification. The NMC is processing applications for medical certificates within normal time frames and therefore the guidance on extending medical certificates has not changed.

- **National Medical Certificates.** Medical certificates with a national expiration date between March 1, 2020 and September 30, 2020 are extended until December 31, 2020. Mariners who are actively working on expired medical certificates that meet the extension criteria must carry the expired credential with a copy of this notice. This measure relaxes the requirement to carry an unexpired medical certificate and not the actual medical standards. It is important that mariners with disqualifying medical conditions do not sail.
- **STCW Medical Certificates:** Medical Certificates with an STCW expiration date between March 1, 2020 and September 30, 2020 are extended until December 31, 2020. Mariners who are actively working on an expired medical certificate that meet the extension criteria must carry the expired certificate with a copy of this notice. This measure **ONLY** relaxes the requirement to carry an unexpired STCW medical certificate and not the actual medical standards. It is important that mariners with disqualifying medical conditions do not sail.

- Pilot Annual Physical examinations. 46 USC 7101(e)(3) requires that pilots undergo an annual physical examination each year while holding a credential. The Coast Guard does not intend to enforce this requirement given the current the pandemic and its impacts on health care providers. This measure ONLY relaxes the requirement for an annual physical and not the actual medical standards. This posture applies until December 31, 2020 irrespective of when the medical certificate expires. It is important that pilots with disqualifying medical conditions do not sail.

Additional administrative measures.

- Regional Exam Centers and Monitoring Units. With the exception of Monitoring Unit Guam, all RECs and MUs are open for limited examinations services only. Seating capacity is reduced to comply with CDC guidelines. See the National Maritime Center website for scheduling information. The Coast Guard is considering additional options to augment examination capacity.
- Approval to Test Letters (ATT) and Course Completion Certificates. In recognition of the time RECs and MUs were closed to the public, ATTs and mariner training course completion certificates that expire in between March 1, 2020 and December 31, 2020 are extended until October 1, 2021.
- Additional Information (AI), Qualified Assessor (QA), Designated Examiner (DE). Please see the National Maritime Center website at <https://www.uscg.mil/nmc/> regarding guidance on the validity of AI, QA, and DE letters.
- Course and Program Approvals.
 - Course and program approvals that expire between January 1, 2020 and December 31, 2020 are extended for six months from their current expiration date. This MSIB serves as formal notification of the extension. The NMC will not issue new course approval letters or certificates. NMC will update internal records to ensure the acceptance of course completion certificates issued during the extension and that the website reflects appropriate information.
 - The NMC will continue to work with training providers on a case-by-case basis to approve alternate training delivery methods, including distance or blended learning. Approved requests and new requests for alternate training delivery methods will become part of the existing course approval and will be valid until the expiration date of the course; and where applicable, will be subject to the extension provided in the previous paragraph. At the time of renewal of the course, the Coast Guard will closely review the training delivery methods including those previously approved as a temporary measure. All testing, practical assessments, and labs associated with these courses must be completed no later than 6 months from the completion of the knowledge-based portion of the training.
 - The NMC will consider, on a case-by-case basis, the use of alternative testing methods for some courses for some end of course examinations provided the training provider can show that the alternative method includes confirmation of the identity of the person taking the test, and maintains the integrity of the examination. The Coast Guard will consider the tools and business processes submitted for approval along with the course content in determining whether to approve the request. Requests should be submitted to NMCCourses@uscg.mil and include a list of courses, a

complete description of the alternative requested, the tools involved, and the business process to be employed.

- The NMC will also consider and approve, on a case-by-case basis, alternative assessment methods for some courses provided it allows the instructor or a qualified assessor to properly witness the assessment. Requests should be submitted to NMCCourses@uscg.mil and include a list of courses, a complete description of the alternative requested, the tools involved and the business process to be employed.
- This MSIB serves as the extension for previously approved courses using alternate delivery methods.

The NMC may issue additional guidance on these extensions and other administrative measures consistent with this MSIB. This guidance will be posted at <https://www.uscg.mil/nmc/>. For questions on administrative measures visit the NMC website, or contact the NMC Customer Service Center by using the NMC online chat system, by e-mailing IASKNMC@uscg.mil, or by calling 1-888-IASKNMC (427-5662)..

R. V. Timme, RDML, U.S. Coast Guard, Assistant Commandant for Prevention Policy sends



STATE OF WASHINGTON
BOARD OF PILOTAGE COMMISSIONERS

STATEMENT OF POLICY

REGARDING: Extension of Merchant Mariner Credentials, Medical Certificates, and Washington State Pilot Licenses and Annual Physical Requirements Due to COVID-19

It is the policy of the Board that due to the novel coronavirus and the disease it causes (COVID-19) the Board will employ its disciplinary discretion consistent with the following steps taken by the United States Coast Guard published via Marine Safety Information Bulletin 08-20, Change 24, Dated ~~June 4~~September 30, 2020 titled *COVID-19 – Mariner Credentials, Extension of Merchant Marine Credential Endorsements, Medical Certificates, and Course Approvals*.

~~“National Endorsements: Mariners with Merchant Mariner Credentials (MMC) and Medical Certificates (National Endorsements only) that expire between March 1, 2020 and September 30, 2020 are extended until December 31, 2020. Mariners who are actively working on expired credentials that meet the expiration criteria must carry the expired credential with a copy of this notice. This measure relaxes the requirement to carry an unexpired medical certificate and not the actual medical standards. It is important that mariners with disqualifying medical conditions do not sail.”~~Under 46 USC Section 7507, Merchant Mariner Credentials may only extended for up to one year from their date of expiration. Merchant Mariner Credentials (MMC) (National Endorsements only) that expire between March 1, 2020 and December 31, 2020 are extended until the EARLIER

- of:
- o _____ June 30, 2021; OR
 - o One (1) year after the initial expiration date of the credential (i.e., one year after the expiration date printed on the credential).”

“Pilot Annual Physical examinations: 46 USC 7101(e)(3) requires that pilots undergo an annual physical examination each year while holding a credential. The Coast Guard does not intended to enforce this requirement given the current pandemic and its impacts on health care providers. This measure ONLY relaxes the requirement for an annual physical and not the actual medical standards.

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This posture applies until December 31, 2020 irrespective of when the medical certificate expires. It is important that pilots with disqualifying medical conditions do not sail."

Consistent with the above-mentioned federal documentation and in concert with the U.S. Coast Guard, the BPC will not discipline any Washington State licensed pilot for failure to obtain the otherwise required annual renewal or physical examination until December 31, 2020 by the dates outlined above.



STATE OF WASHINGTON
BOARD OF PILOTAGE COMMISSIONERS

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

Meeting Minutes – Pilot Safety Committee (PSC)

September 2, 2020, 10am to noon

Attendees

John Scragg (BPC/PSP), Phil Morrell (BPC), Sheri Tonn (BPC), Jaimie Bever (BPC), Eleanor Kirtley (BPC), Jason Hamilton (BPC), Eric vonBrandenfels (PSP), Ivan Carlson (PSP), Mike Folkers (PGH), Mike Moore (PMSA), Bettina Maki (BPC)

1. Review of Minutes of previous meeting on July 19:

The minutes were reviewed and approved by the committee.

2. COVID 19 Safety Concerns

Eric vonBrandenfels reported on the case of the Sofia Express. It was learned that a crew member began to show symptoms of COVID after the vessel left Puget Sound and initially all pilots who had been assigned to that vessel self quarantined. Later it was understood that the ill crew member had joined in Tacoma so only the pilots who were assigned after that point continued to self quarantine. The vessel proceeded to anchor in Vancouver BC. Eric found it was difficult to get information from Canadian transportation and health authorities about the testing status of the crew member.

Eric described that an exposed pilot from this situation was at the pilot station and around other pilots and that the possibility of the virus being spread around the pilot station is an ongoing concern, but all are wearing masks and socially distancing to minimize risks.

Eric estimated that there have been 40-60 comp days used by pilots who were self-quarantining and unable to take assignments. A pilot boat operator also needed to self-quarantine and was not available. Potential exposures have occurred both on vessels and in the local community. Dr. Jarris at Discovery Health is providing valuable recommendations around testing and quarantining for PSP.

Jaimie Bever shared that Kevin Obermeyer of the Pacific Pilotage Authority in BC had called her to compare notes on the pandemic. When they spoke, Jaimie was not aware of the difficulties Eric was encountering in accessing needed health information, but she can reach out to Kevin about that. Kevin described that they are experiencing an increase in cases and are concerned.

Mike Moore mentioned the outbreaks on the Seattle based American Seafoods vessels despite extensive sanitizing of the vessels and testing of crew prior to boarding. All agreed that crew changes appear to be a weak link.

Jason Hamilton asked about pilot morale and if any pilots are opting out of rotation due to concerns about the virus. Eric said that some pilots with immunocompromised family members are cautious and taking comp days here and there, but that morale among the pilots is good. (He contrasted it to the crew members stuck on vessels for long periods without hope of relief.)

3. Pilot Ladder Safety

Another Sandy Hook Pilot suffered a fatal fall from a pilot ladder on August 5, 2020. This second such death in less than 8 months brings the issue of pilot ladder safety again to the forefront. Both deaths apparently involved trapdoor pilot ladder arrangements, which combine a pilot ladder and an accommodation ladder. Both Sandy Hook pilots who died fell onto the pilot boat.

John Scragg stated that PSP pilots regularly encounter pilot ladder arrangements that do not comply with IMO guidelines. He also explained that PSP general protocol is to move the pilot boat away from underneath the pilot ladder after the pilot has climbed to a significant height.

Jaimie Bever asked if moving the pilot boat away from under the ladder is an industry-wide protocol or PSP protocol? Eric answered there are many factors, and it can sometimes be safer to fall on the pilot boat than into the water where there are other dangers. He explained that some of what happens with the pilot boat is related to the pilot's preference around their bag – whether they carry it themselves or have it sent up separately either before or after they board. Eric said that at PSP's quarterly meeting they will discuss standardizing pilot boat procedures to improve safety.

Eric expects there will be a letter issued by either the IMO or APA emphasizing best practices for pilot ladder safety. He thinks it might be good for the BPC to redistribute the letter, when it is issued, to encourage adherence to best practices. Mike Moore mentioned that the Panama Canal Authority put out an advisory on trapdoor ladders just a few days earlier. Mike also suggested that the relatively small number of pilotage districts on the Pacific coast might consider collaborating on consistent messaging about pilot ladder safety.

Phil Morrell asked about possible use of fall arrest gear. Eric said that the present lack of any international guidance around use of such gear makes that very unlikely/unfeasible at this time.

Sheri Tonn suggested that it would be helpful if pilots informed the BPC when they encounter unsafe ladder rigging, so that instances can be tracked. Sheri spoke of other pilot ladder accidents and the growing international awareness around this issue.

Jaimie suggested using the MSO reporting process to track pilot ladder safety issues. John, Eric, Phil and others expressed support for the idea. No one was not in favor of it. Next steps to implement the idea are for this committee to make a recommendation to the Board, and after that a notice can be sent to pilots. The group discussed how this documentation might support the existing efforts of pilots up and down the coast in passing along on safety concerns to each other on an informal basis.

4. Review of PSP rest reports

The PSP quarterly rest rule reports were reviewed. This is a new report generated by PSP documenting compliance with the rest rules since the rules were revised in July of last year. The reports showed very few exceptions and PSP provided explanations for the exceptions that did occur.

5. Mike Moore's Memo about UTC data on PSP assignments and nonrevenue activities

Mike drew the committee's attention to PSP dispatch data publicly available on the UTC website that had been submitted as part of the UTC hearing. Mike expressed concern that nonrevenue activities were being incorrectly considered as assignments, and that this might adversely affect the number of available pilots at any given time. Mike encouraged the committee to review the data carefully and use it to inform safety committee considerations. Jaimie and Sheri left the meeting during the discussion because they were concerned that it was veering into UTC territory (ex parte rules). Ivan Carlson emphasized that the agenda for today's meeting only included discussion of assignments (billable events) and discussion of nonrevenue activities was not planned for today. When the discussion ended Bettina messaged Jaimie and Sheri that they could rejoin.

6. Update WAC to incorporate the new RCW and BPC Policy: Review and consider changes to language of WAC 363-116-081 (Pilotage Rules, Rest Period) that will reflect changes to RCW and incorporate BPC policy related to fatigue management.

Co-Chair John Scragg led the ongoing work to revise the definitions of assignment, night assignment, and harbor area.

Definition of Assignment:

The committee revisited the definition of assignment that had been hashed out in the previous meetings, as well as some "visualizations" of assignments, depicting assigned/dispatched time, travel time, bridge time, check-in/float time.

The committee chose to scuttle their earlier work on this definition, thinking that it will reduce confusion if the definition used the same terminology as PSP dispatch systems. This new wording focused on "call time" as the beginning of an assignment and "check-in time" as the end of an assignment.

"Call time" was discussed and clarified to mean the beginning of prep time and travel time allowance (if any) for an outbound assignment as outlined in the PSP Operating Rules.

"Check-in time" was discussed and clarified to mean the end of travel time allowance (if any) as outlined in the PSP Rules.

"Float time" was discussed and clarified to mean *either* call time when departing the pilot station on an inbound trip, *or* check in time when arriving at the pilot station on an outbound trip.

The full wording of the definition still needs to be crafted around the new terms.

John and Eric noted that “call time” at the pilot station is in fact usually about an hour before float time and that this is not really being included in the definition of assignment currently, but they felt this would be better addressed in a future discussion. At present a minimum of 10 hours off duty is required between the two float times (between arriving at the pilot station after doing an assignment and departing the pilot station for the next assignment). The 10 hours of off-duty time is intended to allow 8 hours of rest.

Definition of “night assignment”:

Currently the definition of “assignment” includes prep time, but “night assignment” is defined as when any part of the assignment falls between 0100 and 0459 *not including prep time*. The committee considered using the same definition of “assignment” for night assignment, rather than having two different assignment definitions, but did not come to any agreement and this will be revisited at the next meeting.

Eric stated that it does not seem reasonable to exclude prep time from the night assignment designation – that regardless of the type of work being done ((prep work vs travel vs bridge time), the issue is that the pilot is awake at night and circadian rhythms are being affected. John pointed out that the night assignment definition is pared down from the more typical recommendation of midnight to 6am.

Ivan suggested that it would be helpful to gather information from the available recommendations from fatigue experts to inform the definition of night assignment and ensure the committee is comfortable with altering the definition of night assignment to include prep time. The possibility of reaching out Dr. Czeisler was discussed but the committee will first review existing information already received which will likely be sufficient for the committee to make an informed decision.

Definition of harbor areas:

There was not enough time to get to this topic and the committee did not review the harbor area definitions generated by the UTC. This will be taken up at a future meeting.

7. Wrap-up/Meeting Schedule Review/Next Meeting

- The Safety Committee will recommend to the Board that pilot ladder safety issues be tracked as MSOs.
- Bettina will update the assignment illustrations to include the revised terms the committee decided on (to align with the dispatch system) and will also summarize info from the available fatigue studies and recommendations.
- BPC staff will send a Doodle Poll to the Committee to schedule next meeting in early October.

The meeting was adjourned at noon.