



STATE OF WASHINGTON

## BOARD OF PILOTAGE COMMISSIONERS

2901 Third Avenue, Suite 400 | Seattle, Washington 98121 | (206) 515-3904 | <https://pilotage.wa.gov>

# NOTICE OF MONTHLY BOARD MEETING

**Thursday  
July 16, 2026**

1100 – Regular Meeting

Dial In:  
206.531.0324  
356921671#

**Video Link:**  
[Join the meeting now](#)

*If you are a person with a  
disability and need special  
accommodations, please contact  
Jolene Hamel at  
[Jolene.Hamel@wsdot.wa.gov](mailto:Jolene.Hamel@wsdot.wa.gov) or  
206.515.3904*

*Meeting Materials are posted to our [website](#) (meetings tab) at least 24 hours in advance of each Board Meeting*

WASHINGTON STATE  
BOARD OF PILOTAGE COMMISSIONERS  
**MEETING AGENDA**

July 16, 2026

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

Via Teams #206.531.0324, participation code: 356921671#

[Join the meeting now](#)

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

1100 hours

Call to order

REGULAR MEETING

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

**NEW BUSINESS** (Public comment accepted)

4. Pilot's Report of Incident
  - a. *LOWLANDS LAMBIC* 07/01/2026 PS
5. Board Action – MSOs
  - a. *PAN UNITY* 06/10/2026 PS
6. Board Action – June 18, 2026 Regular Meeting Minutes
7. Board Action – Pilot/Trainee Physical Examination Reports

**1230 15-MINUTE BREAK**

8. Exam Update
9. BPC 2025 Annual Report – Review and Discussion (Vote in August)
10. UTC Ruling Update
11. Committee & Work Group Reports:
  - a. Trainee Evaluation Committee (TEC)
  - b. Pilotage Act Advisory Committee (PAAC)
  - c. Terminal Operations Work Group (TOWG)
  - d. Diversity, Equity, Inclusion and Belonging Committee (DEIBC)
  - e. Pilot Safety Committee (PSC)

12. Upcoming Meeting Dates:

|                                                                                          |                                                                                                    |
|------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|
| Thursday, August 20, 2026 at 1100 –<br>Regular Meeting (Hybrid –<br>Teams/2901 Building) | Thursday, September 17, 2026 at 1100 –<br>Regular Meeting (Hybrid – Teams/Port of<br>Grays Harbor) |
|------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|

13. Public Comment
14. Adjourn

# Washington State Board of Pilotage Commissioners

## Quarterly Key Performance Indicators Dashboard

12 MONTHS ENDING: Jun 30, 2026

### Safety

#### Rest Rule Exceptions

**Puget Sound District**  
KPI target: rate of 0.3% or less  
(3 or less per 1000 assigns)

| 2025 Q3                                | 2025 Q4                                | 2026 Q1                                | 2026 Q2                                |
|----------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------|
| 0.10% ✓<br>1945 assigns<br>2 rest exc. | 0.24% ✓<br>1672 assigns<br>4 rest exc. | 0.00% ✓<br>1632 assigns<br>0 rest exc. | 0.10% ✓<br>2023 assigns<br>2 rest exc. |

This KPI counts rest rule exceptions. Any exceptions associated with emergent situations are excluded. The most common emergent situation is a ship dragging anchor in severe weather.

Rest rules require 1) that pilots have 10 hours rest between assignments, 2) that multiple assignments (e.g. harbor shifts) not exceed 13 hours total duration.

The BPC Pilot Safety Committee reviews rest rule exceptions each quarter.

**Grays Harbor District**  
KPI target: 1 or less per year

| 2025 Q3                          | 2025 Q4                          | 2026 Q1                          | 2026 Q2                          |
|----------------------------------|----------------------------------|----------------------------------|----------------------------------|
| 0 ✓<br>64 assigns<br>0 rest exc. | 0 ✓<br>80 assigns<br>0 rest exc. | 0 ✓<br>98 assigns<br>0 rest exc. | 0 ✓<br>76 assigns<br>0 rest exc. |

#### Unsafe Transfer Arrangements Resulting in Fall or Injury

KPI target: 0

| 2025 Q3 | 2025 Q4 | 2026 Q1 | 2026 Q2 |
|---------|---------|---------|---------|
| 0 ✓     | 0 ✓     | 0 ✓     | 0 ✓     |

This KPI counts occurrences where a pilot or pilot trainee falls or is injured while embarking or disembarking a vessel with noncompliant transfer arrangement, or is physically endangered regardless of whether the incident results in physical injury.

#### Pollution Incidents (Spills) with Pilot Error

KPI target: 0

| 2025 Q3 | 2025 Q4 | 2026 Q1 | 2026 Q2 |
|---------|---------|---------|---------|
| 0 ✓     | 0 ✓     | 0 ✓     | 0 ✓     |

This KPI counts occurrences where actual or apparent collision, allision or grounding or navigational occurrence results in environmental damage (pollution/spill), with pilot error a contributing factor.

#### Other Incidents (Non-Pollution) with Pilot Error

KPI target: 0

| 2025 Q3 | 2025 Q4 | 2026 Q1 | 2026 Q2 |
|---------|---------|---------|---------|
| 0 ✓     | 0 ✓     | 0 ✓     | 0 ✓     |

This KPI counts occurrences where actual or apparent collision, allision or grounding or navigational occurrence results in personal injury or property damage, with pilot error a contributing factor. (Pilot injury associated with noncompliant transfer arrangements reported under Unsafe Transfer Arrangements.)

### Diversity, Equity, and Inclusion

#### DEI Committee Meetings (quarterly)

KPI target: 1 meeting per quarter  
or more

| 2025 Q3                                           | 2025 Q4                                   | 2026 Q1                                                   | 2026 Q2                                            |
|---------------------------------------------------|-------------------------------------------|-----------------------------------------------------------|----------------------------------------------------|
| Aug 11, 25 ✓<br>Sep 8, 22, 29 ✓<br>Exam Messaging | Nov 17 ✓<br>Dec 1, 15 ✓<br>Exam Messaging | Jan 12, 26 ✓<br>Feb 23 ✓<br>Mar 9, 23 ✓<br>Exam Messaging | Apr 1 ✓<br>May 18 ✓<br>June 18 ✓<br>DEIB Committee |

#### DEI Events Attendance and/or Sponsorship (yearly)

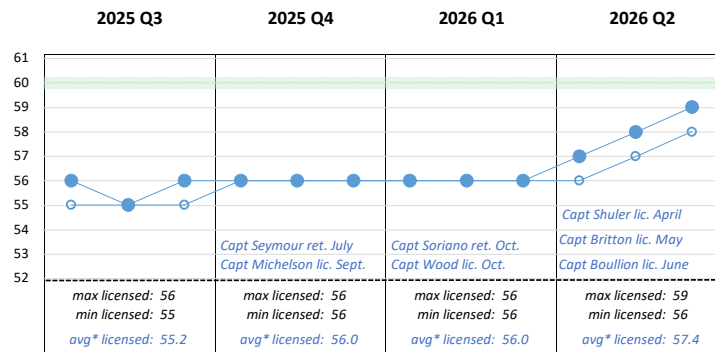
KPI target: 3 events per year  
or more

|   | Year | Date      | Event                        | Location     | Atten. | Spons. |
|---|------|-----------|------------------------------|--------------|--------|--------|
| 1 | 2025 | Oct 8-10  | Women Offshore Conference    | Houston TX   | ✓      | ✓      |
| 2 | 2026 | Feb 7-10  | Women on the Water           | Baltimore MD | ✓      | ✓      |
| 3 | 2026 | Mar 13-14 | Women in Maritime Leadership | Vallejo CA   | ✓      | ✓      |
| 4 |      |           |                              |              |        |        |
| 5 |      |           |                              |              |        |        |

### Pilot Training and Licensing

#### Number of Licensed Pilots

**Puget Sound District**  
KPI target: authorized number  
of pilots (currently 60)



\*average takes into account mid month retirements & licensures – it is calculated using aggregate licensed days of all pilots

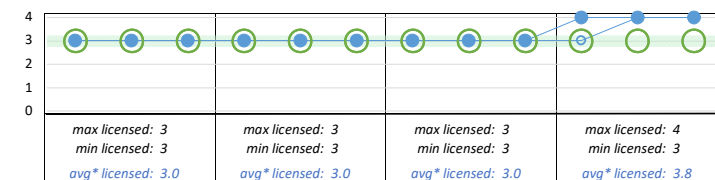
KPI Target = authorized number of pilots (60)

Minimum this month

Maximum this month

KPI Target Met

**Grays Harbor District**  
KPI target: authorized number  
of pilots (currently 3)



\*average takes into account mid month retirements & licensures – it is calculated using aggregate licensed days of all pilots

KPI Target = authorized number of pilots (3)

Minimum this month

Maximum this month

KPI Target Met

*July 2026 Board of Pilotage Commissioners Meeting*  
*NWSA report notes*

**May numbers**

- Total TEU volumes **decreased 5.1%** for the month and are **down 14.0%** YTD.
- Intermodal lifts **decreased 7.0%** for the month and are **down 16.9%** YTD.
- Auto units **decreased 18.1%** for the month and are **down 13.3%** YTD.
- Total breakbulk tonnage **increased 3.1%** for the month and are **up 18.4%** YTD.

**General**

- 15 ad-hoc calls anticipated so far through July – compared to 25 through July 2025.
- 65 void calls anticipated so far through Sept – compared to 84 through Sept 2025.

**Service and Operations Notes**

**Non-Container Business**

Autos

NWSA Auto volumes surged in June. It was the second highest month in the past 8 years as OEMs frontloaded inventory in advance of tariffs and US auto sales increased. Ocean carriers are expressing the need for use of T46 through the summer due to continued congestion in Vancouver, Canada and strong volumes arriving in the gateway Terminal 46 continues to remain a popular offload and storage location for Canadian automobile imports due to congestion issues in Vancouver, BC.

**Container Terminals**

General (as of July 7)

**T5**

- MSC's CLX: No voids through September, generally good on time performance
- MSC's Chinook: No voids through September, but on time performance still poor; 6 of next 11 vessels all >10K TEU, compared to only 3 of last 11
- MSC's Ad Hoc (Orient): At least 3 ad hoc vessels starting this week, then every other week

**T18**

- Swire Shipping's Westwood Service: No voids through September, great on time performance
- ANL/Hapag/Maersk's PCX/WSN(PNW)/PANZ: Normal – on time but structural voids
- CMA's Columbus PNW: No voids scheduled through September! (compared to 9 already YTD); last couple ships made double SEA call (SHA-SEA-VAN-SEA)
- SM Line's PNS: No voids through September, proforma ETA change from FRI 2100 to WED 0600 effective ETA 29-July
- OOCL's PNW1: Ongoing voids pattern continues, but on time performance is averaging within 24 hours proforma
- COSCO's CPV: Despite previous pattern, only 1 void in July, 1 in August, 0 in September

#### PCT

- Evergreen's TPN: 1 void in August, otherwise decent on time performance and maintaining FPOC TIW

#### Husky

- Premier's FP2: No voids through September; on time performance still running up to 2 days late
- Gemini's WC4/TP5: No voids through September, proforma ETA changed from SUN 1800 to TUE 0800 effective ATA 23-June position

#### WUT

- Premier's PN1: 1 void in August, on time performance still running up to 2 days late
- Premier's PN3: 2 voids through August, proforma ETA change from FRI 1100 to SAT 0600 effective ETA 11-July

### Other notes

#### VOIDS (as of 7-July)

*So far, 19 fewer voids through September than in 2025.*

| Port Month  | 2022 | 2023 | 2024 | 2025 | 2026 |
|-------------|------|------|------|------|------|
| January     | 35   | 24   | 6    | 8    | 11   |
| February    | 36   | 26   | 7    | 7    | 9    |
| March       | 37   | 26   | 14   | 18   | 13   |
| April       | 29   | 17   | 4    | 10   | 6    |
| May         | 26   | 19   | 5    | 9    | 8    |
| June        | 33   | 17   | 7    | 11   | 6    |
| July        | 28   | 17   | 4    | 7    | 5    |
| August      | 30   | 22   | 3    | 6    | 4    |
| September   | 43   | 12   | 12   | 8    | 3    |
| October     | 36   | 10   | 8    | 5    | 0    |
| November    | 21   | 8    | 9    | 9    | 0    |
| December    | 32   | 10   | 13   | 9    | 0    |
| Grand Total | 386  | 208  | 92   | 107  | 65   |

#### AD HOCS

| Port Month  | 2022 | 2023 | 2024 | 2025 | 2026 |
|-------------|------|------|------|------|------|
| January     | 4    | 2    | 3    | 9    | 4    |
| February    | 5    | 0    | 0    | 5    | 5    |
| March       | 7    | 2    | 3    | 8    | 2    |
| April       | 6    | 3    | 2    | 2    | 0    |
| May         | 6    | 3    | 5    | 6    | 1    |
| June        | 6    | 2    | 7    | 1    | 1    |
| July        | 4    | 3    | 0    | 4    | 2    |
| August      | 4    | 3    | 1    | 4    | 0    |
| September   | 4    | 8    | 5    | 3    | 0    |
| October     | 2    | 2    | 1    | 3    | 0    |
| November    | 3    | 1    | 3    | 6    | 0    |
| December    | 2    | 4    | 6    | 4    | 0    |
| Grand Total | 53   | 33   | 36   | 55   | 15   |

## PUGET SOUND PILOTAGE DISTRICT ACTIVITY REPORT

**Jun-2026**

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:                          | 739                              | Cancellations:    | 12                                      |            |     |
| Total ship moves:                                    | 727                              | Cont'r:           | 141                                     | Tanker:    | 242 |
|                                                      |                                  |                   |                                         | Genl/Bulk: | 104 |
|                                                      |                                  |                   |                                         | Other:     | 240 |
| Assignments delayed due to unavailable rested pilot: | 10                               | Total delay time: | 17.75                                   | hours      |     |
| Assignments delayed for efficiency reasons:          | 15                               | Total delay time: | 30.75                                   | hours      |     |
| Billable delays by customers:                        | 62                               | Total delay time: | 179                                     | hours      |     |
| Order time changes by customers:                     | 163                              |                   |                                         |            |     |
| 2 pilot jobs:                                        | 27                               | Reason:           | PSP GUIDELINES FOR RESTRICTED WATERWAYS |            |     |
| Day of week & date of highest number of assignments: | Thursday 6/11/26                 |                   |                                         | 32         |     |
| Day of week & date of lowest number of assignments:  | Thursday 6/18/26, Sunday 6/28/26 |                   |                                         | 19         |     |
| Total number of pilot repositions:                   | 108                              | Upgrade trips     | 15                                      | YTD        | 81  |
| 3 consecutive night assignments:                     | 38                               | YTD               | 205                                     |            |     |

### Callback Days/Comp Days

|            | Starting Total | Call Backs (+) | Used (-) | Burned (-) | Ending Total |
|------------|----------------|----------------|----------|------------|--------------|
| Licensed   | 2334           | 96             | 66       |            | 2364         |
| Unlicensed | 172            |                |          | 10         | 162          |
| Total      | 2506           |                |          |            | 2526         |

**On watch assignments 635      Call back assignments 104      CBJ ratio 14.07%**

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                                                      |
|----------|--------|---------|----------|------------------------------|----------------------------------------------------------------------|
| 8-Jun    | 9-Jun  | Seattle | PMI      | Azipod Original              | HOA(1on*,1off), MYE(2off), SHL(2off)                                 |
| 11-Jun   | 12-Jun | Seattle | PMI      | Azipod Original              | KEW(1on*,1off), MYE(2off), WOH(1on*,1off)                            |
| 17-Jun   | 18-Jun | Seattle | PMI      | LCV Training                 | BOS(2off), BOU(1on*, 1off), EKE(1on*,1off), MIE(2on*)                |
|          |        |         |          |                              |                                                                      |
|          |        |         |          |                              |                                                                      |
| 1-Jun    | 30-Jun |         |          | Upgrade Assignments On Duty  | SCS*                                                                 |
| 1-Jun    | 30-Jun |         |          | Upgrade Assignments Off Duty | BOS(2off), EKE(3off), GAR, MIJ(2off), MOO(2off), SCS, STU(2off), MIE |
|          |        |         |          |                              |                                                                      |
|          |        |         |          |                              |                                                                      |
|          |        |         |          |                              | * On Watch    Off Watch    ** paired to assign.                      |
|          |        |         |          |                              | 8                  27                                                |

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

| Start Dt | End Dt | City    | Group    | Meeting Description    | Pilot Attendees |
|----------|--------|---------|----------|------------------------|-----------------|
| 4-Jun    | 4-Jun  | Seattle | PSP      | President              | GRK*            |
| 5-Jun    | 5-Jun  | Seattle | PSP      | President              | HAM*            |
| 11-Jun   | 11-Jun | Seattle | PSP      | Administrative, Office | HAM**           |
| 13-Jun   | 13-Jun | Tacoma  | PSP      | Outreach               | ANT*            |
| 16-Jun   | 16-Jun | Seattle | PSP      | BOD Agenda             | GRK, HAM*       |
| 17-Jun   | 17-Jun | Seattle | BPC      | TEC                    | BOZ             |
| 17-Jun   | 17-Jun | Seattle | BPC      | TEC, BPC Prep          | ANT*, KNU       |
| 17-Jun   | 17-Jun | Seattle | PSP, BPC | Onboarding, BPC Prep   | HAM*            |

| Start Dt                                                                  | End Dt | City    | Group | Meeting Description      | Pilot Attendees                |           |                      |  |
|---------------------------------------------------------------------------|--------|---------|-------|--------------------------|--------------------------------|-----------|----------------------|--|
| 18-Jun                                                                    | 18-Jun | Seattle | BPC   | BPC                      | ANT*, HAM*                     |           |                      |  |
| 18-Jun                                                                    | 18-Jun | Seattle | BPC   | BPC, DEI                 | KNU                            |           |                      |  |
| 19-Jun                                                                    | 19-Jun | Tacoma  | PSP   | Pilot Boat               | COR, MAN*, ROU, SEM            |           |                      |  |
| 23-Jun                                                                    | 23-Jun | Seattle | PSP   | BOD                      | BOS, GRK*, HAM*, KEP, MCG, MIL |           |                      |  |
| 25-Jun                                                                    | 25-Jun | Seattle | BPC   | BPC, PAAC Prep, Advisory | HAM*, KNU, MCG                 |           |                      |  |
| 26-Jun                                                                    | 26-Jun | Seattle | PSP   | ORCA Quiet Sound         | KAL                            |           |                      |  |
|                                                                           |        |         |       |                          |                                |           |                      |  |
|                                                                           |        |         |       |                          |                                |           |                      |  |
|                                                                           |        |         |       |                          | * On Watch                     | Off Watch | ** paired to assign. |  |
|                                                                           |        |         |       |                          | 10                             | 14        | 1                    |  |
| Safety/Regulatory                                                         |        |         |       |                          |                                |           |                      |  |
| Outreach                                                                  |        |         |       |                          |                                |           |                      |  |
| Administrative                                                            |        |         |       |                          |                                |           |                      |  |
| C. Other (i.e. injury, not-fit-for-duty status, COVID risk                |        |         |       |                          |                                |           |                      |  |
| Start Dt                                                                  | End Dt | REASON  | PILOT |                          |                                |           |                      |  |
| 1-Jun                                                                     | 30-Jun | NFFD    | VON   |                          |                                |           |                      |  |
| 1-Jun                                                                     | 30-Jun | NFFD    | THG   |                          |                                |           |                      |  |
|                                                                           |        |         |       |                          |                                |           |                      |  |
|                                                                           |        |         |       |                          |                                |           |                      |  |
| Trailing 24 months revenue assignments 14,391                             |        |         |       |                          |                                |           |                      |  |
| Call back job ratio during the last 24 months (July 2024-June 2026) 9.80% |        |         |       |                          |                                |           |                      |  |



**Puget Sound Pilots report for the WA State BPC regarding commercial diving protocols throughout Puget Sound.**

The following responses were sent to the Puget Sound Pilots in response to the WA State BPC's request asking about policies and/or procedures related to notifying affiliated interests when commercial diving operations are taking place in the vicinity of ship operations. We have compiled the responses below from the parties who answered our e-mail and phone call requests.

Note: everyone who replied below stated that they are available for further questions and are standing by if anyone from the WA State BPC would like more details.

PSP reached out to the following entities: U.S. Coast Guard, NWSA, Ports of Seattle, Tacoma, Everett, and Port Angeles, and Global Diving.

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**From:** OPs Pilot <[opspilot@pspilots.org](mailto:opspilot@pspilots.org)>

**Sent:** Thursday, June 25, 2026 9:50 AM

**Subject:** Diving Operations

We are looking for information concerning dive operations at any of your commercial facilities where vessels normally dock. Please provide the following at your earliest convenience.

1. Do commercial dive operators have procedures submitted to your organization in advance of entering the water at your facilities?
2. Do the dive companies have any permits issued to perform in-water operations?
3. Who do the dive companies notify when divers are active and how do they do that?
4. When diving operations are scheduled to take place, is it possible to notify Puget Sound pilots?
5. If the divers have procedures in place, etc. Please provide a copy to Puget Sound Pilots.
6. If your organization has procedures in place. Please provide a copy to the Puget Sound Pilots.

Thank you,

Ops Pilot: 206-713-6805

Puget Sound Pilots

[opspilot@pspilots.org](mailto:opspilot@pspilots.org)



## Response from NWSA

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**From:** Snyder, Keven <[ksnyder@nwseaportalliance.com](mailto:ksnyder@nwseaportalliance.com)>

**Sent:** Thursday, June 25, 2026 9:27 AM

**To:** OPs Pilot <[opspilot@pspilots.org](mailto:opspilot@pspilots.org)>

**Subject:** RE: Diving Operations

Good morning,

All good questions. The short version is that the NWSA has no written or agreed upon procedures on diving, to my knowledge. Often, but perhaps not always, the contractor or agent for the vessel will reach out to me to ask or inform me of the need.

Seems like we should be able to pass along this information to the Ops Pilot, if we are aware of it.

We do have a contractor working on T7, above and below the deck. They are putting a diver in the water, but this does not happen every day and the hours are very inconsistent when they do. They started the underwater inspections at the south end, on 7-A, and are slowly working their way north. As of yesterday, they are almost done with berth B and starting into berth C, as they continue to the north. I expect them to be around for the rest of the summer, but I am not certain what the scope of work is for them. I am in communication with the contractor, keeping them abreast of vessel traffic at T7.

### Keven Snyder

Waterway Coordinator

THE NORTHWEST SEAPORT ALLIANCE

O: 253-383-9420 | C: 253-405-0368

[ksnyder@nwseaportalliance.com](mailto:ksnyder@nwseaportalliance.com)

[www.nwseaportalliance.com](http://www.nwseaportalliance.com)



## Response for Port of Port Angeles

++++++

June 26 2026

You may want to reach out to some of the dive companies in the area, we have nothing to offer on your questions below.

Cheers,

**Marty Marchant**

Marine Trades Manager

338 West First Street #301

Port Angeles, WA 98362

360.417.3436 direct

360.808.7571 cell

[mmarchant@portofpa.com](mailto:mmarchant@portofpa.com)

[www.portofpa.com](http://www.portofpa.com)



**Communications with the Port may be subject to public disclosure** (see WA Public Records Act, Ch. 42.56 RCW)



**Response from Port of Everett**

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Tuesday 30 June 2026

Great to chat with you this morning!

For the Marina side of things, we don't allow diving within the Marina, except for zinc or prop replacement. You can find this information on page 10 of our Marina Rules & Regulations, found here:

<https://cms9files.revize.com/everett/Marina%20RR%20-%20Revision%2001.1.26.pdf?t=202602181621020&t=202602181621020>

I'll let the Seaport team chime in on their procedures at the Seaport.

Thanks,

KATE ANDERSON

Marina Manager

[katea@portofeverett.com](mailto:katea@portofeverett.com)

O: 425.388.0623 | C: 425.404.0835



## Response from Global Diving

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Tuesday 30 June 2026

After speaking with my team, we would prefer not to send out our MSDP. I have answered your questions below.

"Permitting" is not generally required as far as I know, that is more specific to certain tasks for salvage or environmental scopes.

We generally work directly with the vessels we are working on. If we are in a Port, then we will communicate with Port Ops or call into USCG for a slow bell or let them know we have divers working.

Are there specific areas you would like to be notified in? Typically, the vessel will be in touch with Pilots or Crew Boats when we are working.

Please do not hesitate to reach out with any questions.

Regards,

Daniel Karl  
Dive Operations Manager  
Global Diving & Salvage, Inc.  
3840 W Marginal Way SW  
Seattle, WA 98106  
206.623.0621 Office  
800.441.3483 24hr Line  
dkarl@gdiving.com | [www.gdiving.com](http://www.gdiving.com)



## Response from Port of Seattle

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Tuesday 30 June 2026

Thanks for the call earlier. I will respond inline

Do dive operators have procedures submitted in advance in order to obtain a permit from the Port? The Port does not issue permits for divers.

Who do the commercial dive operators notify when divers are in the water? It is the Port's customers and contractors, not the Port itself that hires divers. We require our customers/contractors to notify us with timing and location information when any divers are planned to be in the water. We then communicate this information to any vessels at berths in the vicinity as well as the Port's marine maintenance department and any contractors doing work in the area.

When diving operations take place, would it be possible to notify the Puget Sound pilots? Yes, we will add [opsilot@pspilots.org](mailto:opsilot@pspilots.org) to the distribution list for notifications for divers in the water.

If dive operators have submitted procedures to the NWSPA would it be possible for us to obtain a copy to pass on to the WA State Board of Pilotage Commissioners? Although partners with Port of Seattle, the NWSA is its own entity, and I do not know what they or their terminal operators require for dive operations. I recommend reaching out to Keven Snyder [ksnyder@nwseaportalliance.com](mailto:ksnyder@nwseaportalliance.com) for more information.

Thank you for including the report so I can better discuss the situation with the vessel manager.

Best regards,

Eric Soderlund (he/him)

Maritime Operations Manager – Terminal 91

Desk: (206) 787-6741

Mobile: (206) 605-8152

Maritime Operations 24/7 coverage: 206.787.3751

All e-mail communications with the Port of Seattle are subject to disclosure under the Public Records Act and should be presumed to be public.



**In conclusion:**

There is no standard procedure for Dive Operations that encompasses the Puget Sound region. However, there are protocols in place to accomplish safe dive operations within the ports of our district. Those protocols vary depending on the location, company, and port facility where the dive operation is to take place. PSP trusts that our waterfront partners are following best practices for their industry and continues to work closely with them. Additionally, Puget Sound Pilots will continue to provide professional knowledge and awareness in their assessment of the movement of vessels including known or potential activities that may take place along the route.

Ops Pilot: 206-713-6805

Puget Sound Pilots

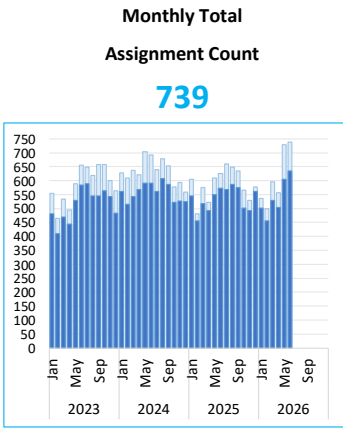
[opspilot@pspilots.org](mailto:opspilot@pspilots.org)

Puget Sound District  
Activity Report Dashboard  
2026 June

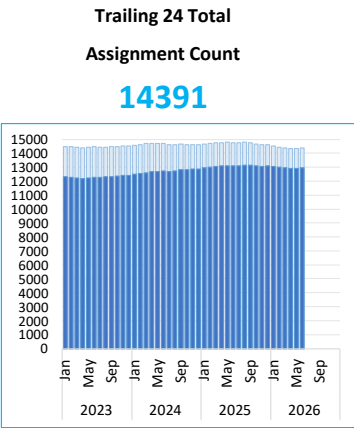
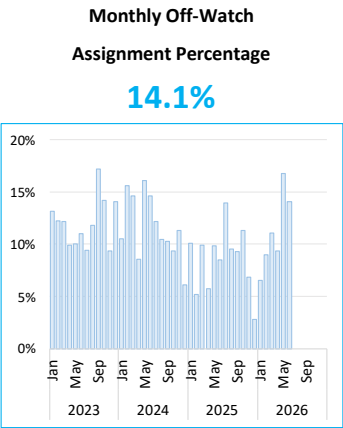
PS District  
Trainees  
9

Licensed Pilots  
Including President  
59

With June licensure of Capt Boullion,  
number of licensed pilots increased to 59.



635 On-Watch (dk blue), 104 Off-Watch (lt blue)



12981 On-Watch (dk blue), 1410 Off-Watch (lt blue)

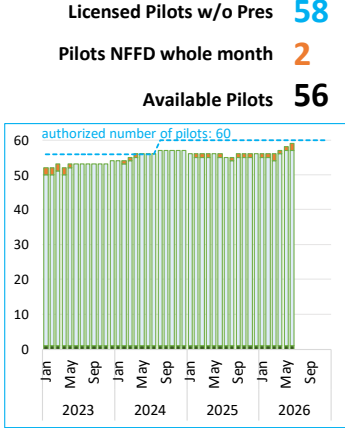
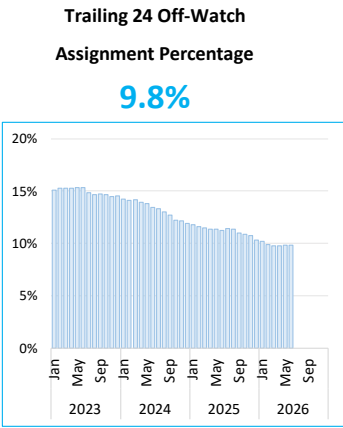
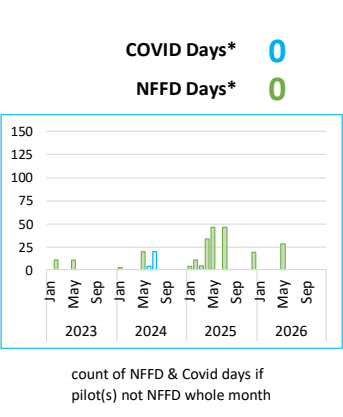
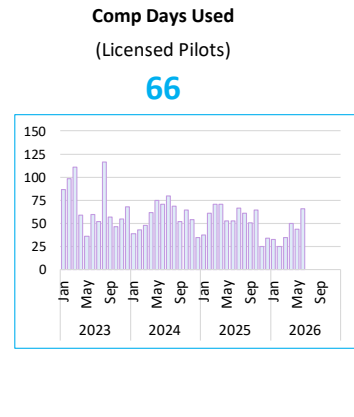
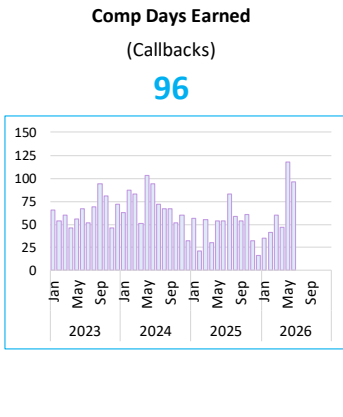
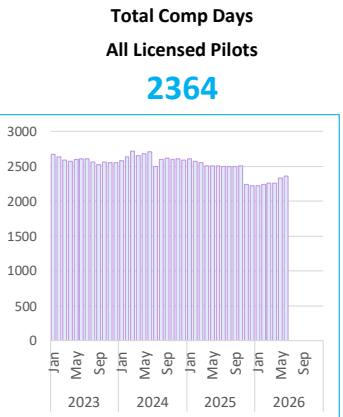
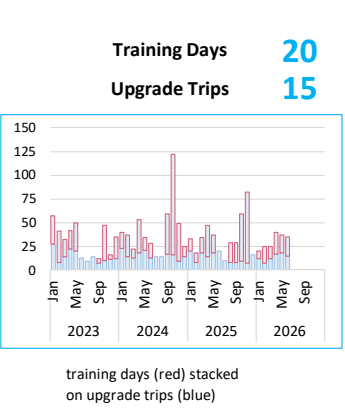


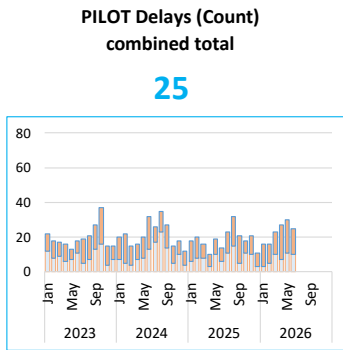
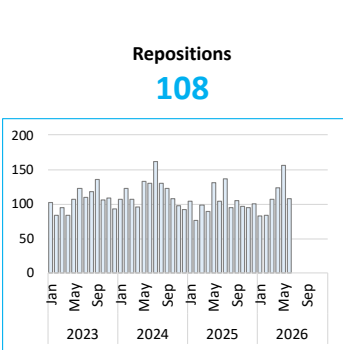
chart also includes president (1 pilot)



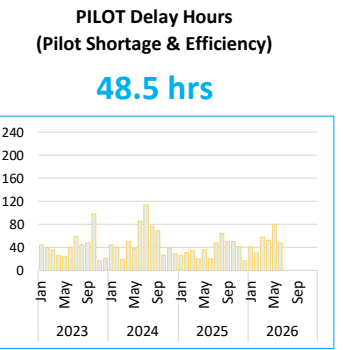
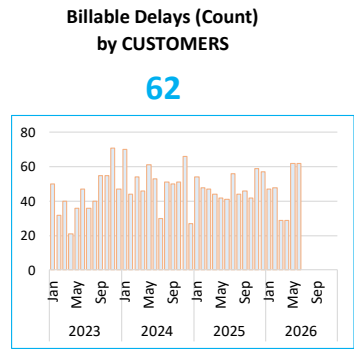
count of NFFD & Covid days if  
pilot(s) not NFFD whole month



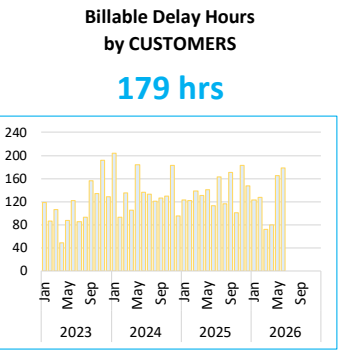
training days (red) stacked  
on upgrade trips (blue)



efficiency delay counts stacked on  
pilot shortage delay counts



total pilot delay hours (not separated into  
efficiency & pilot shortage components)



## **Port of Grays Harbor**

### **Pilotage Report**

**July 16, 2026**

#### Pilotage Activity

There were a total of 9 arrivals in June (5 dry bulkers, 1 liquid bulker and 3 RoRo's). This equated to 20 jobs. For comparison last year, there were 8 arrivals for a total of 21 jobs in June.

Year to date through June there have been 64 arrivals for a total of 175 jobs. This compares to last year where we had 55 arrivals for a total of 142 jobs for the same period.

The early July schedule showed 8 arrivals: 5 dry bulkers, 2 liquid bulker and 2 RoRo's. This is a pretty good month considering our grain loading facility will be down for maintenance for 2 weeks in July. However, we are typically able to load vessels around their work.

#### Terminal Maintenance Dredging

Scheduled a pre-dredge meeting and workplans have been sent to all required agencies. The pre-dredge meeting is scheduled for Monday, July 13. The Port is coordinating with American to complete pre-dredge surveys to minimize impacts with vessel calls. The Site Use Authorization has been sent to DNR for utilizing the Point Chehalis disposal site. Mobilization is set for July 16 at 0500 at Terminal 2.



STATE OF WASHINGTON  
**BOARD OF PILOTAGE COMMISSIONERS**

2901 Third Avenue, Suite 400 | Seattle, Washington 98121 (206) 515-3904 | <https://pilotage.wa.gov>

**BPC Pilotage Act Advisory Committee (PAAC)**

**Meeting Minutes**

April 22, 2026

1000 – 1200

**Attendees:** Sheri Tonn (PAAC Chair/BPC), Jaimie Bever (Staff/BPC), Andrew Drennen (Industry/BPC), Severin Knutsen (Pilot/BPC), Jason Hamilton (Public/BPC), Travis McGrath (Pilot/Puget Sound Pilots), Matt Hannuksela (Pilot Alternate/Puget Sound Pilots), Clyde Halstead (Tribal/Swinomish), Lovel Pratt (Environment/Friends of the San Juans), Fred Felleman (Environment Alternate/Friends of the Earth), Clay Diamond (Pilotage Expert/American Pilots Association), Brendan O'Shea (Pilotage Expert Alternate/American Pilots Association), Antonio Machado (Oil Industry/WSPA), John Wilson (Advisor/Pacific Pilotage Authority), Robin Stewart (Advisor/B.C. Coast Pilots), Natalie Lowell (Tribal/Makah Tribe)

**1. 2/11 Meeting Minutes and Updates**

Jason Hamilton (Public/BPC) made a motion to accept the minutes from February 11, 2026. It was seconded by Andrew Drennen (Industry/BPC) and passed unanimously by the group.

Lovel Pratt (Environment/Friends of the San Juans) followed up on a request for a comparison chart of pilotage requirements in WA vs. B.C. She thought that would be a helpful resource while working through the pros and cons list. Andrew wondered if, for the purposes of this group, they should focus on tankers through specific waterways on both sides of the border that are required to take pilots. John Wilson (Advisor/Pacific Pilotage Authority) clarified that requirements for pilotage in Canada are that any foreign flag vessel over 350 tons and any tankers regardless of size will require a pilot. He added that any tanker with 6,000 tons or more of liquid cargo is required to have a tug escort as well. The Seaspan LNG bunker vessels, due to size, will not be tethered and will have 1 pilot on board. Travis McGrath (Pilot/Puget Sound Pilots) clarified that PSP does not put 2 pilots on tethered tankers the way Canada does, unless it was a matter of hours on the bridge.

**2. Pros and Cons**

Chair Tonn explained that the purpose of the meeting was to review the pros and cons of RCW language identified in the previous meetings.

**Option #1: Current Statutory Language**

Jaimie Bever (Staff/BPC) explained that this option was the current language as codified by the legislature and will sunset in July 2027. This language reflects the 50-year practice of allowing Canadian pilots in WA waters while transiting to/from Canadian ports. A lengthy discussion followed and the agreed-upon points were recorded in the chart below.

Throughout the conversation, Canadian pilotage representatives offered to provide whatever information was requested and to come up with solutions for data sharing, assuring that everyone was on the same page. Chair Tonn pointed out that there was no past history that pointed to any regulatory oversight challenges. Lovel wanted to be sure that the lack of pilotage between Port Angeles and Victoria was noted somewhere to perhaps address at another time. Fred Felleman (Environment Alternate/Friends of the Earth) suggested that the recommendation document to the Board be a one-pager that would include the recommendation but also the items identified that were outside the scope of the language.

| # | Options          | Descriptions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Pros                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Cons                                                                                                                                                                                                                                              | Further Discussion/Notes                                                                                                                                                                                                                                                    | Status                                                                                                                                     |
|---|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Current Language | <i>Except as otherwise provided in RCW 88.16.070(3), any registered oil tanker of five thousand gross tons or greater, shall be required: (1) To take a Washington State licensed pilot while navigating Puget Sound and adjacent waters and shall be liable for and pay pilotage rates pursuant to RCW 88.16.035; and (2) To take a licensed pilot while navigating the Columbia River - This would allow Canadian Pilots to transit in Washington waters while going to/from Canadian ports.</i> | <ol style="list-style-type: none"> <li>1. This is already in statute and just needs to be affirmed with the legislature so that the sunset date of July 1, 2027 is removed and it is permanently codified.</li> <li>2. Past history does not point to a regulatory oversight challenge</li> <li>3. Canadian tankers in the Strait have tethered tugs and 2 pilots - robust regime - escorted tugs beyond when pilots disembark</li> <li>4. No MOU for when multiple pilots are onboard, and logistical hurdles to getting pilots on/off the vessels.</li> </ol> | <ol style="list-style-type: none"> <li>1. Surrendering regulatory oversight/authority to Canada - MSOs, Near Misses, visibility</li> <li>2. Tribal fisheries - need a mechanism for informing Canadian pilots and incentive/discipline</li> </ol> | <p>Consider mechanisms for shared info from Canada - how info can be utilized</p> <p>Noted: Does not address pilotage between PA and Victoria</p> <p>Recommend the Board explore the waiver option?</p> <p>Transboundary Standards of Care? VTS and CVTS collaboration?</p> | The Committee is leaning toward keeping this language but wants to explore the waiver idea as a part of due diligence before a final vote. |

### Option #2: Exemption for Canadian Pilots (blanket or individual)

This option was first introduced by Fred Felleman. It would be an explicit waiver extension for Canadian pilots, allowing Washington State's sovereign authority to be maintained into the future. This would be a similar process to the BPC's current program for exempting qualifying foreign flagged vessels but modeled after Canada's process for waiving vessels carrying oil going from WA waters to Alaska through Canadian waters. Chair Tonn expressed concern regarding the term "exemption", as the current process covers vessels, not people.

After much discussion, the committee decided to ask Fred to present more in depth information regarding his waiver system proposal at the next PAAC meeting in June.

### Option #3: Require a WA State Pilot on Loaded Tankers Only

| # | Options                                               | Descriptions                                                                                                                                                                                                                | Pros                                                                                                                                                                                                                              | Cons                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Further Discussion/Notes                                                                                                                                                                                                                                                                                                                                                                                             | Status                                                                                                                                                                                                                        |
|---|-------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2 | Exemption for Canadian Pilots (general or individual) | <i>This would be a process of granting pilotage exemptions to Canadian pilots for tankers in Haro Strait, Boundary Pass, and Strait of Georgia South. A waiver of the BC Coast Pilots in general, not individual pilots</i> | <ol style="list-style-type: none"> <li>1. Explicit expression of authority</li> <li>2. BPC already issues exemptions</li> <li>3. Waiver could be revoked if not complied with (assuming a process of continual review)</li> </ol> | <ol style="list-style-type: none"> <li>1. Legislative intent of the Pilotage Act provides limited exemptions for certain classes of vessels, and that it is not the intent of the Legislature that such exemptions shall be a precedent for future exemptions of other classes of vessels</li> <li>2. Would require a new statute and process, and new definitions</li> <li>3. Heavy workload</li> <li>4. Difficult to enforce</li> <li>5. Creates difficulty for compulsory pilotage</li> </ol> | <p>Question of authority in these waterways, federally</p> <p>Concern about the word exemption - it is for vessels not people (perhaps the word waiver?)</p> <p>Ask Fred to investigate and present back about this option of a waiver</p> <p>Look at ATB waivers en route to Alaska (CA pilotage act is very specific in terms/definitions)</p> <p>Transboundary Standards of Care? VTS and CVTS collaboration?</p> | The Committee would like to explore this option further in the June meeting and have requested that Fred, who originally suggested this option, provide a presentation for the June meeting further exploring his suggestion. |

Travis suggested exploring the idea of requiring Washington pilots on tankers to and from Canadian ports, only if they are laden as those are the vessels that present the greatest risk.

He acknowledged however that there were significant challenges to this option, creating different pilotage requirements for vessels in different states of loaded or in ballast.

Lovel inquired about the coordination between Puget Sound and Canadian Vessel Traffic Services and whether standards of care regarding information sharing between the two entities could be developed. Andrew made sure to point out that the conversation was not a result of concern over the pilotage being conducted by B.C. Coast Pilots. It was more of a discussion regarding sharing information regarding near misses, incidents, etc.

Clyde Halstead (Tribal/Swinomish) suggested that he and Robin Stewart (Advisor/B.C. Coast Pilots) coordinate offline to discuss concerns surrounding Tribal fisheries in Washington state Tribes.

#### Option #4: Revert to the Original Language

| # | Options                                        | Descriptions                                                                                                                 | Pros                                                                                                                 | Cons                                                                                                                                                       | Further Discussion/Notes                                                                                                                                                                                                                                                                                                           | Status                                                                                                 |
|---|------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|
| 3 | Require WA State Pilots on Loaded Tankers Only | <i>Look closely at exemption and oil transportation RCWs to inform requiring a WA licensed pilot only on loaded tankers.</i> | 1. Loaded tankers present the greatest risk<br><br>2. Loaded tankers are mainly outbound and could stay in CA waters | 1. Getting pilots on/off vessels<br>2. Escort status<br>3. VERY COMPLICATED<br>4. Could encourage vessels staying solely in CA waters, closer to Kelp Reef | What are the actual concerns that could be addressed as opposed to putting more pilots onboard?<br><br>Transboundary Standards of Care? VTS and CVTS collaboration?<br><br>No technical concerns, just regulatory/process<br><br>Cross boarder approach to sharing tribal fisheries information between tribes and BC Coast Pilots | Committee voted not to pursue this option.<br><br>Lovel - qualified vote - eliminate if we can keep #2 |

Travis suggested that this option was the opposite of the first option and that the pros and cons would be inverted versions of option one pros and cons. The committee decided to eliminate this option for the reasons listed below.

### 3. Wrap Up

Chair Tonn felt comfortable that the committee had identified the various issues and that

| # | Options           | Descriptions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Pros                                                                                                                                                         | Cons                                                                                                                                                                                                                                     | Further Discussion/Notes                                                       | Status                                     |
|---|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|--------------------------------------------|
| 4 | Original Language | <i>Notwithstanding the provisions of RCW 88.16.070(3), any registered oil tanker of five thousand gross tons or greater, shall be required: (1) To take a Washington State licensed pilot while navigating Puget Sound and adjacent waters and shall be liable for and pay pilotage rates pursuant to RCW 88.16.035; and (2) To take a licensed pilot while navigating the Columbia River - This would require a WA State pilot onboard transits that cross into WA waters to/from Canadian ports.</i> | 1. Maintain regulatory oversight/authority - visibility over MSOs, Near Misses<br><br>2. Existing and growing tribal coordination with pilots remains intact | 1. Leg revision identified the issue and they believe it fixed the problem<br>2. Getting pilots on/off vessels<br>3. Escort status<br>4. VERY COMPLICATED<br>5. Could encourage vessels staying solely in CA waters, closer to Kelp Reef | Make sure Legislature doesn't put this language back in place after the sunset | Committee voted not to pursue this option. |

the existing language seemed to make good sense. She added that if they decided to recommend some kind of waiver, it would be a heavy lift and require much more research. Jaimie reminded the group that there was not enough time to conduct the required research before submitting agency request legislation, which is due from the Board to OFM in early September. Lovel suggested one more meeting of the OTSC to consider Fred's waiver recommendation before taking a final vote on the recommendation to the Board. She also recommended that the final vote be listed on the agenda after the review of Fred's

waiver proposal.

4. **Adjourn**

Chair Tonn adjourned the meeting at 1145.



STATE OF WASHINGTON  
**BOARD OF PILOTAGE COMMISSIONERS**

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

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

April 7, 2026 at 1:30pm

**Attendees:** Andrew Drennen (BPC), Kevin Riddle (PSP), Ryan Leo (PGH), Scott Anacker (PSP), Ivan Carlson (PSP), Scott Brewen (PSP), Eleanor Kirtley (BPC), Jason Hamilton (BPC); Mike Moore (PMSA), Bettina Maki (BPC)

**Regrets:** Sheri Tonn (BPC), Jaimie Bever (BPC)

**1. Review of Minutes of previous meeting on December 3, 2025.**

The minutes were approved with no corrections needed.

**2. Rest Rule Exceptions**

During 2025 Q4 in Grays Harbor there were no rest exceptions. Data for 2026 Q1 was not yet available.

During 2025 Q4 in Puget Sound there were no exceptions to the 10 hour rest rule but there were five (5) exceptions to the 13 hour rest rule.

During 2026 Q1 in Puget Sound there were no rest exceptions of any kind.

**3. Noncompliant Pilot Transfer Arrangements**

Pilots' reports of noncompliant transfer arrangements from the 4<sup>th</sup> quarter of 2025 and 1<sup>st</sup> quarter of 2026 were reviewed, a total of 47 reports. Andrew Drennen noted that several reports described issues with transfer arrangements that were observed by the pilot before proceeding to board the vessel and there was discussion of whether pilots will consider not boarding these vessels, and if refusal to board might improve compliance.

There were also several reports of ladders secured to handrails etc., instead of being secured to deck strong points, ladders in poor condition needing replacement, missing stanchions, and many reports of incorrectly rigged retrieval lines.

#### **4. Ladder certificate request letters**

In an effort to promote maintaining ladders in good condition, PSP is considering tracking ladder certificates as is being done in some other pilotage districts. There is some concern that this would be a labor intensive process with undetermined benefit. Scott Anacker noted that new ladders stored incorrectly can be in worse condition than older ladders that are properly maintained. It was agreed to revisit the topic at the next meeting, including possible alternatives to a system of tracking ladder certificates.

#### **5. Board action needed to assign new co-chair**

Kevin Riddle has attended several PSC meetings and is willing to serve as a co-chair of the committee. Committee members are in support of him taking on this role. At the April BPC meeting there will be a request for board action to formally assign Capt. Riddle as co-chair of the committee.

#### **6. Adjournment & Next Steps**

The committee agreed to schedule the next meeting in July. Attendees checked their calendars in real time and decided the next meeting would be on Tuesday July 14 at 1:30pm for 1 hour.

The meeting was adjourned at 2:30pm.

# QUIET SOUND

A Program of Maritime Blue

Board of Pilotage  
Commissioners  
July 16, 2026



[www.quietsound.org](http://www.quietsound.org)

# Expertise From a Broad Coalition

## Leadership Committee



## ORCAS Advisory Group

AltaGas | ALA Energy, American Waterways Operations, Cruise Lines International Association, ECHO Program, Foss, King County Water Taxi, Kitsap Transit, Marine Mammal Commission, NOAA, Ocean Wise, Oceans Initiative, Orca Behavior Institute, Orca Conservancy, Orca Network, Orcasound, **Puget Sound Pilots**, Skagit County Ferry, US Navy, Washington Department of Fish and Wildlife, Whale Museum.

# Admiralty Inlet Voluntary Slowdown

**Recommended target speeds (STW),  
when safe and feasible:**

- **14.5 knots:** vehicle carriers, cruise, containers
- **11 knots:** bulkers, tankers, general cargo

**Dates:** Responsive to whale presence

- September through January

**We measure:** Participation, speed reduction, underwater noise, whale presence



# Recognizing Partners

- Communicating parameters to ship owners/operators
- Measuring participation
- Assessing underwater noise reduction
- Collating orca presence



# Ships slow, and reduce underwater noise

|                                                           | 2022-2023                    | 2023-2024                    | 2024-2025                    | 2025-26                       |
|-----------------------------------------------------------|------------------------------|------------------------------|------------------------------|-------------------------------|
| <b>Transits that reduced speed</b><br>(Pilot-reported)    | <b>70%</b><br>469 out of 670 | <b>71%</b><br>562 out of 795 | <b>66%</b><br>571 of 860     | <b>64%</b><br>677 out of 1064 |
| <b>Transits that met speed targets</b><br>(STW-validated) | <b>53%</b><br>351 out of 662 | <b>59%</b><br>499 out of 843 | <b>56%</b><br>485 out of 868 | <b>56%</b><br>595 out of 1067 |
| <b>Slowdown period</b>                                    | <b>81 days</b>               | <b>92 days</b>               | <b>98 days</b>               | <b>119 days</b>               |
| <b>SRKW presence</b>                                      | <b>36 days</b>               | <b>20 days</b>               | <b>57 days</b>               | <b>34 days</b>                |

- Compared to 2019, pre-Quiet Sound, in 2025-26 we achieved a:
  - 40% reduction in overall underwater noise
  - 40-44% reduction in frequencies used by orcas for communication and echolocation

## Participation by vessel class across slowdown seasons (STW-validated)

| Season         | Bulker           | Car carrier       | Container         | General cargo   | Passenger        | Tanker         | Total              |
|----------------|------------------|-------------------|-------------------|-----------------|------------------|----------------|--------------------|
| <b>2022-23</b> | 58%<br>74 of 128 | 45%<br>61 of 135  | 58%<br>198 of 339 | 21%<br>8 of 38  | 67%<br>6 of 9    | 31%<br>4 of 13 | 53%<br>351 of 662  |
| <b>2023-24</b> | 53%<br>70 of 133 | 51%<br>105 of 206 | 67%<br>272 of 405 | 37%<br>17 of 46 | 84%<br>27 of 32  | 38%<br>8 of 21 | 59%<br>499 of 843  |
| <b>2024-25</b> | 55%<br>77 of 141 | 47%<br>81 of 172  | 59%<br>262 of 444 | 37%<br>19 of 52 | 86%<br>37 of 43  | 56%<br>9 of 16 | 56%<br>485 of 868  |
| <b>2025-26</b> | 54%<br>91 of 167 | 42%<br>88 of 209  | 61%<br>299 of 492 | 47%<br>29 of 62 | 68%<br>79 of 116 | 43%<br>9 of 21 | 56%<br>595 of 1067 |

# New State Goal for Participation



The Puget Sound  
Partnership 2026-2030  
Action Agenda for Puget  
Sound was adopted in  
June 2026.

**Program Measure:** Percent of piloted ships that attempt to slow down to recommended speed levels during the fall season in the central Puget Sound slowdown zone

**Target:** 70 percent of piloted ships attempt to slow down between the 2026-27 and 2029-30 slowdown seasons

# QUIET SOUND

A Program of Maritime Blue

Contact: Rachel Aronson  
[Rachel@maritimeblue.org](mailto:Rachel@maritimeblue.org)



[www.quietsound.org](http://www.quietsound.org)