

MEETING MINUTES
STATE OF WASHINGTON ~ BOARD OF PILOTAGE COMMISSIONERS
October 17, 2024

REGULAR MEETING – Call to Order

The Regular Meeting of the Board of Pilotage Commissioners was called to order at 10:30 a.m. by Chair Sheri Tonn in the Agate Conference Room, 2901 Third Avenue, Seattle, WA and online via Microsoft Teams.

Present in Person:

Chair: Sheri Tonn

Vice Chair: Eleanor Kirtley (Marine Environment)

Commissioners: Sandy Bendixen (Pilot)

Administration: Jaimie Bever, Bettina Maki, Jolene Hamel

Port of Grays Harbor: Mike Folkers

Puget Sound Pilots: Severin Knutsen, Eric Klapperich, Scott Brewen

The Northwest Seaport Alliance: Keven Snyder

Present via Teams:

Commissioners: Richard Firth (Foreign Shipping), Jason Hamilton (Public), Nhi Irwin (Ecology)

BPC Assistant Attorney General: Albert Wang

Puget Sound Pilots: Mark Bostick, Stephen Scott

USCG: Kira Moody

Pacific Merchant Shipping Association: Mike Moore, Jordan Royer

Puget Sound Trainee: Rick Boullion

Public: Daniel Bolton

Chair Tonn welcomed new PSP Executive Director Scott Brewen. She thanked everyone for their patience in the later start to accommodate the Great Washington Shake Out (earthquake drill) and advised that due to a quorum issue, the agenda would be moved around to accommodate action items.

BPC Staff Report.

- BPC Executive Director Jaimie Bever shared that the fall edition of the BPC Pilotage Quarterly newsletter was recently published and provided to the Board in their meeting materials.
- The Bay Area's Board of Pilot Commissioners is currently undergoing an IT modernization project. Jaimie was interviewed by the consultants as a part of their research.
- Jaimie also reported that Lindsay Wolpa, NWSA, recently brought to her attention a WSDOT plan to renovate the WOSCA site. As a part of the reinventing competition, they are tasked with creating a new headquarters for WSF and a potential maritime hub on the site. It is likely that the renovation would not be complete until 2030.
- Bettina Maki, BPC Data Analyst, shared the 3rd quarter KPI data and was available for any questions.
- Jolene Hamel, BPC Training Program Manager, wished a happy upcoming work anniversary to both Jaimie and Bettina who both share an anniversary date of November 1.

BPC Chair Report.

- BPC Chair Sheri Tonn informed the Board about two great meetings that she and Jaimie have attended over the past month. First, they met with Scott Brewen, new Executive Director for PSP to fill him in on the role of the BPC and on the ways PSP and BPC work together. Then they met with Steve Nevey, Assistant Secretary, WSF, to get an update on WSF.
- Chair Tonn also reported on appointments to the Board. Commissioners Farrell, Anthony, and Firth will be reappointed and will continue to serve on the Board. Commissioner Bendixen however, has decided not to seek a second term when her current term is up on December 26, 2024. Captain Severin Knutsen, PSP, will be appointed to fill the vacant Pilot Commissioner seat as of December 27, 2024.

Activity Reports. Kira Moody representing the United States Coast Guard (USCG), Mike Folkers representing the Port of Grays Harbor (PGH), Eric Klapperich representing Puget Sound Pilots (PSP), Keven Snyder representing The Northwest Seaport Alliance (NWSA), and Mike Moore representing Pacific Merchant Shipping Association (PMSA) offered current and projected statistical data as well as updates on current maritime issues and activities.

PSP's new Executive Director Scott Brewen introduced himself and shared his background. He is excited to be on board and is looking forward to getting up to speed.

BPC Data Analyst Bettina Maki shared the pilotage activity dashboard and was available for questions.

NEW BUSINESS

Pilot's Report of Incident: M/V MIYAMA, 10/06/2024

Commissioner Bendixen reported on the Incident Report for the October 06, 2024, incident involving M/V MIYAMA. This was not a pilot-related incident but needed to be reported as an incident due to an injury to a line handler. It was suggested that the Board revise the KPI for incidents to disregard non-pilot involvement when tracking incidents.

Motion: Bendixen/Kirtley – File as an incident with no pilot error – Carried.

Pilot's Report of Marine Safety Occurrence: CRANES, 09/25 & 09/26/2024

Tacoma, Washington United Terminal	9/25/24: Cranes were boomed down over empty berth at Tacoma Washington United Terminal with no prior notification to Puget Sound Pilots. Most modern container ships' air draft is too high to pass safely underneath a lowered gantry boom. Newer gantry booms extend in excess of 200-plus feet beyond the dock face and into the Federal Navigation Channel, which is already narrow due to configuration. If operations require a boom down over an empty berth, the appropriate operations members and pilots should be notified of the likely duration and subsequent notification should be made when the boom is raised. 9/26/24: Crane was located near the bow position of the Matson Tacoma when vessel was spotted at final position at Tacoma APM-North berth. Due to the strong wind and heavy rains compiled with black color of crane made it hard to ascertain the exact location prior to coming alongside.	<u>Motion:</u> Bendixen/Hamilton – File as a Marine Safety Occurrence – Carried. It was also recommended to expedite this issue to the TOWG and have them send an immediate letter out to all terminals reminding of regulations and Harbor Safety Plan Policies regarding cranes.
------------------------------------	---	--

Pilot's Report of Marine Safety Occurrence: CRANES (MANULANI), 08/13/2024

Tacoma, North Berth APM	While nearing final position, the ship's forward crew reported that the crane to the north was still not clear of the bow. The captain reached the terminal on the phone and requested that they move the crane near the bow to the ship's parallel mid-body to eliminate the chance of the ship contacting it. Over the next 15 minutes, cranes moved slowly in various directions while the pilot used two tugs and the bow thruster to hold the ship in the narrow channel in a moderate wind. Once the cranes were finally positioned correctly, the ship was brought alongside without incident.	<u>Motion:</u> Bendixen/Hamilton – File as a Marine Safety Occurrence – Carried. It was also recommended to expedite this issue to the TOWG and have them send an immediate letter out to all terminals reminding of regulations and Harbor Safety Plan Policies regarding cranes.
-------------------------	--	--

Pilot's Report of Marine Safety Occurrence: GRAND URANUS, 08/13/2024

Manchester Anchorage	Pilot embarked the vessel at anchor off Manchester in the #1 anchorage in Yukon Habor. While heaving anchor to 4 shackles on deck, the captain tested the Bow thruster, and the generators tripped offline. Blackout time was 1410. Waited for the generators to sync back before calling VTS and the Port State Command center. Reset the anchor to 9 shackles in the water and disembarked.	<u>Motion:</u> Bendixen/Kirtley – File as a Marine Safety Occurrence – Carried.
----------------------	--	--

Meeting Minutes.

Motion: Hamilton/Firth – approve the September 19, 2024, Meeting Minutes as written – Carried, with one abstention from Commissioner Kirtley.

Committee Actions.

Trainee Evaluation Committee (TEC)

- **Pilot License Upgrade Program: Captains Mann & Riddle.** Commissioner Bendixen advised that there are currently 16 pilots in their upgrade window in Puget Sound and 1 in Grays Harbor. She also stated the TEC reviewed the upgrade letters for the pilots listed above.
Motion: Bendixen/Kirtley – approve the pilot license upgrade programs for Captains Mann and Riddle – Carried.
- The TEC met yesterday and reviewed all trainee programs. There are 7 trainees currently in PS and none in GH. There are 2 trainees in Training, and 5 in Observation, three of whom started at the beginning of this month and one who continues to be off stipend but plans to return for November.
- New pilot trainee orientation occurred on 10/3 for 2 new trainees and Commissioner Farrell was also in attendance.
- The TEC has been discussing Hard-to-Get trips and assuring continued growth of a robust Training Program. Additionally, the TEC has been updating Conning Quizzes, the Trainee Handbook, and developing additional trainings with various partners including the Department of Ecology.
- Commissioner Bendixen shared that the TEC has also been discussing the next exam, which is likely to happen in Spring of 2026. In order to minimize the workload leading up to the next exam, the discussion is leading to having the Exam Committee be an ongoing committee rather than just the last 6 months leading up to an exam with more information regarding this at the November meeting.
- Commissioner Bendixen also stated that the TEC has several other big-ticket items that they want to implement and will be the basis for approaching the UTC to ask to increase the training surcharge. These include simulator training, other trainings, psychometric review of the training program, DEI consulting and more. E.D. Bever stated that they have consulted with both the BPC AAG and the UTC AAG and have been reassured that any action that the BPC takes will not affect any other parties' filings. A staff recommendation to address what the tariff adjustment should look like and include will be presented to the Board at the November meeting.

Pilot/Trainee Physical Examination Reports.

Motion: Kirtley/Hamilton– approve the pilot physical examination reports for Captains J.R. Semler, J.T. Galvin, and R.W. Leo for their annual pilot license renewals, and R.M. Boullion and J.M. Woodworth for their new trainee licenses – Carried.

New Board Designated Physician: Rodney Hagerman, D.O. (The Doctor's Clinic, Silverdale)

Jolene introduced a new physician who has requested to join the Board Designated Physician list. She also thanked the pilots for all their recommendations, including Captains Jensen and McGourty who were pivotal in helping find this South end physician.

Motion: Kirtley/Hamilton– approve Rodney Hagerman, D.O. and add him to the Board Designated Physician List– Carried.

Proposed 2025 Meeting Dates.

The Board received a proposed list of 2025 meeting dates to review for approval at the November meeting. All meetings would take place on the third Thursday of the month with the exception of June (Juneteenth falls on the third Thursday) and December (to best accommodate holiday plans).

Grays Harbor Request for Tonnage Increases to Licenses.

The Port of Grays Harbor has submitted a formal request to increase the license levels to match the tonnage levels of Puget Sound.

Motion: Firth/Bendixen – Have the TEC work on a recommendation on license levels and tonnage for Grays Harbor and present it to the Board in January 2025 – Carried.

Committee Updates.

Pilot Safety Committee (PSC)

- The PSC will meet on November 7 and will provide an update at the November Board meeting.

Vessel Exemption Committee (VEC)

- The VEC will meet on October 23 and will provide an update at the November Board meeting.

Diversity, Equity & Inclusion Committee (DEIC)

- The DEIC met earlier this month and identified priorities for the next year.
- A draft charter for upcoming work will be reviewed at the November meeting.
- Dr. Jen O’Ryan, Principal of Double Tall Consulting and author of Inclusive AF, joined the meeting and discussed her work with PSP on DEIB. The B stands for belonging and she shared the importance of “belonging” while instituting changes around diversity, equity and inclusion.

Oil Transportation Safety Committee (OTSC)

- BPC Executive Director and OTSC Chair Jaimie Bever shared that she had forwarded information regarding Tug Escort Rulemaking Workshop #10 to the Board.
- In addition to the next workshop series coming up in November 2024, the Ecology team will be presenting at the November meeting with an EIS update. Several actions will be needed by the Board during first quarter of 2025, including voting on proposed rule language.

Terminal Operations Work Group (TOWG)

- The TOWG is working to schedule the next meeting and acknowledges the letters the Board has directed it to write and send.

Confirmation of Next Regular Meeting Dates. Chair Tonn reminded everyone of the meetings in November and December and advised that the November meeting will be on November 21 not 14 as was written in the agenda. All meetings continue to be hybrid, and all are invited and encouraged to attend in person or online. Chair Tonn stated that she was about 85% sure that no December meeting would be needed this year, but the final decision will be made at the November meeting.

Public Comment. Chair Tonn asked for public comment, but none was offered.

Adjourn. Meeting was adjourned by Chair Tonn at 1:00pm.

Respectfully submitted,

Jaimie C. Bever, Executive Director

Sheri J. Tonn, Chair

Eleanor Kirtley, Vice Chair

Commissioner Timothy J. Farrell

Commissioner Andrew Drennen

Commissioner Richard Firth

Commissioner Sandy Bendixen

Commissioner Michael Anthony

Commissioner Jason R. Hamilton

Commissioner Nhi Irwin



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

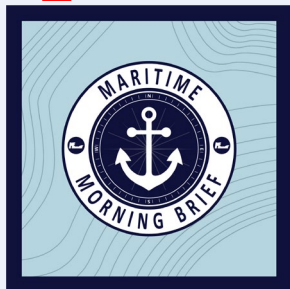
Fall 2024



Announcements



Podcast Alert!

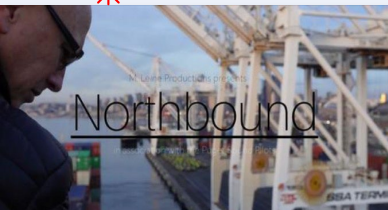


Courtesy of Marine Exchange

The [Marine Exchange of Puget Sound](#) has launched a daily [podcast](#) to provide "essential information you need to start your day". Check it out for updates on vessel movements, weather conditions, and more.



Video Alert!



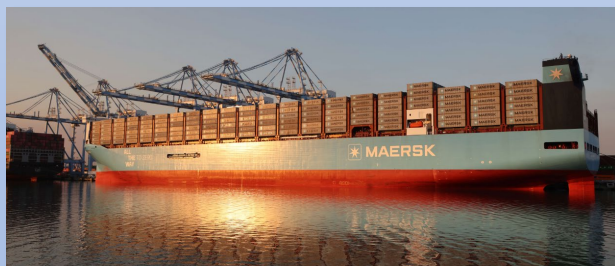
Courtesy of and thanks to
M. Leine Productions

Join Puget Sound pilot Captain Pat Ninburg on a transit from Seattle to Port Angeles. Hear about his pilotage journey and get a first-hand look at piloting in the Pacific NW.



A Record Setting Arrival

Puget Sound pilots Captains Brusco and Bouma had the honor of piloting the Maersk *ALETTE* to and from Husky Terminal in Tacoma, WA. The *ALETTE* is the largest ship to call the South Harbor with a capacity for 16,592 TEUs. In addition to that record, the "ALETTE is the first dual-fuel vessel capable of sailing on green methanol to have called the gateway", according to The NWSA.



Puget Sound Pilots undergo specialized Ultra Large Container Vessel (ULCV) simulator training to prepare to safely pilot these large ships in and out of the Puget Sound Pilotage District.

Learn more about this event at the link below. Image courtesy of The NWSA.

<https://www.nwseaportalliance.com/newsroom/northwest-seaport-alliance-welcomes-largest-ship-tacoma-harbor-which-also-operates-green>

Voluntary Commercial Vessel Slowdown

The Admiralty Inlet and North Puget Sound Voluntary Commercial Vessel Slowdown began October 6, 2024, as the Southern Resident Killer Whales were spotted in Puget Sound on October 5, 2024. According to Quiet Sound, the "Quiet Sound Program was created with the goal of reducing the acoustic impacts of large commercial vessels". Find out more at <https://quietsound.org/admiralty-inlet-slowdown>.

QUIET SOUND

2024-2025

**ADMIRALTY INLET & NORTH PUGET SOUND
VOLUNTARY COMMERCIAL VESSEL SLOWDOWN**
for the protection of endangered Southern Resident killer whales

DATES IN EFFECT
September 3rd, 2024 - January 12th, 2025
"The slowdown began when the orcas are confirmed in the slowdown zone."

LOCATION
Admiralty Inlet and north Puget Sound.
The slowdown does not include Hood Canal.

SUGGESTED SPEED TARGETS
Speed through water when safe and feasible:
14.5 knots - vehicle carriers, cruise ships, container vessels
11.0 knots - bulkers, tankers, general cargo
10.0 knots - tugs running lite (not towing, pushing, or responding to emergency)
The slowdown does not include fishing or recreational vessels.

Map: Quiet Sound, NOAA and other contributors. This map is for general reference only.

Train-the-Trainer

In September, the BPC offered a session of the specially designed Train-the-Trainer course. Both current pilots and pilot trainees attended, as well as BPC Chair Sheri Tonn and BPC Training Program Manager Jolene Hamel. The course was developed and taught by Captain Jeff Slesinger, Delphi Maritime. The purpose of the course was to provide participants with knowledge and understanding of the training program as specified in WAC 363-116-078, using training program documents, and methods and techniques in on-the-job training and evaluation.



Pilots and Pilot Trainees attend a Train-the-Trainer session led by Captain Jeff Slesinger, Delphi Maritime (standing). BPC Chair Sheri Tonn in attendance as well (far right).

Washington state-licensed pilots are required to take Train-the-Trainer to qualify to train or evaluate pilot trainees. Once they have taken the course, they are considered Supervising Pilots. Pilot Trainees are also asked to take the course as it is helpful during the training program and starting out in their first year of piloting. Supervising pilots are considered volunteers of the BPC.

BPC Out and About

At the end of August, BPC Training Program Manager Jolene Hamel had the opportunity to accompany BPC Commissioner and Puget Sound pilot Captain Sandy Bendixen on a ride-along to bring car ship *GLOVIS COUGAR* down the Blair Waterway to berth in the Seattle Harbor.



Left: BPC Training Program Manager Jolene Hamel with GLOVIS COUGAR. Right: BPC Commissioner Eleanor Kirtley on a ride along with BPC Commissioner and Puget Sound pilot Captain Mike Anthony at the Port of Tacoma.



Then, in early October, the BPC's Marine Environment Representative Dr. Eleanor Kirtley, Green Marine, rode with BPC Pilot Representative Captain Mike Anthony on the transit of a container ship at the Port of Tacoma.

Ride-alongs are excellent opportunities for BPC board members and staff to get an up-close and in-depth view of work Washington State's pilots do every day. We thank Puget Sound Pilots for arranging these invaluable experiences!

New Executive Director at PSP

On October 1, 2024, Captain Scott Brewen took the helm at Puget Sound Pilots as their new Executive Director. Scott brings to this role a wealth of knowledge as a USCG Academy graduate, retired Commander in the U.S. Navy Reserve, and experienced leader in state government.

The BPC welcomes Scott! We look forward to working with him and to our future collaborations.



District Snapshots

Puget Sound



Retirements:

There were no retirements in the 3rd Quarter of 2024

License Upgrades to Unlimited:

Captain D. Melin – September
Captain K. Kridler - September
Congratulations, Captains!

Training Program:

Currently training are Captains Michelson, Wood, Sabbath, Shuler, Britton, Boullion, and Woodworth.



View from the bridge on Captain Billy Sturgell's first job as a licensed Puget Sound Pilot. Captain Sturgell was licensed in July.

Grays Harbor



Training Program:

Captain Ryan Campbell will begin training in Grays Harbor by May 1, 2025.

Washington State Board of Pilotage Commissioners

Quarterly Key Performance Indicators Dashboard

12 MONTHS ENDING:

Sep 30, 2024

Safety

Rest Rule Exceptions

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

2023 Q4

2024 Q1

2024 Q2

2024 Q3

0.27% ✓
1819 assigns
5 rest exc.

0.21% ✓
1874 assigns
4 rest exc.

0.25% ✓
2016 assigns
5 rest exc.

0.15% ✓
1971 assigns
3 rest exc.

This KPI counts rest rule exceptions, excluding rest rule exceptions associated with emergent situations. 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

0 ✓
70 assigns
0 rest exc.

0 ✓
74 assigns
0 rest exc.

0 ✓
76 assigns
0 rest exc.

0 ✓
54 assigns
0 rest exc.

Unsafe Transfer Arrangements Resulting in Fall or Injury

KPI target: 0

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

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

0 ✓

1 ✗

1 ✗

1 ✗

01/02/24
MATE

04/16/24
AMERICAN
FREEDOM

07/23/24
CAPE
INTREPID

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

✗

✗

May 16 ✓

✗

NONE

NONE

DEI Steering Committee

NONE

DEI Events Attendance and/or Sponsorship (yearly)

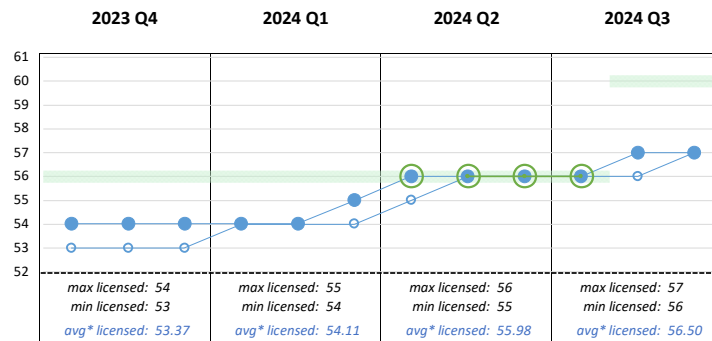
KPI target: 3 events per year or more

	Year	Date	Event	Location	Atten.	Spons.
1	2023	Oct 11-13	Pride in Maritime	Online	✓	
2	2023	Oct 25-27	Women Offshore Conference	Galveston TX	✓	✓
3	2024	Feb 29-Mar 2	MARAD Women on the Water	Buzzards Bay MA	✓	✓
4	2024	Mar 15-16	Women in Maritime Leadership	Vallejo CA	✓	✓

Pilot Training and Licensing

Number of Licensed Pilots

Puget Sound District
KPI target: authorized number of pilots (currently 56)



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

KPI Target = authorized number of pilots
Minimum this month
Maximum this month
KPI Target Met

Puget Sound District authorized number of pilots was increased from 56 to 60 in August

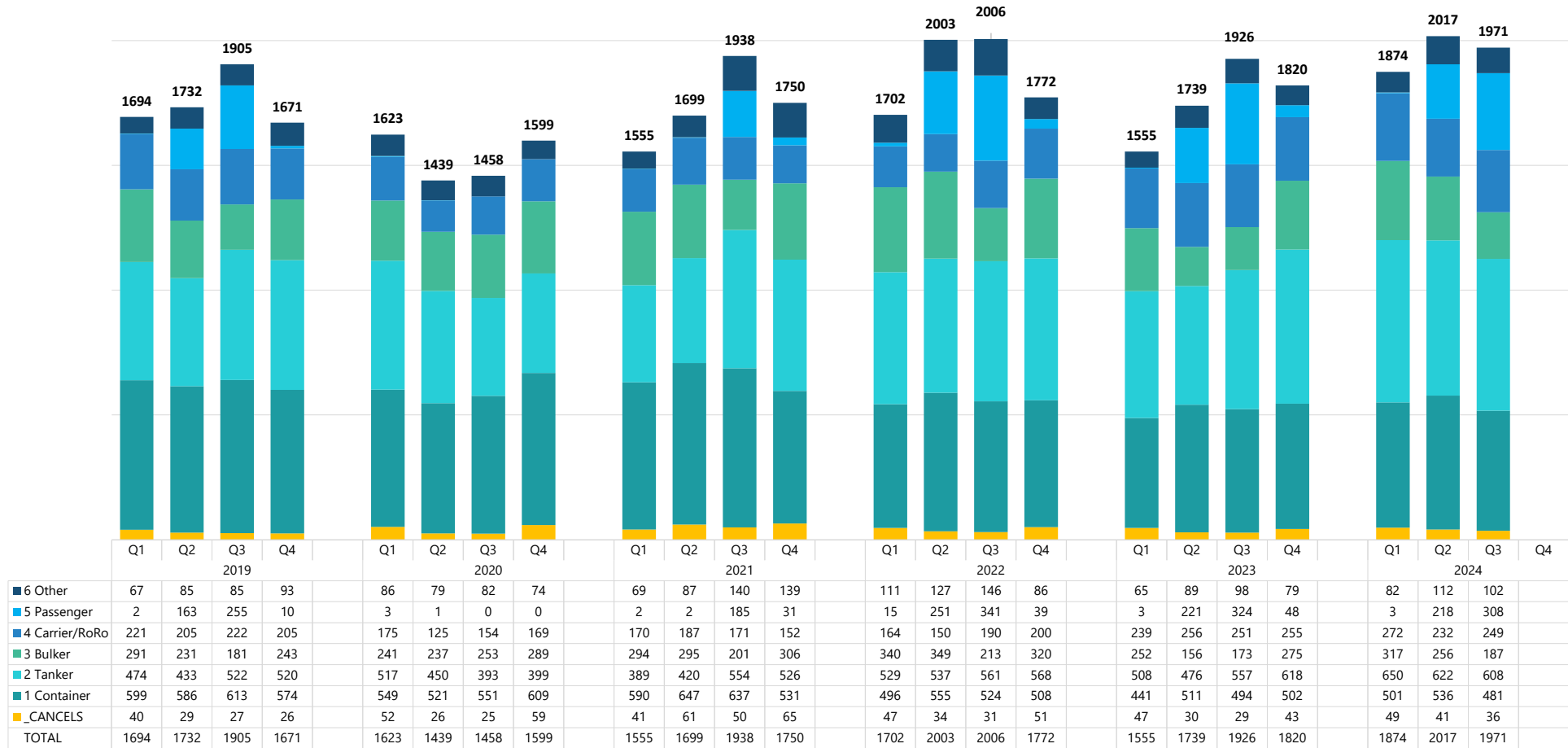
Grays Harbor District
KPI target: authorized number of pilots (currently 3)



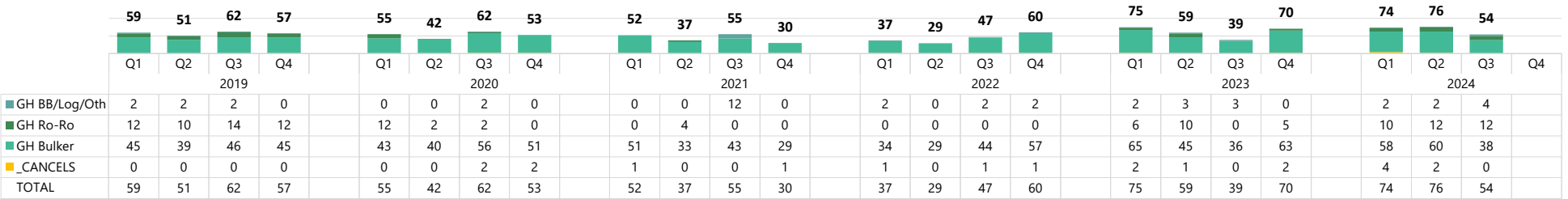
*average takes into account mid month retirements & licensures -- it is calculated using aggregate licensed days of all pilots

KPI Target = authorized number of pilots (3)
Minimum this month
Maximum this month
KPI Target Met

Puget Sound Pilotage District Assignments 2019-2024
quarterly, by vessel type, including cancellations



Grays Harbor Pilotage District Assignments 2019-2024
quarterly, by vessel type, including cancellations



Port of Grays Harbor

Pilotage Report

October 17, 2024

Pilotage Activity

There were a total of 7 arrivals in September (3 dry bulkers, 2 liquid bulkers, 1 logger and 1 RoRo) for a total of 15 jobs. Year to date, through September, there have been 78 arrivals for a total of 204 jobs.

The October schedule is full with another 7 arrivals scheduled so far: 1 liquid bulk, 1 RoRo and 5 dry bulkers.

Terminal 4 Expansion

The Port has received the necessary permits and all appeal periods have expired for the Terminal 4 Expansion Project. This project will include a second commodity export loading facility for our customer AGP. The project team began advertising the first construction contract on September 25, 2025 with a planned bid opening on October 25, 2024. We are planning a groundbreaking for the project on November 26, 2024.

Pilot Boat Vega

The VEGA encountered another setback. They successfully repaired the leaking sea chest and launched the boat again but discovered the freshwater tank was leaking. The leak occurred in an area that was not worked on earlier, so it wasn't apparent to the yard crew. The leak has been repaired by welding the hole and has passed two pressure tests. The boat returned to Westport on October 8, 2024.



**Port of
Grays Harbor**

On Washington's Pacific Coast

AGP[®]
A Cooperative

SAVE

the date

TERMINAL 4 EXPANSION & REDEVELOPMENT PROJECT

GROUND BREAKING & LUNCHEON

TUESDAY, NOVEMBER 26TH

DETAILS

to follow in
formal invitation

Sep-2024

Activity									
Total pilotage assignments:		653		Cancellations:		9			
Total ship moves:		644		Cont'r:		156		Tanker:	
								203	
						Genl/Bulk:		90	
								Other:	
								195	
Assignments delayed due to unavailable rested pilot:				13		Total delay time:		42.85 hours	
Assignments delayed for efficiency reasons:				14		Total delay time:		26.5 hours	
Billable delays by customers:				50		Total delay time:		127	
Order time changes by customers:				161					
2 pilot jobs:		21		Reason:		PSP GUIDELINES FOR RESTRICTED WATERWAYS			
Day of week & date of highest number of assignments:				SUN 9/29/24				33	
Day of week & date of lowest number of assignments:				MON 9/9/24				15	
Total number of pilot repositions		123		Upgrade trips		17		YTD	
								150	
3 consecutive night assignments:		47		YTD		387			

	Starting Total	Call Backs (+)	Used (-)	Burned (-)	Ending Total
Licensed	2599	67	52		2614
Unlicensed	80			14	66
Total	2679				2680

Start Dt	End Dt	City	Facility	Program Description	Pilot Attendees		
4-Sep	4-Sep	Seattle	Office-ppp	Train the Trainer (BPC)	ANT*, CAS, FLE*, KEW*, KNU, MAM, SCS*, STU		
6-Sep	6-Sep	Seattle	PMI	Tanker Escort	BOU*, KEW, MAM, MAN		
9-Sep	14-Sep	Houston	Polar	BRM Class w/Polar Tankers	ANA(2on*, 3off), KEP(2on*, 3off)		
13-Sep	23-Sep			Manned Model	SEY(4on*, 6off)		
14-Sep	24-Sep	Houston	Polar	BRM Class w/Polar Tankers	KAL(5off), MYE(2on*, 3off)		
1-Sep	30-Sep			Upgrade Assignments On Duty	BOZ*, KNU*		
1-Sep	30-Sep			Upgrade Assignments Off Duty	BOS, HAM, KNU, KRI(5off), MCN, MEL, MOO, SCS,		
					SID(3off)		
					* On Watch	Off Watch	** paired to assign.
					18	41	

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees
1-Sep	5-Sep	Seattle	PSP	Administrative	GRK(4on*)
3-Sep	3-Sep	Seattle	PSP	Rate Committee	GRK*, KLA, KNU, MCG
3-Sep	3-Sep	Seattle	PSP	UTC	GAL, HAM
3-Sep	3-Sep	Seattle	PSP	NWSA	LOB*, STA*
3-Sep	3-Sep	Seattle	PSP	IBU	JEN, MCN
4-Sep	4-Sep	Seattle	PSP	DEI	BOZ**, HAM
5-Sep	12-Sep	Seattle	PSP	Administrative	KLA(7off)

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees		
11-Sep	11-Sep	Seattle	PSP	Outreach	BOS, EKE, KEW, KLA, MAN		
11-Sep	11-Sep	Seattle	PSP	Ladder Safety	BEN, GRK, KEN*		
12-Sep	19-Sep	Seattle	PSP	Administrative	GRK(7on*)		
12-Sep	12-Sep	Seattle	PSP	Safety, Orca Sound	SEA**		
14-Sep	14-Sep	Seattle	PSP	Seaport Alliance	BOU		
15-Sep	15-Sep	Seattle	PSP	Rate Committee	GRK*, KLA*, KNU*, MCG		
16-Sep	16-Sep	Seattle	PSP	Rate Committee	KLA*, KNU*, MCG		
17-Sep	17-Sep	Seattle	PSP	BOD	GRK*, HAM*, HUP*, KLA*, MCG, MYE*		
18-Sep	18-Sep	Seattle	BPC	TEC	ANT, BEN*, KNU*		
19-Sep	19-Sep	Seattle	BPC	BPC	ANT, BEN*, KNU*		
18-Sep	18-Sep	Edmonds	PSP	Outreach	ROU*		
19-Sep	23-Sep	Seattle	PSP	Administrative	KLA(4on*)		
19-Sep	19-Sep	Seattle	USCG	Large Vessel Risk Assesment meeting	COL		
19-Sep	19-Sep	Seattle	BPC	BPC	ANT, BEN*, KNU*		
21-Sep	21-Sep	Seattle	PSP	Outreach	KEW**		
23-Sep	24-Sep	Seattle	PSP	President	KLA(2on*)		
25-Sep	25-Sep	Seattle	PSP	Administrative	KLA*		
25-Sep	25-Sep	Seattle	PSP	Rate Committee	GRK,* KLA*, KNU*, MCG		
26-Sep	27-Sep	Seattle	PSP	Administrative	COL(2off)		
28-Sep	28-Sep	Seattle	PSP	Outreach	BOZ**, HUP		
30-Sep	30-Sep	Seattle	PSP	Administrative-Pilot Station	JEN, MCG**		
					* On Watch	Off Watch	** paired to assign.
					42	35	5
Safety/Regulatory							
Outreach							
Administrative							
C. Other (i.e. injury, not-fit-for-duty status, COVID risk)							
Start Dt	End Dt	REASON	PILOT				
Trailing 12 months revenue assignments							
7,679							
Call back job ratio during the last 12 months (Oct 2023-Sep 2024) 12.57%.							

Puget Sound District
Activity Report Dashboard

2024 September

Last modified
10/16/2024

Licensed Pilots
Including President
57

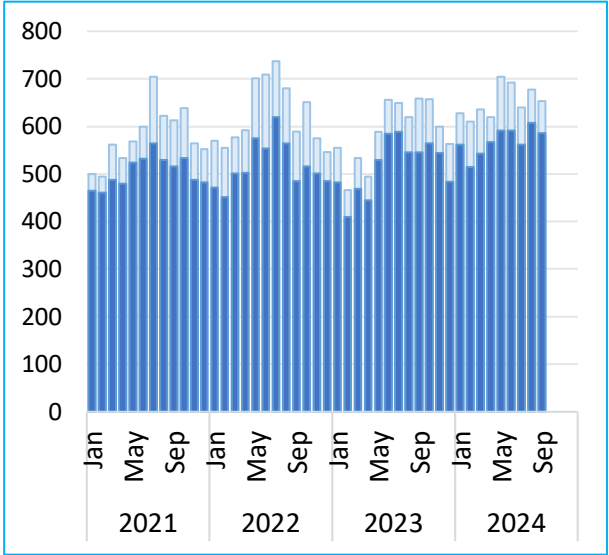
No changes in September.

PS District
Trainees
4

3 on stipend, and 1 off stipend
(1 new trainee started in Sept)

Monthly Total
Assignment Count

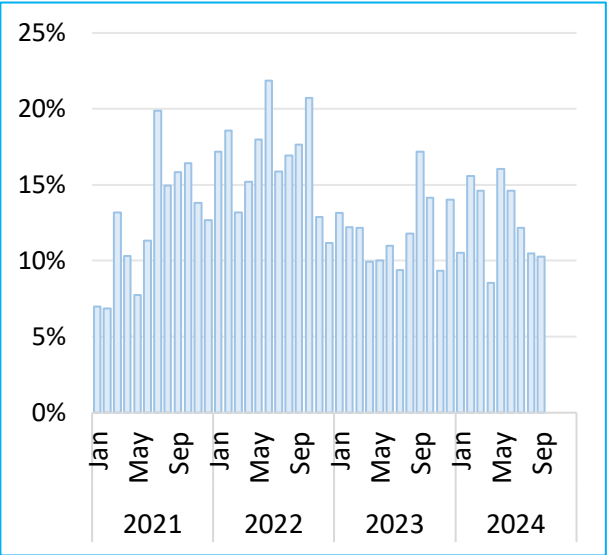
653



586 On-Watch (dk blue), 67 Off-Watch (lt blue)

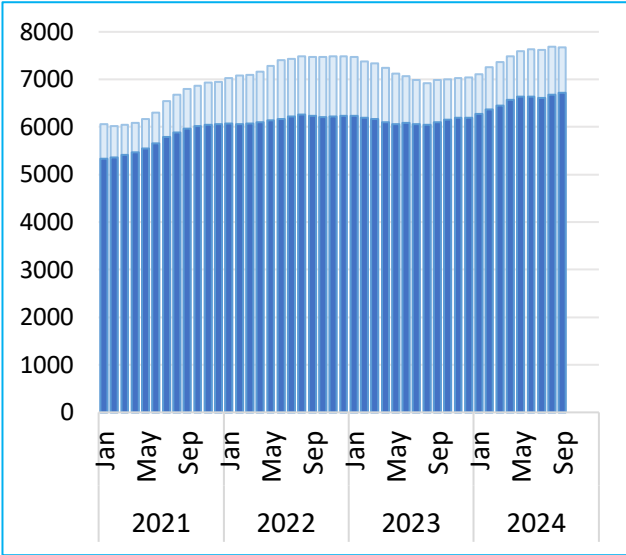
Monthly Off-Watch
Assignment Percentage

10.3%



Trailing 12 Total
Assignment Count

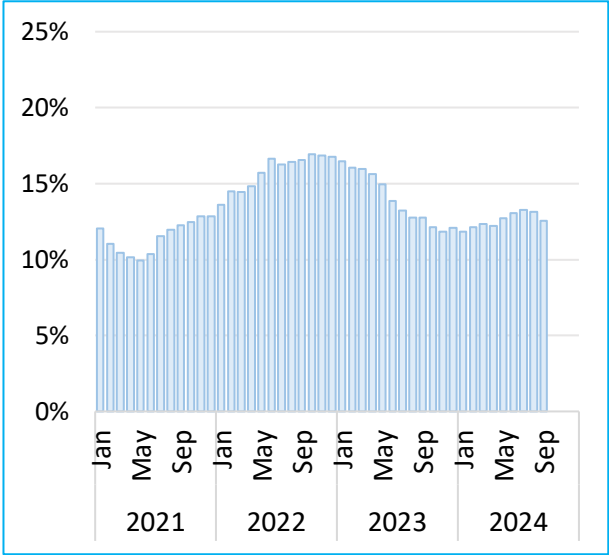
7679



6715 On-Watch (dk blue), 964 Off-Watch (lt blue)

Trailing 12 Off-Watch
Assignment Percentage

12.6%



Licensed Pilots w/o Pres
Pilots NFFD whole month

0

Available Pilots 56

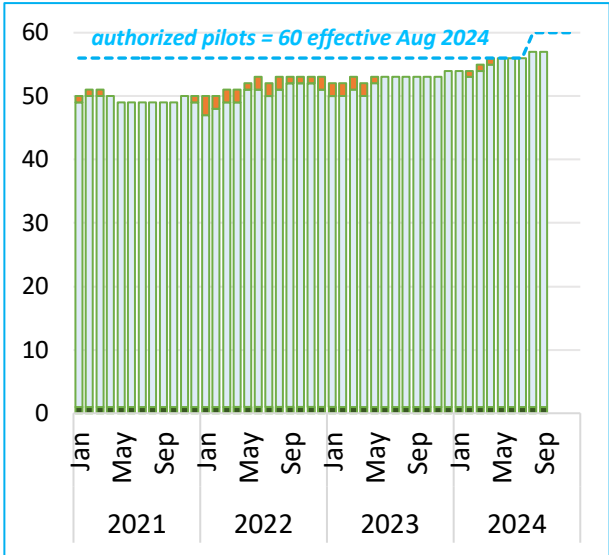
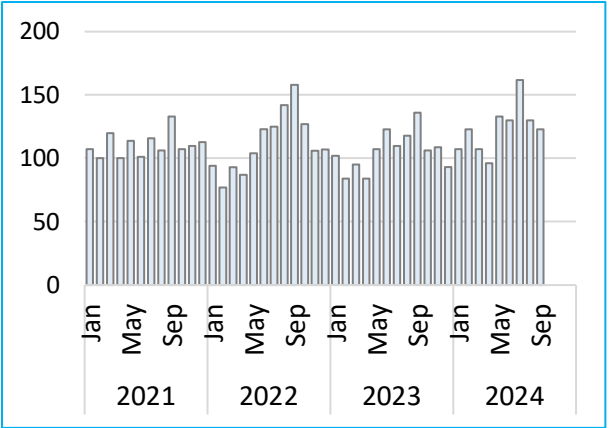
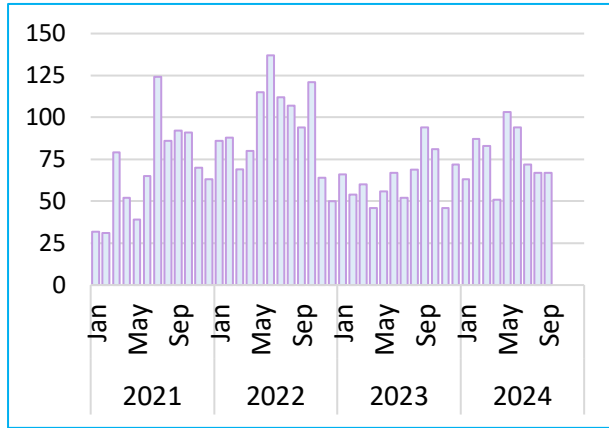


chart also includes president (1 pilot)

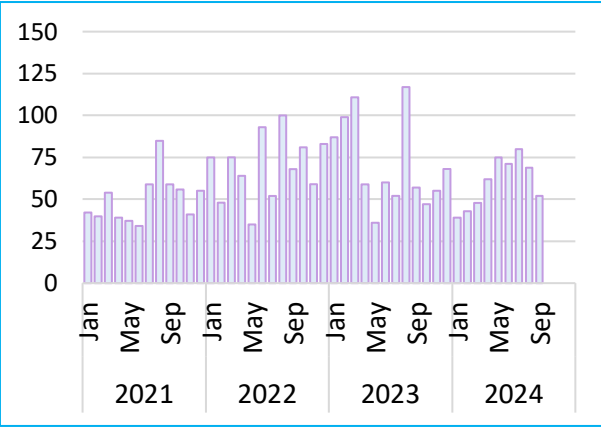
Repositions
123



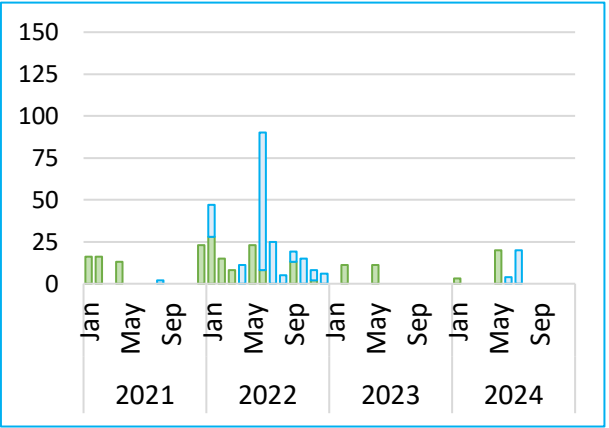
Comp Days Earned
(Callbacks)
67



Comp Days Used
(Licensed Pilots)
52

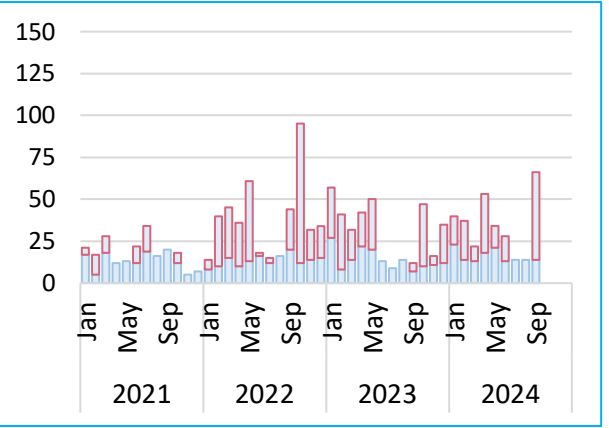


COVID Days*
NFFD Days*
0



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

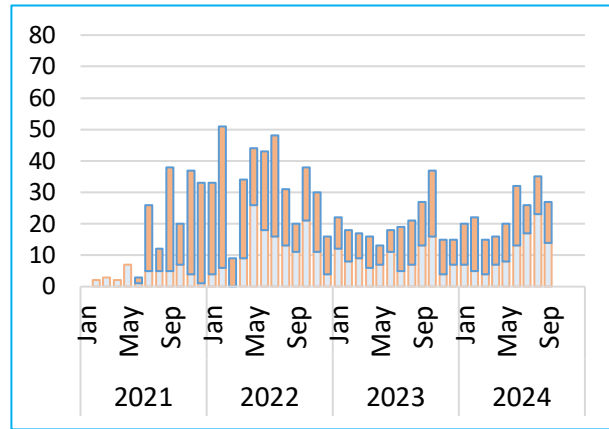
Training Days
Upgrade Trips
42
17



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

Pilot Delays (Count)
combined total

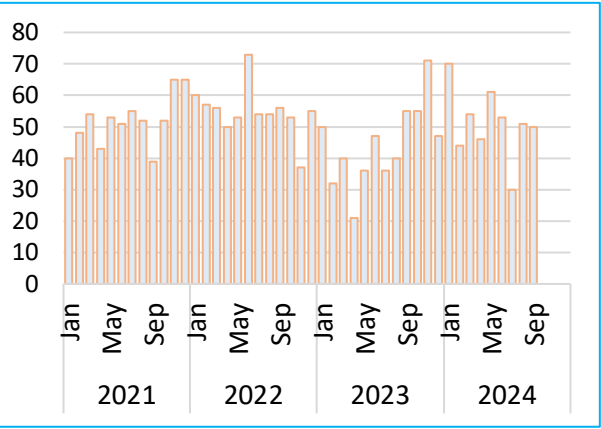
27



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

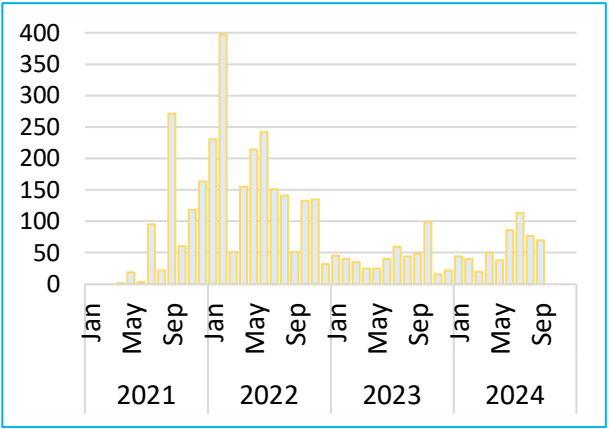
Billable Delays (Count)
by Customers

50



Pilot Delay Hours
(Pilot Shortage & Efficiency)

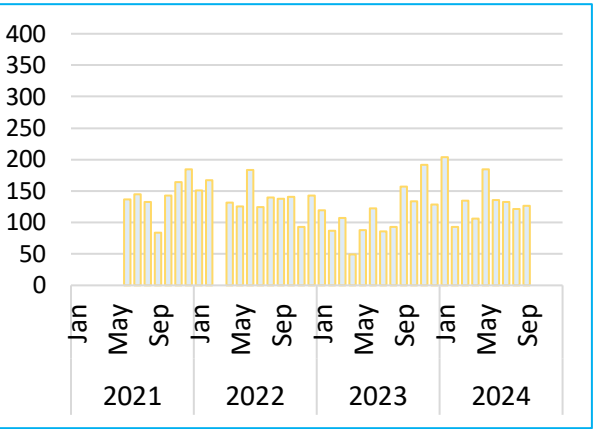
69.35 hrs



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

Billable Delay Hours
by Customers

127 hrs





WA State Board of Pilotage Commissioners Industry Update

October 17, 2024 Meeting

Arrivals Down 15 in Sept 2024 to Sept 2023 Comparison

✚ Containers down 3	✚ Car Carriers up 1
✚ Bulkers down 3	✚ Tankers up 3
✚ General & Other down 3	✚ ATB's up 1
✚ Cruise/Passenger down 6	✚ RoRo's down 1

Average Daily Arrivals, Assignments Compared to Number of Pilots on Watch

The YTD average number of arrivals per day is 7.1 and PSP monthly reports indicate an average of just over 21 assignments per day. PSP's watch schedule indicates 26.7 pilots scheduled for watch each day.

Pilot Service Efficiency: Safety First But Continuous Improvement Matters

In follow up to the safety committee discussions and BPC 065 proceedings summarized in the August 2024 BPC minutes, PMSA will submit a letter ensuring clarity of communication regarding several PMSA points that were commented on including staff analysis including comment on relevant WAC language: "The board will, from time to time, set the number of pilots to be licensed in each pilotage district of the state that is best calculated to optimize the operation of a safe, fully regulated, efficient, and competent pilotage service." The intent of the letter is to clarify industry perspectives and facilitate thinking around continuous improvements to comply with state mandates which in turn will facilitate gateway operations.

ILA Suspends a Three Day Strike on October 3rd

ILA representing U.S. dockworkers at East/Gulf coast ports reached a deal to suspend a 3 day strike until Jan. 15 to provide time to negotiate a new contract. The temporary end to the strike came after ILA and the U.S. Maritime Alliance reached a tentative agreement on wages. Issues like automation remain to be negotiated. Any agreement has to be approved by union members as part of the ratification of a final contract.

Stormwater Draft Permit Would Significantly Impact NWSA and Statewide

Maritime entities continue to communicate significant issues with the Washington State Draft Stormwater permit – see September 25th submission to the U.S. Supreme Court (article below).

Quiet Sound Slowdown Started October 6th and will end January 12, 2025

This 2024 slowdown has the same parameters as last year but had a dynamic start triggered by the actual presence of SRKW in the slowdown area. PMSA sent to carrier and agent members.

Transmountain Pipeline Oil Exports and Tanker Calls to U.S.

PMSA will summarize conversations with operators of the terminal the pipeline serves and options for tankers with respect to bunkering (refueling) and cargo discharge.

California Governor Vetoes Maritime Safety Bill, Sparking Industry Concern

Mike Schuler October 4, 2024

<https://gcaptain.com/california-governor-vetoes-maritime-safety-bill-sparking-industry-concern/>

California Governor Gavin Newsom has vetoed Assembly Bill 1122, a piece of legislation aimed at enhancing maritime safety and port efficiency in the state. The bill, which passed almost unanimously in the state legislature, addressed concerns raised by the California Air Resources Board's (CARB) Commercial Harbor Craft rule. AB 1122 would have mandated that equipment like Diesel Particulate Filters (DPFs) on commercial vessels include a bypass-safety system and be certified safe by third-party experts. It also proposed allowing vessel operators to install CARB-mandated equipment during scheduled inspections to minimize service disruptions. These filters, while not commercially available for maritime engines, have been associated with fire risks in the trucking industry. The U.S. Coast Guard had previously expressed reservations about enforcing the CHC rule due to these safety concerns.

Businesses, Unions, and Agricultural Organizations Urge Mayors Bass and Richardson to Oppose Air District's Indirect Source Rule (ISR) for Seaports

<https://www.foodlogistics.com/transportation/ocean-ports-carriers/news>

The proposed Port ISR would result in capping cargo at the ports, negatively impacting port jobs and the regional economy. "There is broad agreement that it would be more effective and productive to forego an ISR and instead focus on an infrastructure program to support current and future needs related to zeroemissions infrastructure and equipment," says Thomas Jelenić, VP, Pacific Merchant Shipping Association. "The infrastructure alternative is a 'win-win' scenario that preserves jobs, the regional economy, and state and local tax revenues while also assuring the development of the infrastructure and equipment necessary to achieve emission reductions." "We are extremely proud of the environmental progress that has been made in infrastructure and equipment," says Thomas Jelenić, VP, Pacific Merchant Shipping Association.

Long Dock Strike That Wasn't—For Now

By Mike Merritt, Postalley.com <https://www.postalley.org/2024/10/07/the-long-dock-strike-that-wasnt-for-now/>

The East Coast and Gulf Coast longshore workers' strike that idled 36 ports and threatened the nation's economic recovery was over almost as quickly as it began. Two things were clear as soon as the 45,000 union members walked out last Tuesday: The union was prepared for a long fight over wages and automation, and the White House was going to side with the union and not use its legal tools to force them back to work.... Many companies had tried to stock up early on product in anticipation of the job action. In any case, the largest West Coast ports, Los Angeles and Long Beach, are jammed with cargo and would be hard-pressed to absorb more containers, said Jordan Royer, with the Pacific Maritime Shipping Association, which represents shipping lines...The Seattle and Tacoma ports, still struggling to rebound from a downturn during the pandemic, would welcome diverted cargo, as they did in earlier California labor disputes. Shipping disruptions during the pandemic showed that global logistics systems are tightly intertwined. Slowdowns in one region can quickly ripple through the supply chains.

Port of Tacoma and SSA File Writ of Certiorari with US Supreme Court

The Port of Tacoma and SSA have filed a Writ of Certiorari with the US Supreme Court on September 25th. The case involves a citizen lawsuit by Puget Soundkeeper Alliance. The petition was placed on the Supreme Court's docket, and it is [Case No. 24-350](#). A number of labor, agriculture, manufacturing, and ports will also be filing Amicus Briefs with the Court by the end of October supporting the arguments in the Writ of Certiorari. The argument to the Court is essentially whether it is appropriate for state regulations to be altered by citizen lawsuits in federal court. The case involves a lawsuit involving Washington State's Industrial Stormwater General Permit (ISGP). The new ISGP is set to go into effect January 1, 2025.



STATE OF WASHINGTON

BOARD OF PILOTAGE COMMISSIONERS

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

PROPOSED BOARD MEETINGS

2025 MEETING SCHEDULE

3rd Thursdays at 1000 except June & December

January	16
February	20
March	20
April	17
May	15
June	26
July	17
August	21
September	18
October	16
November	20
December	11