

REVISED 8/19/26

WASHINGTON STATE
BOARD OF PILOTAGE COMMISSIONERS
MEETING AGENDA

August 20, 2026

**2901 3rd 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. Pacific Merchant Shipping Association (PMSA)
 - b. The Northwest Seaport Alliance (NWSA)
 - c. Puget Sound Pilots (PSP)
 - d. U.S. Coast Guard (USCG)
 - e. Port of Grays Harbor (PGH)

NEW BUSINESS (Public comment accepted)

4. Board Action – MSOs
 - a. (RECREATIONAL VESSEL) 07/05/2026 PS
 - b. NOORDAM 07/12/2026 PS
 - c. MATSON ANCHORAGE 07/18/2026 PS
 - d. MATSON ANCHORAGE 08/07/2026 PS
5. Board Action – July 16, 2026 Regular Meeting Minutes
6. Board Action – Committee Recommendations:
 - a. Trainee Evaluation Committee (TEC)
 - i. Board Action – Pilot License Upgrade Program: Captains Stewart, Holland, and Mancini
 - ii. Committee Updates
7. Board Action – Request for Vessel Exemption:
 - a. Motor Yacht SEA NASH New (164 FT, 499 GT) INTERIM
 - b. Motor Yacht EVVIVA Renewal (164 FT, 492 GT)
 - c. Motor Yacht STEP ONE Renewal (180 FT, 672 GT) INTERIM
 - d. **Sailing Yacht VIDA MIA V NEW (59 FT, 37 GT)**
 - e. **Motor Yacht SEA STAR NEW (49 FT, 46 GT)**
8. Board Action – Pilot/Trainee Physical Examination Reports
9. Board Action - BPC 2025 Annual Report

1230 15-MINUTE BREAK

10. Exam Update
11. Committee & Work Group Reports:
 - a. Pilotage Act Advisory Committee (PAAC)

b. Diversity, Equity, Inclusion and Belonging Committee (DEIBC)

c. Pilot Safety Committee (PSC)

12. Tug Escort Rule Assessment Update

13. Upcoming Meeting Dates:

Thursday, September 17, 2026 at 1100 – Regular Meeting (Hybrid – Teams/ Port of Grays Harbor)	Thursday, October 15, 2026 at 1100 – Regular Meeting (Hybrid – Teams/2901 Building)
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14. Public Comment

15. Adjourn



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

SUMMER 2026

Announcements

New Address

Please note the change to our mailing address suite number:
2901 3rd Avenue, Suite 400
Seattle, WA 98121

Licensures

Congratulations to newly licensed pilots Captains Richard Boullion and Derek Britton! Captain Britton was licensed at the May BPC Meeting and Captain Boullion at the June BPC meeting.



BPC Chair Sheri Tonn presenting licenses to Captain Britton (above) and Boullion (below).

Grays Harbor Celebrates Opening of T4



Grand opening of Terminal 4, AGP's new export facility. Image courtesy of Damian Vines Photo.

Congratulations are in order for the [Port of Grays Harbor](#) and Grays Harbor community! Friday, July 31 was the grand opening celebration of [AGP's](#) new [Terminal 4 export facility](#).

Per the Port of Grays Harbor press release on Monday, August 3, 2026, "the new facility represents the culmination of years of planning, investment, and collaboration between AGP and the Port of Grays Harbor. The project includes a state-of-the-art ship loader at Terminal 4, expanding unloading and storage capabilities, along with supporting port infrastructure designed to increase efficiency, improve vessel loading speeds, and strengthen export opportunities for U.S. agriculture". BPC Chair Tonn as well as over 600 attendees celebrated at the site.

[Pilotage in Grays Harbor](#) is a vital component to the success of this joint venture. We're happy to report that the Port is well equipped and in good hands with the current roster of Grays Harbor pilots.

2028 Tug Escort Rule Assessment

The BPC and Department of Ecology are scoping the upcoming assessment of the 2025 adopted amendments to [Chapter 363-116 WAC](#). This assessment is one of several efforts directed by the Legislature to reduce the risk of oil spills and to protect the Southern Resident Killer Whales. The assessment will incorporate updated information from Ecology's risk model, along with vessel traffic, incident, and other relevant data.

To support the development of this analysis, BPC and Ecology will be holding a workshop series on August 11th and 12th. Please see the registration links below. We invite your participation to help shape this work.

Workshop	Register to join online
August 11, 1:00-2:30pm Stakeholder Workshop (Tribal representatives welcome)	https://waecy-wa.gov.zoom.us/meeting/register/mlR5PS0hRLiOT-49hwXbGA
August 12, 10:00-11:30am Tribal Government Only Workshop	Email Haley.Kennard@ecy.wa.gov for registration link. Invite email with links sent to Tribal Government contact list

A Day with PSP Intern Chloe Hedge



Intern Chloe Hedge (right) with BPC Executive Director Jaimie Bever.

During the month of May, Cal Poly Maritime Academy cadet Chloe Hedge interned with Puget Sound Pilots. She spent her two-week internship "shadowing dispatchers, sitting in on meetings, visiting Seattle's VTS station, participating in pilot ride-alongs, and even driving one of the pilot boats", she later reflected. She also spent a day at the BPC office learning about the regulatory side of pilotage and the state's pilot training program.

We're excited for Chloe's maritime future and wish her all the best on her journey!

Sector Puget Sound Change of Command

We were honored to attend the Change of Command ceremony at Sector Puget Sound on July 10, 2026 with much gratitude to outgoing Sector Commander Captain Mark McDonnell for his leadership and collaboration. We wish him all the best in his retirement from the USCG and thank him for his service. We also welcome incoming Sector Commander Captain Michael J. Hunt and look forward to continuing our good work together.



Captain Mark McDonnell

The BPC Pilotage Quarterly is a publication of the Board of Pilotage Commissioners. It is available online at <https://pilotage.wa.gov>. To join our distribution list, email PilotageInfo@wsdot.wa.gov, or call (206) 515-3904.

District Snapshots

Puget Sound



Retirements:

There were no retirements in the second quarter of 2026

License Upgrades to Unlimited:

There were no upgrades to unlimited in the second quarter of 2026.

Training Program:

Currently training are Captains Woodworth, Bolton, Butterfield, Aherns, Anderson, Rogers, Adams, Omdal, and Sullivan



Pilot Trainees (from left) Omdal, Sullivan, and Adams on their first day of the training program at the Port Angeles Pilot Station.

Grays Harbor



Training Program:

There are currently no trainees in Grays Harbor.



This week all eyes are on tanker traffic, and everyone seems to have a different reason for asking. One interesting thing that we've discovered is that 94% of the INCREASE (50 more arrivals than last year) are from foreign flagged vessels after March 2026.

If you recall, this is when the Jones Act waiver took effect, and the [Trump Administration has signaled that they'll be extending it](#). Will this trend continue? I have no idea.

There are several other interesting anomalies, but I'll save them for now. If you're planning to come to our Annual Meeting at the Ballard Elk's, please don't wait to sign up because it helps us with planning: <https://www.eventbrite.com/e/2026-marine-exchange-of-puget-sound-annual-meeting-tickets-1993949618986>

I'm a little pushed for time, so here's the unrefined highlights:

Tankers are +16.8% YTD (347 vs 297), the largest single contributor to growth.

- **Ferndale +39.7%** (73 → 102 berth calls)
- **Cherry Point +18.6%** (140 → 166)
- **March Point: 196 → 196 — exactly flat**
- **Marine Exchange is projecting 2,716 arrivals this year. DO NOT take this to Kalshi and bet on it. It's just an estimate based on 3 years of data + some known upper limits and some high confidence lower limits.**

Finally, we're developing an "**Economic Impact**" model that seems to be getting progressively better as we get more & better data. If you think we're wrong or way off, I'd love to hear from you and help make it better.

There are a lot of other really interesting things happening in the Puget Sound port complex, but it's for maritime nerds only, so you'll need to come to our Annual Meeting.

Here are a few highlights:

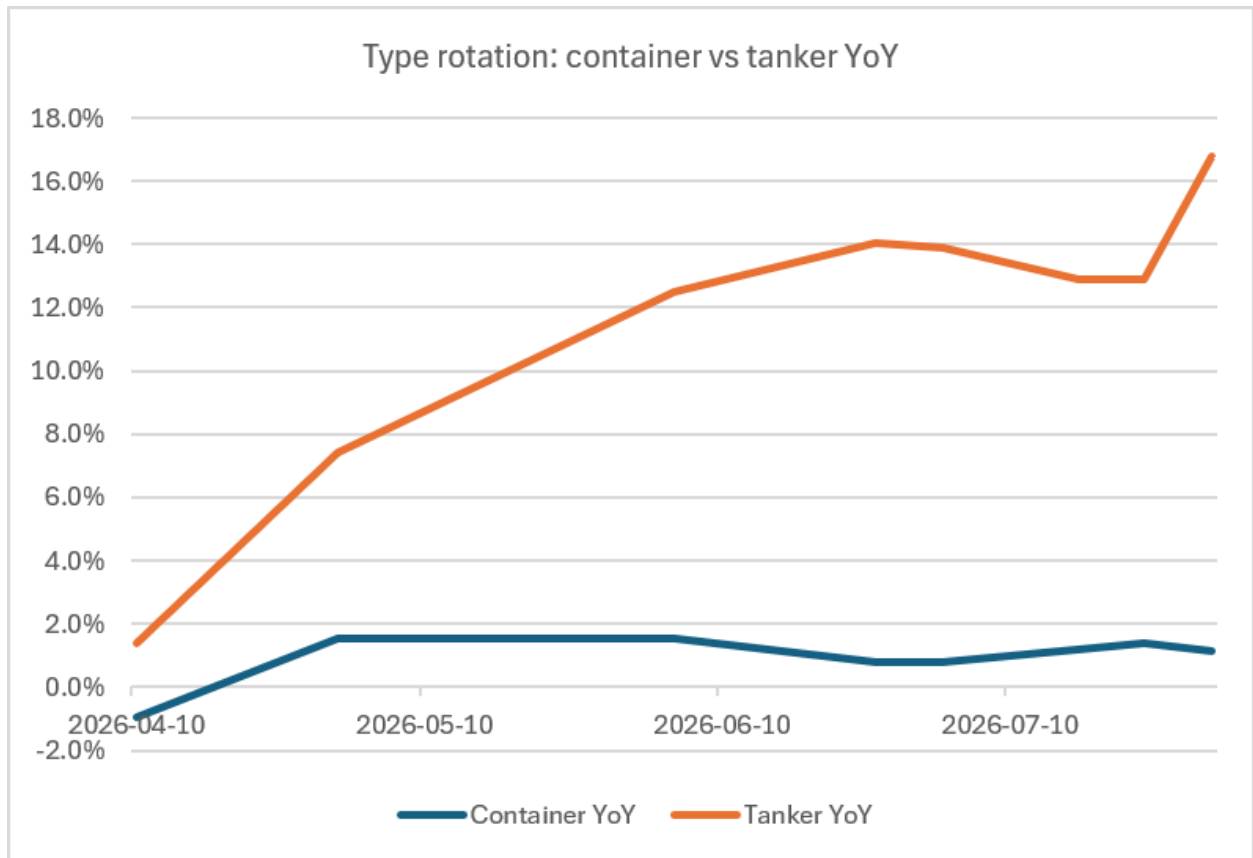
MEASURE	VALUE	WHAT IT MEANS
Regional economic activity supported	\$14.1B	Annualized, across all vessel traffic in the region.
Average value per vessel arrival	\$5.1M	What the average ship call is worth to the regional economy.
Container + cruise: share of arrivals	41%	Four in ten ships.
Container + cruise: share of value	81%	But eight in ten dollars. The port looks diverse; economically it is not.
Tacoma cargo value, per ton	\$6,560	Higher-value cargo than Los Angeles, on the same federal dataset. Probably due to vehicle imports (?) ...
Same measure — Los Angeles	\$5,988	For comparison. The US average is \$4,694.
National rank, container trade value	8th of 145	Out of 145 US ports.

Here's the count with a few of my highlights:

TYPE	2025	2026	DIFF	% DIFF
BULK	210	237	27	12.9%
CONTAINER	459	460	1	0.2%
GENERAL	54	37	-17	-31.5%
OTHER	33	26	-7	-21.2%
PASSENGER	183	211	28	15.3%
RO/RO	61	68	7	11.5%
TANKER	297	347	50	16.8%
TUG/ATB	54	54	0	0.0%
VEHICLES	176	196	20	11.4%
TOTAL	1527	1636	109	7.1%

PORT	2025	2026	DIFF	% DIFF
ABERDEEN	66	89	23	34.8%
ANACORTES	13	6	-7	-53.8%
BANGOR	0	1	1	-
BELLINGHAM	4	11	7	175.0%
BREMERTON	1	1	0	0.0%
CHERRY POINT	140	166	26	18.6%
EVERETT	62	46	-16	-25.8%
FERNDALE	73	102	29	39.7%
INDIAN ISLAND	1	1	0	0.0%
MANCHESTER	4	4	0	0.0%
MARCH POINT	196	196	0	0.0%
OLYMPIA	7	10	3	42.9%
PORT ANGELES	25	18	-7	-28.0%
SEATTLE	541	576	35	6.5%
TACOMA	601	628	27	4.5%
TOTAL	1734	1855	121	7.0%

One last interesting thing (w/out explanation):



Patrick Gallagher, Executive Director
Marine Exchange of Puget Sound

PUGET SOUND PILOTAGE DISTRICT ACTIVITY REPORT

Jul-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:		740		Cancellations:		11					
Total ship moves:		729		Cont'r:		158					
		Tanker:		229		Genl/Bulk:		103			
		Other:				239					
Assignments delayed due to unavailable rested pilot:				31		Total delay time:		64.25 hours			
Assignments delayed for efficiency reasons:				23		Total delay time:		55.25 hours			
Billable delays by customers:				69		Total delay time:		166 hours			
Order time changes by customers:				119							
2 pilot jobs:		28		Reason:		PSP GUIDELINES FOR RESTRICTED WATERWAYS					
Day of week & date of highest number of assignments:				Friday, 7/3/26				36			
Day of week & date of lowest number of assignments:				Wednesday 7/22/26, Wednesday 7/29/26				15			
Total number of pilot repositions:		111		Upgrade trips		11		YTD		92	
3 consecutive night assignments:		57		YTD		262					

Callback Days/Comp Days

	Starting Total	Call Backs (+)	Used (-)	Burned (-)	Ending Total
Licensed	2364	97	52		2409
Unlicensed	162			14	148
Total	2526				2557

On watch assignments	632	Call back assignments	108	CBJ ratio	14.59%
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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			
15-Jul	16-Jun	Seattle	MITAGS	Azipod Original	BOU(1on*,1off), BRI(1on*,1off), STU(2on*)			
23-Jul	24-Jul	Seattle	MITAGS	ULCV Simulator	BOU(2on*), COL(2on*), GAR(1on*,1off), MOO(2on*)			
1-Jul	31-Jul			Upgrade Assignments On Duty	CAS*, GAR*, STU(2on*), WOH(2on*)			
1-Jul	31-Jul			Upgrade Assignments Off Duty	EKE(2off), SCS, STU, WOH			
					* On Watch	Off Watch	** paired to assign.	
					17	11		

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

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees
1-Jul	1-Jul	Seattle	PSP	Rate Committee	GRK**, HAM, KLA**, KNU**, MCG
2-Jul	2-Jul	Tacoma	BPC	Investigation	KNU*
8-Jul	8-Jul	Seattle	PSP	Administrative, NWPS	MCG**
8-Jul	8-Jul	Seattle	PSP	NWPS	MIL**
9-Jul	9-Jul	Seattle	PSP	BOD	BOS**, GRK, KEP**, MIL
9-Jul	9-Jul	Seattle	PSP	BOD, Executive Session	HAM*, MCG*
10-Jul	10-Jul	Seattle	PSP	President, USCG	HAM*
14-Jul	14-Jul	Seattle	PSP	Port of Everett, Swire (LD)	STA
14-Jul	14-Jul	Seattle	PSP	Pilot Safety Committee	ANA*, KNU*, RID
15-Jul	15-Jul	Seattle	BPC	TEC	BOZ*

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees			
15-Jul	15-Jul	Seattle	BPC	TEC, BPC Prep	ANT*, KNU			
15-Jul	15-Jul	Seattle	PSP	Rate Committee	MCG*			
16-Jul	16-Jul	Seattle	BPC	BPC	ANT*, KNU			
20-Jul	20-Jul	Seattle	PSP	Pension	HAM*, JEN*, MCG, MIE, MIL			
21-Jul	21-Jul	Seattle	PSP	Directors	GRK*, HAM*			
22-Jul	22-Jul	Seattle	PSP	President	HAM*			
24-Jul	24-Jul	Seattle	PSP	Administrative, Pension	JEN			
24-Jul	24-Jul	Seattle	PSP	Pension	HAM, MCG, MIL			
28-Jul	28-Jul	Seattle	PSP	BOD	BOS, GRK*, HAM, KEP, MCG, MIL*			
29-Jul	29-Jul	Seattle	PSP	General Membership	GRK*			
29-Jul	29-Jul	Shoreline	PSP	Tribal Fishery	KAL			
					* On Watch	Off Watch	** paired to assign.	
					18	21	7	
Safety/Regulatory								
Outreach								
Administrative								
C. Other (i.e. injury, not-fit-for-duty status, COVID risk)								
Start Dt	End Dt	REASON	PILOT					
1-Jul	31-Jul	NFFD	VON					
1-Jul	16-Jul	NFFD	THG					
Trailing 24 months revenue assignments 14,491								
Call back job ratio during the last 24 months (August 2024-July 2026) 9.94 %								

Puget Sound District
Activity Report Dashboard
2026 July

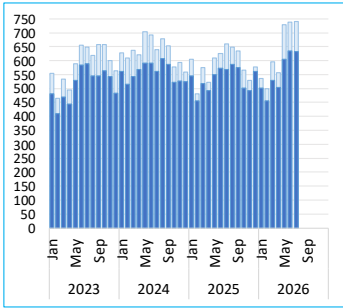
PS District
Trainees
9

Licensed Pilots
Including President
59

No changes since June

Monthly Total
Assignment Count

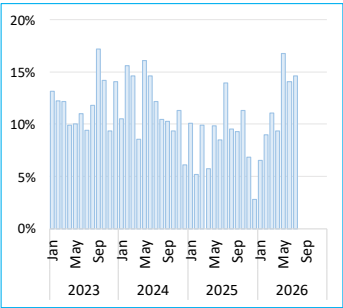
740



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

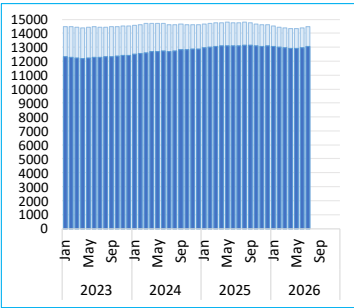
Monthly Off-Watch
Assignment Percentage

14.6%



Trailing 24 Total
Assignment Count

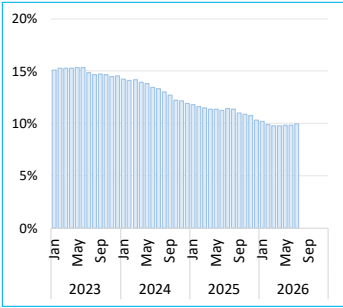
14491



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

Trailing 24 Off-Watch
Assignment Percentage

9.9%



Licensed Pilots w/o Pres 58

Pilots NFFD whole month 1

Available Pilots 57

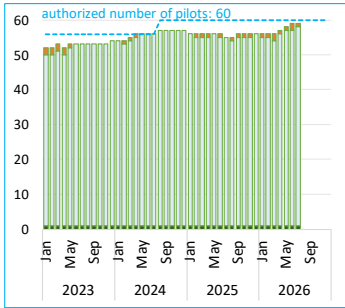
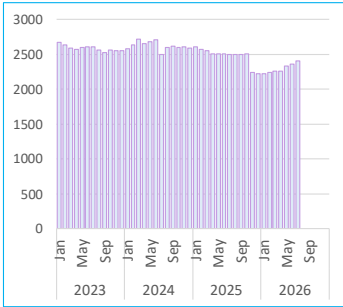


chart also includes president (1 pilot)

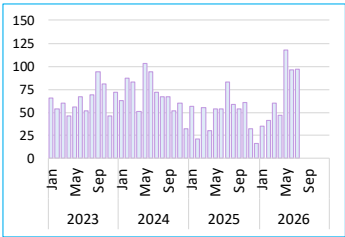
Total Comp Days
All Licensed Pilots

2409



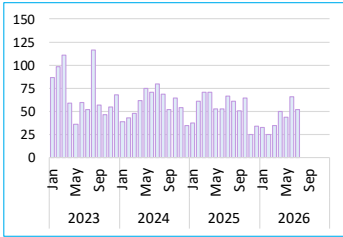
Comp Days Earned
(Callbacks)

97

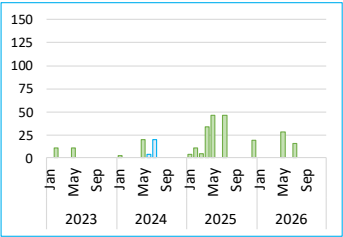


Comp Days Used
(Licensed Pilots)

52

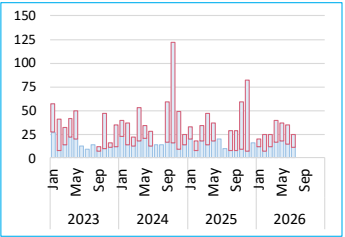


COVID Days* 0
NFFD Days* 16



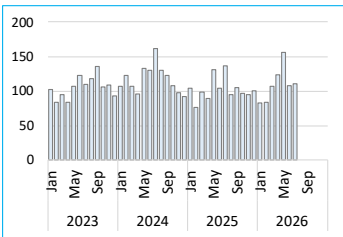
count of NFFD & Covid days if
pilot(s) not NFFD whole month

Training Days 14
Upgrade Trips 11



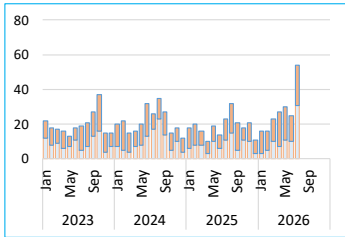
training days (red) stacked
on upgrade trips (blue)

Repositions
111



PILOT Delays (Count)
combined total

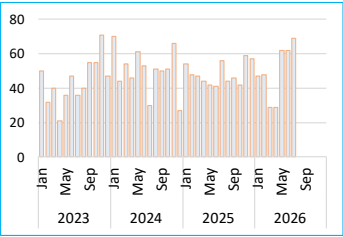
54



efficiency delay counts stacked on
pilot shortage delay counts

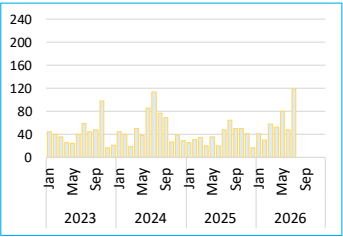
Billable Delays (Count)
by CUSTOMERS

69



PILOT Delay Hours
(Pilot Shortage & Efficiency)

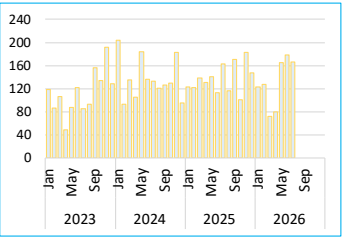
119.5 hrs



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

Billable Delay Hours
by CUSTOMERS

166 hrs



Port of Grays Harbor

Pilotage Report

August 20, 2026

Pilotage Activity

There were a total of 10 arrivals in July (4 dry bulkers, 3 liquid bulker and 3 RoRo's). This equated to 31 jobs. For comparison last year, there were 9 arrivals for a total of 19 jobs in July.

Year to date through July there have been 74 arrivals for a total of 186 jobs. This compares to last year where we had 64 arrivals for a total of 161 jobs for the same period.

July was a pretty good month considering our grain loading facility was down for maintenance for 2 weeks in July. However, we were able to load vessels and unload railcars around the work.

The early August schedule showed 7 arrivals: 4 dry bulkers (including 1 at T4B), 1 liquid bulker and 2 RoRo's.

Terminal Maintenance Dredging

American Construction started dredging T2 at 1130 on 7/16. They continued for two days at T2, moving to T1 on Saturday, 7/18. American finished T1 early in the morning on 7/19 and moved to T4 which took a full day of dredging and was completed at 2330 7/19. Minor coordination was needed on 7/19 with Agrico, but all work was allowed to progress without interruption. Yardage was as follows:

- Terminal 1: 3,308
- Terminal 2: 18,189
- Terminal 4: 5,091
- Total: 26,588

American has continued with dredging for the Army Corps and is in the process of cleanup in the highest of shoaling areas including the turning basin, Aberdeen Reach, and Cow Point. They will be complete with these areas by the end of the month and head to the crossover.

Terminal 4B

Thank you to Sheri and everyone who came down for our Grand Opening at Terminal 4B. Our marine terminals team is working through final stages of preparations to hopefully start Terminal 4B AGP operations next week. We are coordinating with AGP, stevedores, M&R, and ILWU to conduct training, finish projects, plus testing all the newly installed equipment.



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

June 25, 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 Government/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), Robin Stewart (Advisor/B.C. Coast Pilots), Brian Young (Advisor/Pacific Pilotage Authority), Natalie Lowell (Tribal Government/Makah Tribe), Ian McPhillips (Advisor/USCG)

1. 4/25 Meeting Minutes and Updates

The group reviewed the minutes from the 4/25 meeting. Travis McGrath (Pilot/Puget Sound Pilots) pointed out an error regarding the Seaspan LNG bunkers having a tether tug. His understanding was that a vessel the size of those vessels did not require a tethered tug in Haro Strait. Brian Young (Advisor/Pacific Pilotage Authority) confirmed this and a correction will be made to the minutes. With that change the minutes were considered approved and the group moved on to the next agenda item.

2. Review Rationale for Proposed Edits to Pilotage Act, Chapter 88.16.070 RCW – Presented by Fred Felleman

Sheri Tonn (PAAC Chair/BPC) invited Lovel Pratt (Environment/Friends of the San Juans) to speak to the proposal submitted by Fred Felleman (Environment Alternate/Friends of the Earth). Lovel thanked everyone for reviewing the document ahead of the meeting and asked for questions and discussion. She also invited Fred or Clyde Halstead (Tribal Government/Swinomish), who also helped prepare the document, to speak about it.

Fred suggested, based on his proposal, that as public servants, the group should take issue with the future and the implications of decisions made today, adding that there was an obligation to preserve Washington state's rights – it being a privilege or allowance to transit in WA waters to serve the economic interests of the Port of Vancouver, not a right. He added that his proposal continued what has been done, respecting and collaborating regarding each other's jurisdictions, and to be a more specific about communication. And there would be requirements regarding 10-day incident reporting and an annual meeting as part of the waiver granting.

Chair Tonn shared concerns about agreements made between the BPC as a state agency and the Canadian Federal Government citing the previous Memorandum of Understanding between Pacific Pilotage Authority, BC Coast Pilots, and Puget Sound Pilots, which the BPC was not a party to.

Andrew Drennen (Industry/BPC) questioned the use of the term privilege when talking about the transiting of WA waters. Because of the boundary strait and under the United Nations Law of the Sea, there were rights granted to utilize those waterways. Fred argued that was unsettled law and shouldn't act as fact. Andrew also expressed concern that the proposal was stretching the pilotage requirements, adding a new definition and a new interpretation, possibly opening it up to some legal challenges. He also had concerns that this was not a permanent solution if it was required to be reviewed annually. Fred responded that all the language was doing was specifying where and when Canadian pilots needed to be on board in WA waters and that they follow WA law.

Regarding Fred's proposal, Travis acknowledged that language regarding fines was already in the RCW, just not a specified number. There was still some question in his mind as to whether WA state could levy the fines recommended in the proposal. Regarding equivalencies, Travis acknowledged that the two jurisdictions have different requirements and standards which could lead to tankers in WA waters that don't comply with Washington escort regulations. He did say that this was hypothetical and that it was worth looking at but not a current concern.

Robin Stewart (Advisor/B.C. Coast Pilots) assured all that there was no intention to circumvent either federal or state regulations. If there was something that needed to be done, BC Coast Pilots were more than happy to review and determine the best approach. Travis responded that it would be good for Puget Sound Pilots to better understand Canada's regulations for the times they are in Haro Strait in Canadian waters transiting to Cherry Point.

Clyde agreed with Fred adding that it was appropriate to try to harmonize processes while BPC retains the state's jurisdiction over the waters in question. He cautioned against unforeseen consequences or potential exemptions and suggested a closer look at equivalency. He wondered if there was an interim solution while the group continued doing the work.

Chair Tonn mostly agreed with Clyde and Fred and suggested a way forward would be to continue the work of the PAAC towards harmonization, but in the meanwhile recommend to the Board to leave the language. Andrew agreed with that and shared his concerns that there was not enough time to thoughtfully and carefully develop language for the next legislative session. Jaimie Bever (Staff/BPC) added that more prescriptive language could be developed as a part of rulemaking. Some of the items in discussion like MSO reporting could be adopted via rule under the existing authority in the RCW.

Matt Hannuksela (Pilot Alternate/Puget Sound Pilots) wondered if there could be further harmonization between Canada and Washington regarding nuances with the term laden, in some of the escorting practices, and 2 pilot jobs.

Clay Diamond's (Pilotage Expert/American Pilots Association) opinion was for the group to keep in mind the task at hand, which was pilotage adding that there were many things the two countries could do to harmonize operations, but to keep the focus of the PAAC and Board on pilotage. He also pointed out that in Fred's proposal, it appeared that language regarding the BPC investigating incidents where Canadian Pilots were on board in WA waters was deleted, unintentionally he assumed. He agreed with Jaimie that statutes are written more broadly with rules and regulations filling in the blanks. He agreed that keeping the PAAC going to flesh out some of those rules and regulations made a lot of sense.

Fred asked if at this point, they could recommend keeping everything the same as it is currently operating but put a conditional waiver, instead of an exemption, on the Canadian pilots and adding a deadline to revisit it. His rationale was that it would show progress of the group's work as well as extending the timeframe to make decisions. Chair Tonn responded that his proposal would require new language, as the current language in the RCW was specific to foreign yacht exemptions from pilotage. It was also discussed that the Board needed direction from the Governor's Office regarding international relations.

Travis wondered what was stopping the committee from recommending that the agency request legislation simply changes the end of the sunset period, explaining the reasons for the extension to the legislature. Chair Tonn suggested the need for a clear explanation for the legislature as to why the BPC feels the need for that. Clay agreed with Travis. He shared that he did not like the word waiver for this purpose, however. He believed "exemption" was better. To him, "waiver" implies that standards are not being met but allowance was permitted. Lovel also agreed with Travis. She added that she believed the committee could come up with a memo to describe the work they have done and the work that will be accomplished in the extended time period.

Clyde suggested further discussion of the word "waiver" and "exemption" to determine the best choice for the intention. His hope was to continue to have a process to help determine the future, not necessarily right now. He wanted Washington to be able to continue to assert jurisdiction with the BC pilots being welcomed into Washington waters due to their high level of professionalism and safety.

Fred was open to continuing the conversation but preferred a 1-year instead of 2-years extension to maintain urgency of the conversation.

3. **Final Vote on RCW Language Recommendation**

Lovel made a motion that the committee recommend to the BPC that the legislature be asked to extend the sunset date to July 1, 2028 and to provide a memo describing the group's work to date and scope of work going forward. The motion was seconded by Jason Hamilton (Public/BPC).

Andrew made a motion to amend the motion to July 1, 2029. It was seconded by Jason. The amended passed unanimously. The original motion with the amended date was then voted on and passed unanimously as well.

Andrew inquired about the drafting of the memo for the Board. Chair Tonn replied that she and Jaimie would work on it.

4. **Wrap Up and Adjourn**

The committee will meet again on August 12, as already scheduled and will work on scheduling future meetings.