

MEETING MINUTES
STATE OF WASHINGTON ~ BOARD OF PILOTAGE COMMISSIONERS
July 17, 2025

PUBLIC HEARING – Call to Order

A Public Hearing concerning WAC 363-116-500 and add a new section to Chapter 363-116 Tug Escort Rulemaking was convened at 10:00 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: Mike Anthony (Pilot), Lee Tyler (Foreign-Flagged Shipping), Jason Hamilton (Public), Tom Buroker (Ecology)

Administration: Jaimie Bever, Bettina Maki, Jolene Hamel

Puget Sound Pilots: Matt Hannuksela, Scott Brewen

Department of Ecology: Megan Hillyard, Haley Kennard

The Northwest Seaport Alliance: Lindsay Wolpa

Oil Transportation Safety Committee: Fred Felleman

Present via Teams:

Commissioners: Tim Farrell (Public), Andrew Drennen (U.S. Flagged Shipping), Severin Knutsen (Pilot)

AAG: Albert Wang, Lauren Jaech

Port of Grays Harbor: Ryan Leo

Puget Sound Pilot Candidate: Darius Rogers

USCG: LCDR Ian McPhillips, LCDR Sarah Rodino

Pacific Merchant Shipping Association: Mike Moore, Jordan Royer

Department of Ecology: J.D. Ross Leahy, Angela Deardorff-Zeigenfuse, Kim Morley, Allen Posewitz, Brian Kirk

Public: Kris Faucett, Dominic Masinelli, Jeff Slesinger, Tom Banse, Mike Doherty, Terry Hall

WAC 363-116-500 and add a new section to Chapter 363-116. Tug Escort Rulemaking. BPC Chair Sheri Tonn opened the public hearing and turned it over to the Tug Escort Rulemaking team for background and the public hearing process. Kim Morley, Public Hearing Officer, explained the process for the hearing. BPC Executive Director Jaimie Bever then presented background information for rule development and explained the rule language details. Haley Kennard, Ecology's SEPA Lead, described the Draft Environmental Impact Statement results, and finally Megan Hillyard, Ecology's Rule Process Lead, shared the rulemaking timeline and next steps. A short Q&A followed.

Following the presentation was the public testimony period. Fred Felleman, Friends of the Earth, who is also the Environmental member of the BPC's Oil Transportation Safety Committee was the only individual who offered testimony.

Fred Felleman's Testimony: Thank you very much. I definitely appreciate the legislation that led to this, which actually spawned out of the Governor's Orca Task Force, which I have the pleasure of participating in and see these recommendations as advancing the conservation of the of the whales and other species of concern, and I support alternative C. I am going to be, at this point, representing the Friends of the Earth and we will be providing a public comment, probably for broader environmental community and want to express appreciation to the BPC and Ecology for their inclusive process that I think has informed all the participants of both the OTSC as well as the broader community with your workshops, as well as the others, and appreciate your tribal outreach and hopefully we encourage you to take those concerns raised by the tribes to heart and I believe the course of this conversation has elevated some of those concerns. I believe there will be a net benefit, even though there will be more tugs on the water. I hope that's felt likewise, but I see definite benefits to the conversation. I just also want to say, you know, why are we even doing this? You know, just quickly, that from 2012 to 2021, the number of ATBs entering the waterway went from 184 to 316. The movements within the waterway from 2011 went from 87 to 300 plus. In 2021 for barges entering the waterway, they went from 321 in 2011 to 91 in 2023. So, as the ATBs went up, the barges went down. Intra movements 3,554 in 2019 down to 2,617 in 2023.

Still, a lot of movements but clearly ATBs were beginning to become more popular as time went on. We all know that. ATBs called rule breakers by the Committee of Congress being that we're moving tanker volumes of oil with reduced crew sizes. While they do have twin propulsion and faster, they have other challenges associated with them. So, I believe that's a good enough reason to be talking about escorting small tankers through this waterway. I do believe that we buried the punchline in both the fact sheet as well as in the EIS, in terms of the net oil spill reduction measure. I do not understand why we did not use the analysis that the OTSC specifically asked for, which was...what do you call the term? I forget, it would be question one of the filtering summary of #2. Right. So if you just look at that, it breaks it up for just the area where the escorts are occurring and by tank vessel type. And so the total for all laden tank ships, we have a 36% reduction. All laden tank vessels, a 42% reduction. It goes as high as 57% for laden chemical carriers, 26 for ATBs and tank barges have a 52%. I saw this 90% that was presented. I don't know where that is in the document. It certainly should be on the fact sheet and it's a very important thing. The data that breaks it up by waterways on page 48, I don't understand. We're talking about the numbers of recurrence that I believe are beyond the model's capabilities. We're a victim of our own success with only four groundings since 2002. It's really hard to calibrate this recurrence number. And the addition of the 190 from around North America is a good place to go. But 2.6% end up in oil spill. So going from probability of the grounding to probability of an oil spill and the size of the oil spill, it continues to extrapolate beyond, I believe, this model's capabilities. Looking specifically at the relative reduction that occurs from these different scenarios, I think is where the strength of a modeling exercise with all the Monte Carlo simulations that occurred, I believe we should really focus on that and actually put the punch line in the front of the document and the EIS was specifically what I was saying, there are in unanticipated consequences, but there are net benefits as well. And then finally, because this is called for the protection of killer whales, certainly there needs to be attention to the mitigation measures for those unanticipated consequences, and I believe that's really good idea to have the Harbor Safety Committee, not just implement these specific recommendations, but they're talking about a marine mammal working group to look at best management practices. It's not just for killer whales, but for cetacean in general. And then I do want to speak to the one issue about the significance threshold for noise in the waterway. We just had the killer whale show up for the first time in three months, was very happy to be there to see that. The propensity of them to be in Rosario Strait when the tugs are there is very low, but at the same time I think what's most important is when the tugs are returning from an escort job, when they are present with the vessel being escorted, the relative increase in noise from a quiet sea to having a tank vessel and then the addition of the escort, it's additive in terms of one plus the other. It is a small increment of increase, unless of course the vessel has a unique noise characteristic. And I believe we should be monitoring because most of the most egregious vessels, there's a handful of egregious vessels that account for the majority of the bad noise, and we should be monitoring that and also I feel strongly that in the pre escort conference, we should include whether or not there's a sighting of the whales. And so we should also be supporting the sighting networks so that the pilot or whomever is the master would have that information. So, we would know if there's a fishery and we would know if there's a whale sighting and we could proceed accordingly. Clearly, if you come back from an escort a little slower, you're reducing noise, you're reducing greenhouse gas emissions, you're saving fuel, and you're probably more likely to see fishing gear because you have more time to proceed. So, thank you.

The BPC thanked Mr. Felleman and the public hearing was closed.

REGULAR MEETING – Call to Order

The Regular Meeting of the Board of Pilotage Commissioners was convened immediately following the Public Hearing 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: Mike Anthony (Pilot), Lee Tyler (Foreign-Flagged Shipping), Jason Hamilton (Public), Tom Buroker (Ecology)

Administration: Jaimie Bever, Bettina Maki, Jolene Hamel

Puget Sound Pilots: Matt Hannuksela, Scott Brewen

Department of Ecology: Megan Hillyard, Haley Kennard

The Northwest Seaport Alliance: Lindsay Wolpa

Oil Transportation Safety Committee: Fred Felleman

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Commissioners: Tim Farrell (Public), Andrew Drennen (U.S. Flagged Shipping), Severin Knutsen (Pilot)

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Public: Kris Faucett, Dominic Masinelli, Jeff Slesinger, Tom Banse, Mike Doherty, Terry Hall

BPC Staff Report.

- BPC Executive Director Jaimie Bever reported that the routine state audit was wrapping up. There will be an exit interview next week and staff will share the results at the August BPC meeting. Ms. Bever thanked BPC Program Analyst Bettina Maki for her leadership in the audit.
- The Summer 2025 Pilotage Quarterly newsletter was distributed earlier this week and is available on the BPC website.
- BPC Program Analyst Bettina Maki provided both the KPI dashboard as well as monthly dashboards and was available for questions on any of the charts, graphs and dashboards.

Activity Reports. Lindsay Wolpa representing The Northwest Seaport Alliance (NWSA), Matt Hannuksela representing Puget Sound Pilots (PSP), Mike Moore representing Pacific Merchant Shipping Association (PMSA), LCDR Sarah Rodino and LCDR Ian McPhillips representing United State Coast Guard (USCG), and Ryan Leo representing the Port of Grays Harbor (PGH) offered current and projected statistical data as well as updates on current maritime issues and activities.

Lindsay Wolpa, NWSA, reported that she is working with BPC staff to bring a team to the September BPC Regular Public Meeting for a stormwater briefing. The goal is to talk through potential vessel traffic and pilotage impacts as a result from the stormwater permit process.

NEW BUSINESS

Meeting Minutes.

Motion: Kirtley/Hamilton – approve the June 26, 2025 Regular Meeting minutes as drafted – Carried.

Committee Actions.

Trainee Evaluation Committee (TEC)

- **Pilot License Upgrade Program: Captain Knutsen.** TEC Chair Knutsen reported that the TEC met yesterday and reviewed the letter for his upgrade. There were no changes to his level 5 upgrade. He also reported that Captains Bostick and Gartner finished their upgrades early leaving 11 upgrading pilots.
Motion: Anthony/Tyler – approve the pilot license upgrade program for Captain Knutsen – Carried with one abstention from Commissioner Knutsen.
- In Puget Sound there are currently 6 trainees in Training, 2 trainees in Evaluation, and 1 in Familiarization/Observation. The trainee in Familiarization/Observation attended the TEC yesterday and was approved to enter Training after a couple more jobs. There is also 1 trainee in Grays Harbor in Training. One trainee attended the TEC meeting for his regular 6-month check-in. All the trainees are making good progress.
- Captains Ahrens, Anderson, and Rogers have accepted their invitation to train in Puget Sound starting September 1. The Board will vote on their Training Agreements and Requirements at the August meeting. Board members were invited to the Orientation for those 3 Puget Sound Trainees on August 28. BPC Training Program Manager Jolene Hamel will follow up with those commissioners who showed interest in attending.
- TEC Chair Knutsen reported that the TEC is delighted to accept Commissioner Tyler's volunteering to join the TEC in one of the vacant seats.

Exemptions from Pilotage.

Motor Yacht *ESCAPE OF LONDON* – 120', 335 gt, United Kingdom registry, Captains Paul Skeffington and David Molenaar.

Motion: Farrell/Anthony – concur with Chair Tonn's granting of the interim annual exemption with the condition of only Captain Skeffington at the conn in the three geographically restricted areas - Carried.

Pilot/Trainee Physical Examination Reports.

Motion: Hamilton/Farrell – approve the pilot physical examination reports for Captains S.T. Coleman, B.W. Bouma, M.P. Bostick, C.F. Rounds, and J.C. Scragg for their annual pilot license renewals – Carried.

Motion: Farrell/Knutsen – approve the physical examination report for Captain J.A. Michelson for his annual trainee license renewal – Carried.

It was noted that there are still two pilots not fit for duty.

New Board Designated Physician: M.D. Noel Dunn

Motion: Farrell/Drennen – approve Dr. Noel Dunn from the Dunn Family Practice to join the Board Approved Physician roster – Carried.

Revised Pilot/Trainee Physical Report. The revised Pilot/Trainee Physical Report, which was introduced to the Board at the July meeting has been, as requested, reviewed and approved by the two pilot commissioners.

Motion: Knutsen/Anthony – approve the revised pilot physical examination report for use as drafted – Carried.

2026 Agency Request Legislation – RCW 88.16.190 Oil tankers – Restricted Waters – Requirements: Addressing tug escort requirements for oil tankers 40,000 deadweight tons to 125,000 deadweight tons. While working through the deliverables of 2019 Legislation ESHB 1578 *Reducing the threats to southern resident killer whales by improving the safety of oil transportation* (The Act), the Board of Pilotage Commissioners, with support from the Department of Ecology, adopted tug escort operational requirements for oil tankers, Articulated Tug Barges (ATBs), and towed oil barges between 5,000 and 40,000 deadweight tons. The findings, to be adopted and codified by December 31, 2025, indicated that the current statutory requirement for tug escorts on tankers 40,000 – 60,000 deadweight tons was not sufficient and did not match industry standards or best practices.

There is already an industry standard and best practice to use at least 3,000 HP tugs for escorting the larger vessels. The standard is enforced by the pilots that are required to be on those vessels by law. BPC staff propose a technical fix Agency Request Legislation for the 2026 Legislative Session based on extensive research conducted as a part of the Tug Escort Rulemaking process. The impact to industry, the environment, etc. is negligible because this is already in practice.

Motion: Farrell/Drennen – approve the BPC to move forward with this Agency Request Legislation as proposed – Carried.

BPC 2024 Annual Report – Review and Discussion. The Board was presented with the draft 2024 Annual Report for review and comment. BPC Chair Sheri Tonn thanked staff for their work. The final draft will be presented to the Board at the August meeting for adoption and submitted to the Legislature by September 1.

Committee Updates.

Oil Transportation Safety Committee (OTSC)

- OTSC Chair Jaimie Bever reminded the Board that the committee will likely be reconvened to determine mitigation measure recommendations after the rule has been adopted.

Pilot Exam Committee (PEC)

- The BPC is now under contract with Dainis & Company for the 2026 Marine Pilot Exam development and administration, as well as psychometric review of the Pilot Training Program. A kickoff meeting is scheduled for early August and proposed exam dates will be presented to the Board at the August BPC meeting.

Pilotage Advisory Act Committee (PAAC)

- The PAAC will meet for the first time next week. The initial plan is to get a schedule and timeline set for the committee to wrap up work by next July, in time for Agency Request Legislation deadlines for the 2027 Legislative Session.

Pilot Safety Committee (PSC)

- The PSC Co-Chair Andrew Drennen shared that the International Maritime Organization (IMO) met in June resulting in new requirements that were instituted for a 2028-2030 compliance deadline. He will share the full text when it becomes available.
- The next PSC meeting is scheduled for mid-August.

Diversity, Equity & Inclusion Committee (DEIC)

- BPC staff continue to meet regularly with a DEI consultant on exam recruitment and messaging.

Terminal Operations Work Group (TOWG)

- The TOWG is working on scheduling the next meeting.

Confirmation of Next Regular Meeting Dates. Chair Tonn reminded everyone that in August the meeting will be held in Grays Harbor and that immediately following the meeting there will be a tour of the new terminal at the Port of Grays Harbor. BPC Regular Meetings continue to be hybrid, and all are invited and encouraged to attend in person or online.

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

Adjourn. The meeting was adjourned by Chair Tonn at 12:25pm.

Respectfully submitted,

Jaimie C. Bever, Executive Director

Sheri J. Tonn, Chair

Eleanor Kirtley, Vice Chair

Commissioner Timothy J. Farrell

Commissioner Andrew Drennen

Commissioner Lee Tyler

Commissioner Severin Knutsen

Commissioner Michael Anthony

Commissioner Jason R. Hamilton

Commissioner Tom Buroker

Revised 7/15/25

WASHINGTON STATE
BOARD OF PILOTAGE COMMISSIONERS
MEETING AGENDA

July 17, 2025

**2901 3rd Avenue, Seattle, WA 98121 – 1st Floor Agate Conference Room
and**

Via Teams #206.531.0324, participation code: 148712109#

Join the meeting now

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

1000 hours Call to order

PUBLIC HEARING

Tug Escort Rulemaking for WAC 363-116-500 and add a new section to Chapter 363-116.

Call to order

REGULAR MEETING

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

NEW BUSINESS *(Public comment accepted)*

4. Board Action – June 26 Regular Meeting Minutes
5. Board Action – Committee Recommendations:
 - a. Trainee Evaluation Committee (TEC)
 - i. Board Action – Pilot License Upgrade Program: Captain Knutsen
 - ii. Other Committee Updates
6. Board Action – Request for Vessel Exemption:
 - a. Motor Yacht *Escape of London* New (120 FT, 335 IGT) Interim
 - b. Motor Yacht *Placeholder* New (195 FT, 491 IGT)
7. Board Action – Pilot/Trainee Physical Examination Reports
 - a. Possible Board Action – New Board Designated Physician: M.D. Noel Dunn (Dunn Family Medicine, Steilacoom)
8. Board Action – Revised Pilot/Trainee Physical Report

1130 15-MINUTE BREAK

9. Board Action – 2026 Agency Request Legislation – RCW 88.16.190 *Oil tankers - Restricted waters – Requirements:* Addressing tug escort requirements for oil tankers 40,000 deadweight tons to 125,000 deadweight tons.
10. BPC 2024 Annual Report – Review and Discussion
11. Committee & Work Group Reports:
 - a. Oil Transportation Safety Committee (OTSC)
 - b. Pilot Exam Committee (PEC)
 - c. Pilotage Advisory Act Committee (PAAC)

- d. Pilot Safety Committee (PSC)
- e. Diversity, Equity, and Inclusion Committee (DEIC)
- f. Terminal Operations Work Group (TOWG)

12. Upcoming Meeting Dates:

Thursday August 21, 2025 at 1000 - Regular Meeting (Hybrid – Teams/Grays Harbor Port Office) 111 S Wooding St Aberdeen WA 98520	Thursday, September 18, 2025 at 1000 – Regular Meeting (Hybrid – Teams/2901 Building)
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13. Public Comment

14. Adjourn



Public Hearing: Tug Escort Rulemaking

Pilotage Rules – Chapter 363-116 WAC

July 17, 22, 23, 2025



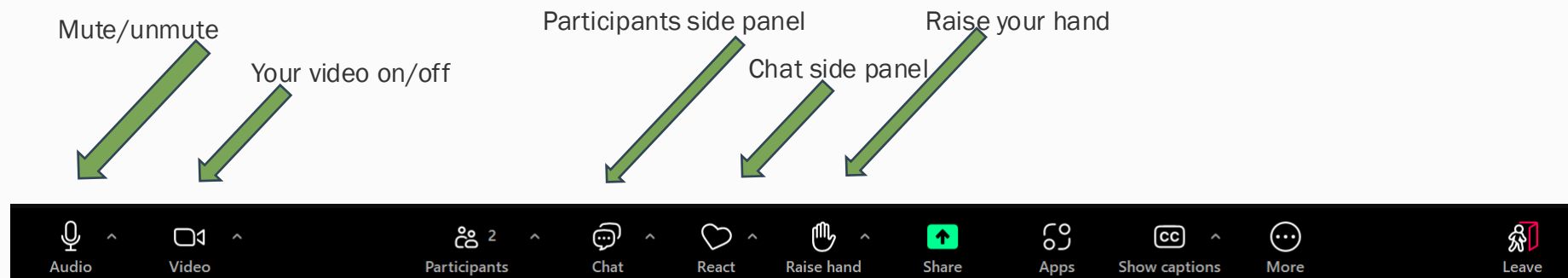
Rulemaking Team

- **Jaimie Bever:** BPC Executive Director
- **Megan Hillyard:** Ecology Rulemaking Process Lead
- **Sara Thompson:** Ecology Rule Writer
- **Haley Kennard:** Ecology SEPA Lead
- **Angela Deardorff-Zeigenfuse:** Ecology Rulemaking Process Support
- **Adam Byrd & JD Ross Leahy:** Ecology Technical Subject Matter Experts
- **Allen Posewitz:** Ecology Rules & Accountability Economist

Agenda

- 1** Welcome and opening remarks
- 2** Staff presentation
- 3** Q&A
- 4** Break
- 5** Formal public hearing and testimony
- 6** Next steps and closing remarks

Navigation and Accessibility (Zoom)

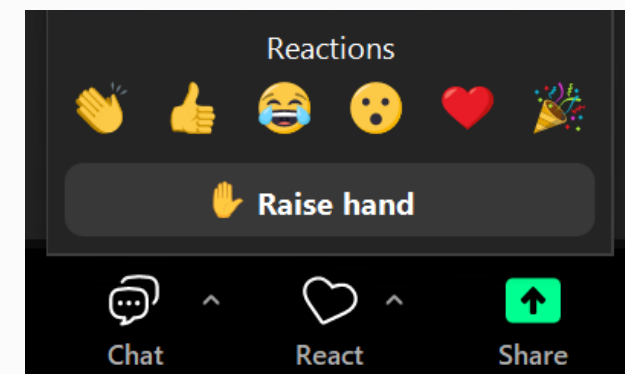


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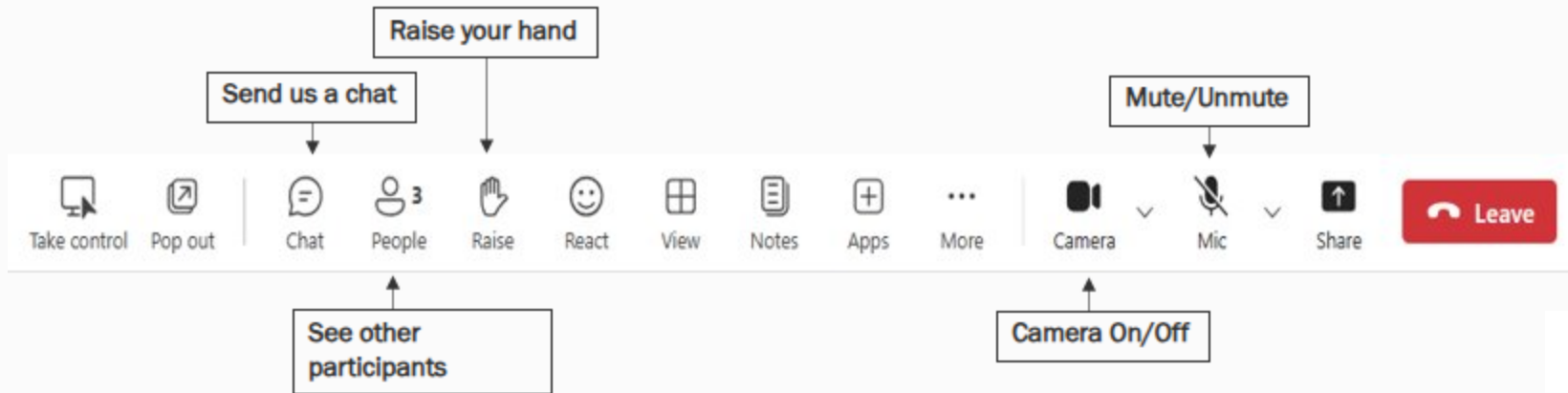
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Need help? Chat with us!



Navigation and Accessibility (Teams)

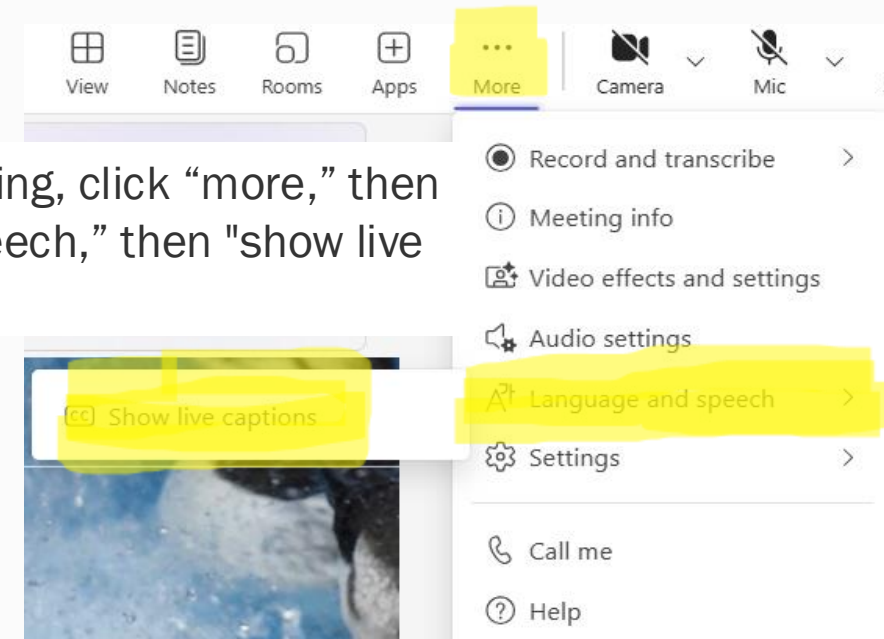


Calling by phone?

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Need help? Chat with us!

For closed captioning, click “more,” then “language and speech,” then “show live captions.”



Ground Rules

1. Please don't clap, give applause, or give boos.
2. Once the formal hearing begins, staff can't respond to your questions. Make sure to ask them during the Q&A.
3. Please keep comments to three minutes or less.
4. Please speak in the order called.





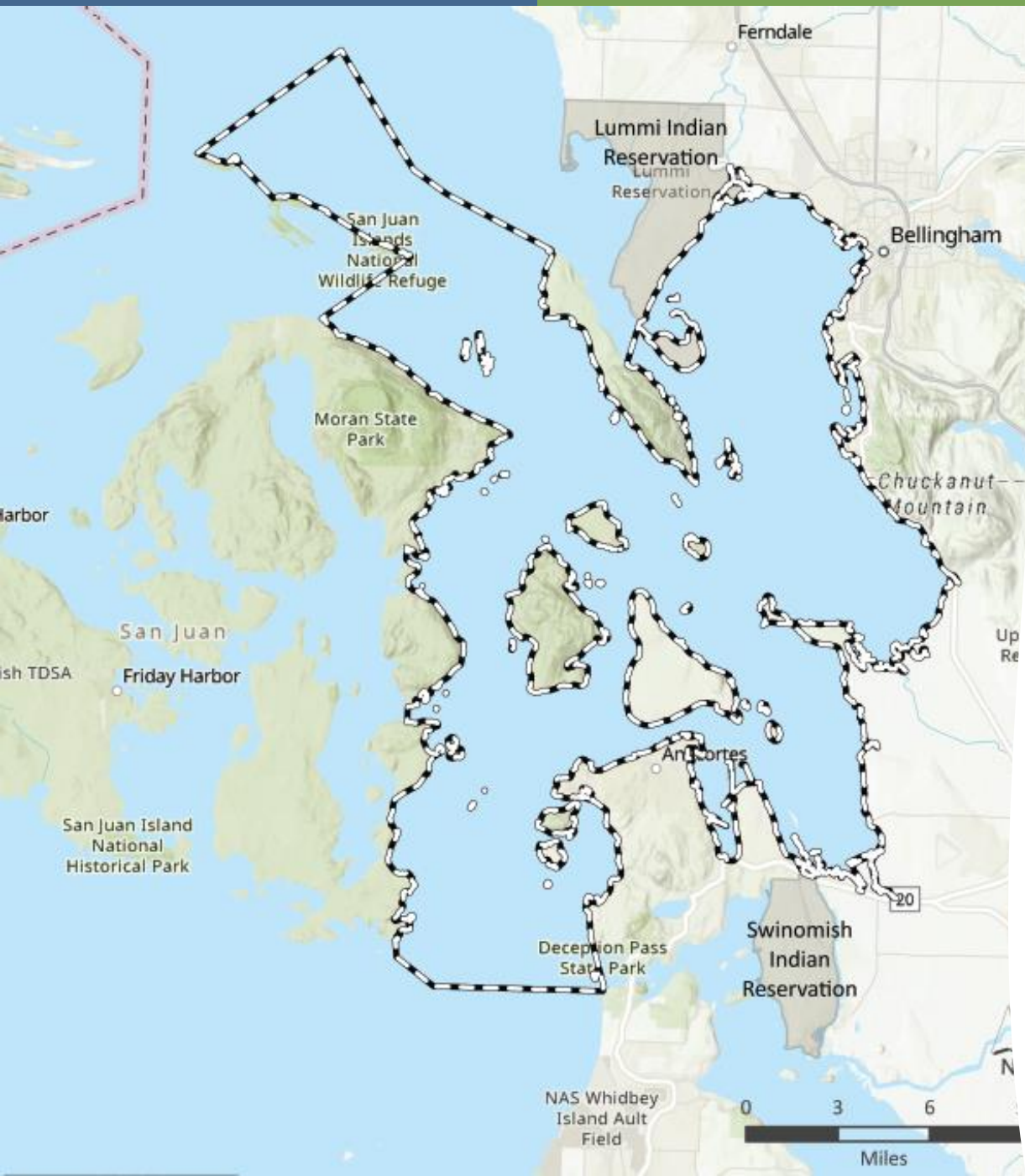
Tug Escort Rulemaking Chapter 363-116 WAC

Public Hearing Presentation



Proposed requirements

- Expand the tug escort area in Rosario Strait and connected waterways to the east by approximately 28.9 square miles northwest, toward Patos Island.
- Establish minimum horsepower (hp) requirements for tugs:
 - 2,000 hp for vessels between 5,000 and 18,000 DWT, and
 - 3,000 hp for vessels 18,000 DWT or greater.
- Require tugs escorting these vessels to have a minimum of twin screw propulsion.
- Require a pre-escort conference between the escort tug and tank vessel.



Why this rulemaking?

- Engrossed Substitute House Bill 1578: “Reducing threats to southern resident killer whales by improving the safety of oil transportation.”
- The bill directs the BPC, in consultation with Ecology, to adopt tug escort rules by December 31, 2025.
- The rulemaking should address critical safety gaps for small to medium-sized vessels carrying oil in bulk by strengthening tug escort requirements to reduce spill risk and enhance environmental protection.

Why tug escorts?

- Tug escorts for tank ships have been part of the marine safety system in Washington since 1975.
- Tug escorts can quickly assist vessels in distress and reduce the risk of a major oil spill.
- Small oil tankers, tank barges, and ATBs were not part of the escort requirements, leaving a gap in the safety regime.



Scope: vessel types

- Oil tankers, 5,000 – 40,000 DWT
- ATBs, and towed barges greater than 5,000 DWT designed to transport oil in bulk internal to the hull

Vessel Type	Tanker	ATB	Towed Barge
			
Smaller Range	520 feet / 25,235 DWT	421 feet / 11,500 DWT	241 feet / 5,310 DWT
Larger Range	604 feet / 39,309 DWT	690 feet / 27,000 DWT	360 feet / 13,821 DWT

Scope: geography

“...operating in the waters east of the line extending from Discovery Island light south to New Dungeness light and all points in the Puget Sound area.”

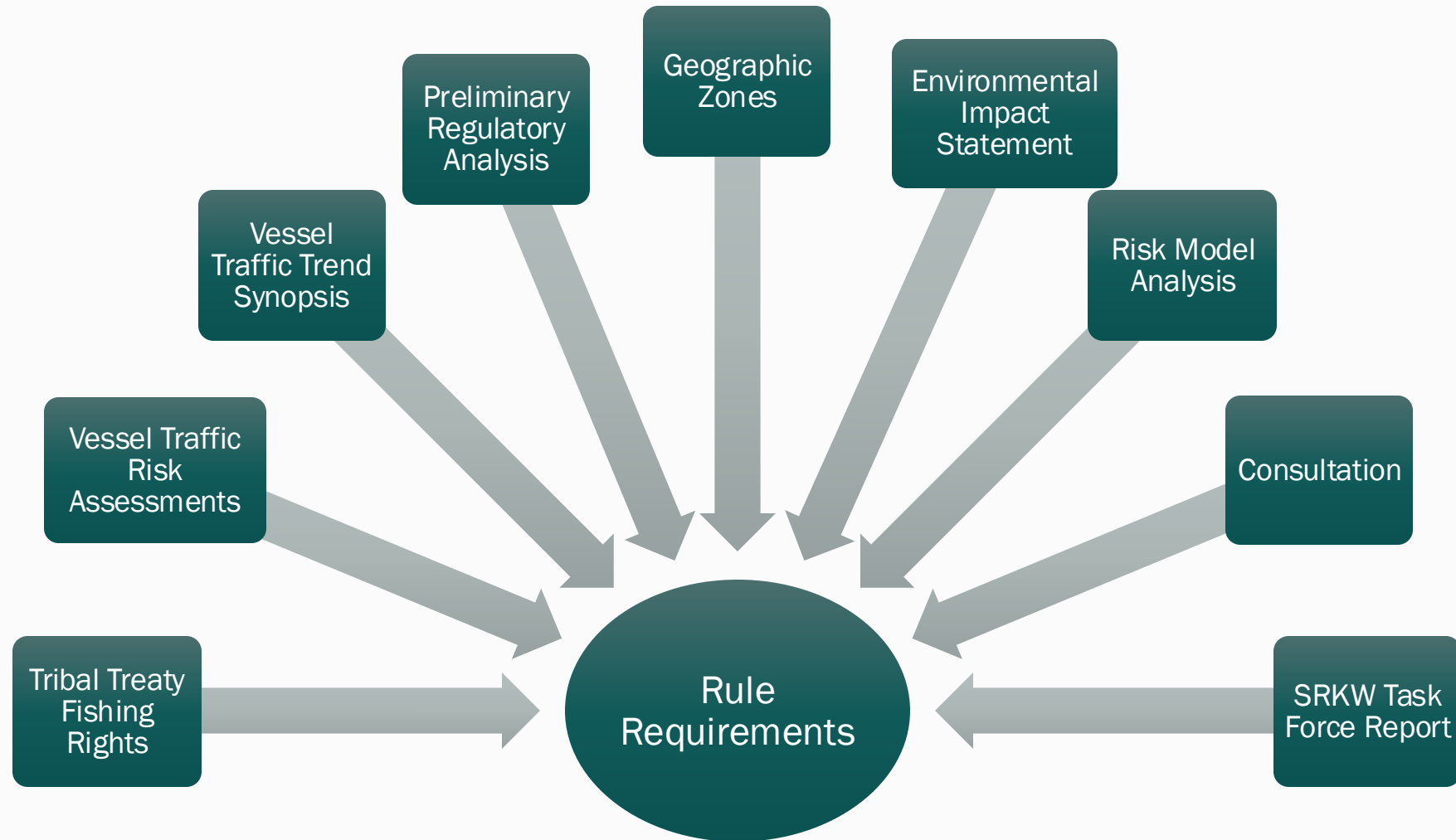


Scope: legislative direction

- Consider existing tug escort requirements applicable to Rosario Strait and connected waterways to the east.
- Meet Best Achievable Protection (BAP), as defined in RCW 88.46.
- Specify functional and operational requirements for escort tugs.
- Describe exemptions to tug escort requirements, including whether certain vessel types or geographic zones should be excluded from the requirements.



Rulemaking inputs



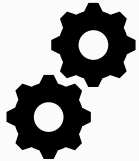
Rule Requirements



Geographic escort area



Functional requirements

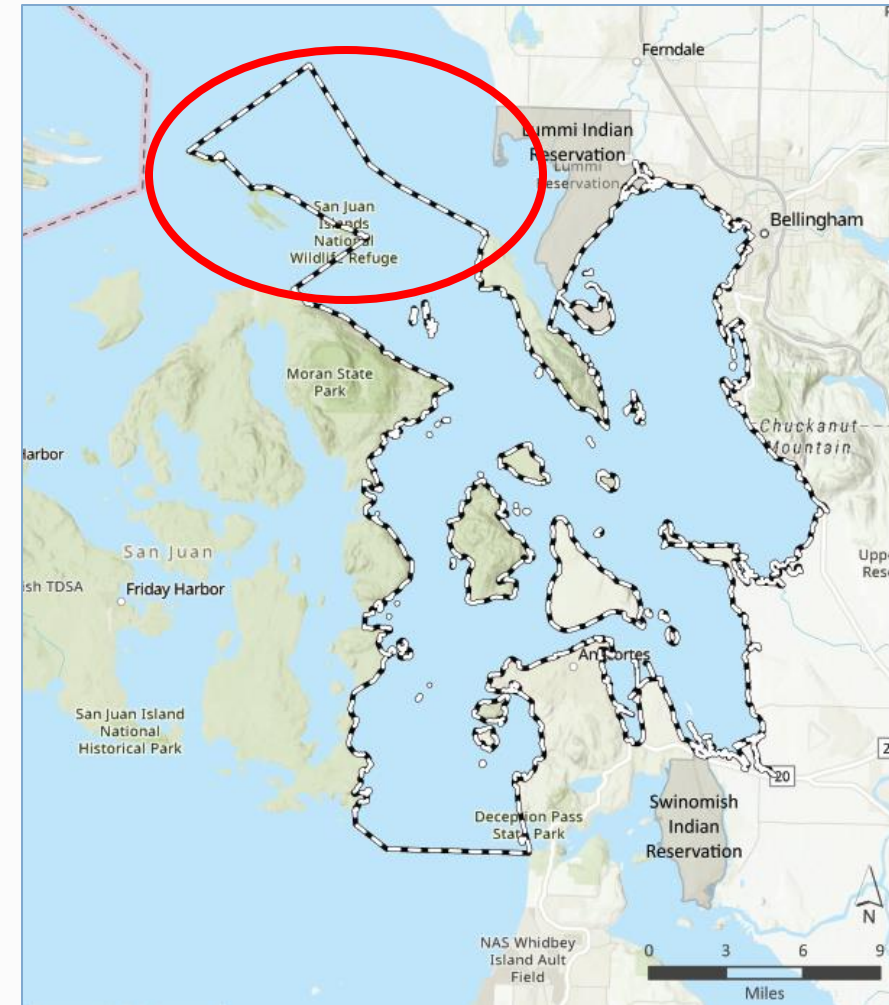


Operational requirements



Expansion of Escort Area

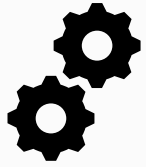
Requirement	Rationale	Cost
Expand the tug escort area by approximately 29 square miles northwest toward Patos Island (an 11% increase in area).	This area is adjacent to the Rosario and waters east escort area. The Ecology model showed this area to have a high escort efficiency, and the Oil Transportation Safety Committee (OTSC) agreed that the characteristics of this zone make it a good candidate for an escort requirement.	\$850,000 /yr





Exemptions (when rule does not apply)

- Tank vessels that are conducting bunkering, which includes the transit of the tank vessel to the bunker location, the oil transfer operation, and the return transit of the tank vessel;
- Towed general cargo deck barges;
- Tank vessels that are in ballast or unladen.



Functional requirements for tugs providing escorts

Requirement	Rationale	Cost
Twin-screw propulsion	Provide assurance that the escort tug will be able to successfully maneuver to intervene to prevent a drift grounding and subsequent spill.	Negligible (industry practice)
2,000 horsepower tug for 5,000 - 18,000 DWT vessels	Current industry practice for escorting of vessel less than 18,000, least burdensome alternative for these DWT vessels.	Negligible (industry practice)
3,000 horsepower tug for 18,000 - 40,000 DWT vessels	Provides assurance that the escort tug will have sufficient power to successfully intervene to prevent a drift grounding and subsequent spill.	Negligible (industry practice)



Operational requirement for tugs providing escorts

Requirement	Rationale	Cost
Pre-escort conference	Ensures both vessels have a shared understanding of key elements of the escort operation	\$15,851 per year

Pre-escort conference details:

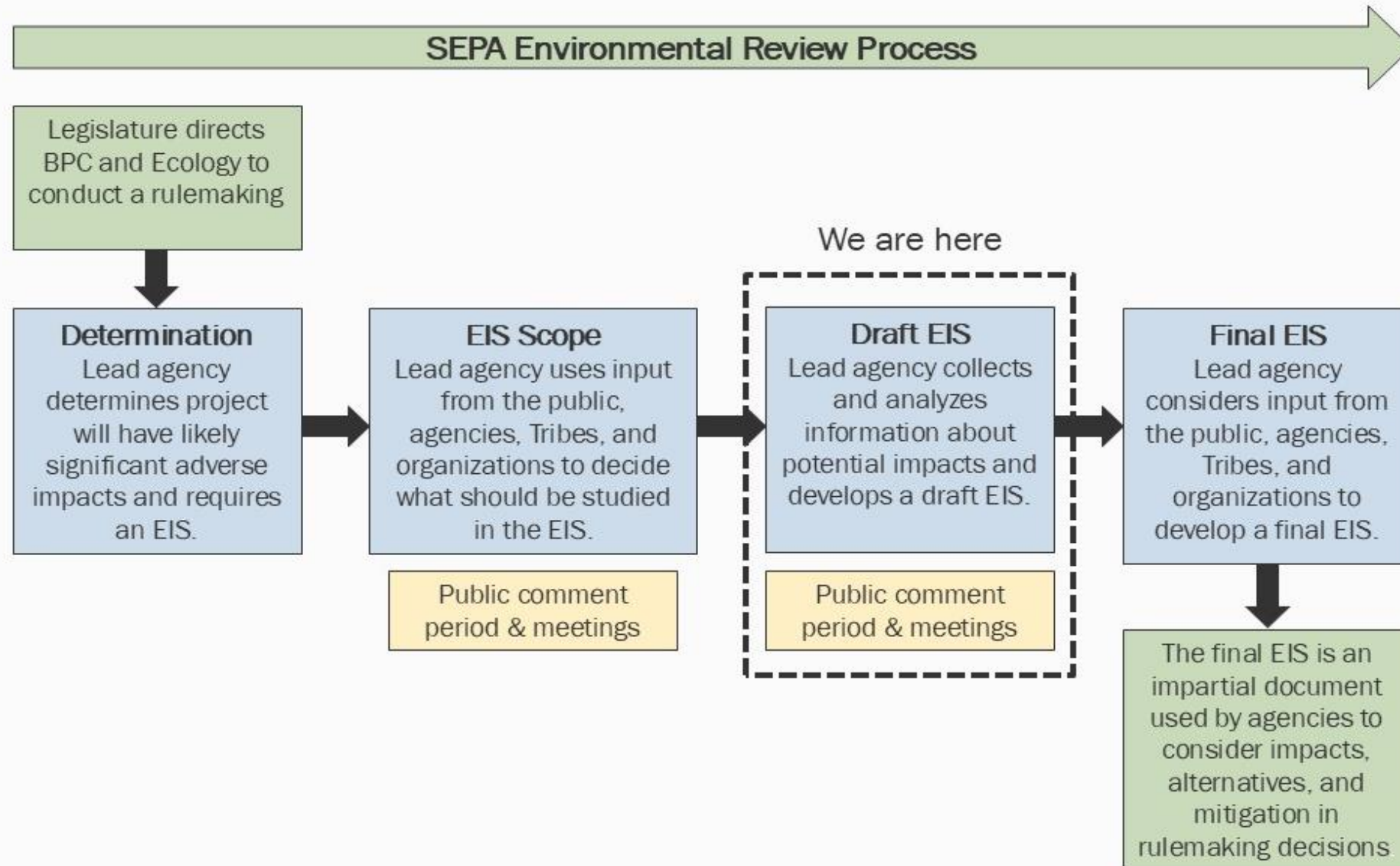
- Before each escort, the tank vessel officer in charge shall hold a pre-escort conference with the escort tug officer in charge.
- If the tank vessel has a pilot onboard, the pilot shall also be included in the conference.
- The conference must be recorded in the logbooks of the participating vessels.
- The purpose is to discuss and agree upon the operational details of the transit.
- It must include specified safety, navigation, and operational topics.

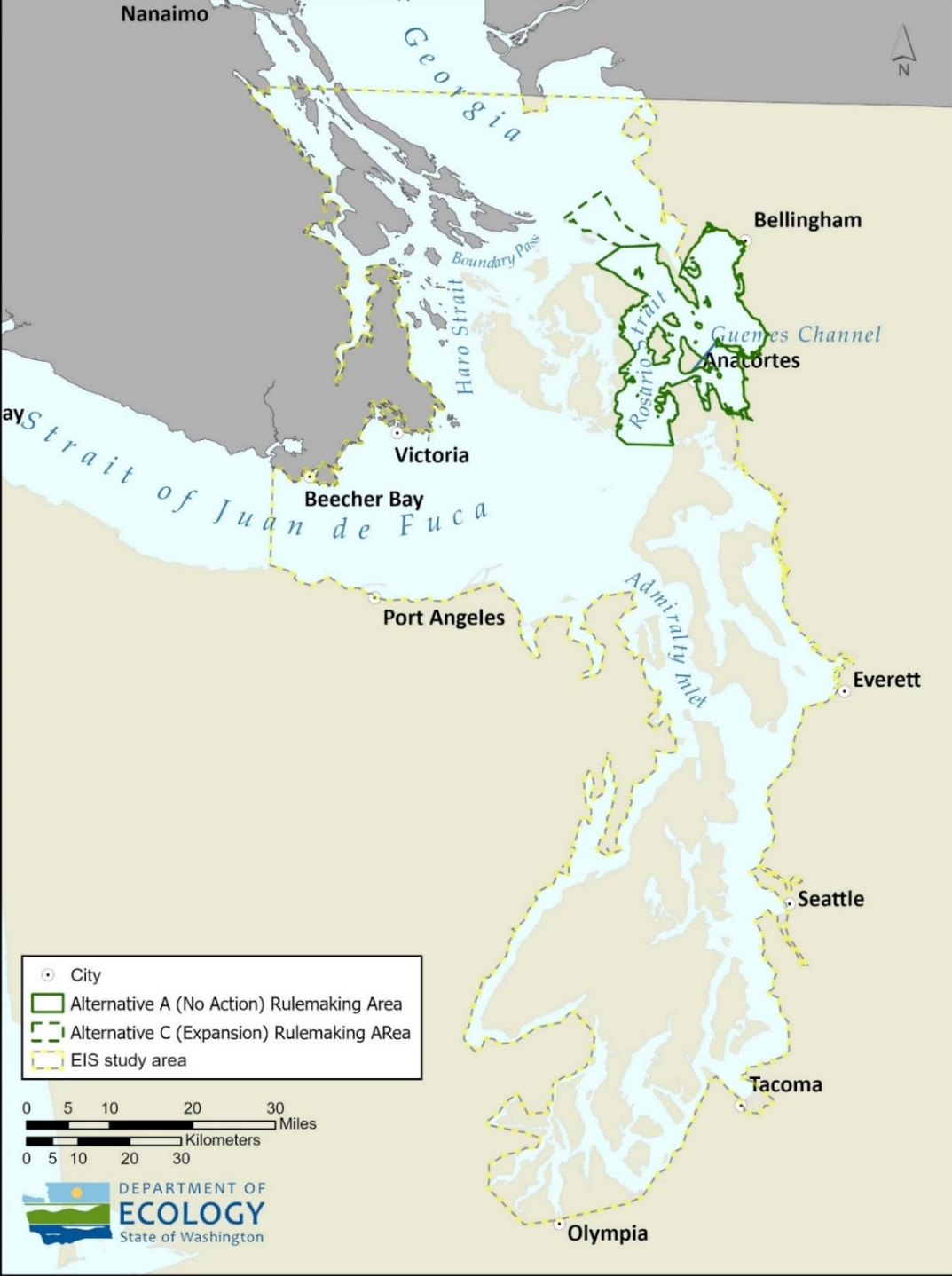
Cost Benefit Analysis Summary (qualitative & quantitative)



Cost	Benefit
\$850,000 estimate cost each year for in extra tug operating expenses and personnel time.	• Designed to achieve best achievable protection. • Drift Grounding reduced from a 186 to a 189-year event. • Escorts in an expanded geographic area that has high escort efficiency and unique hazards and characteristics that support this escort requirement • Saves up to \$1.4 M in spill costs per year if we assume any drift grounding results in a worst-case spill. For reference, the total cost of a worst possible spill from one of the target vessels of this escort rule was calculated to be \$16.46 B.

State Environmental Protection Act (SEPA)





EIS Study Area



DEPARTMENT OF
ECOLOGY
State of Washington

Environmental Impact Statement (EIS)

Science-based

Assesses reasonable alternatives

Identifies probable adverse impacts

Includes mitigation

Supports decision-making

Does NOT approve or deny a project

Alternatives Assessed in the EIS



Alternative A (No Action)	Alternative B (Add FORs)	Alternative C (Expansion)	Alternative D (Removal)
No change to geographic scope of requirements	No change to geographic scope of requirements	Expand current requirements north to Patos Island	Remove requirements within current boundary
No change to existing functional and operational requirements (FORs)	Add pre-escort conference, minimum horsepower, and propulsion requirements	Add pre-escort conference, minimum horsepower, and propulsion requirements	N/A – tug escort requirements for target vessels are removed



What did we study?

- *Vessel Traffic
- *Oil Pollution
- Water Quality
- *Noise
- *Plants and Animals
- Energy and Natural Resources
- *Air Quality
- Recreation
- Visual Resources
- *Tribal Resources
- *Environmental Justice



No Significant Adverse Impacts

- Vessel Traffic
- Energy and Natural Resources
- Air Quality
- Visual Resources

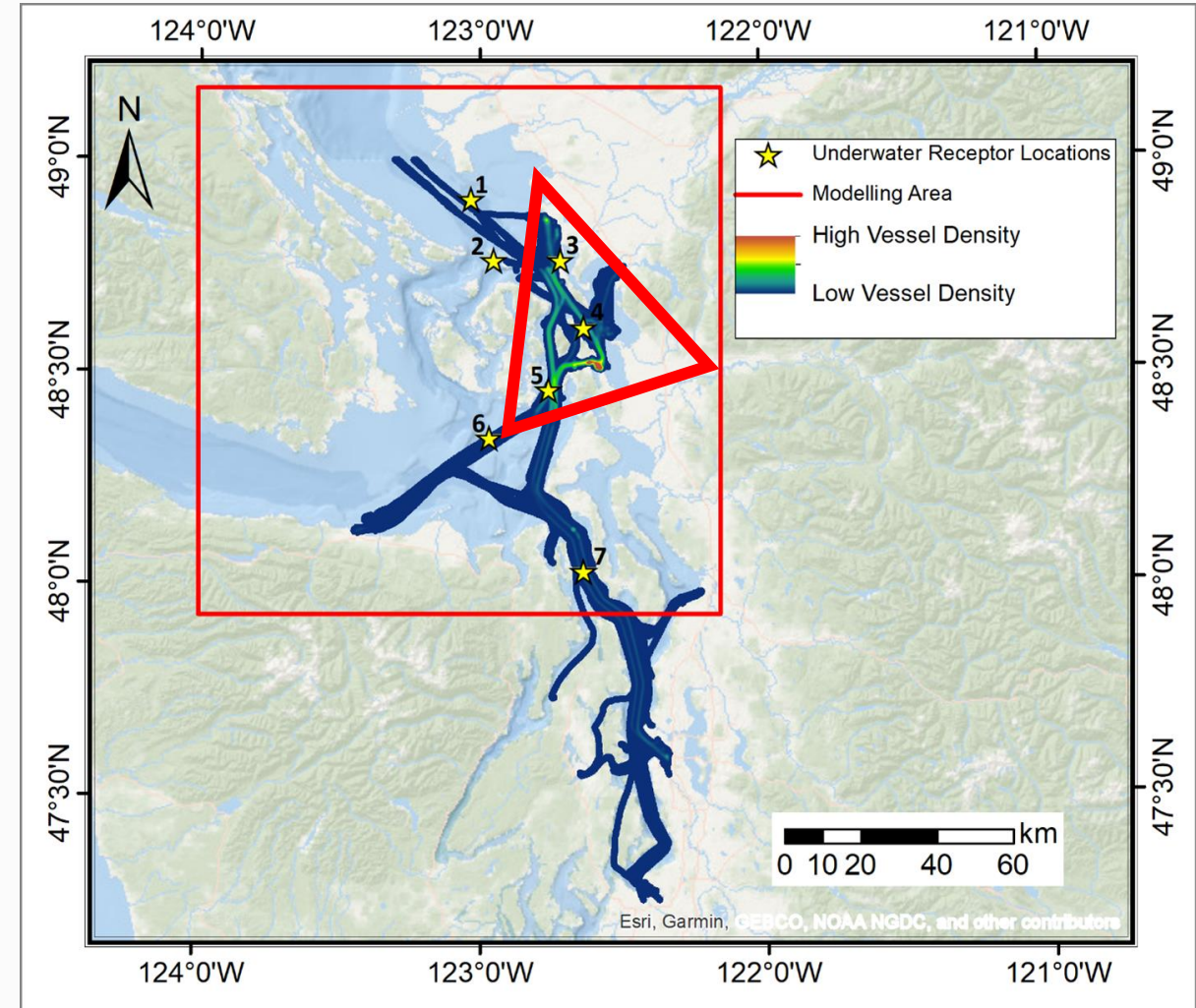


Finding of Significant Adverse Impacts: Underwater Noise

- Significance finding for alternatives that maintain or increase tug escort requirements (Alt. A, B, C)
- Underwater noise over 120 dB can result in behavioral disturbances in marine mammals.
- All modeled locations regularly exceed 120 dB.
- Most modeled locations experience more noise with tug escort requirements than without.

Underwater Noise Continued

- Alternatives A, B, C: Rosario, Anacortes, and Lummi locations
- Significance finding for: Plants and Animals, Tribal Resources





Finding of Significant Adverse Impacts: Oil Pollution

- Significance finding for alternative that removes tug escort requirements (Alt. D).
- A target vessel drift grounding is a serious marine event.
- A subsequent spill would have major environmental consequences.
- Any major oil spill in this area would have broad consequences for the region, affecting sensitive ecological resources and archaeological sites.

Oil Pollution Continued

- Alternative D: target vessel drift grounding probability increases by **11.84%** across the EIS Study Area
 - Within just the rulemaking area, the increase is **90.5%**.
 - Actual probabilities are all very small.
- Significance Finding for: Alternative D - Plants and Animals, Tribal Resources, Water Quality, Recreation





Finding of Significant Adverse Impacts: Tribal Resources

- Significance findings for alternatives that maintain or increase tug escort requirements (Alt. A, B, C).
- The entire EIS Study Area is the usual and accustomed fishing area of one or more Tribes.
- Some Tribes have stated that current levels of vessel traffic already negatively impact Tribal treaty fishing.
- Significance Finding for: Environmental Justice.



Mitigation Measures

- Primarily voluntary due to narrow rulemaking scope and lack of associated permits.
- Because they are mostly voluntary, they do not resolve a significance finding.
- Pre-Escort Conference requires consideration of active fisheries, including Tribal fisheries.
- FORs provide minor but unquantified benefits.



Examples of Voluntary Mitigation Measures

- Participation in PSHSC Standards of Care (SOC) and update of SOC to escort of target vessels.
- Escort tugs to maintain safe distance from SRKW and participate in voluntary slow downs and other SRKW protection measures.
 - Encourage the PSHSC to develop an SOC about distance from SRKW.
- Transition to hybrid electric and electric propulsion as technology and cost are feasible.
- Agreements with interested Tribes to reduce impacts to Tribal treaty fishing through notification and coordination.
- Just-in-time shipping and limiting waiting time at rendezvous locations particularly during active Tribal fishing.
- Participation in the PSHSC Tribal Fisheries Lost Gear Subcommittee.

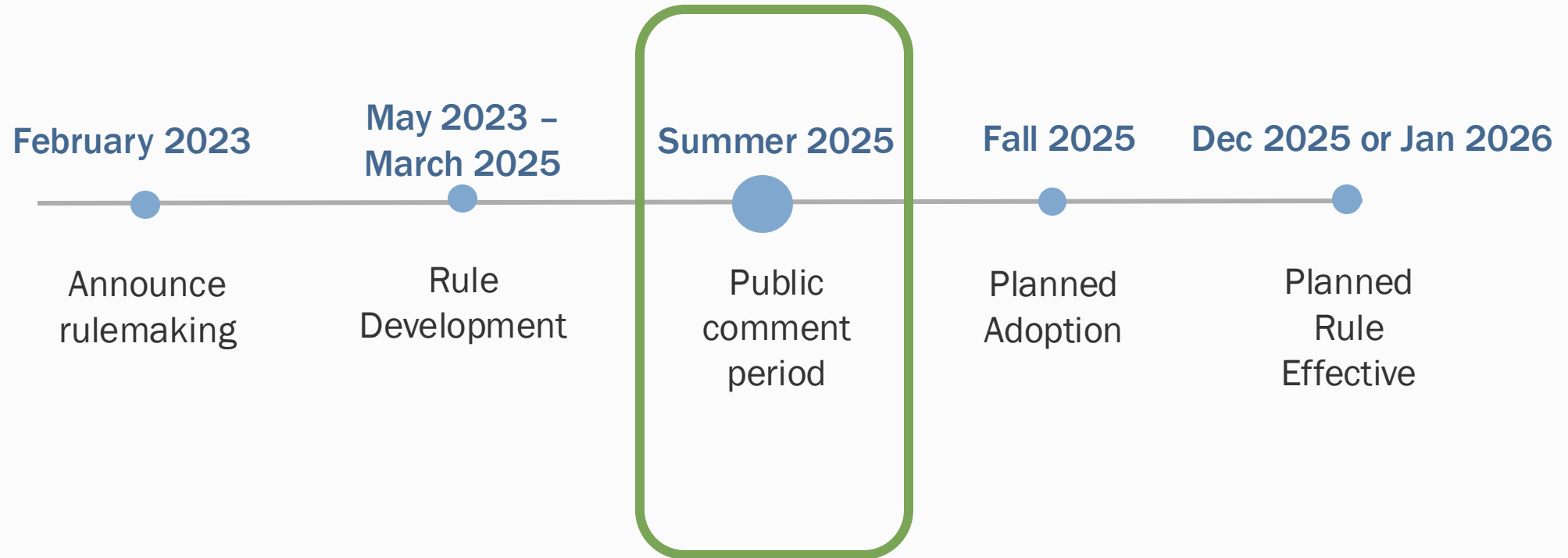


Summary of Significant Adverse Impacts

Alternative	Significance Findings	
Alternative A (No Action)	Underwater Noise	- Tribal Resources - Plants and Animals
Alternative B (Addition of FORs)	Underwater Noise	
Alternative C (Expansion)	Underwater Noise	
Alternative D (Removal)	- Oil Pollution - Water Quality - Recreation	



Timeline





Submitting Written Comments

Online

Comment Form

<https://sppr.ecology.comcommentinput.com/?id=HihgcrTsY>

Mail

Board of Pilotage Commissioners
2901 3rd Ave. Suite 500
Seattle, WA 98121



Comments due by 11:59 p.m. August 1, 2025

Follow Our Rulemaking

[Ecology rulemaking webpage](#)

[BPC rulemaking webpage](#)

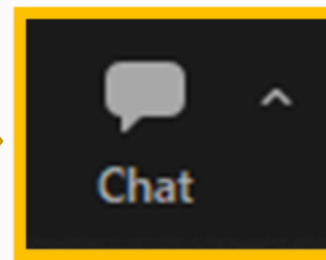
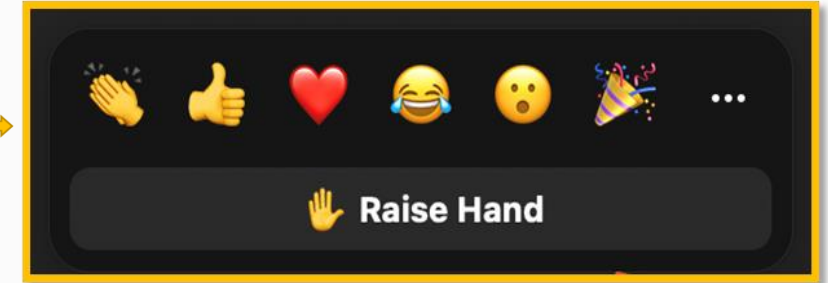
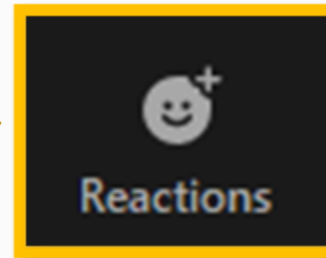


Questions & Answers (Zoom)

If you want to ask a question,
please click the “Raise Hand”
button under “Reactions”

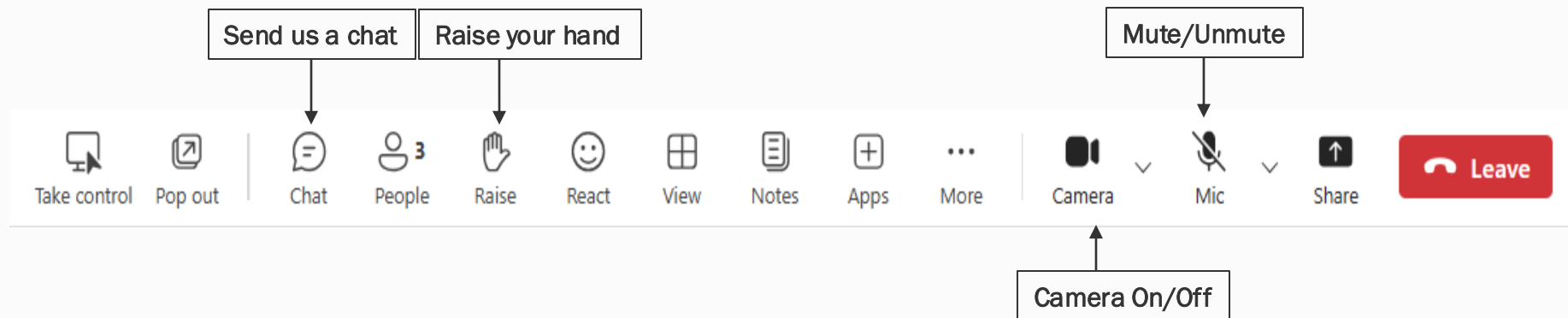
OR

Use the “Chat” box to type in
your question





Questions & Answers (Teams)



Calling by phone?

*6- Mute/Unmute



Break

We are taking a short break.

The public hearing will resume shortly.

Please check the chat to see what time the hearing will resume.



Public Testimony:

If you would like to provide comment at this hearing, please use the “Raise Hand” feature to identify yourself, or press *6 on your phone to unmute

Other ways to provide your comments, due 11:59 PM on August 1, 2025:

Online Comment Form: <https://sppr.ecology.commentinput.com/?id=HihgcrTsY>

Mail: Board of Pilotage Commissioners 2901 3rd Ave. Suite 500 Seattle, WA 98121

Public
Hearing #1

July 17
10:00 AM

Public
Hearing #2

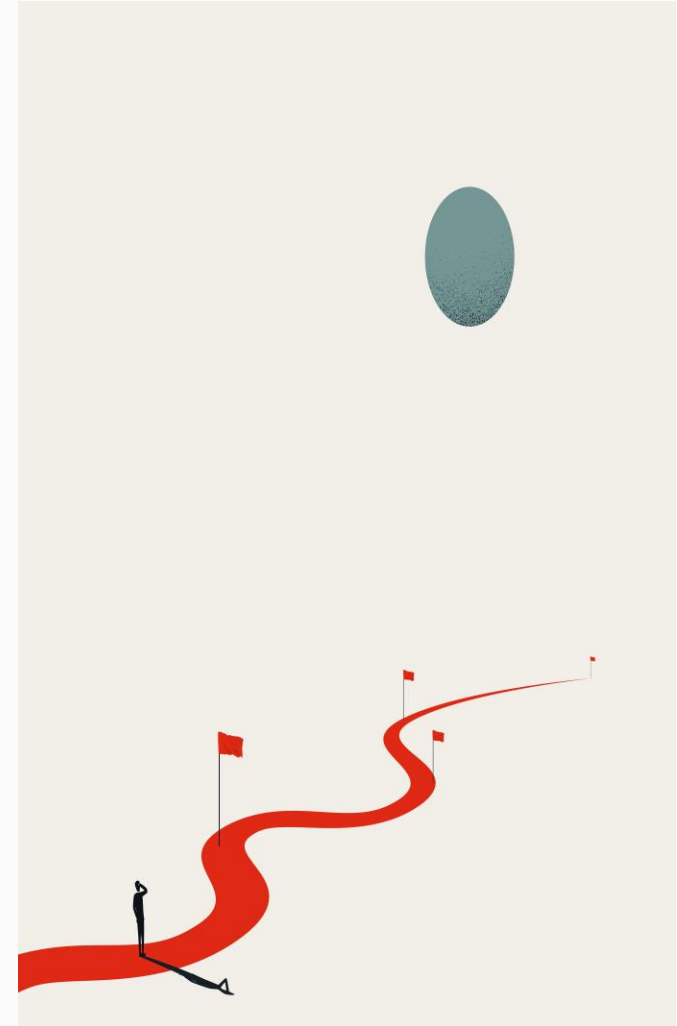
July 22
1:00 PM

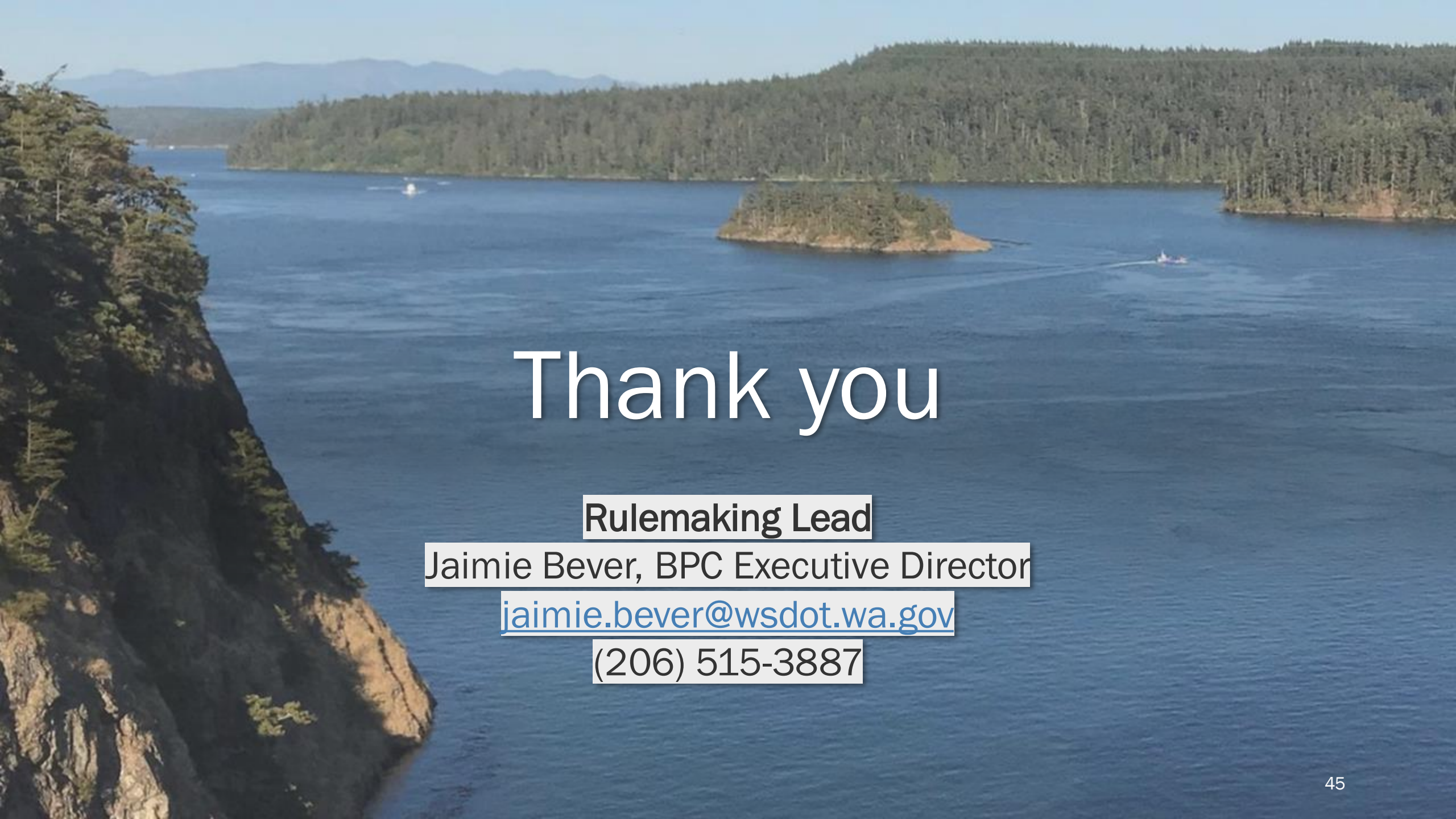
Public
Hearing #3

July 23
6:00 PM

Next Steps

- Concise Explanatory Statement
- Final Regulatory Analysis
- Final Environmental Impact Statement
- Adopt rule by December 31, 2025





Thank you

Rulemaking Lead

Jaimie Bever, BPC Executive Director

jaimie.bever@wsdot.wa.gov

(206) 515-3887



STATE OF WASHINGTON
BOARD OF PILOTAGE COMMISSIONERS

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



THE BPC PILOTAGE QUARTERLY

Announcements



2026 Pilot Exam

Take the Ride of your Life
Become a Washington State Pilot



Find out more about the upcoming 2026 Washington State Marine Pilot Exam at [Become a Pilot!](#)

Are you a Pilot Aspirant?

We have been busy adding more information and resources to our website to help navigate the pathway to pilotage! Visit www.pilotage.wa.gov to learn more!



Tug Escort Rulemaking Proposal and Public Comment Period

On June 11, 2025, the BPC filed proposed rule language which addresses 2019 legislative changes made to [Chapter 88.16 RCW](#) (Pilotage Act) through the passage of Engrossed Substitute House Bill [\(ESHB\) 1578](#). The bill directs the BPC, in consultation with Ecology, to adopt rules regarding tug escorts in Puget Sound by December 31, 2025. The proposed rule is designed to meet best achievable protection (BAP), as defined in [RCW 88.46.010](#), and is informed by other considerations in ESHB 1578.

The proposed rule applies to the following oil carrying tank vessels:

- Tankers between 5,000 and 40,000 deadweight tons (DWT).
- Articulated tug barges (ATBs) and towed waterborne vessels or barges greater than 5,000 DWT.

The proposed rule modifies existing tug escort requirements established in RCW [88.16.190\(2\)\(a\)\(ii\)](#), effective September 1, 2020, and will:

- Expand the tug escort area by approximately 28.9 square miles to include Rosario Strait and connected waterways to the east, extending northwest toward Patos Island (an 11% increase in area).
- Establish minimum horsepower (hp) requirements for tugs escorting these vessels based on the escorted vessel's deadweight tonnage:
 - 2,000 hp for vessels between 5,000 and 18,000 DWT, and
 - 3,000 hp for vessels 18,000 DWT or greater.
- Require tugs escorting these vessels to have a minimum of twin screw propulsion (at least two propellers).
- Require a pre-escort conference between the escort tug and tank vessel to discuss the operational details of the transit.

PUBLIC COMMENT PERIOD: Formal comments on this rulemaking will be accepted in the following ways between 12:00 a.m. on June 11, 2025 and August 1, 2025, at 11:59 p.m.:

- Submitted through Ecology's online comment tool at:
<https://sppr.ecology.commentinput.com?id=HihgcrTsY>
- By mail to Board of Pilotage Commissioners 2901 3rd Avenue, Suite 500 Seattle, WA 98121
- At the public hearings via webinar or in person:
 - July 17 at 10 a.m. – in person 2901 3rd Ave, 1st Floor Agate Conf. Room or [Join the online webinar](#)
 - July 22 at 1 p.m. - [Join the online webinar](#)
 - July 23 at 6 p.m. - [Join the online webinar](#)

Women Offshore Leadership Summit

In May, BPC Executive Director Jaimie Bever traveled to Houston, TX to attend Women Offshore's Leadership Summit.

This event featured presentations and panel discussions regarding navigating recent federal DEI changes, psychological safety, and a closing keynote from Captain Karynn Marchal, Unlimited Master, who offered insights from her vast experience in the maritime industry.

As always, Women Offshore provided an excellent opportunity for networking, sharing, collaboration!

The Women Offshore 2025 Conference will take place on October 9 and 10, 2025 in Houston, TX. Find information about registration at www.WomenOffshore.org.



Sarah Scherer (center) moderates a panel with attorneys Jessie Elizabeth (left) and Melanie Cruthirds (rights) about navigating recent DEI federal changes.

District Snapshots

Puget Sound



Retirements:

There were no retirements in the second quarter of 2025.

License Upgrades to Unlimited:

Captain Pete Velarde
Captain Matt Miller
Congratulations, Captains!

Training Program:

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



From left: Puget Sound Pilot Trainees Captains Boullion, Woodworth, and Wood with Puget Sound Pilot Captain Cassee preparing for a trip outbound from Cherry Point via Haro Strait. Image courtesy of Puget Sound Pilots.



Pilotage Baby Boom!

We wanted to take this opportunity to celebrate the new fathers in the Puget Sound and Grays Harbor Pilotage Districts! It is rare to have so many babies born this close together within the pilot corps. But here we are with 5 newborns in each of the past 5 months!

Congratulations to these Captains and their families!



Captain Trevor Bozina with Thea Kailana born on his birthday February 25, 2025



Captain Eric Michael with Imogen born in March 2025



GH Pilot Trainee Ryan Campbell's newborn Cooper Louis who arrived his first day of training, April 1, 2025.



Captain Billy Sturgell with Rogue Isaiah born May 15, 2025



BPC Commissioner Captain Severin Knutsen with Magnus Sloan born June 9, 2025

Grays Harbor



Training Program:

Currently training is Captain Ryan Campbell



Washington State Board of Pilotage Commissioners
Quarterly Key Performance Indicators Dashboard

12 MONTHS ENDING: Jun 30, 2025

Safety

Rest Rule Exceptions

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

2024 Q3	2024 Q4	2025 Q1	2025 Q2
0.15% 1971 assigns 3 rest exc.	0.46% 1729 assigns 8 rest exc.	0.42% 1664 assigns 7 rest exc.	0.06% 1757 assigns 1 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

2024 Q3	2024 Q4	2025 Q1	2025 Q2
0 79 assigns 0 rest exc.	0 76 assigns 0 rest exc.	0 74 assigns 0 rest exc.	0 68 assigns 0 rest exc.

Unsafe Transfer Arrangements
Resulting in Fall or Injury
KPI target: 0

2024 Q3	2024 Q4	2025 Q1	2025 Q2
1	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

2024 Q3	2024 Q4	2025 Q1	2025 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

2024 Q3	2024 Q4	2025 Q1	2025 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

2024 Q3	2024 Q4	2025 Q1	2025 Q2
NONE	Oct 8	Mar 19	Apr 22 Jun 30
	DEI Steering Committee	DEI Steering Committee	DEI Steering Committee

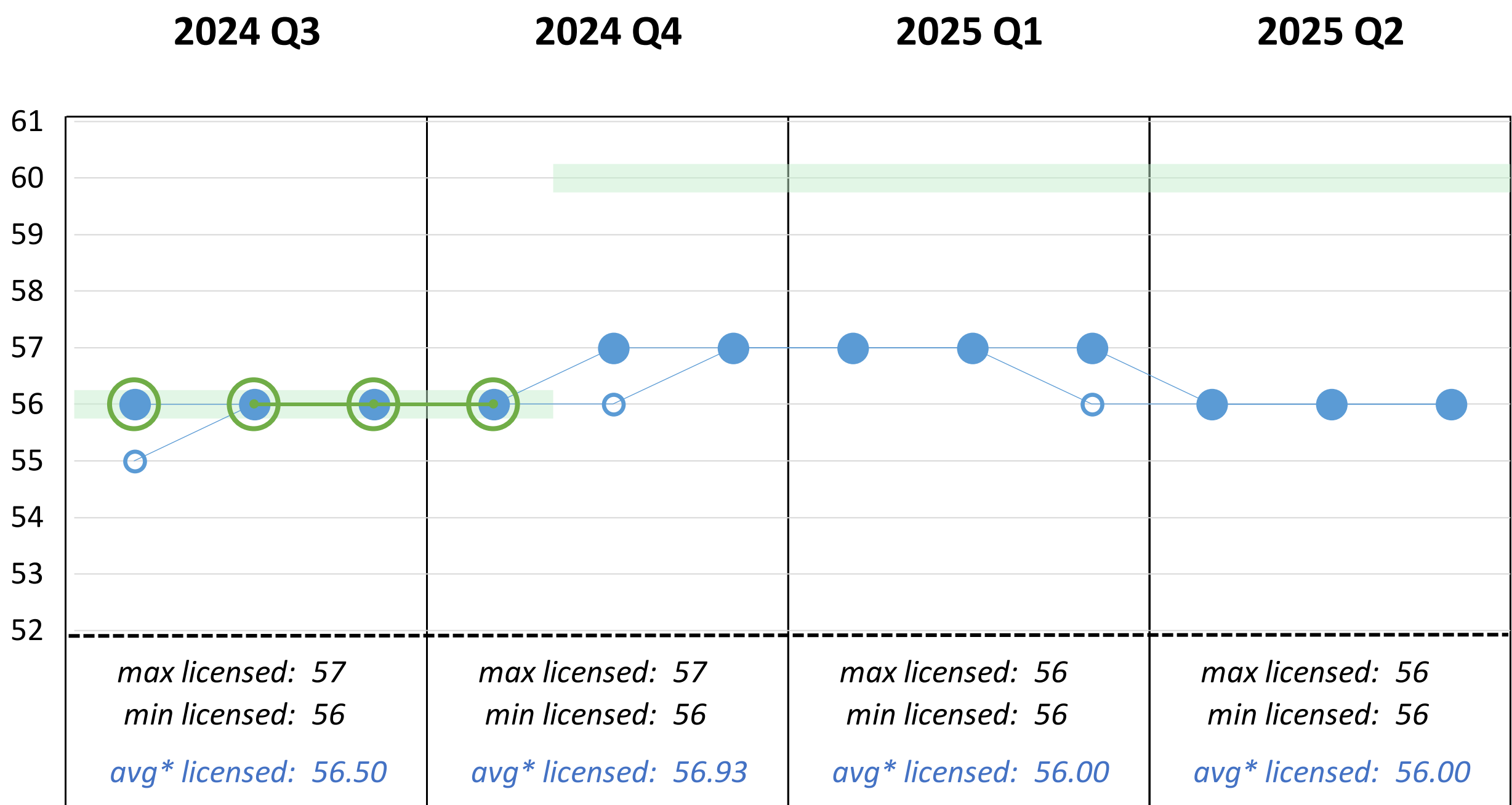
DEI Events Attendance
and/or Sponsorship
(yearly)
KPI target: 3 events per year
or more

	Year	Date	Event	Location	Atten.	Spons.
1	2025	May 21	Women Offshore Maritime Leadership Summit	Houston TX	✓	
2	2025	Jun 4-11	DEI Empowerment Conference	Online	✓	
3						

Pilot Training and Licensing

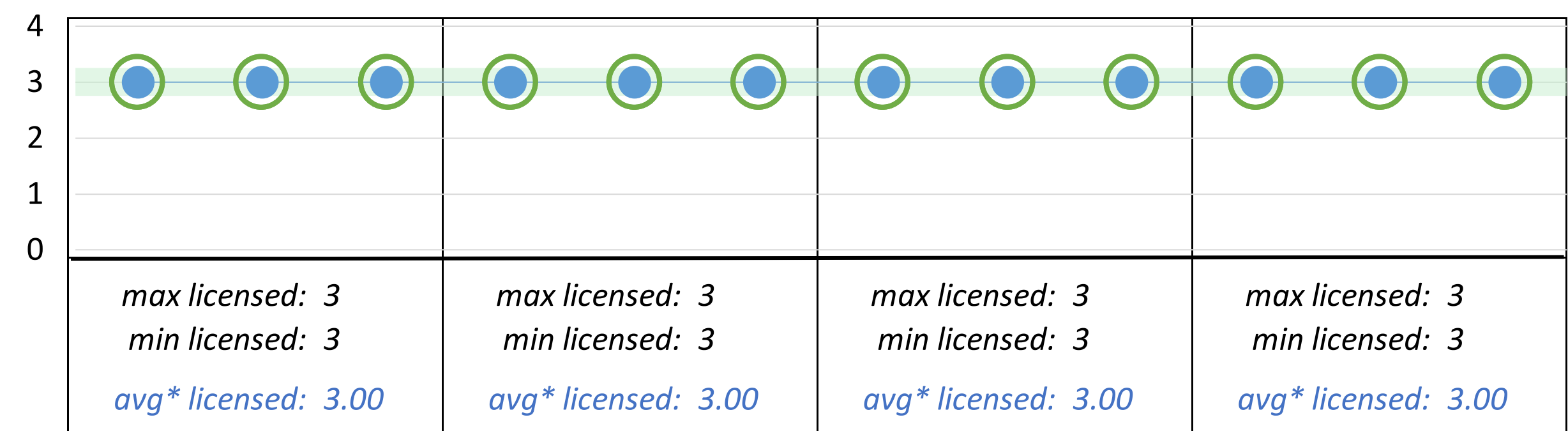
Number of Licensed Pilots

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

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

PUGET SOUND PILOTAGE DISTRICT ACTIVITY REPORT

Jun-2025

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:		626		Cancellations:		11			
Total ship moves:		615		Cont'r:		160		Tanker: 185	
				Genl/Bulk:		71		Other: 199	
Assignments delayed due to unavailable rested pilot:				6		Total delay time:		7.75 hours	
Assignments delayed for efficiency reasons:				8		Total delay time:		12 hours	
Billable delays by customers:				41		Total delay time:		113	
Order time changes by customers:				111					
2 pilot jobs:		34		Reason: PSP GUIDELINES FOR RESTRICTED WATERWAYS					
Day of week & date of highest number of assignments:				Friday, 6/27					35
Day of week & date of lowest number of assignments:				Monday, Tuesday, Wednesday 6/23,6/24,6/25					12
Total number of pilot repositions:		104		Upgrade trips		20		YTD 98	
3 consecutive night assignments:		35		YTD		184			
Callback Days/Comp Days									
Starting Total		Call Backs (+)		Used (-)		Burned (-)		Ending Total	
Licensed 2512		52		53				2511	
Unlicensed									
Total 2512								2511	
On watch assignments		573		Call back assignments		53		CBJ ratio 8.47%	
Pilots Out of Regular Dispatch Rotation (pilot not available for dispatch during "regular" rotation)									
A. Training & Continuing Education Programs									
Start Dt	End Dt	City	Facility	Program Description	Pilot Attendees				
1-Jun	30-Jun			Upgrade Assignments On Duty	GAR(2on*), HAM*, MCN*, STU*				
1-Jun	30-Jun			Upgrade Assignments Off Duty	EKE(4off), HAM(2off), MIE, MOO, SCS(2off), SID(5off)				
					* On Watch	Off Watch	** paired to assign.		
					5	15			
B. Board, Committee & Key Government Meetings (BPC, PSP, USCG, USACE, Port & similar)									
Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees				
1-Jun	1-Jun	Seattle	PSP	Ops Pilot	MYE				
2-Jun	2-Jun	Seattle	PSP	Outreach	MIL, VON*				
2-Jun	2-Jun	Seattle	PSP	Rate Committee	MCG*				
2-Jun	9-Jun	Seattle	PSP	Ops Pilot	KEP(4on*,3off)				
3-Jun	3-Jun	Seattle	PSP	Administrative	BEN*, BOZ, GRK, HAM				
3-Jun	3-Jun	Seattle	PSP	Rate Committee	MCG*, HAM				
3-Jun	3-Jun	Seattle	PSP	Safe Practices	BOU**, STA*				
5-Jun	5-Jun	Seattle	BPC	BPC OTSC	ANT, KNU*				
10-Jun	22-Jun	Seattle	PSP	Ops Pilot	MYE(1on**, 8on*, 4off)				
10-Jun	10-Jun	Seattle	PSP	Outreach	BEN*, SOR*, NIN				
11-Jun	11-Jun	Seattle	PSP	Ladder Safety	HAM*				

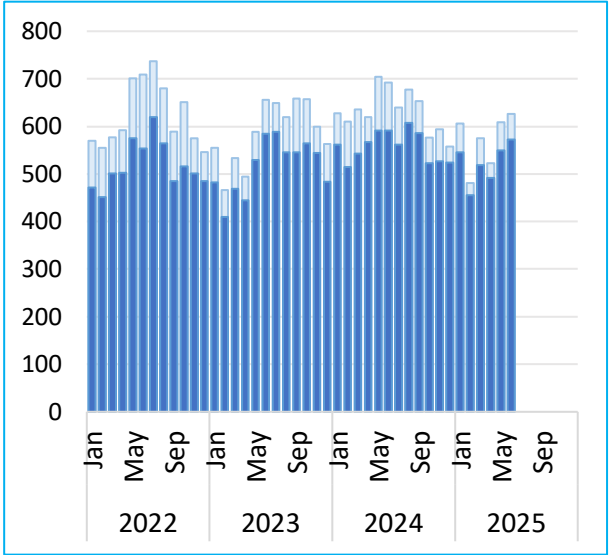
Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees			
11-Jun	14-Jun	Seattle	PSP	Rate Committee	MCG(4off)			
12-Jun	12-Jun	Seattle	PSP	Administrative	GRK, HAM*			
16-Jun	17-Jun	Seattle	PSP	Rate Committee	MCG(2on*)			
18-Jun	18-Jun	Seattle	PSP	Administrative	JEN**, MCG**			
19-Jun	19-Jun	Seattle	PSP	General Membership	GRK*			
19-Jun	19-Jun	Seattle	PSP	BOD	GRK*, HAM*, KEP*, MCG*, MIL*, MYE*			
20-Jun	20-Jun	Seattle	PSP	Outreach	VON**			
23-Jun	24-Jun	Seattle	PSP	Rate Committee	MCG(2on*)			
23-Jun	30-Jun	Seattle	PSP	Ops Pilot	MIL(8off)			
24-Jun	29-Jun	Seattle	PSP	President	GRK(6on*)			
25-Jun	25-Jun	Seattle	BPC	TEC	ANT*, BOZ, KNU*			
25-Jun	25-Jun	Seattle	BPC	BPC Prep	ANT*, HAM, KNU*			
26-Jun	26-Jun	Seattle	BPC	BPC	ANT*, HAM, KNU*			
26-Jun	26-Jun	Seattle	PSP	WRAS-Whale Alert	KAL			
30-Jun	30-Jun	Seattle	PSP	Rate Committee	MCG*			
					* On Watch	Off Watch	** paired to assign.	
					46	32	5	
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	HUP					
Trailing 12 months revenue assignments								
7,119								
Call back job ratio during the last 12 months (July 2024-June 2025) 9.13%								

Puget Sound District
Activity Report Dashboard
2025 June

Licensed Pilots
Including President
56

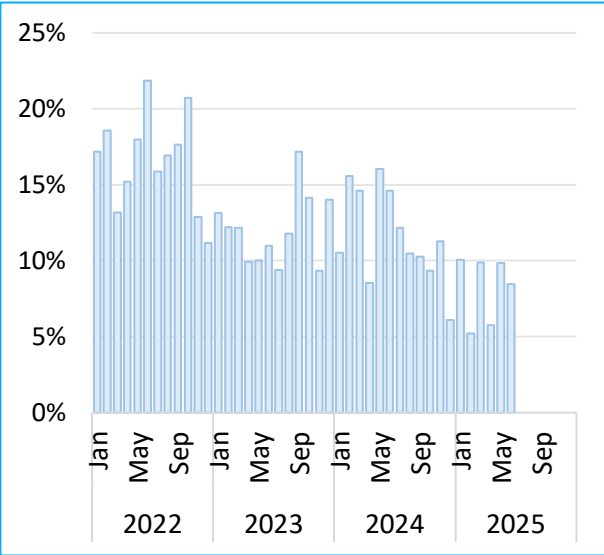
PS District
Trainees
8

Monthly Total
Assignment Count
626

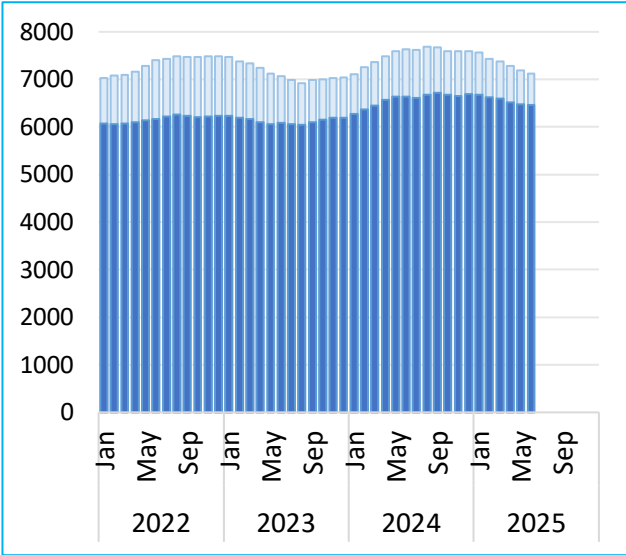


573 On-Watch (dk blue), 53 Off-Watch (lt blue)

Monthly Off-Watch
Assignment Percentage
8.5%

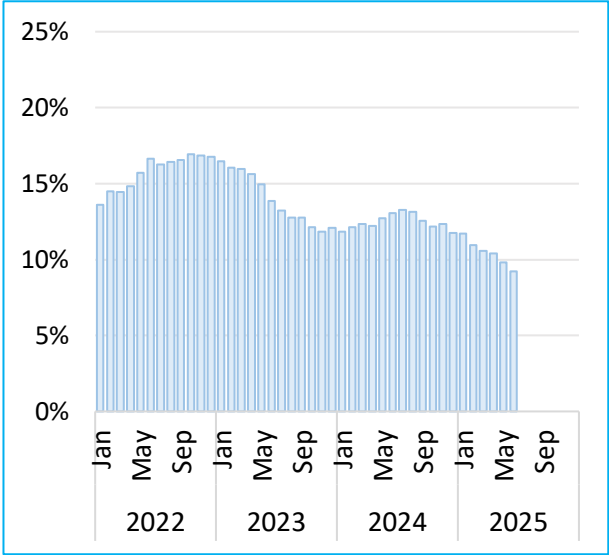


Trailing 12 Total
Assignment Count
7118



6462 On-Watch (dk blue), 656 Off-Watch (lt blue)

Trailing 12 Off-Watch
Assignment Percentage
9.2%



Licensed Pilots w/o Pres 55
Pilots NFFD whole month 1
Available Pilots 54

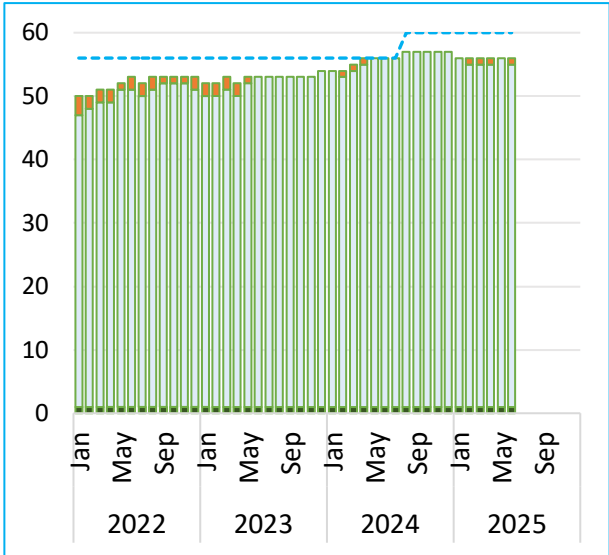
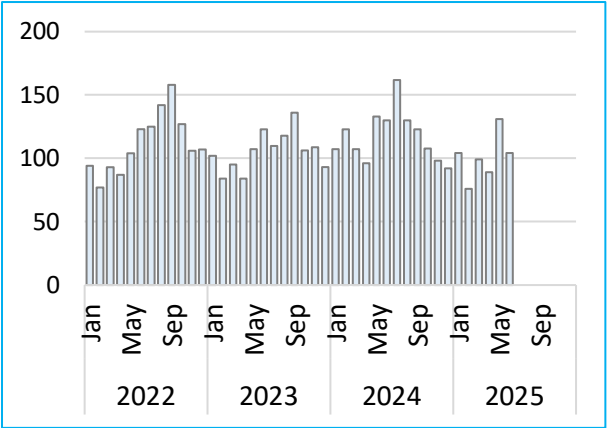
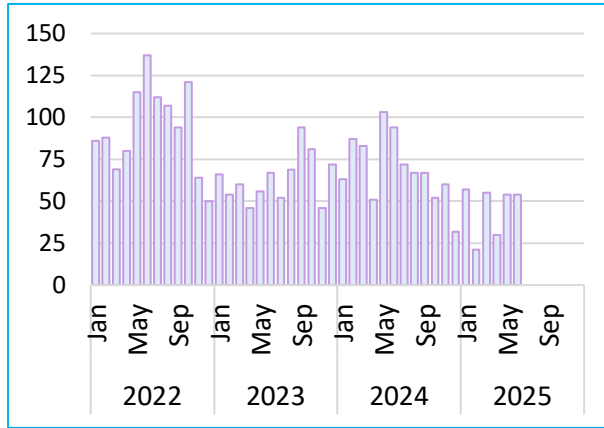


chart also includes president (1 pilot)

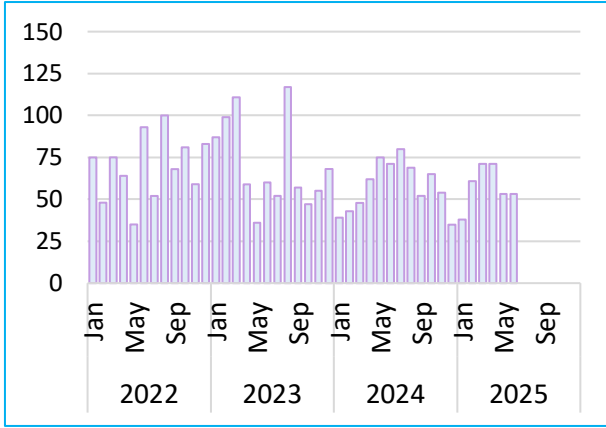
Repositions
104



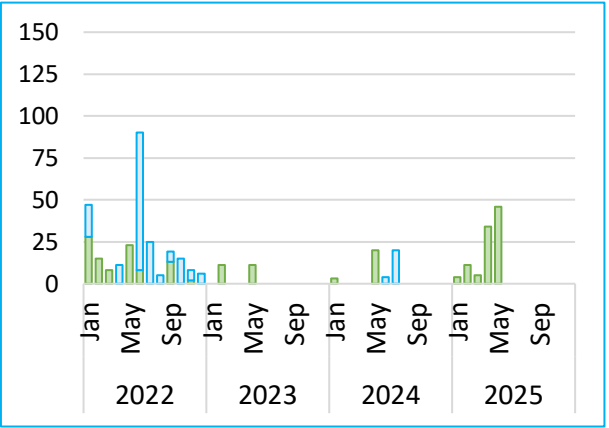
Comp Days Earned
(Callbacks)
54



Comp Days Used
(Licensed Pilots)
53

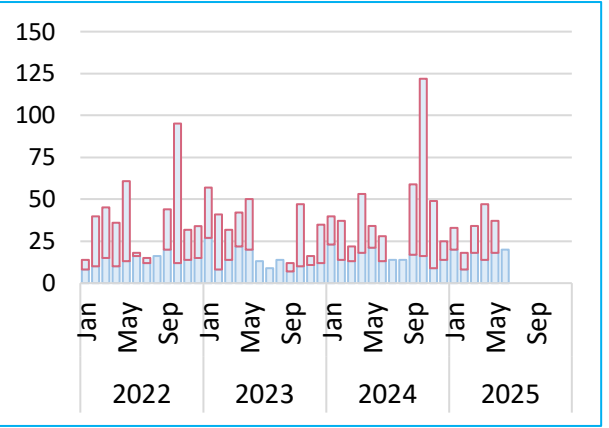


COVID Days* 0
NFFD Days* 0



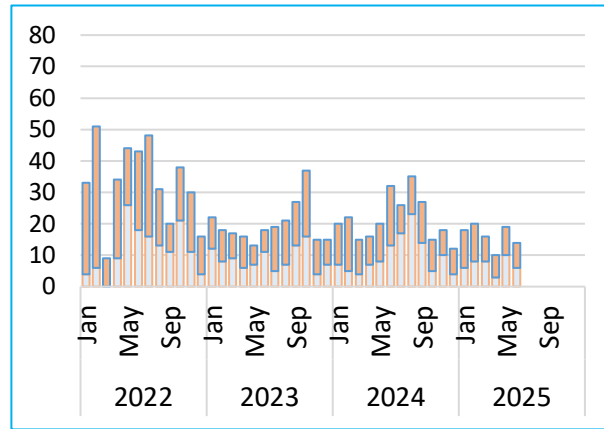
count of NFFD & Covid days if
pilot(s) not NFFD whole month

Training Days 0
Upgrade Trips 20



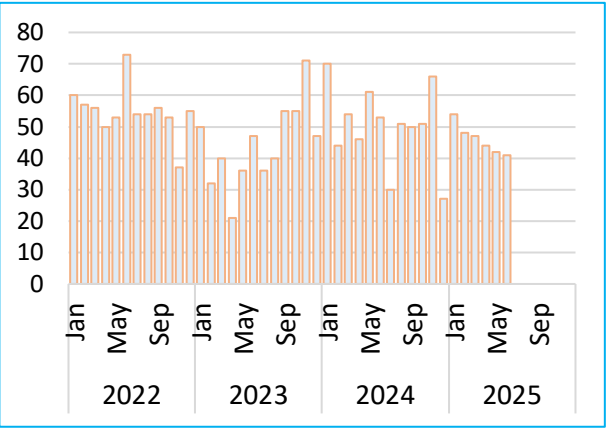
training days (red) stacked
on upgrade trips (blue)

Pilot Delays (Count)
combined total
14

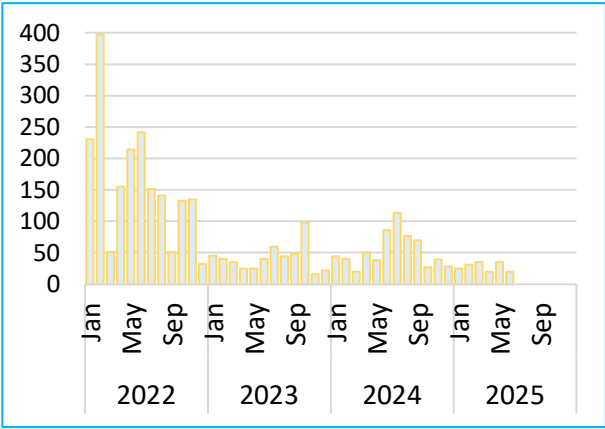


efficiency delay counts stacked on top
of pilot shortage delay counts on bottom

Billable Delays (Count)
by Customers
41

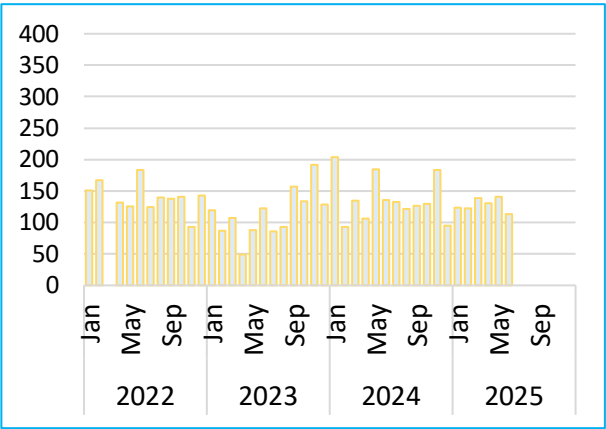


Pilot Delay Hours
(Pilot Shortage & Efficiency)
19.75 hrs

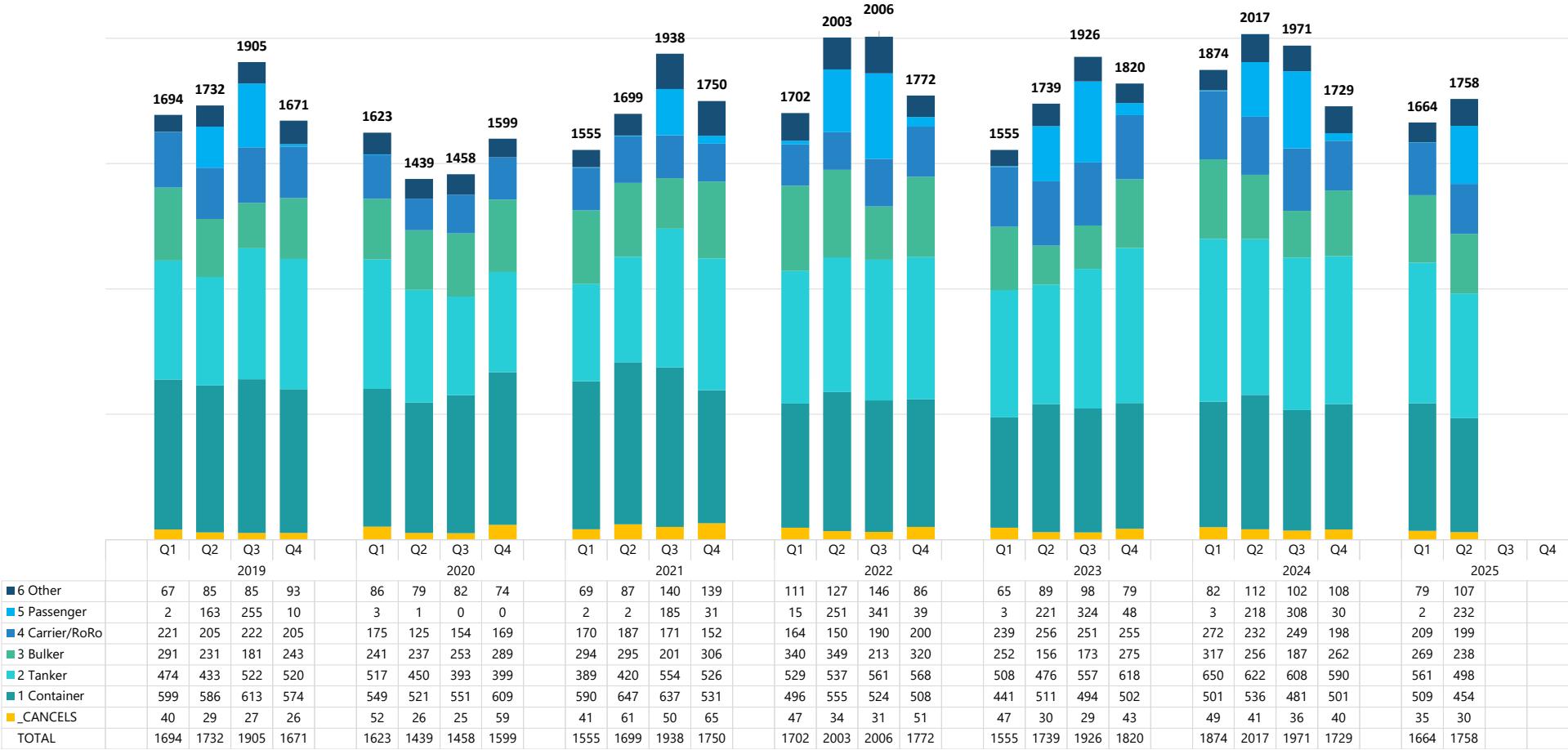


total pilot delay hours (not separated into
efficiency & pilot shortage components)

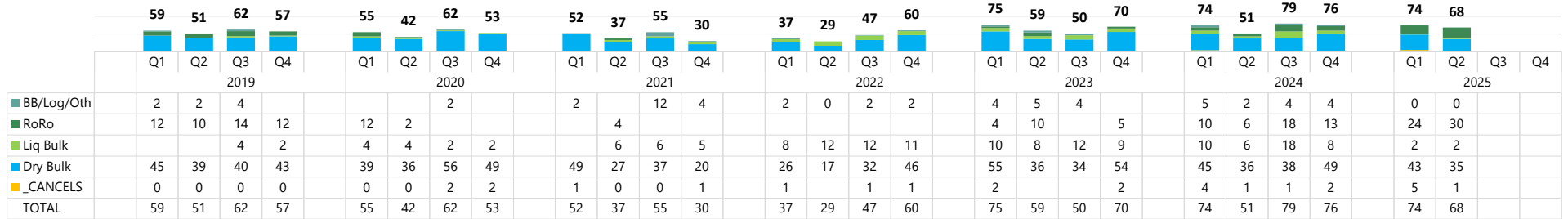
Billable Delay Hours
by Customers
113 hrs



Puget Sound Pilotage District Assignments 2019-2025
quarterly, by vessel type, including cancellations



Grays Harbor Pilotage District Assignments 2019-2025
quarterly, by vessel type, including cancellations



Port of Grays Harbor

Pilotage Report

July 17, 2025

Pilotage Activity

There were a total of 8 arrivals in June of 2025 (5 dry bulkers and 3 RoRo). This equated to 21 jobs. Year to date there have been 55 vessels and a total of 141 jobs

The July schedule is steady with 8 arrivals scheduled so far: 4 dry bulkers, 1 liquid bulker and 3 RoRo's.

2026 Agency Request Legislation

RCW 88.16.190 *Oil Tankers – Restricted waters - Requirements*

Background: Working through the deliverables of 2019 Legislation ESHB 1578 *Reducing the threats to southern resident killer whales by improving the safety of oil transportation* (The Act), the Board of Pilotage Commissioners, with support from the Department of Ecology, adopted tug escort operational requirements for oil tankers, Articulated Tug Barges (ATBs), and towed oil barges between 5,000 and 40,000 *deadweight tons. The findings, to be adopted and codified by December 31, 2025, indicated that the current statutory requirement for tug escorts on tankers 40,000 – 60,000 deadweight tons was not sufficient and did not match industry standards or best practices.

Findings: Using “aggregate shaft horsepower equivalent to at least 5% the deadweight tons of the escorted vessel” as required per RCW 88.16.190(2)(a)(i):

DWT	HORSEPOWER	SOURCE
5,000	2,000	Rulemaking
10,000	2,000	Rulemaking
15,000	2,000	Rulemaking
20,000	2,000	Rulemaking
25,000	2,000	Rulemaking
30,000	3,000	Rulemaking
35,000	3,000	Rulemaking
40,000	2,000	RCW
45,000	2,250	RCW
50,000	2,500	RCW
55,000	2,750	RCW
60,000	3,000	RCW

* *Deadweight tonnage (DWT): The carrying capacity of a vessel in tons; the difference between the light and loaded displacement (weight of the ship itself vs. ship plus cargo, fuel, stores, and water).*

Stakeholder Work:

NAME	AFFILIATION	RESPONSE
Captain Blair Bouma	BPC Oil Transportation Safety Committee representing Puget Sound Pilots	5%, the bottom end of the 40,000 is the 2,000-horsepower requirement. However, they have not used a tug with less than 4,700 horsepower. 2,000 would be adequate for an ATB or towed barge, but not for a tanker. Suggested adjusting the floor, if possible, up to 3,000 horsepower, would be more effective. (OTSC 6/4/2024)

		After conversations with other pilots and subject matter experts, suggest the recommendation set the minimum horsepower at 3,000. On the small size vessels, a 2,000 could be adequate, but a 3,000-horsepower tug will be bigger and have better capabilities in general. Regarding the discrepancy with the 40,000 and over, suggest making a note of it and recommend that it be addressed separately. (OTSC 6/18/2024)
Fred Felleman	BPC Oil Transportation Safety Committee representing Friends of the Earth	Appreciate the idea of setting a floor and suggested simulations/drills to test (OTSC 6/4/2024)
Blair Bouma Antonion Machado Jeff Slesinger Clyde Halstead Fred Felleman Jason Hamilton	OTSC – PSP OTSC – WSPA OTSC – Tug Industry OTSC – Tribal Gov OTSC – Env OTSC - BPC	Vote to recommend minimum 3,000 horsepower for 40k – 60k DWT (OTSC 6/18/2024)

Key Points:

- There is already an industry standard and best practice to use at least 3,000 HP tugs for escorting the larger vessels. The standard is enforced by the pilots that are required to be on those vessels by law.
- This is a technical fix only based on extensive research conducted as a part of the Tug Escort Rulemaking process.
- The impact to industry, the environment, etc. is negligible because this is already in practice.

Proposed Language: RCW 88.16.190 Oil tankers-Restricted waters-Requirements

(2)(a)(i) An oil tanker of forty to one hundred twenty-five thousand deadweight tons may operate in the waters east of a line extending from Discovery Island light south to New Dungeness light and all points in the Puget Sound area, including but not limited to the San Juan Islands and connected waterways and the waters south of Admiralty Inlet, to the extent that these waters are within the territorial boundaries of Washington, only if the oil tanker is under the escort of a tug or tugs that have an aggregate shaft horsepower of at least three thousand or equivalent to at least five percent of the deadweight tons of the escorted oil tanker, whichever is greater.

Timeline:

Date (subject to change)	Activity	Status
June 26, 2025	BPC Regular Public Meeting – Briefing to BPC regarding rule/statute discrepancy and Agency Request Legislation (ARL) option	Complete
July 14, 2025	Secure BPC AAG review of draft language	Pending
July 17, 2025	BPC Regular Public Meeting – Board to review and approve moving forward with ARL	Pending
July-August 2025	Secure any additional stakeholder support	Pending
September 2025 (early)	Submit ARL to State (OFM) System for approval	Pending
September – December 2025	Secure bill sponsor(s)	Pending
January 12, 2026	Legislative Session Begins	Pending