

PUGET SOUND PILOTAGE DISTRICT ACTIVITY REPORT PAGE 1

Oct-2025

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

Activity

Total pilotage assignments:	566	Cancellations:		10					
Total ship moves:	556	Cont'r:	155	Tanker:	198	Genl/Bulk:	99	Other:	104
Assignments delayed due to unavailable rested pi	11				Total delay time:		30.5	hours	
Assignments delayed for efficiency reasons:	7				Total delay time:		19.25	hours	
Billable delays by customers:	42				Total delay time:		101		
Order time changes by customers:	120								
2 pilot jobs:	28	Reason: PSP GUIDELINES FOR RESTRICTED WATERWAYS							
Day of week & date of highest number of assignm	FRI, 10/3 and FRI 10/31						30		
Day of week & date of lowest number of assignm	FRI, 10/24						12		
Total number of pilot repositic	97	Upgrade trips	9	YTD	133				
3 consecutive night assignmen	33	YTD	337						

Callback Days/Comp Days

	Starting Total	Call Backs (+)	Used (-)	Burned (-)	Ending Total
Licensed	2509	61	65		2505
Unlicensed					
Total	2509				2505

On watch assignments	502	Call back assignments	64	CBJ ratio	11.31%
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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			
1-Oct	5-Oct	Lyon, FR	Port Reve	Manned Model	KNU(5off), MCN(5on*)			
1-Oct	1-Oct	Seattle	PMI	LCV	COL, GAR, MOO			
10-Oct	19-Oct	Lyon, FR	Port Reve	Manned Model	HAM(4on*, 6off), SID(6on*,4off)			
27-Oct	28-Oct	Seattle	PMI	ULCV	BOU, KNU(2on*), MCN(1on*,1off), SCR*			
29-Oct	29-Oct	Seattle	PSP	ENAV	FLE, MEL, MIJ*, NIN, SEA, SID, VON			
30-Oct	30-Oct	Seattle	PSP	ENAV	COL, HUP, RID, ROU,			
1-Oct	31-Oct			Upgrade Assignments On Duty	CAS*, MCN*, STA(2on*)			
1-Oct	31-Oct			Upgrade Assignments Off Duty	CAS(4off), MOO			
					* On Watch	Off Watch	** paired to assign.	
					24	35		

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

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees
1-Oct	2-Oct	Seattle	PSP	PB & PS chair Deck Hand Interv	JEN(2off), ROU(1on*, 1off)
1-Oct	3-Oct	Seattle	PSP	Ops Pilot	HAM(3on*)

4-Oct	6-Oct	Seattle	PSP	Ops Pilot	GRK(3off)
4-Oct	4-Oct	Seattle	PSP	Outreach	COL**, HUP, THG
7-Oct	11-Oct	Houston	PSP	Outreach, Conference	BOZ(3on*, 2off), NIN(5on*)
7-Oct	12-Oct	Seattle	PSP	Ops Pilot	KEP(4on*, 2paired**)
8-Oct	8-Oct	Seattle	PSP	Leave policy working group	CAW, COR, FLE*, MIE, MYE*
9-Oct	9-Oct	Seattle	PSP	Transportation Committee	BOS, KLA*, MCN*, MYE, RID
9-Oct	9-Oct	Seattle	psp	Safe Practices	COL**
9-Sep	9-Sep	Seattle	PSP	Website development	BOZ*, HAM*, GRK**
13-Sep	21-Oct	Seattle	PSP	Ops Pilot	GRK(9on*)
13-Oct	14-Oct	Seattle	BPC	TEC, Simulator	ANT(2off), KNU(2off)
15-Oct	15-Oct	Seattle	BPC	TEC	BOZ*, KNU
15-Oct	15-Oct	Seattle	PSP	Administrative	GRK*, ROU

pg 2, B. Board, Committee & Key Government Meetings (BPC, PSP, USCG, USACE, Port & similar)

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees
15-Oct	15-Oct	Seattle	BPC	BPC Prep	ANT, KNU
16-Oct	16-Oct	Seattle	BPC	BPC	ANT, KNU
17-Oct	17-Oct	Port Angel	PSP	Safety	MYE*
20-Oct	20-Oct	Seattle	PSP	Rate committee	GRK*, KLA, KNU, MCG
22-Oct	22-Oct	Bremerton	PSP	Outreach	BOZ*
22-Oct	26-Oct	Seattle	PSP	Ops Pilot	KEP(5off)
24-Oct	26-Oct	Seattle	PSP	Rate committee	MCG(3on*)
24-Oct	24-Oct	Seattle	PSP	Safe Practices	BOU, COL, JEN, MOO*, SEM
24-Oct	24-Oct	Seattle	PSP	BOD Agenda prep	GRK
27-Oct	27-Oct	Lacey	PSP	Rate committee	KLA*, MCG*
27-Oct	27-Oct	Seattle	PSP	Tariff	KLA*
27-Oct	27-Oct	Seattle	BPC	Exam Prep	BEN*
27-Oct	31-Oct	Seattle	PSP	Ops Pilot	MYE(4on*, 1paired**)
28-Oct	28-Oct	Seattle	PSP	Outreach	HAM
29-Oct	29-Oct	Seattle	PSP	Outreach	HAM, MYE*
30-Oct	30-Oct	Seattle	PSP	BOD	GRK, HAM, KEP, MCG*, MIJ*, MIL, MYE*, WO
30-Oct	30-Oct	Auburn	PSP	Outreach	NIN
30-Oct	30-Oct	Grays Harb	BPC	Incident Investigation	ANT*
					<div>* On Watch</div> <div>paired to assign.</div>
Safety/Regulatory		Outreach	Admin		<div>53</div> <div>47</div> <div>6</div>

PUGET SOUND PILOTAGE DISTRICT ACTIVITY REPORT PAGE 2

C. Other (i.e. injury, not-fit-for-duty status, COVID risk)

Start Dt	End Dt	REASON	PILOT
1-Oct	31-Oct	NFFD	MAM

Trailing 12 months revenue assignments

7,082

Call back job ratio during the last 12 months (November 2024-October 2025) 9.41 %

Puget Sound District Activity Report Dashboard

2025 October

Licensed Pilots
Including President

56

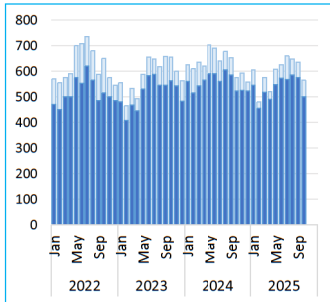
Capt Soriano retired. Capt Wood was licensed.
Number of licensed pilots remains 56.

PS District
Trainees

9

Monthly Total
Assignment Count

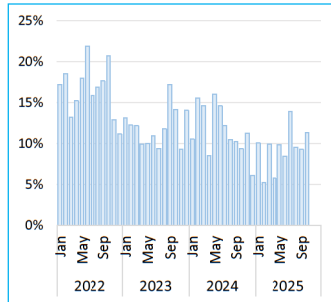
566



502 On-Watch (dk blue), 64 Off-Watch (lt blue)

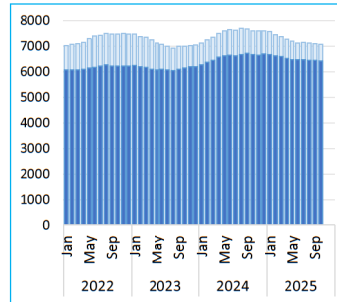
Monthly Off-Watch
Assignment Percentage

11.3%



Trailing 12 Total
Assignment Count

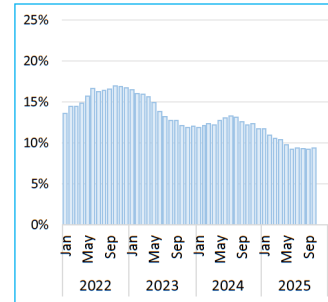
7082



6418 On-Watch (dk blue), 664 Off-Watch (lt blue)

Trailing 12 Off-Watch
Assignment Percentage

9.4%



Licensed Pilots w/o Pres 55

Pilots NFFD whole month 1

Available Pilots 54

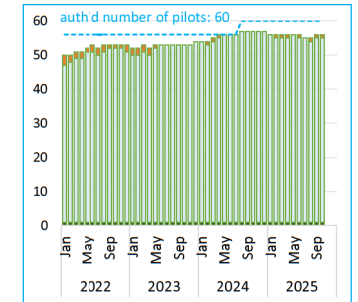
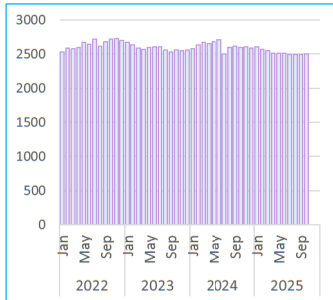


chart also includes president (1 pilot)

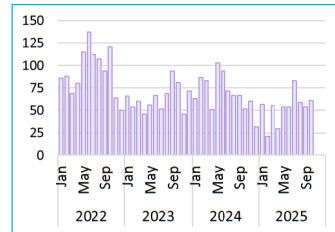
Total Comp Days
All Licensed Pilots

2505



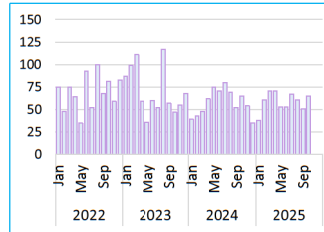
Comp Days Earned
(Callbacks)

61



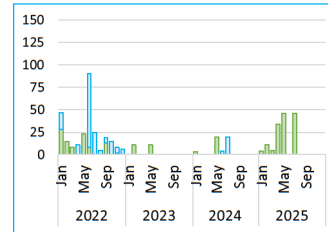
Comp Days Used
(Licensed Pilots)

65



COVID Days* 0

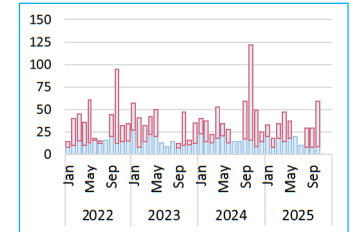
NFFD Days* 0



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

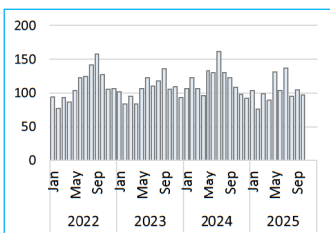
Training Days 50

Upgrade Trips 9



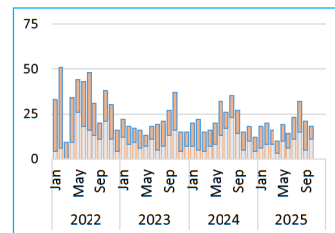
training days (red) stacked
cn upgrade trips (blue)

Repositions
97



Pilot Delays (Count)
combined total

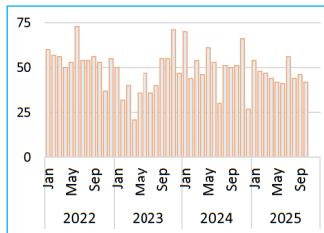
18



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

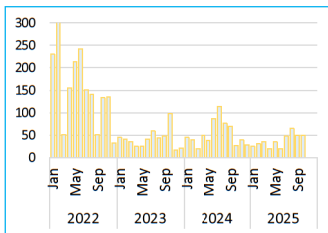
Billable Delays (Count)
by Customers

42



Pilot Delay Hours
(Pilot Shortage & Efficiency)

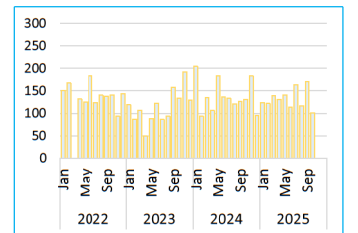
49.75 hrs



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

Billable Delay Hours
by Customers

101 hrs



Port of Grays Harbor

Pilotage Report

October 16, 2025

Pilotage Activity

There were a total of 9 arrivals in October of 2025 (6 dry bulkers, 1 liquid bulker and 2 RoRo's). This equated to 24 jobs. Year to date there have been 89 vessel arrivals for a total of 229 jobs.

Terminal 4 Expansion & Redevelopment

The Port's contractor completed paving and installation of new fender panels at A Berth. Ship Captains have already noticed a difference when docking at A Berth. The remaining panels and paving of B Berth will happen later this month.

Terminal Maintenance Dredging

An authorization to call for bids was approved by Port commission during the regular October meeting. Bid documents and our typical permit plan set were advertised to the public on October 27th. Bids are due for this one round of terminal maintenance dredging on November 18th, with a planned award in December. Terminals 1, 2 and 4 will be dredged in February, and we will continue to get pricing on Terminal 3, even though there is no need for dredging this winter round.

Our new Director of Planning & Engineering, Kris Koski, is already working with the Port's consultant, Moffatt & Nichol, to develop the schedule and budget for renewing the Port's dredging permits which will expire in June 2028. The process takes approximately 2.5 years. Port staff and pilots met on 11/4 to begin evaluating dredging needs for the next 10 years. The next major step is a Commission request to proceed with consultant services for the permitting effort.



PROPOSED RULE MAKING

CR-102 (June 2024) (Implements RCW 34.05.320) Do NOT use for expedited rule making

CODE REVISER USE ONLY

Agency: Board of Pilotage Commissioners

- ☐ **Original Notice**
☐ **Supplemental Notice to WSR** _____
☐ **Continuance of WSR** _____

- ☒ **Preproposal Statement of Inquiry was filed as WSR 25-18-097 ; or**
☐ **Expedited Rule Making--Proposed notice was filed as WSR** _____; or
☐ **Proposal is exempt under RCW 34.05.310(4) or 34.05.330(1); or**
☐ **Proposal is exempt under RCW** _____.

Title of rule and other identifying information: (describe subject) WAC 363-116-083 Written Examination protest and appeal procedures; 363-116-084 Simulator evaluation protest and appeal procedures

Hearing location(s):

Date:	Time:	Location: (be specific)	Comment:
January 15, 2026	10:00am	2901 3 rd Avenue, 1 st Floor Agate Seattle, WA 98121	And via MS Teams

Date of intended adoption: January 15, 2026 (Note: This is **NOT** the **effective** date)

Submit written comments to:

Name Jaimie C. Bever
Address 2901 3rd Avenue, Suite 500, Seattle, WA 98121
Email Jaimie.Bever@wsdot.wa.gov
Fax
Other
Beginning (date and time) November 24, 2025
By (date and time) January 7, 2026

Assistance for persons with disabilities:

Contact Jolene Hamel
Phone 206-515-3904
Fax
TTY
Email Jolene.Hamel@wsdot.wa.gov
Other
By (date) January 7, 2026

Purpose of the proposal and its anticipated effects, including any changes in existing rules: In preparation for the 2026 Washington State Marine Pilot Exam, the BPC is updating the WACs concerning the appeal and protest process for both the written exam and simulator evaluation to reflect updated practices developed during the 2024 exam process.

Reasons supporting proposal: The proposed changes will clarify and simplify the protest and appeals process for pilot applicants, the exam consultants, and the BPC. They will also align with the current psychometrically validated pilot exam process.

Statutory authority for adoption: Chapter 88.16 RCW, Pilotage Act

Statute being implemented: Chapter 88.16 RCW, Pilotage Act

Is rule necessary because of a:

- | | | |
|-------------------------|------------------------------|--|
| Federal Law? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| Federal Court Decision? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| State Court Decision? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |

If yes, CITATION:

Agency comments or recommendations, if any, as to statutory language, implementation, enforcement, and fiscal matters:

Both the BPC Pilot Exam Committee (PEC) and the BPC's exam psychometrician have recommended these changes to accurately reflect the protest and appeal process that corresponds to the psychometric validation of the current pilot exam process. The changes were also reviewed by the BPC's Assistant Attorney General.

Name of proponent: (person or organization) Board of Pilotage Commissioners

Type of proponent: ☐ Private. ☐ Public. ☒ Governmental.

Name of agency personnel responsible for:

	Name	Office Location	Phone
Drafting	Jaimie C. Bever	Seattle, WA	206-515-3887
Implementation Commissioners	Board of Pilotage	Seattle, WA	206-515-3904
Enforcement Commissioners	Board of Pilotage	Seattle, WA	206-515-3904

Is a school district fiscal impact statement required under [RCW 28A.305.135](#)?

☐ Yes ☒ No

If yes, insert statement here:

The public may obtain a copy of the school district fiscal impact statement by contacting:

Name
Address
Phone
Fax
TTY
Email
Other

Is a cost-benefit analysis required under [RCW 34.05.328](#)?

☐ Yes: A preliminary cost-benefit analysis may be obtained by contacting:

Name
Address
Phone
Fax
TTY
Email
Other

☒ No: Please explain: The BPC is not a listed agency in RCW 34.05.328(5)(a)(i)

Regulatory Fairness Act and Small Business Economic Impact Statement

Note: The [Governor's Office for Regulatory Innovation and Assistance \(ORIA\)](#) provides support in completing this part.

(1) Identification of exemptions:

This rule proposal, or portions of the proposal, **may be exempt** from requirements of the Regulatory Fairness Act (see [chapter 19.85 RCW](#)). For additional information on exemptions, consult the [exemption guide published by ORIA](#). Please check the box for any applicable exemption(s):

☐ This rule proposal, or portions of the proposal, is exempt under [RCW 19.85.061](#) because this rule making is being adopted solely to conform and/or comply with federal statute or regulations. Please cite the specific federal statute or regulation this rule is being adopted to conform or comply with, and describe the consequences to the state if the rule is not adopted.

Citation and description:

☐ This rule proposal, or portions of the proposal, is exempt because the agency has completed the pilot rule process defined by [RCW 34.05.313](#) before filing the notice of this proposed rule.

☐ This rule proposal, or portions of the proposal, is exempt under the provisions of [RCW 15.65.570](#)(2) because it was adopted by a referendum.

☒ This rule proposal, or portions of the proposal, is exempt under [RCW 19.85.025](#)(3). Check all that apply:

- | | |
|---|--|
| <input type="checkbox"/> RCW 34.05.310 (4)(b)
(Internal government operations) | <input checked="" type="checkbox"/> RCW 34.05.310 (4)(e)
(Dictated by statute) |
| <input type="checkbox"/> RCW 34.05.310 (4)(c)
(Incorporation by reference) | <input type="checkbox"/> RCW 34.05.310 (4)(f)
(Set or adjust fees) |
| <input type="checkbox"/> RCW 34.05.310 (4)(d)
(Correct or clarify language) | <input type="checkbox"/> RCW 34.05.310 (4)(g)
((i) Relating to agency hearings; or (ii) process requirements for applying to an agency for a license or permit) |

☐ This rule proposal, or portions of the proposal, is exempt under [RCW 19.85.025](#)(4). (Does not affect small businesses).

☐ This rule proposal, or portions of the proposal, is exempt under RCW ____.

Explanation of how the above exemption(s) applies to the proposed rule:

(2) Scope of exemptions: *Check one.*

- ☒ The rule proposal: Is fully exempt. (*Skip section 3.*) Exemptions identified above apply to all portions of the rule proposal.
- ☐ The rule proposal: Is partially exempt. (*Complete section 3.*) The exemptions identified above apply to portions of the rule proposal, but less than the entire rule proposal. Provide details here (consider using [this template from ORIA](#)):
- ☐ The rule proposal: Is not exempt. (*Complete section 3.*) No exemptions were identified above.

(3) Small business economic impact statement: *Complete this section if any portion is not exempt.*

If any portion of the proposed rule is **not exempt**, does it impose more-than-minor costs (as defined by RCW 19.85.020(2)) on businesses?

- ☐ No Briefly summarize the agency's minor cost analysis and how the agency determined the proposed rule did not impose more-than-minor costs. _____
- ☐ Yes Calculations show the rule proposal likely imposes more-than-minor cost to businesses and a small business economic impact statement is required. Insert the required small business economic impact statement here:

The public may obtain a copy of the small business economic impact statement or the detailed cost calculations by contacting:

Name
Address
Phone
Fax
TTY
Email
Other

Date: November 21, 2025

Name: Jaimie C. Bever

Title: Executive Director

Signature:

Place signature here

WAC 363-116-083 Written examination protest and appeal procedures. (1) Pilot applicants who take a written examination as provided in this chapter shall provide the board with an email address to be used for notification of ~~((his/her))~~ their written examination results. ~~((Such address shall be a place at which mail is delivered. In addition, a pilot applicant may provide the board with other means of contact such as telephone numbers and/or email addresses.))~~ It will be the responsibility of the pilot applicant to ensure that the board has a current ~~((mailing address)),~~ working email address for them at all times, as outlined in the applicant agreement section of the exam application submitted to the board. ~~((The mailing address will be considered the primary means of notice by the board. If the pilot applicant cannot personally receive mail at the address provided to the board for any period of time, another person may be designated in writing and notarized to the board as having power of attorney specifically to act on the pilot applicant's behalf regarding such notice.))~~ Notice delivered to the email address provided by the pilot applicant will be considered received by the pilot applicant for the purpose of "receipt of notification of the written examination results" as provided in subsection (2) of this section.

(2) A pilot applicant who ~~((takes))~~ fails either a written examination as provided in WAC 363-116-076 or a written local knowledge examination as provided in WAC 363-116-078 that cannot be retaken may submit ~~((a written protest regarding any such examination))~~ an appeal for review by the board and/or a committee designated by the board and/or by a firm under contract with the board for development and grading of the written examination. The standard ~~((of review))~~ for reviewing the written examination ~~((protests))~~ appeals submitted by a pilot applicant is that the written examination score will not be set aside unless the pilot applicant proves that the ~~((challenged))~~ failing score was the result of fraud, coercion, arbitrariness, or manifest unfairness. If it finds that reasonable cause exists to question a written examination ~~((grade))~~ score, the board may allow a pilot applicant ~~((protesting his/her))~~ appealing their individual written examination results to ~~((enter))~~ participate in the simulator evaluation. If the pilot applicant chooses to enter the simulator evaluation before the pilot applicant receives notification of the result of the review of ~~((his/her Protest))~~ their Appeal Form, the pilot applicant shall be at all times responsible for the charge to enter the simulator evaluation. No pilot applicant approved by the board for entry into the simulator evaluation shall be disqualified by the successful ~~((examination))~~ results appeal of another pilot applicant. Pilot applicants are not entitled to a review of the results of a written local knowledge examination given pursuant to WAC 363-116-078 if the pilot applicant is eligible to retake the written examination.

(3) The procedure for submitting ~~((a protest))~~ an appeal regarding the written examination or a written local knowledge examination that cannot be retaken is as follows:

(a) The pilot applicant must submit ~~((a protest in writing to the person administering such examination on the day that the pilot applicant takes such examination and before the pilot applicant leaves the examination room;~~

~~(b) On the day of such examination the pilot applicant will be provided a *Protest Form* by the person(s) administering such examination at the time that documents for taking such written examination are given to the pilot applicant;~~

~~(c) In defense of his/her written examination answers and in support of the pilot applicant's reasons for protesting a question or questions, the pilot applicant must write on the *Protest Form* the reason(s) why he/she protests a question or questions, what the pilot applicant claims is the correct answer to the protested question(s), and if a protested question(s) involves mathematical calculations provide the calculations that the pilot applicant claims are correct;)) an appeal form via email to the exam administrator. This form must be submitted within 24 hours of the posting of applicant ID numbers and related pass/fail decisions on the board website (<http://pilotage.wa.gov>) and subsequent email notifications to applicants of their results. The appeal form will be distributed to applicants as a link within the results email;~~

(b) The appeals process will be detailed in the written exam guidelines that will be sent to applicants once they are approved to sit for the written exam;

(c) If the reason is specific to the content of a question or questions, the pilot applicant must provide their perceived issue, their perceived correct answer, and any mathematical calculations needed to provide that the question was flawed;

(d) If ((there are protests)) the appeal is regarding improprieties including, but not limited to, the administration and proctoring of the examination, these assertions must be documented in writing on the appeal form with sufficient detail naming times, people, places, protested activities, and witnesses to permit the board to conduct an investigation;

(e) The pilot applicant will be identified only by number or letter for the purpose of review of the ((*Protest*)) *Appeal Form*((+)

~~(f) The pilot applicant shall submit his/her *Protest Form* at the same time that he/she submits the answer sheet for such written examination to the examination administrator)).~~

(4) The procedure for review of the ((*Protest*)) *Appeal Form* submitted by the pilot applicant is as follows:

(a) The board, and/or a committee designated by it, and/or a firm under contract with the board for development and grading of the written examination will review the written examination and ((*Protest*)) *Appeal Form* completed by the pilot applicant, and evidence submitted, and any related examination content; and

(b) After completion of such review the pilot applicant will be provided with written notification of the decision regarding review of the ((*Protest*)) *Appeal Form* ((submitted by the pilot applicant)) via email. The ((written)) emailed notification will show any ((adjusted credits and scores for any answers that have been changed)) score adjustments for the pilot applicant that was made following such review.

(5) A pilot applicant who is not satisfied with the result of such review of ((his/her *Protest*)) their individual *Appeal Form* may request an adjudicative hearing pursuant to RCW 88.16.090 and governed by the provisions of chapter 34.05 RCW ((to appeal his/her written examination results)). Such hearing must be requested within ((thirty)) 30 calendar days of receipt of the result of the review of the ((*Protest*)) *Appeal Form* by ((sending a written)) emailing a request for an adjudicative hearing to the board of pilotage commissioners' office (PilotageInfo@wsdot.wa.gov). The grounds ((and issues)) for the adju-

dicative hearing and any further ~~((appeal))~~ challenge shall be limited to the following:

(a) Was the ~~((administrative protest))~~ appeal procedure set forth in subsections (2) through (4) of this section followed?;

(b) Was the examination conducted in accordance with accepted psychometric and industrial/organizational psychology principles as determined by an expert in these fields of study?;

(c) Was the examination "job related" as determined by an expert in these fields of study?; and

(d) Was the examination, scoring, and appeal process validated by an expert in these fields of study?

AMENDATORY SECTION (Amending WSR 12-05-064, filed 2/15/12, effective 3/17/12)

WAC 363-116-084 Simulator evaluation review and appeal procedures. (1) Pilot applicants who take a simulator evaluation as provided in this chapter shall provide the board with an email address to be used for notification of ~~((his/her))~~ their individual simulator evaluation results. ~~((Such address shall be a place at which mail is delivered. In addition, a pilot applicant may provide the board with other means of contact such as telephone numbers and/or email addresses.))~~ It will be the responsibility of the pilot applicant to ensure that the board has a current ~~((mailing))~~ working email address at all times, as outlined in the applicant agreement section of the application submitted to the board. ~~((The mailing address will be considered the primary means of notice by the board. If the pilot applicant cannot personally receive mail at the address provided to the board for any period of time, another person may be designated in writing and notarized to the board as having power of attorney specifically to act on the pilot applicant's behalf regarding such notice.))~~ Notice delivered to the address provided by the pilot applicant will be considered received by the pilot applicant for the purpose of "receipt of notification of the simulator evaluation results" as provided in subsection (2) of this section.

(2) A pilot applicant who ~~((takes))~~ fails a simulator evaluation as provided in this chapter may ~~((request a review of his/her))~~ submit an appeal for review by the board and/or a committee designated by the board and/or by a firm under the contract with the board for development and grading of the simulator evaluation ((results)). This ~~((request))~~ appeal must be ~~((in writing and must be received by the board within five business days))~~ submitted via the Appeal Form within 24 hours of receipt of email notification of the simulator evaluation results. The standard ~~((of review))~~ for reviewing the simulator evaluation results challenged by a pilot applicant is that the ~~((challenged evaluation score))~~ failing decision will not be set aside unless the pilot applicant proves the challenged score was the result of fraud, coercion, arbitrariness or manifest unfairness.

(3) The procedure for filing ~~((a request for review))~~ an appeal of the simulator evaluation is as follows:

(a) The pilot applicant must ~~((contact the board office for an appointment to appear personally to review his/her simulator evaluation))~~

~~(b) The pilot applicant will be provided a Review Form to complete in the board designated review location in defense of his/her simulator evaluation performance;~~

~~(c) In review of his/her simulator evaluation performance, the pilot applicant must demonstrate that his/her proposed evaluation of the simulator evaluation is correct;~~

~~(d) In review of his/her simulator evaluation performance,)) submit an Appeal Form via email to the exam administrator. This form must be submitted within 24 hours of the posting of applicant ID numbers and related pass/fail decision on the board website (http://pilotage.wa.gov) and subsequent email notification to applicants of their results. The Appeal Form will be distributed to applicants as a link within the results email;~~

~~(b) The pilot applicant must identify which aspect (scenario-based content, logistics of administration, improprieties in development or scoring) of the simulator evaluation process they are appealing;~~

~~(c) If there are assertions regarding improprieties in the administration, proctoring, grading, or scoring of the simulation-based exams, these assertions must be documented with sufficient detail naming times, people, places, protested activities, and witnesses to permit the board to conduct an investigation;~~

~~(d) If applicable, the pilot applicant must cite ((on the Review Form provided by the board,)) the specific situation(s) presented in the simulator evaluation (i.e., ((crossing, passing)) docking, undocking, meeting situations, ((environmental changes like fog descending)) ship particulars, navigational decisions ((and/or rules-of-the-road interpretations))) and detail ((why the actions he/she took in that situation should receive more credit than that which was given, to demonstrate that his/her score on the simulator evaluation provided by the board is incorrect)) how the situation was not job-related and therefore not a valid measure of piloting skills;~~

~~(e) Only the recorded performance and the accompanying completed scoring rubric of the pilot applicant will be considered in any review of the ((simulator evaluation performance. If there are assertions regarding improprieties in the administration, proctoring, grading or scoring of the simulator evaluations, these assertions must be documented in writing with sufficient detail naming times, people, places, protested activities and witnesses to permit the board to conduct an investigation)) appeal;~~

~~(f) The pilot applicant will be identified only by number or letter for the purpose of ((this)) the review((+)~~

~~(g) The board will make available to the pilot applicant reviewing his/her simulator evaluation a copy of his/her simulator evaluation performance; and~~

~~(h) At the completion of the review session, the pilot applicant will submit all the Review Forms to the board and return all materials used to review his/her simulator evaluation. The pilot applicant will not be allowed to take any notes or materials from the board designated review location upon leaving)) of the Appeal Form.~~

~~(4) The procedure for the board's review of the ((request for review)) appeal of the simulator evaluation filed by the pilot applicant is as follows:~~

~~(a) The board, and/or a committee designated by it, and/or a firm under contract with the board for development and grading of the simulator evaluation will review the recording of the simulator evaluation and ((Review)) the Appeal Form completed by the pilot applicant; and~~

(b) After completion of such review the pilot applicant will be provided with ~~((written notification of))~~ the decision regarding review of the ~~((Review))~~ Appeal Form ~~((submitted by the pilot applicant))~~ via email. The ~~((written notification))~~ email will show any ~~((adjusted credits and scores for any answers that have been changed))~~ score adjustment for the applicant that was made following such review.

(5) A pilot applicant who is not satisfied with the result of such review of ~~((his/her Review))~~ their individual Appeal Form may request an adjudicative hearing pursuant to RCW 88.16.090 and governed by the provisions of chapter 34.05 RCW to appeal ~~((his/her))~~ the simulator evaluation results. Such hearing must be requested within ~~((thirty))~~ 30 calendar days of receipt of the result of the review of the ~~((Review))~~ Appeal Form by ~~((sending))~~ emailing a ~~((written))~~ request for an adjudicative hearing to the board of pilotage commissioners' office (PilotageInfo@wsdot.wa.gov). The grounds and issues for the adjudicative hearing and any further appeal shall be limited to the following:

(a) Was the ~~((administrative protest))~~ appeal procedure set forth in WAC 363-116-083 (2) through (4) followed?;

(b) Was the examination conducted in accordance with accepted psychometric and industrial/organizational psychology principles as determined by an expert in these fields of study?;

(c) Was the examination "job related" as determined by an expert in these fields of study?; and

(d) Was the examination, scoring, and appeal process validated by an expert in these fields of study?



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

2026 MEETING SCHEDULE

Thursdays 1000 – 3rd Thursday Except Dec

January	15
February	19
March	19
April	16
May	21
June	18
July	16
August	20
September	17
October	15
November	19
December	10



DEPARTMENT OF
ECOLOGY
State of Washington



Rule Implementation Plan

Chapter 363-116 WAC, Pilotage Rules

November 2025

Publication 25-08-017

Publication and Contact Information

This document is available on the Department of Ecology's website at:
<https://fortress.wa.gov/ecy/publications/summarypages/2508017.html>

And at the Board of Pilotage Commissioners' website at:
<https://pilotage.wa.gov/tug-escort-rulemaking-1>

For more information contact:

Jaimie Bever, Executive Director
Board of Pilotage Commissioners
2901 3rd Avenue, Suite 500
Seattle, WA 98121
(206) 515-3887

or

Washington State Department of Ecology – www.ecology.wa.gov

- Headquarters, Olympia 360-407-6000
- Northwest Regional Office, Bellevue 425-649-7000
- Southwest Regional Office, Olympia 360-407-6300
- Central Regional Office, Union Gap 509-575-2490
- Eastern Regional Office, Spokane 509-329-3400

The Department of Ecology is committed to providing people with disabilities access to information and services by meeting or exceeding the requirements of the Americans with Disabilities Act (ADA), Section 504 and 508 of the Rehabilitation Act, and Washington State Policy #188.

To request an ADA accommodation, email jasmin.adams@ecy.wa.gov, call (360) 464-0324, or dial 711 to call through the Washington Telecommunications Relay for services like text telephone (TTY). Visit ecology.wa.gov/ADA for more accessibility information.

Implementation Plan
Chapter 363-116-500 WAC

Board of Pilotage Commissioners

Seattle, WA

Washington State Department of Ecology

Olympia, Washington

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Purpose

The Washington State Department of Ecology (Ecology) and Washington State Board of Pilotage Commissioners (BPC) provide the information in this implementation plan to meet agency and Administrative Procedure Act (RCW 34.05.328) requirements related to rule adoptions.

Introduction

On November 20, 2025, the Board of Pilotage Commissioners (BPC) adopted amendments to Chapter 363-116 WAC Pilotage Rules (AO # 22-13). The purpose of this rule implementation plan is to inform those who must comply with WAC 363-116-600 about how BPC intends to:

- Implement and enforce the rule.
- Inform and educate persons affected by the rule.
- Promote and assist voluntary compliance for the rule.
- Evaluate the rule.

Also included in this plan is information about:

- Supporting documents that may need to be written or revised because of the new rule or amended rule.
- Other resources where more information about the rule is available.
- Contact information for Board of Pilotage Commissioners employees who can answer questions about the rule implementation.

Implementation and Enforcement

Overview of Implementation

The BPC will implement and enforce the adopted rule upon its effective date, 31 days after the rule is adopted. The adopted rule implements 2019 legislative updates to Chapter 88.16 RCW and establishes new requirements for tankers, barges, and articulated tug barges between 5,000 and 40,000 deadweight tons (DWT).

Implementation of the new rules will consist of an Open Letter to Industry from BPC Staff via the BPC's email distribution list and distribution to key agents and companies via Puget Sound Pilots (PSP) and Pacific Merchant Shipping Association (PMSA). The letter will also be posted on the BPC website at <https://pilotage.wa.gov/communications.html>. Additionally, the BPC will announce the new rules during BPC Regular Monthly Meetings and via social media.

As the BPC implements the new rule, they will continue to review guidance documents and make any necessary updates if changes are needed.

Enforcement

Per RCW 88.16.150, "any violation of this chapter or of any rule or regulation of the board shall be punished as a gross misdemeanor, and all violations may be prosecuted in any court of competent jurisdiction in any county where the offense or any part thereof was committed" and, "Notwithstanding any other penalty imposed by this section, any person who shall violate the provisions of this chapter, shall be liable to a maximum civil penalty of ten thousand dollars for each violation"

Informing and Educating Persons Affected by the Rule

Throughout the rulemaking process, BPC and Ecology staff communicated extensively with the regulated community, interested stakeholders, Tribes, the USCG, and the public through workshops, webinars, BPC meetings, email, phone calls, and public hearings to inform them about the rule development and to receive input.

Notices of rule adoption will be sent immediately after the rule is adopted to entities subject to the rule, Tribes, interested stakeholders, federal and state agencies, environmental groups, BPC and Ecology's mailing list of interested parties, and members of the public who provided their contact information with their comments for the rule.

Additionally, the BPC will use a combination of outreach materials to inform and educate people affected by the rule, including:

- Updates to BPC's website.
- Notification and outreach to the regulated maritime community.
- Providing contact information if additional information is needed.
- Utilizing Puget Sound Pilots and Pacific Merchant Shipping Association contacts for distributing rule information via an Open Letter from the BPC.
- Adding a standing agenda item at monthly public meetings of the Board for the months leading up to and after rule adoption for public comment and questions.

Promoting and Assisting Voluntary Compliance

For the target vessels that require Washington state licensed pilots, the BPC will work with Puget Sound Pilots to ensure that pilots have the information they need to carry out the requirements of the rule as well as be able to assist industry with the transition.

For the target vessels where pilots are not required, the BPC will send notices of the rule and offer opportunities to meet and discuss questions or concerns.

The BPC will also utilize public forums such as monthly public meetings of the Board, the Puget Sound Harbor Safety Committee, and other opportunities as they arise, to share information and address concerns.

The BPC's Oil Transportation Safety Committee (OTSC) will also be contacted as there are members on that committee that represent the industry and can help deliver information to their members.

Evaluating the Rule

To evaluate whether the new rule achieves its intended purpose, BPC will collaborate with Ecology to conduct a rule effectiveness assessment under RCW 88.46.260. This collaboration will occur under the existing interagency agreement. Under RCW 88.46.260, by October 1, 2028, and at least every 10 years thereafter, the BPC and Ecology must determine whether updates to the tug escort rules are necessary. To support decision-making in 2028, the BPC and Ecology will assess the rule, as outlined in RCW 88.46.260. The RCW requires the assessment:

- Must include an analysis of the effects of the rule on vessel traffic patterns and oil spill risks in the Salish Sea,
- Must include an analysis of whether experienced or forecasted changes to vessel traffic patterns or oil spill risk necessitate an update to the rule,
- Must include modeling from Ecology's risk model,
- Must include consultation with the USCG and potentially affected federally recognized Tribes,
- May include vessel traffic data, vessel accident and incident data such as incidents where tug escorts or an emergency response towing vessel acted to reduce spill risks.

To the maximum extent practicable, BPC and Ecology plan to review vessel traffic and incident data, in addition to using Ecology's risk model, and track emerging or forecasted changes that may affect the rule. The agencies also plan to consult with Tribes and the USCG, and seek stakeholder feedback, on the rule's implementation and any emerging risk patterns. We are currently developing a communications plan for this work, which will include progress updates on the effectiveness assessment.

List of Supporting Documents that May Need to be Written or Revised

- Puget Sound Pilots Guidelines
- Puget Sound Harbor Safety Plan
- BPC Website

More Information

For more information, please see the following webpages:

- Board of Pilotage Commissioners Tug Escort Rulemaking (Chapter 363-116 WAC): <https://app.leg.wa.gov/WAC/default.aspx?cite=363-116>
- Board of Pilotage Commissioners Oil Transportation Safety – 2019 Legislation: <https://pilotage.wa.gov/tug-escort-rulemaking-1>
- Safety of Oil Transportation Act (ESHB 1578): <https://ecology.wa.gov/spills-cleanup/spills/oil-spill-prevention/safety-of-oil-transportation-act>

Contact Information

Jaimie C. Bever, Executive Director

Board of Pilotage Commissioners

2901 3rd Avenue, Suite 500, Seattle, WA 98121

206.515.3887

Jaimie.Bever@wsdot.wa.gov



NEW ELECTRONIC NAVIGATIONAL CHARTS

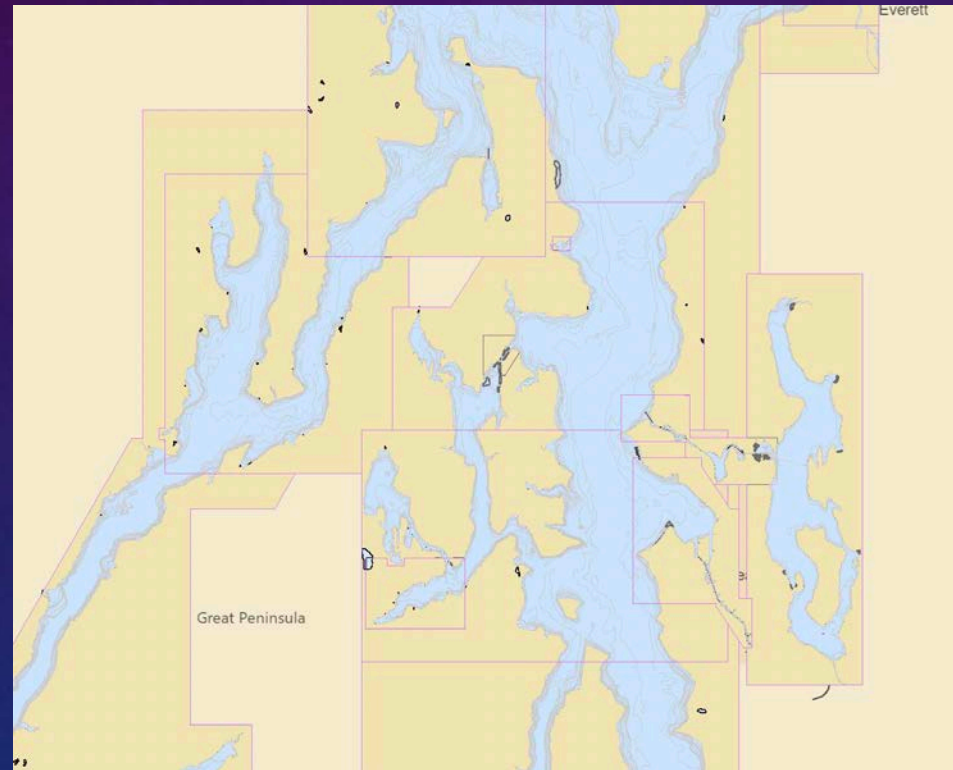
IN PUGET SOUND PILOTAGE DISTRICT

NEW NOAA ENCS

- NOAA IS REDRAWING ELECTRONIC NAVIGATIONAL CHARTS (ENCS) THROUGHOUT THE COUNTRY
- NEW ENCS WILL BE A STANDARD RECTANGULAR SIZE AND FIT WITHIN A STANDARD GRID

SOURCE: NOAA OCS. 22 SEP 2025. "Rescheming and Improving Electronic Navigational Charts" <https://nauticalcharts.noaa.gov/>

FIRST GENERATION NOAA ENCS

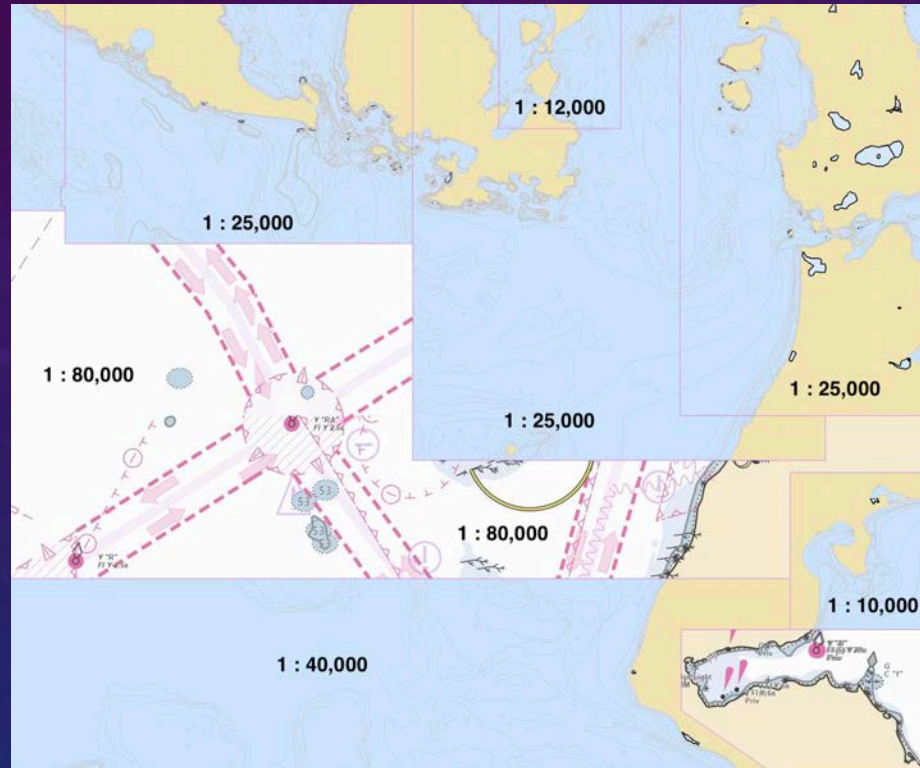


LEGACY ENCS IN VICINITY OF SEATTLE

FIRST GENERATION NOAA ENCS

- DIGITIZED COPIES OF PAPER CHARTS
- IRREGULAR SHAPES
- IRREGULAR SCALES
- SOME OVERLAP, SOME GAPS

LEGACY NOAA ENC COVERAGE



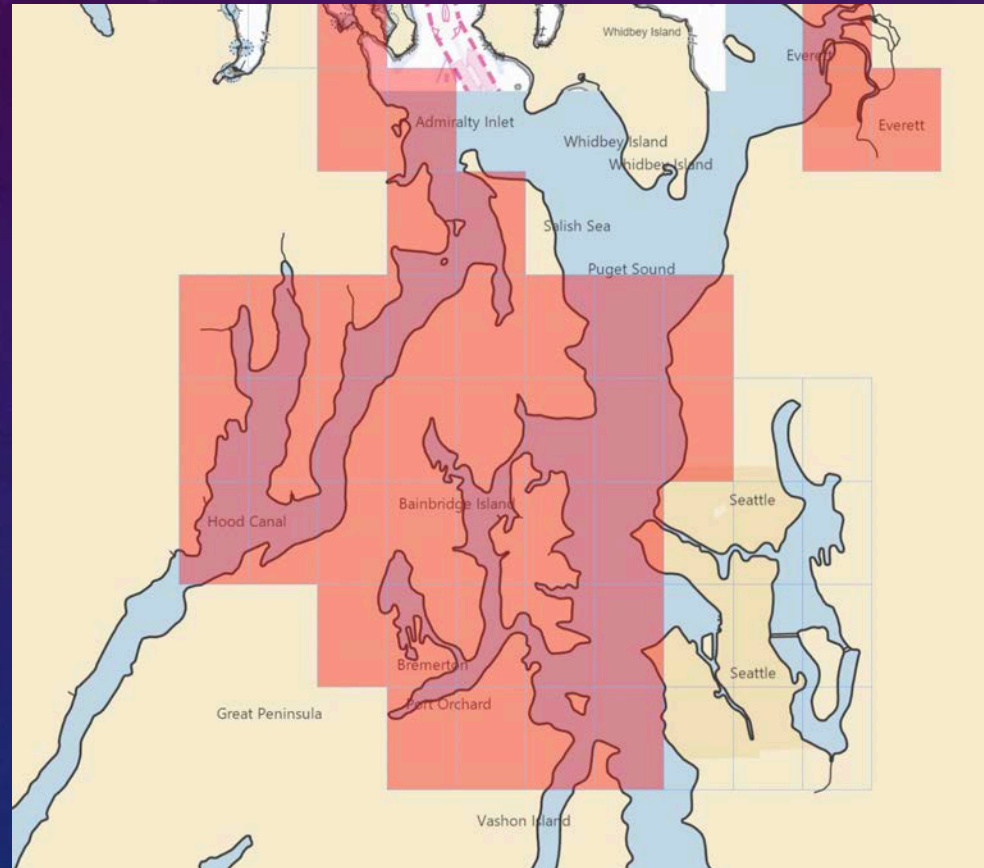
CURRENT ENC COVERAGE IN VICINITY OF SMITH ISLAND
WITH CHART SCALES FOR COMPARISON

NEW ENCS

- FIT WITHIN A REGULAR GRID
- STANDARD SHAPE
- STANDARD SCALES
- CONTINUOUS COVERAGE AND “EDGE-MATCHING”

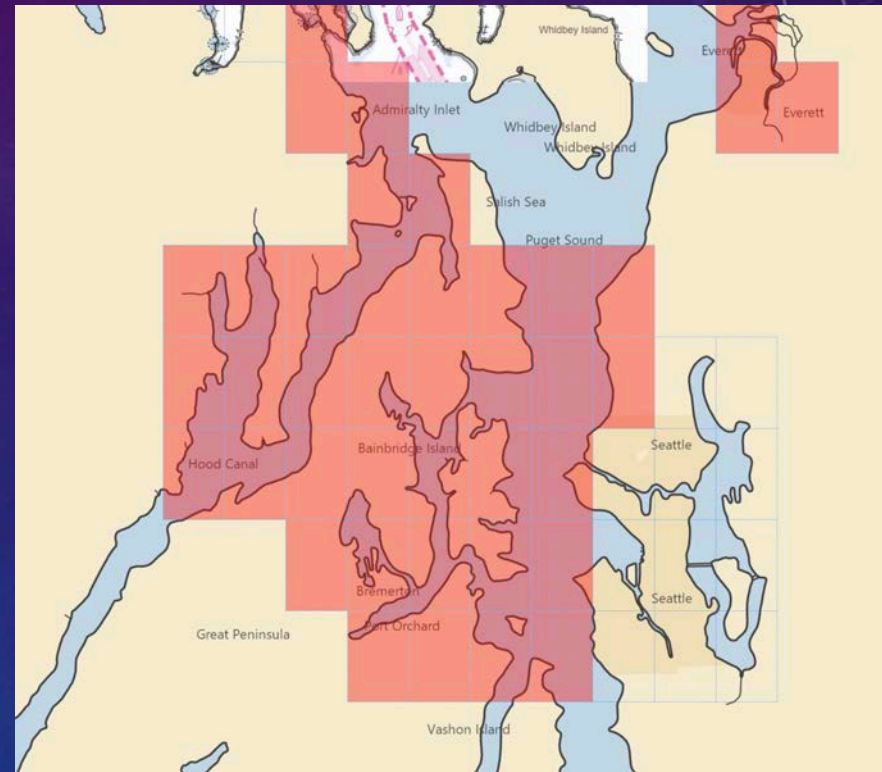
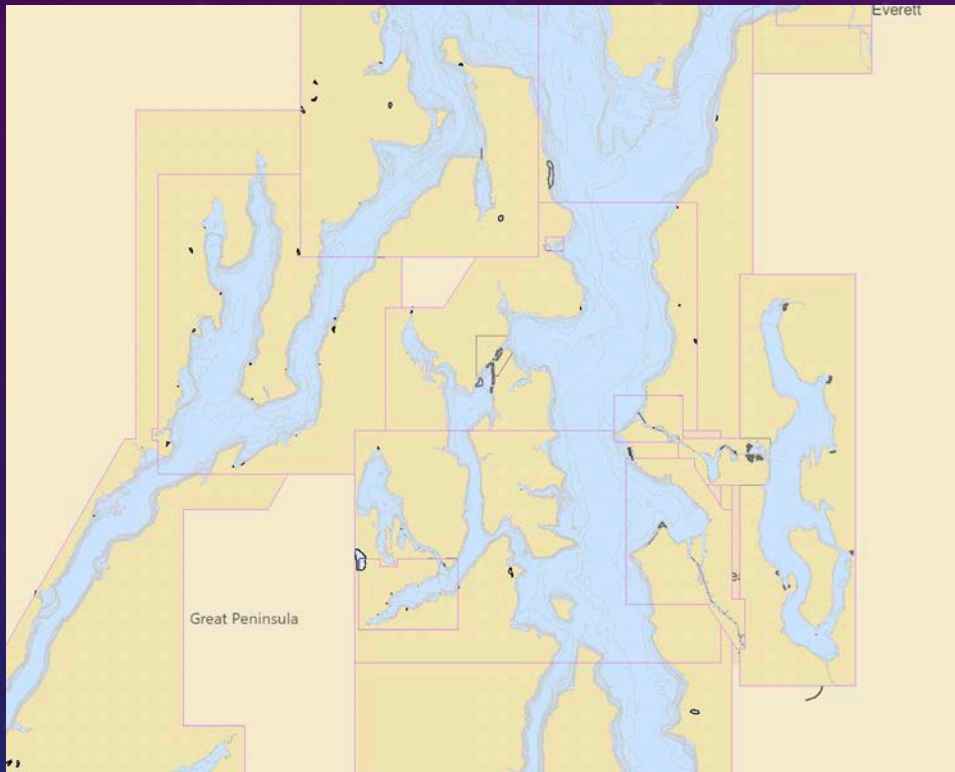
SOURCE: NOAA OCS. 22 SEP 2025. “Rescheming and Improving Electronic Navigational Charts” <https://nauticalcharts.noaa.gov/>

NEW ENC GRIDDING



NEW ENCS IN VICINITY OF SEATTLE

LEGACY ENC BOUNDARIES VS NEW



LEGACY VS NEW ENCS IN VICINITY OF SEATTLE

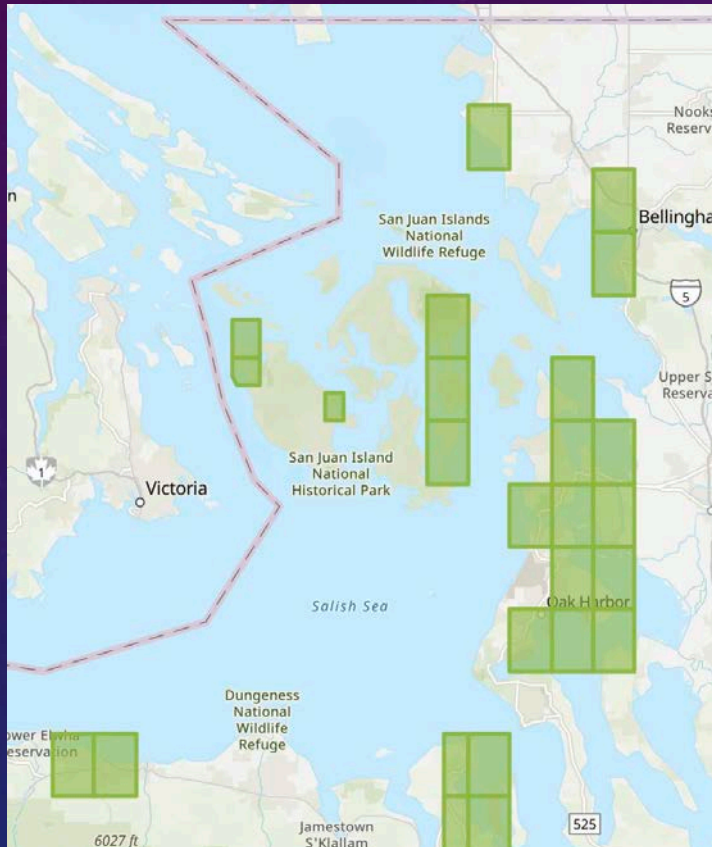
HOW IS PSP WORKING WITH NOAA?

- PSP HAS MADE RECOMMENDATIONS FOR ADDITIONAL HARBOR CHARTS THROUGHOUT THE DISTRICT
- PSP HAS REQUESTED ADDITIONAL DEPTH CONTOURS ON CERTAIN TERMINAL CHARTS

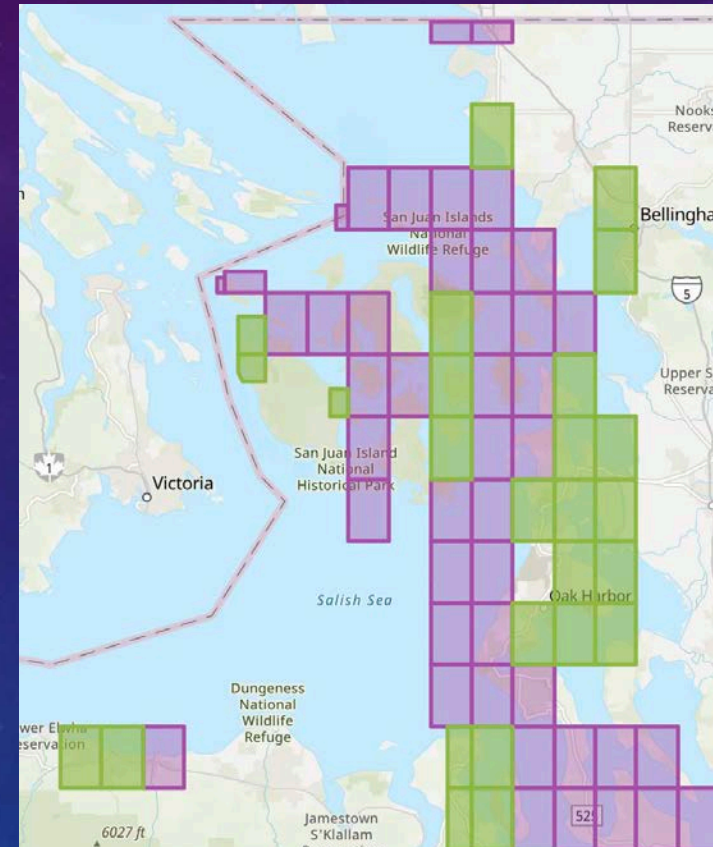
PSP OBJECTIVE

- ENSURE THE HIGHEST QUALITY NAVIGATIONAL PRODUCTS ARE AVAILABLE FOR:
 - PILOTS
 - VESSELS UNDER PILOTAGE
 - WASHINGTON STATE FERRIES
 - YACHTS AND OTHER EXEMPTED VESSELS

NEW ENCS – PLANNED AND PROPOSED

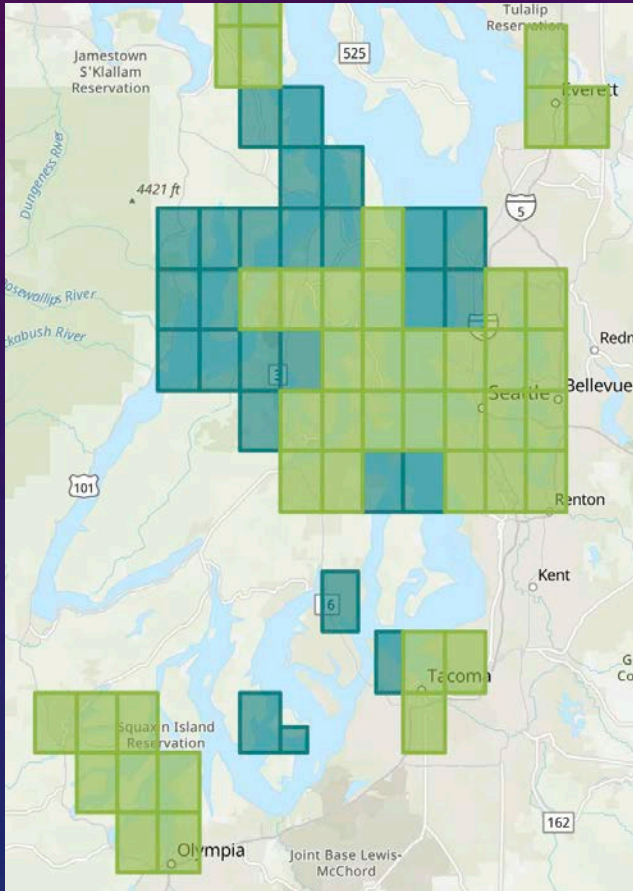


ENCS CURRENTLY PLANNED
BY NOAA

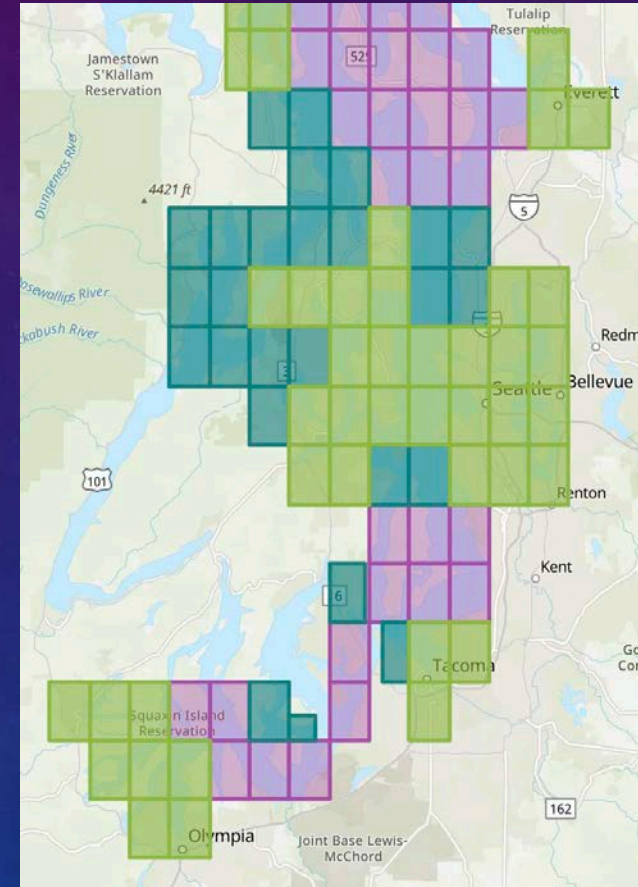


ENCS PLANNED BY NOAA
ALONGSIDE ENCS PROPOSED BY PSP

NEW ENCS – PLANNED AND PROPOSED

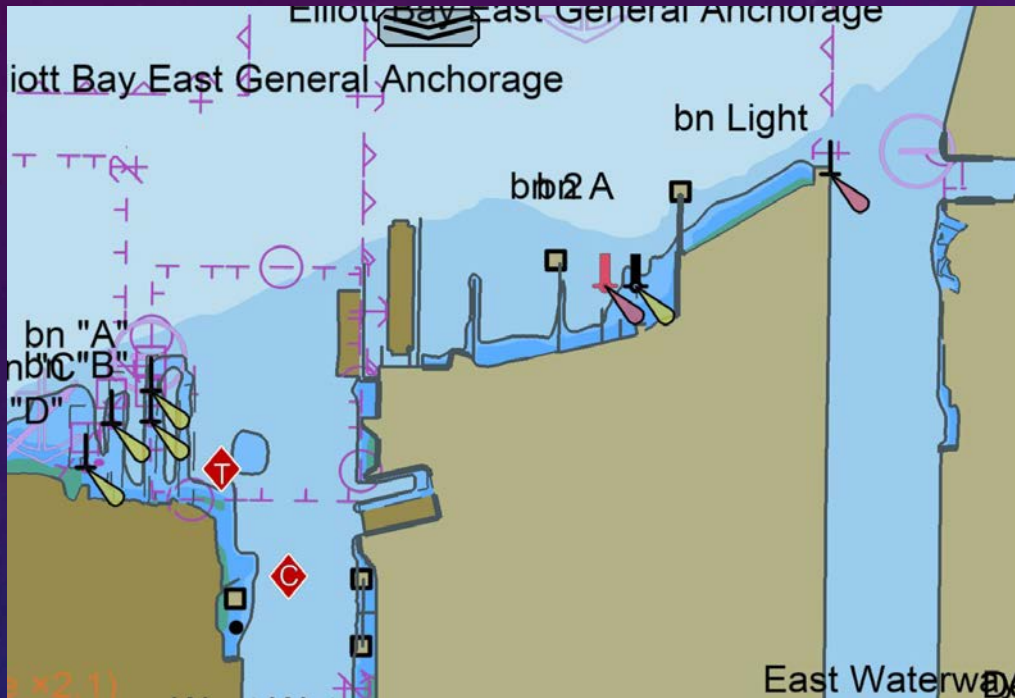


ENCS CURRENTLY PLANNED
BY NOAA

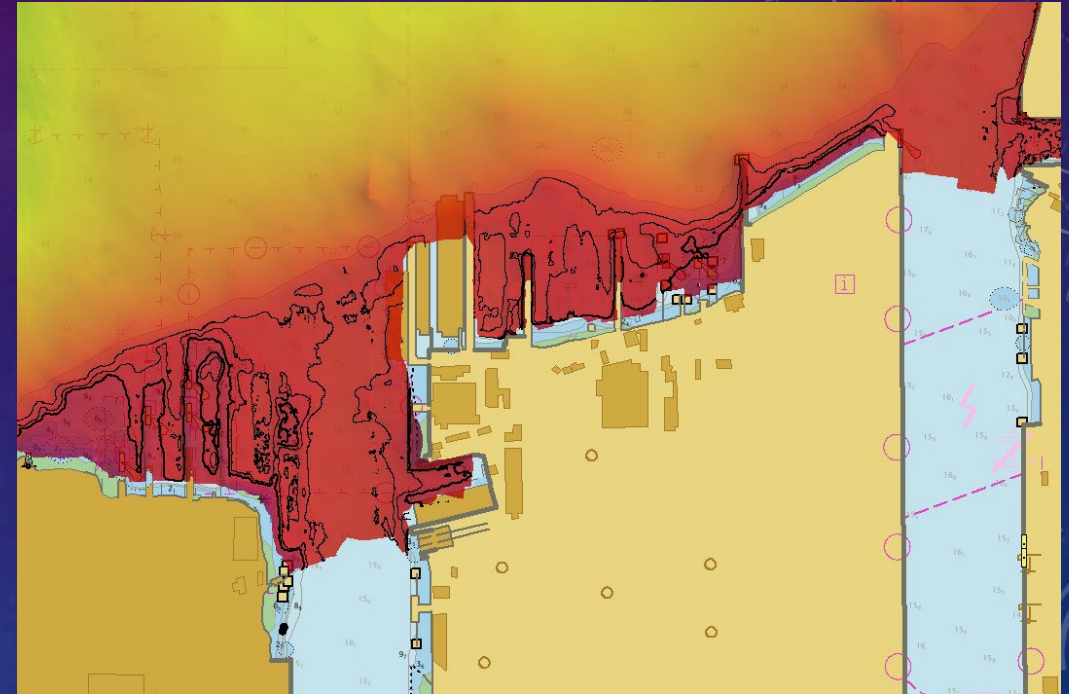


ENCS PLANNED BY NOAA
ALONGSIDE ENCS PROPOSED BY PSP

SEATTLE – PRESENT AND PROPOSED CONTOURS



PRESENT CONTOURS
IVO OF HARBOR ISLAND

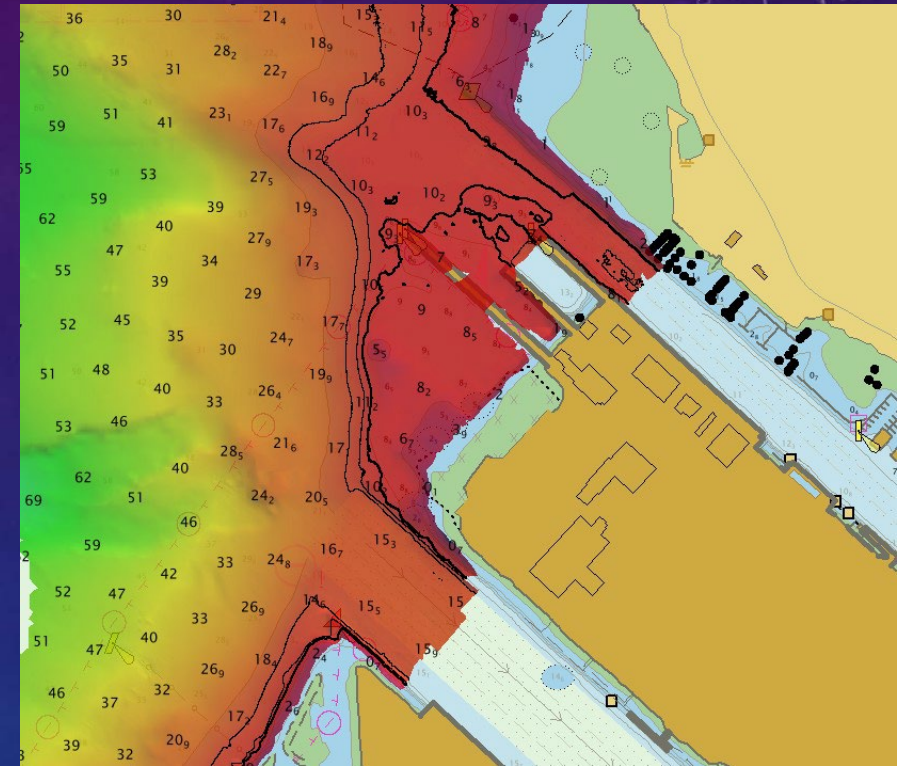


PROPOSED CONTOURS
IVO OF HARBOR ISLAND

TACOMA – PRESENT AND PROPOSED CONTOURS



PRESENT CONTOURS
IVO OF BLAIR W/W



PROPOSED CONTOURS
IVO OF BLAIR W/W

The background is a gradient of dark blue and purple, overlaid with a pattern of small white stars. Faint, light blue technical diagrams are visible, including a large circular scale with degree markings (0 to 210) and arrows in the top right, and other circular and curved line elements in the bottom left and bottom right.

QUESTIONS?

BILL REQUEST - CODE REVISER'S OFFICE

BILL REQ. #: Z-0444.1/26

ATTY/TYPIST: KB:ajr

BRIEF DESCRIPTION: Concerning requirements of oil tankers operating
in restricted waters.

AN ACT Relating to requirements of oil tankers operating in restricted waters; and amending RCW 88.16.190.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

Sec. 1. RCW 88.16.190 and 2019 c 289 s 2 are each amended to read as follows:

(1) Any oil tanker, whether enrolled or registered, of greater than (~~one hundred twenty-five thousand~~) 125,000 deadweight tons shall be prohibited from proceeding beyond a point east of a line extending from Discovery Island light south to New Dungeness light, unless authorized by the United States coast guard, pursuant to 33 C.F.R. Sec. 165.1303.

(2) (a) (i) An oil tanker of (~~forty~~) 40,000 to (~~one hundred twenty-five thousand~~) 125,000 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 (~~(equivalent to)~~) of at least 3,000 or five percent of the deadweight tons of the escorted oil tanker, whichever is greater.

(ii) Effective September 1, 2020, the following may operate in Rosario Strait and connected waterways to the east only if under the escort of a tug or tugs that have an aggregate shaft horsepower equivalent to at least five percent of the deadweight tons of a (~~(forty thousand)~~) 40,000 deadweight ton oil tanker: (A) Oil tankers of between (~~(five thousand)~~) 5,000 and (~~(forty thousand)~~) 40,000 deadweight tons; and (B) both articulated tug barges and towed waterborne vessels or barges that are: (I) Designed to transport oil in bulk internal to the hull; and (II) greater than (~~(five thousand)~~) 5,000 deadweight tons.

(iii) The requirements of (a)(ii) of this subsection: (A) Do not apply to vessels providing bunkering or refueling services; (B) do not apply to a towed general cargo deck barge; and (C) may be adjusted or suspended by rule by the board of pilotage commissioners, consistent with RCW 88.16.260(1)(c).

(b) An oil tanker, articulated tug barge, or towed waterborne vessel or barge in ballast or when unladen is not required to be under the escort of a tug.

(c) A tanker assigned a deadweight of less than (~~(forty thousand)~~) 40,000 deadweight tons at the time of construction or reconstruction as reported in Lloyd's Register of Ships is not subject to the provisions of RCW 88.16.170 and 88.16.180.

(3) The definitions in this subsection apply throughout this section unless the context clearly requires otherwise.

(a) "Articulated tug barge" means a tank barge and a towing vessel joined by hinged or articulated fixed mechanical equipment affixed or connecting to the stern of the tank barge.

(b) "Oil tanker" means a self-propelled deep draft tank vessel designed to transport oil in bulk. "Oil tanker" does not include an articulated tug barge tank vessel.

(c) "Towed general cargo deck barge" means a waterborne vessel or barge designed to carry cargo on deck.

(d) "Waterborne vessel or barge" means any ship, barge, or other watercraft capable of traveling on the navigable waters of this state and capable of transporting any crude oil or petroleum product in quantities of (~~ten thousand~~) 10,000 gallons or more for purposes other than providing fuel for its motor or engine.

--- END ---