

**MEETING MINUTES**  
**STATE OF WASHINGTON ~ BOARD OF PILOTAGE COMMISSIONERS**  
**September 17, 2026**

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**REGULAR MEETING – Call to Order**

The Regular Meeting of the Board of Pilotage Commissioners was called to order at 11:00 a.m. by Chair Sheri Tonn at the Port of Grays Harbor, 111 S. Wooding St., Aberdeen, WA and online via Microsoft Teams. In her opening remarks, Chair Tonn thanked the Port of Grays Harbor for their hospitality in hosting the Board.

**Present in Grays Harbor:**

Chair: Sheri Tonn

Vice Chair: Eleanor Kirtley (Marine Environment)

Commissioners: Timothy J. Farrell (Public), Mike Anthony (Pilot), Jason Hamilton (Public)

Administration: Jaimie Bever, Bettina Maki, Jolene Hamel

Port of Grays Harbor: Mike Folkers, Ryan Leo

**Present via Teams:**

Commissioners: Tom Buroker (Ecology), Severin Knutsen (Pilot), Lee Tyler (Foreign Shipping)

BPC Assistant Attorney General: Albert Wang, Lauren Jaech

The Northwest Seaport Alliance: Lindsay Wolpa

Public: Ann LaRue, Fred Felleman, Kylie Howard, Lillie Wightman,

Puget Sound Pilots: Eric Michael, Matt Cassee, Joel Michelson, Peter Mann, Travis McGrath, Rob

Ekelmann, Trevor Bozina, Matt Hannuksela, Will Kelly, Ivan Carlson, Scott Brewen, Jill Taylor

USCG: LCDR Ian McPhillips

Department of Ecology: Haley Kennard, Brittany Flittner, Adam Byrd, Alex Shucar

UTC: Scott Sevall

**BPC Staff Report.**

- BPC Executive Director Jaimie Bever reported that the 2027-2029 Biennial Budget and 2026 Supplemental Budget have been submitted with maintenance level requests only, as requested by the state.
- E.D. Bever also stated that she and BPC Training Manager Jolene Hamel will be out of the office attending the Women Offshore Conference in Houston on October 1 and 2. Both the BPC and Puget Sound Pilots are sponsoring the event and Puget Sound Pilots will be sending both Captain Sandy Bendixen and Administrative Coordinator Jill Taylor.
- BPC Program Analyst Bettina Maki provided PSP activity report dashboard data and was available for questions.

**BPC Chair Report.**

- Chair Tonn reported that BPC U.S. Flag Shipping Representative, Commissioner Andrew Drennen's, last meeting was today and unfortunately, he was unable to attend. The Board thanks him for his service to the Board and wish him well in his new job opportunity.
- Additionally, Chair Tonn informed the Board about the pilot meeting that she and E.D. Bever attended last week regarding the recent UTC decision. They answered a myriad of questions and were able to receive feedback from a large number of pilots.

**Activity Reports.** LCDR Ian McPhillips representing United States Coast Guard (USCG), Captain Ivan Carlson representing Puget Sound Pilots (PSP), Lindsay Wolpa representing The Northwest Seaport Alliance (NWSA) and Mike Folkers representing the Port of Grays Harbor (PGH) offered current and projected statistical data as well as updates on current maritime issues and activities. PMSA was not available to offer a verbal report this month.

Chair Tonn followed up on the UTC ruling regarding the Puget Sound Pilotage District tariff, informing the Board that they have only funded 56 pilots, not the BPC authorized number of licenses 60 based on a Target Assignment Level (TAL) of 123 assignments per year. The UTC used what they called an Average Assignment Level (AAL) of 130 assignments per year. After discussion by the Board, Chair Tonn asked if there was any public comment on this topic and none was offered.

**Motion:** Hamilton/Anthony – request a meeting with UTC Commissioners to better understand their consideration of the number of pilots and BPC's Target Assignment Level (TAL) when setting rates in the Puget Sound Pilotage District – Carried.

## **NEW BUSINESS**

### **Pilot's Report of Marine Safety Occurrence: (*TUG MARSHALL FOSS*), 08/01/2026**

|                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                              |
|-----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|
| Underway in East Waterway near Pier 18. | While moving the <i>OOCL SAN FRANCISCO</i> to its destination at Seattle Pier 18, the tug <i>MARSHALL FOSS</i> made unusual contact to the bulbous bow of the ship. <i>MARSHALL FOSS</i> was made up center lead forward and was out front of the ship heading up the East Waterway towards Pier 18 berth 3. The unusual contact occurred at approximately 2135 after the pilot ordered both tugs to move to the port side of the ship for the "towards and away" to berth. This did not affect the ability of the tug or ship to complete the docking. | <u>Motion</u> : Farrell/Hamilton – file as an MSO – Carried. |
|-----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|

### **Pilot's Report of Marine Safety Occurrence: (*DREAM DIAMOND*), 08/10/2026**

|                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                             |
|--------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|
| Underway in Tacoma on approach to Blair A. | On approach to Blair-A Terminal in Tacoma, the bow thruster experienced a significant control malfunction. The thruster increased to full starboard thrust and remained there despite attempts to return it to zero. It continued at full thrust until ship's personnel secured it from inside the vessel. The resulting thrust drove the vessel's bow rapidly toward the berth during the final stages of docking and the pilot was forced to use both assisting tugs at between half and full power to arrest the closure and prevent allision with the berth/catwalk. | <u>Motion</u> : Farrell/Kirtley – file as an MSO – Carried. |
|--------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|

### **Pilot's Report of Marine Safety Occurrence: (*RECREATIONAL FISHING*), 08/17/2026**

|                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                              |
|-----------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|
| Both south and north of buoy SF while in TSS. | While encountering reduced visibility, the pilot noticed several small vessels on radar near buoy SF, two of them in particular that were moving erratically. Pilot reduced speed and blew whistle for danger signal as no radio communications were able to be established. Once clear, vessel was able to increase speed, and the pilot asked VTS to make VHF announcements, which they did. The remainder of the voyage was without incident. | <u>Motion</u> : Anthony/Hamilton – file as an MSO – Carried. |
|-----------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|

### **Pilot's Report of Marine Safety Occurrence: (*VIENNA EXPRESS*), 08/18/2026**

|                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                             |
|-----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|
| Underway nearing Pt Wilson. | While rounding Point Wilson, the main engine rpms started to decrease. The pilot was able to keep the engine running until the southbound course change at Marrowstone Point where the main engine was shut down. Using the rudder and bow thruster, the pilot was able to maintain a position off lagoon point in the middle of the traffic separation zone. VTS, COPT and a QI ashore were notified as well as tug assistance requested. After 2 hours dead in the water, the engine room staff replaced 12 main engine fuel injectors, which were then tested and proved to operate satisfactorily. Transit was resumed under escort to Tacoma where the ship was moored without incident. | <u>Motion</u> : Farrell/Kirtley – file as an MSO – Carried. |
|-----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|

### **Pilot's Report of Marine Safety Occurrence: (*WHALE*), 08/24/2026**

|                                      |                                                                                                                                                                                                                                                                                                                                                                                    |                                                             |
|--------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|
| Underway in Tacoma Commencement Bay. | Sadly, a pilot was notified by tug that there was a whale stuck on the bulbous bow, not moving. Pilot phoned VTS, the Coast Guard, and the Department of Fish and Wildlife. After notifying these agencies of the concern of the deceased whale on the bow, the ship proceeded to the PCT berth in the Blair waterway with no other concerns. The Whale had slid off the bow while | <u>Motion</u> : Farrell/Knutsen – file as an MSO – Carried. |
|--------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|

|  |                                                                                                         |  |
|--|---------------------------------------------------------------------------------------------------------|--|
|  | maneuvering close to the dock and was floating in the turning basin as the ship made fast to the berth. |  |
|--|---------------------------------------------------------------------------------------------------------|--|

**Pilot's Report of Marine Safety Occurrence: *GASTONE*, 09/07/2026**

|                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                            |
|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|
| Outbound from Tacoma. | While underway from Tacoma to Pilot Station, pilot observed the engine RPM indicator drop from 82 to 43. There was no immediate traffic of concern and the vessel maintained sufficient propulsion and steering to navigate under the circumstances. The pilot was informed that a puncture valve on the #3 cylinder of the main engine had stuck. Pilot informed VTS of the situation and shortly afterward, it was reported that the puncture valve had been cleaned and returned to service. The pilot spoke to USCG officials who agreed the ship could proceed on passage. Again, while westbound in the TSS off Protection Island, the RPM dropped from 82 to 64. After reporting second incident, a Captain of the Port order was issued to proceed to anchor until repairs could be verified. Pilot awaited tug and then proceeded to anchorage without incident. | <u>Motion:</u> Knutsen/Anthony – file as an MSO – Carried. |
|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|

**Pilot's Report of Marine Safety Occurrence: (*TOTE DOCK*), 09/09/2026 & 09/11/2026**

|                   |                                                                                                                                                                                                                                           |                                                            |
|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|
| Tacoma Tote Dock. | 2 MSO's were received regarding a loading ramp that had been left protruding beyond the face of the dock from an incident roughly 2 weeks prior at the Tote terminal, as well as there being no Yokohama fenders on this section of dock. | <u>Motion:</u> Farrell/Anthony – file as an MSO – Carried. |
|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|

**Tug Escort Rule Assessment – Scope of Work Presentation.**

Executive Director Jaimie Bever and the Ecology team presented the Tug Escort Rule Assessment Scope of Work. A copy of the presentation can be found on the BPC website under the September 17 meeting materials. A Q&A session followed.

Motion: Farrell/Hamilton – adopt the scope of work as proposed – Carried.

**Meeting Minutes.**

Motion: Kirtley/Hamilton – approve the August 16, 2026, Regular Meeting Minutes as written – Carried.

**Committee Actions.**

**Trainee Evaluation Committee (TEC)**

- TEC Chair Captain Knutsen reported that the TEC reviewed the upgrade letters for Captains Kelly, Shuler, & Campbell. There are 10 pilots in their upgrading windows currently.  
Motion: Knutsen/Farrell – approve the pilot license upgrade program for Captains Kelly, Shuler, & Campbell – Carried.
- Yesterday, the TEC met and had a long and robust meeting. They reviewed all trainees as well as continued several ongoing conversations. There are currently 9 trainees in Puget Sound: two in Evaluation, four in Observation and Training, and three in Familiarization. There are no trainees in Grays Harbor. All the trainees are making good progress, and one trainee came in for a 6-month check-in. Two trainees are undergoing PPU training shortly.
- The TEC is working to get the next Train-the-Trainer class scheduled for October.
- Three trainees will be ready for Simulator Training at the end of October.
- The TEC discussed a replacement for TEC Designated Pilot John Scragg, who retired this summer, and has named Captain Peter Mann for that role.
- Lastly, the TEC is awaiting the results of the Training Psychometric Review.

**Diversity, Equity, Inclusion, and Belonging Committee (DEIBC)**

- The committee met and worked on an updated vision statement that more accurately reflected both Washington pilotage districts, as well as a new charter for the committee.  
Motion: Knutsen/Kirtley – approve the updated vision statement as written – Carried.  
Motion: Farrell/Kirtley – approve the DEIBC charter as written – Carried.

### **Exemptions from Pilotage.**

**Motor Yacht *RENT SPENT*** – 112', 208 gt, Marshall Islands registry, Captain Alfredo Caceres Lopez.

Motion: Farrell/Anthony – concur with Chair Tonn's granting of the interim annual exemption with the conditions of no Deception Pass or Duwamish Waterway without a pilot orientation in those areas – Carried.

**Motor Yacht *UNBRIDLED*** – 192', 803 gt, Cayman Islands registry, Captain Liam Devlin.

Motion: Anthony/Farrell– grant an annual exemption with no conditions – Carried.

### **Pilot/Trainee Physical Examination Reports.**

Motion: Knutsen/Hamilton – approve the pilot physical examination reports for Captains N.K. Moore, J.A. Michelson, J.E. Siddell, S.W. Scott, M.P. Bostick, P.V. Hunter, R.M. Gartner and G.P. Thoreson for their annual pilot license renewals – Carried.

Motion: Anthony/Farrell– approve the trainee physical examination reports for Captain J.M. Woodworth for his annual trainee license renewal – Carried.

**2026 Exam Validation Report.** BPC Staff presented the 2026 Washington Marine Pilot Exam Validation Report. Chair Tonn asked if there were any questions or comments and there were none.

### **Committee Updates.**

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

- The PAAC is meeting again in October and will have a report then.

#### **Pilot Safety Committee (PSC)**

- The PSC is also meeting again in October.

### **CLOSED SESSION**

A Closed Session of the Board of Pilotage Commissioners was called to order at 1:00 p.m. by Chair Sheri Tonn in person and online via Microsoft Teams to discuss legal issues.

#### Present in Grays Harbor:

Chair: Sheri Tonn

Vice Chair: Eleanor Kirtley (Marine Environment)

Commissioners: Timothy J. Farrell (Public), Mike Anthony (Pilot), Jason Hamilton (Public)

Administration: Jaimie Bever, Bettina Maki, Jolene Hamel

Present via Teams:

Commissioners: Tom Buroker (Ecology), Severin Knutsen (Pilot), Lee Tyler (Foreign Shipping)

AAG: Albert Wang, Lauren Jaech

### **OPEN SESSION**

The Open Session of the Board of Pilotage Commissioners reconvened at 1:40 p.m. by Chair Sheri Tonn online and in person via Microsoft Teams.

Motion: Knutsen/Anthony – two parts: 1. Direct the TEC to develop a return to active piloting plan for PSP President Captain Ivan Carlson, under which any observation trips taken in advance of the plan approval will be included in the program, and 2. Authorize the BPC staff to send a letter to Captain Carlson informing him that the TEC has been directed to develop a return to active piloting and such plan will be put up for approval at the October Board meeting – Carried.

**Confirmation of Next Regular Meeting Dates.** Chair Tonn reminded everyone that the next meetings will be back in Seattle on October 15 and November 19. 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 1:50 p.m.

Respectfully submitted,

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Jaimie C. Bever, Executive Director

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Sheri J. Tonn, Chair

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Eleanor Kirtley, Vice Chair

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Commissioner Timothy J. Farrell

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Commissioner Andrew Drennen

---

Commissioner Lee Tyler

---

Commissioner Severin Knutsen

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Commissioner Michael Anthony

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Commissioner Jason R. Hamilton

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Commissioner Tom Buroker

**REVISED 9/16/26**

WASHINGTON STATE  
BOARD OF PILOTAGE COMMISSIONERS  
**MEETING AGENDA**  
September 17, 2026

**(In-person) Port of Grays Harbor, 111 S. Wooding Street, Aberdeen, WA 98520**

**and**

**Via Teams #206.531.0324, participation code: 356921671#**

**Join the meeting now**

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

**1100 hours Call to order**

**REGULAR MEETING**

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

**NEW BUSINESS (Public comment accepted)**

4. Board Action – MSOs

|           |                        |                   |           |
|-----------|------------------------|-------------------|-----------|
| a.        | (Tug MARSHALL FOSS)    | 08/01/2026        | PS        |
| b.        | DREAM DIAMOND          | 08/10/2026        | PS        |
| c.        | (RECREATIONAL FISHING) | 08/17/2026        | PS        |
| d.        | VIENNA EXPRESS         | 08/18/2026        | PS        |
| e.        | (WHALE)                | 08/24/2026        | PS        |
| <b>f.</b> | <b>GASTONE</b>         | <b>09/07/2026</b> | <b>PS</b> |
| <b>g.</b> | <b>(TOTE DOCK)</b>     | <b>09/09/2026</b> | <b>PS</b> |
| <b>h.</b> | <b>(TOTE DOCK)</b>     | <b>09/11/2026</b> | <b>PS</b> |
5. **1145** - Tug Escort Rule Assessment – Scope of Work Presentation
  - a. Board Action – Adopt Scope of Work
6. Board Action – August 20, 2026 Regular Meeting Minutes
7. Board Action – Committee Recommendations:
  - a. Trainee Evaluation Committee (TEC)
    - i. Board Action – Pilot License Upgrade Program: Captains W Kelly, Shuler, and Campbell
    - ii. Committee Updates
  - b. Diversity, Equity, Inclusion and Belonging Committee (DEIBC)
    - i. Board Action – Revised Vision Statement & New Charter
    - ii. Committee Updates

8. Board Action – Request for Vessel Exemption:
- a. Motor Yacht *RENT SPENT* Returning (112 FT, 208 GT) INTERIM
  - b. Motor Yacht *UNBRIDLED* Returning (192 FT, 803 GT)**
9. Board Action – Pilot/Trainee Physical Examination Reports
- 1230 15-MINUTE BREAK**
10. 2026 Exam Validation Report
11. Committee & Work Group Reports:
- a. Pilotage Act Advisory Committee (PAAC)
  - b. Pilot Safety Committee (PSC)

**CLOSED SESSION**

Regarding legal matters.

**OPEN SESSION**

12. Consideration of Closed Session matters.
13. Upcoming Meeting Dates:

|                                                                                           |                                                                                            |
|-------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|
| Thursday, October 15, 2026 at<br>1100 – Regular Meeting (Hybrid –<br>Teams/2901 Building) | Thursday, November 19, 2026 at 1100<br>– Regular Meeting (Hybrid –<br>Teams/2901 Building) |
|-------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|

14. Public Comment
15. Adjourn

## PUGET SOUND PILOTAGE DISTRICT ACTIVITY REPORT

**Aug-2026**

The Board of Pilotage Commissioners (BPC) requests the following information be provided to the BPC staff **no later than two working days prior to a BPC meeting** to give Commissioners ample time to review and prepare possible questions regarding the information provided.

### Activity

|                                                      |                                             |                |                                         |         |     |                   |       |        |     |
|------------------------------------------------------|---------------------------------------------|----------------|-----------------------------------------|---------|-----|-------------------|-------|--------|-----|
| Total pilotage assignments:                          | 656                                         | Cancellations: |                                         |         | 12  |                   |       |        |     |
| Total ship moves:                                    | 644                                         | Cont'r:        | 141                                     | Tanker: | 217 | Genl/Bulk:        | 64    | Other: | 222 |
| Assignments delayed due to unavailable rested pilot: | 16                                          |                |                                         |         |     | Total delay time: | 52.75 | hours  |     |
| Assignments delayed for efficiency reasons:          | 21                                          |                |                                         |         |     | Total delay time: | 65.25 | hours  |     |
| Billable delays by customers:                        | 47                                          |                |                                         |         |     | Total delay time: | 144   | hours  |     |
| Order time changes by customers:                     | 116                                         |                |                                         |         |     |                   |       |        |     |
| 2 pilot jobs:                                        | 24                                          | Reason:        | PSP GUIDELINES FOR RESTRICTED WATERWAYS |         |     |                   |       |        |     |
| Day of week & date of highest number of assignments: | Saturday 8/1, Wednesday 8/26, Saturday 8/29 |                |                                         |         |     | 27                |       |        |     |
| Day of week & date of lowest number of assignments:  | Wednesday 8/19                              |                |                                         |         |     | 13                |       |        |     |
| Total number of pilot repositions:                   | 114                                         | Upgrade trips  | 3                                       | YTD     | 95  |                   |       |        |     |
| 3 consecutive night assignments:                     | 38                                          | YTD            | 300                                     |         |     |                   |       |        |     |

### Callback Days/Comp Days

|            | Starting Total | Call Backs (+) | Used (-) | Burned (-) | Ending Total |
|------------|----------------|----------------|----------|------------|--------------|
| Licensed   | 2409           | 84             | 112      |            | 2381         |
| Unlicensed | 148            |                |          | 14         | 134          |
| Total      | 2557           |                |          |            | 2515         |

**On watch assignments 569      Call back assignments 87      CBJ ratio 13.26%**

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                                 |
|----------|--------|---------|----------|------------------------------|-------------------------------------------------|
| 17-Aug   | 18-Aug | Seattle | PMI      | AZIPOD Original              | FLE(2on*), MIJ(2on*), MYE(2off)                 |
|          |        |         |          |                              |                                                 |
|          |        |         |          |                              |                                                 |
|          |        |         |          |                              |                                                 |
|          |        |         |          |                              |                                                 |
| 1-Aug    | 31-Aug |         |          | Upgrade Assignments On Duty  |                                                 |
| 1-Aug    | 31-Aug |         |          | Upgrade Assignments Off Duty | CAS(2off), GAR,                                 |
|          |        |         |          |                              |                                                 |
|          |        |         |          |                              |                                                 |
|          |        |         |          |                              |                                                 |
|          |        |         |          |                              | * On Watch    Off Watch    ** paired to assign. |
|          |        |         |          |                              | 4                      5                        |

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

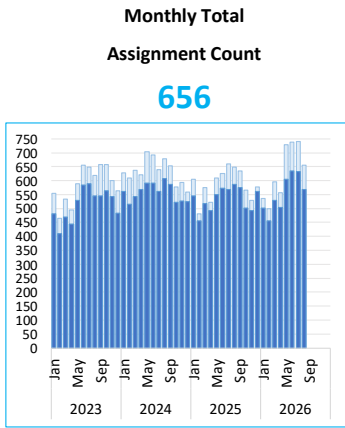
| Start Dt | End Dt | City            | Group | Meeting Description      | Pilot Attendees                                         |
|----------|--------|-----------------|-------|--------------------------|---------------------------------------------------------|
| 4-Aug    | 4-Aug  | Seattle         | PSP   | Pension                  | HAM, JEN, MIE**, MCG*, MIL**                            |
| 5-Aug    | 5-Aug  | Port Angeles    | PSP   | Pilot Boat               | COR, MAN, ROU, SEM                                      |
| 7-Aug    | 7-Aug  | Port Angeles    | PSP   | Outreach                 | NIN**                                                   |
| 11-Aug   | 11-Aug | Seattle         | PSP   | Efficiency               | ANA*, HAM*, KLA**, STU*, WOH                            |
| 12-Aug   | 12-Aug | Seattle         | PSP   | Rate Committee, BPC PAAC | HAM*, KNU, MCG*                                         |
| 12-Aug   | 12-Aug | Seattle         | PSP   | Rate Committee           | BOS*, SHL                                               |
| 18-Aug   | 18-Aug | Seattle         | PSP   | BOD Prep                 | GRK, HAM*                                               |
| 19-Aug   | 19-Aug | Seattle         | BPC   | BPC Prep                 | KNU                                                     |
| 19-Aug   | 31-Aug | Bali, Indonesia | PSP   | IMPA 27th Congress       | HAM(2on*,10off), MEL(12off), MIL(12off), SCS(7on*,5off) |
| 20-Aug   | 20-Aug | Seattle         | BPC   | BPC                      | KNU                                                     |
| 25-Aug   | 25-Aug | Seattle         | PSP   | BOD                      | BOS, GRK*,KEP*, MCG                                     |
| 26-Aug   | 26-Aug | Port Angeles    | PSP   | Pilot Boat               | MAN*, ROU*, SEM*                                        |
| 26-Aug   | 26-Aug | Seattle         | PSP   | Rate Committee           | MCG                                                     |

Puget Sound District  
Activity Report Dashboard  
2026 August

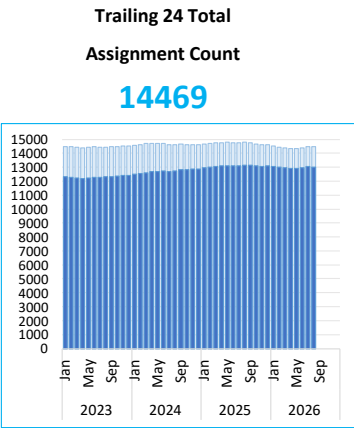
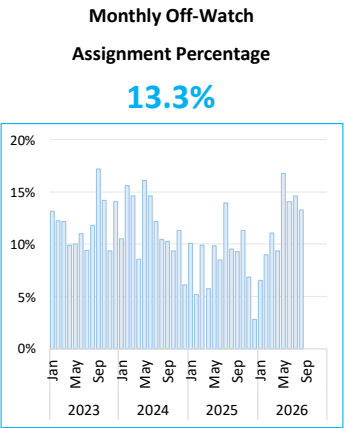
PS District  
Trainees  
9

Licensed Pilots  
Including President  
58

Capt. Scragg retired, reducing number of  
licensed pilots in Puget Sound to 58



569 On-Watch (dk blue), 87 Off-Watch (lt blue)



13013 On-Watch (dk blue), 1456 Off-Watch (lt blue)

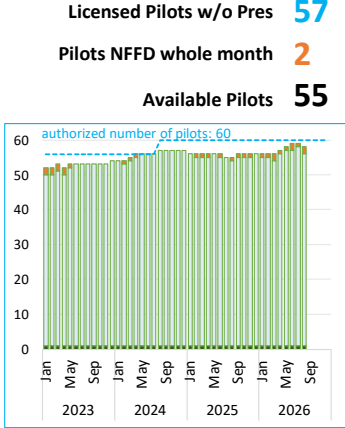
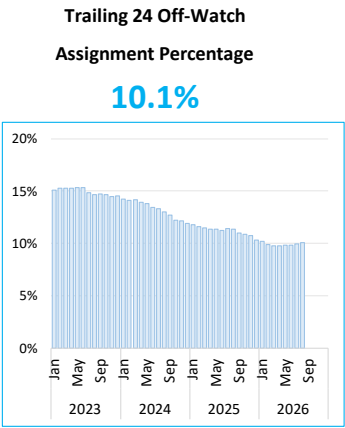
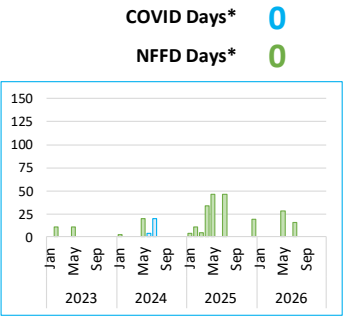
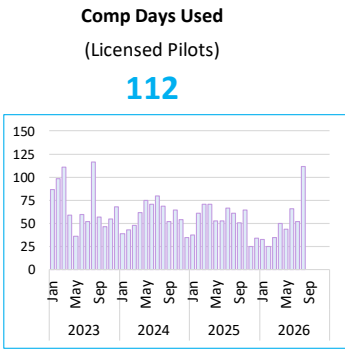
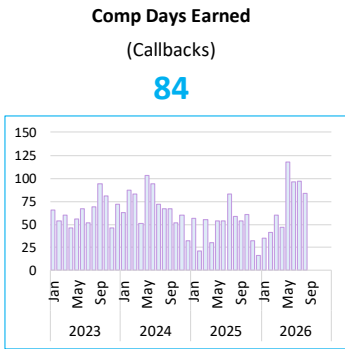
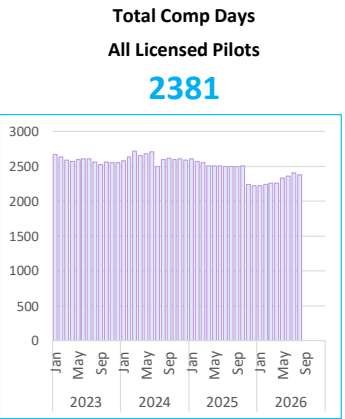
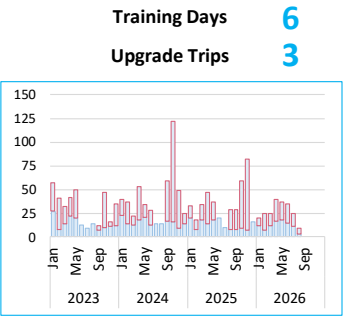


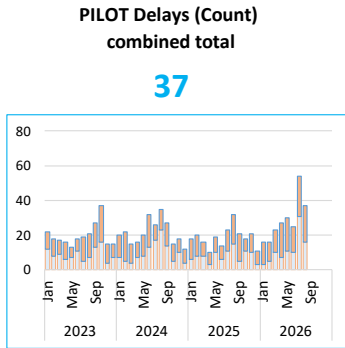
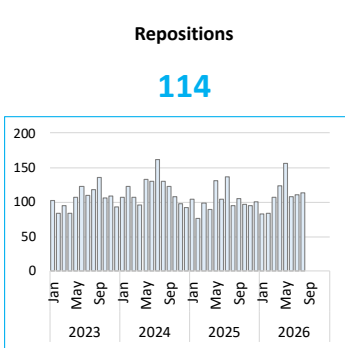
chart also includes president (1 pilot)



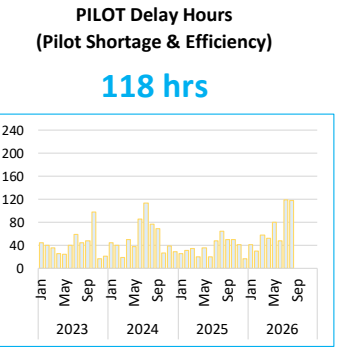
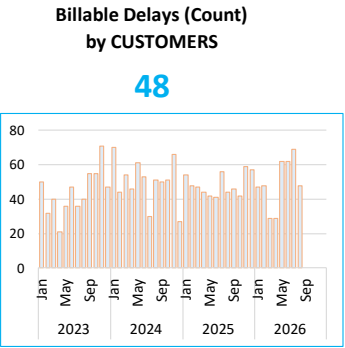
count of NFFD & Covid days if  
pilot(s) not NFFD whole month



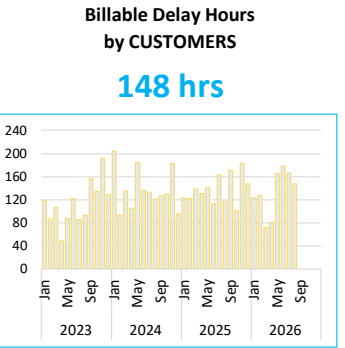
training days (red) stacked  
on upgrade trips (blue)



efficiency delay counts stacked on  
pilot shortage delay counts



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



## **Port of Grays Harbor**

### **Pilotage Report**

**September 17, 2026**

#### Pilotage Activity

There were a total of 9 arrivals in August (6 dry bulkers, 1 liquid bulker and 2 RoRo's). This equated to 24 jobs. For comparison last year, there were 7 arrivals for a total of 24 jobs in August.

Year to date through August there have been 83 arrivals for a total of 210 jobs. This compares to last year where we had 71 arrivals for a total of 185 jobs for the same period.

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

#### T4B Startup

The first dry bulk vessel arrived at T4B on Saturday, August 29, 2026 and began loading on Sunday, August 30, 2026. A small amount of product was loaded while we experienced the typical issues that were expected during startup. This vessel was eventually shifted to T2 and completed loading so that modifications could be made to the loading facility at T4B. More alterations are being made to the rail unloading and vessel loading facility and the next vessel is scheduled to arrive and commence loading at the end of the month.



# Tug Escort Rule Assessment: SOW Approval Vote

Presenters: Jaimie Bever (BPC), Haley Kennard (ECY), Alex Suchar (ECY)

September 17, 2026

# Agenda

- 1** Goals of this presentation
- 2** Regulatory context
- 3** Overview of SOW
- 4** Discussion and questions
- 5** Next steps, timeline

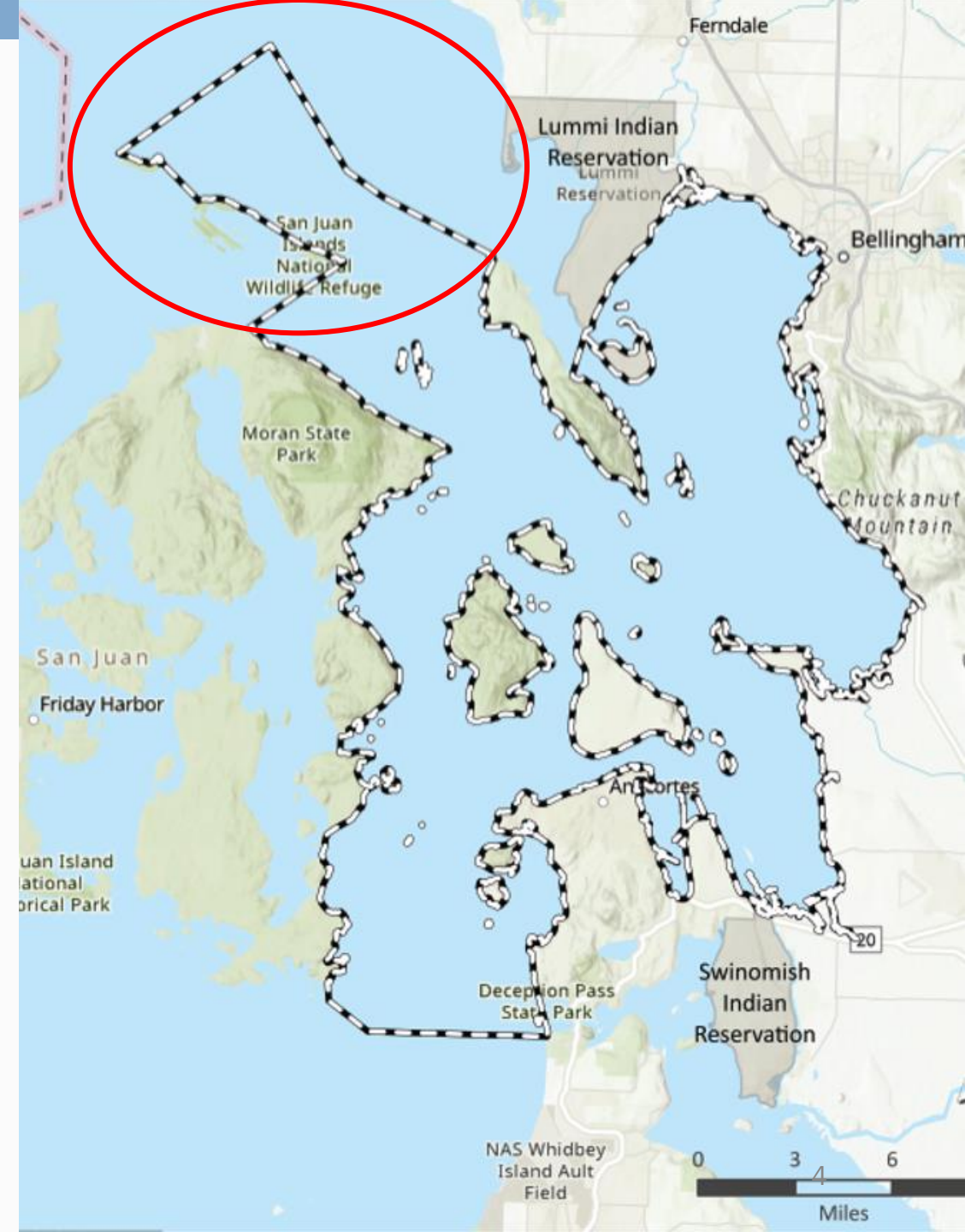
# Goals

- ✓ Share an overview of the proposed Scope of Work (SOW) and answer questions.
- ✓ BPC vote to adopt the proposed SOW.

# 2025 Tug Escort Rule (New Section of Ch. 363- 116 WAC)

- Expanded the area where target vessels\* are required to have an escort tug by 28.9 miles.
- Minimum horsepower (hp) requirements for tugs.
- Minimum of twin screw propulsion for tugs.
- Required pre-escort conference.

\*Target Vessels: Tankers 5,000-40,000 DWT, ATBs and towed barges over 5,000 DWT.



# RCW 88.46.260 Requirements

- **By October 1, 2028** and at least every 10 years thereafter, the BPC and Ecology must determine whether updates to the 2025 tug escort rules are necessary.

Our Focus: Immediate assessment and 2028 deadline to support BPC decision-making.

# RCW Requires that the Assessment Include

- Analysis of the effects of the rule on vessel traffic patterns and oil spill risks in the Salish Sea,
- Analysis of whether experienced or forecasted changes to vessel traffic patterns or oil spill risk necessitate an update to the rule,
- Modeling from Ecology's risk model,
- Consultation with the USCG and potentially affected federally recognized Tribes,
- **May** include vessel traffic data, vessel accident and incident data (Team plans to include)

# Timeline, Scope, Capacity

- Decision on whether to pursue rulemaking based on this assessment due by October 2028 (~ 2 years).
  - Targeted research agenda to support BPC decision-making and meet RCW requirements.
  - Working within existing modeling framework and data sources.
  - Limited post-2025 rule data available.
  - In-house staff capacity only.
  - Not re-doing environmental or economic assessments.

# BPC-Ecology Inter-Agency Agreement

## BPC and Ecology:

- Develop project plans, scopes of work, communication strategies
- Regular meetings
- Consult with USCG and Tribes, stakeholder outreach
- Consider the effects of the 2025 rule

## BPC:

- Policy decisions (by Board vote)
- Final decision on whether to pursue rulemaking in 2028 and notifications to legislature
- Approval of scope of work
- Technical assistance to Ecology as needed.

## Ecology:

- Technical decisions
- Conduct rule effects assessment
- Maintain and update risk model framework
- Decisions about Ecology program capacity and workload

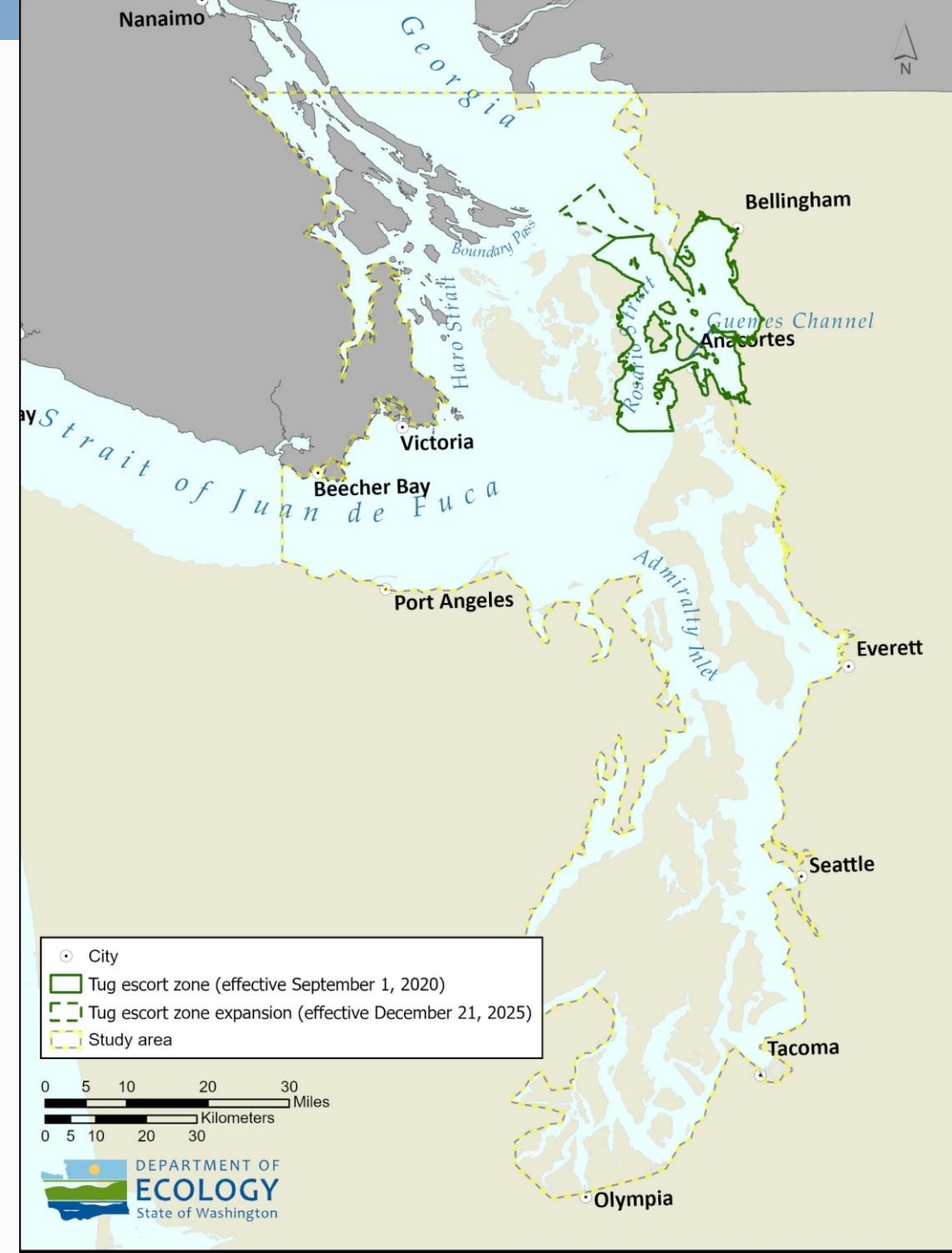
# Stakeholder and Tribal Feedback

- Decision-making about rule changes
- Cumulative impacts, forecasted changes, specific infrastructure projects
- Economic analyses
- Use of model and model documentation
- Rule implementation, esp. pre-escort conference
- Support for outreach and consultation approaches



# Proposed SOW Overview

# Study Area



# Research Questions Groups

- Effects of the rule on vessel traffic patterns
- Effects of the rule on oil spill risk
- Evaluation of observed/forecasted changes in vessel traffic or oil spill risk
- Functional and operational requirements

# Primary Data Sources

- Vessel traffic data: AIS
- Incident data: MISLE, MARSIS, SPIIS
- Momentum and Drift Model data – simulated drift groundings
- Literature review
- Tribes and SME consultations

# Vessel Traffic Analysis

- Traffic increased/decreased
- Which vessel types experienced changes and where
- Route switching
- Tug rendezvous/waiting behavior
- Effects on Tribal Treaty fishing, EJ communities, and ocean users

# Oil Spill Risk Analysis

- Oil spill risk from target vessels
- Oil spill risk from escort tugs

# Observed and Forecasted Changes Analysis

- Observed changes
- Forecasted changes

# Functional and Operational Requirements Analysis

- Literature review
- Consultations

# Outside of Scope

- New Environmental Impact Statement
- New underwater noise modeling
- New formal economic assessment
- New assessment of Emergency Response Towing Vessels
- New analysis of alternatives to the 2025 rule
- Changes to tug escort requirements for tankers greater than 40,000 deadweight tons
- Vessel traffic analysis outside the defined study area

# Outreach, Engagement, and Consultation

- **BPC:** Ongoing regular coordination, policy-level voting
- **U.S. Coast Guard:** Formal consultation and ongoing informal coordination.
- **Tribes:** Formal Government-to-Government consultation, Tribal Government-only workshops, informal direct outreach
- **SMEs, Industry:** Targeted outreach and discussions, listening and feedback sessions.
- **Stakeholders:** Workshops, project updates, website materials, and presentations.
- **EJ:** Coordination with Ecology's Office of Equity and Environmental Justice to develop strategies as needed.

# Proposed Project Schedule

| Task                                                                     | Timeline                  |
|--------------------------------------------------------------------------|---------------------------|
| <b>Task 1:</b> Assess vessel traffic changes                             | June 2026 - July 2027     |
| <b>Task 2:</b> Assess changes in oil spill risk                          | June 2026 - Oct. 2027     |
| <b>Task 3:</b> Assess observed and forecasted changes                    | Ongoing through Dec. 2027 |
| <b>Task 4:</b> Assess impacts of functional and operational requirements | Ongoing through Dec. 2027 |
| <b>Task 5:</b> Conduct outreach and engagement                           | Ongoing through Mar. 2028 |
| <b>Task 6:</b> Develop final product, decision support                   | Nov. 2027 - June 2028     |

# Deliverables

- Technical assessment report
- Decision support presentations to the BPC



# Discussion and Questions

# Timeline and Next Steps

| Phase                                      | Planned Timeline           |
|--------------------------------------------|----------------------------|
| Phase 1 – Scoping                          | Through end of Summer 2026 |
| Phase 2 – Technical Work & Write Up        | Through end of 2027        |
| Phase 3 – Final Results & Decision Support | Late 2027 – Summer 2028    |



# BPC Voting Process

ECY Point of Contact: Haley Kennard  
([haley.kennard@ecy.wa.gov](mailto:haley.kennard@ecy.wa.gov))

BPC Point of Contact: Jaimie Bever  
([Jaimie.bever@wsdot.wa.gov](mailto:Jaimie.bever@wsdot.wa.gov))

# Tug Escort Rule Effects Assessment

## Scope of Work (SOW) for BPC Approval



## Overview

This project will assess the effects of the 2025 adopted amendments to Chapter 363-116 WAC on vessel traffic patterns and oil spill risk in Washington State waters within the defined study area. Under RCW 88.46.260, Ecology and the Board of Pilotage Commissioners (BPC) must determine whether updates to Chapter 363-116 WAC are necessary by October 1, 2028. The BPC will make the final determination on whether to pursue rulemaking in 2028, notify the legislature, and would adopt any WAC changes.

The assessment will combine synthesis of prior studies, exploratory analysis of observed vessel traffic and incident data, targeted modeling for oil spill risk, and qualitative input from maritime subject-matter experts, Tribal partners, and other relevant parties. The study will evaluate both direct effects on target vessels and escort tugs and broader effects on other vessel types, other ocean users, Tribal fishing, and environmental justice communities.

As required under RCW 88.46.260, the assessment will evaluate how the rule amendments influence:

- Vessel traffic patterns and oil spill risks in the Salish Sea,
- Whether experienced or forecasted changes to vessel traffic patterns or oil spill risk necessitate an update to the rule

The assessment will include:

- Consultation with the USCG and potentially affected federally recognized Tribes,
- Vessel traffic data, vessel accident and incident data, and data produced by Ecology's Momentum and Drift Model

## Background

Tug escorts have been part of the marine safety system in Washington state since 1975. In 2019, the Legislature expanded tug escort requirements for oil tankers between 5,000 and 40,000 DWTs and articulated tug barges (ATBs) and towed waterborne vessels or barges greater than 5,000 DWTs (collectively "target vessels" in this document). Beginning September 1, 2020, these target vessels were required to take an escort tug in Rosario Strait and connected waters east (see Figure 1).

Amendments adopted in November 2025 expanded the escort area approximately 28.9 square miles north toward Patos Island and introduced new functional and operational requirements intended to improve safety.

This assessment builds on prior Ecology and BPC studies, including:

- [2021 Synopsis of Changing Vessel Traffic Trends](#)
- [2023 Summary of Tug Escort Analysis Report](#)
- [2025 rulemaking analyses](#)

The assessment will also summarize non-target vessel and tug activity to understand broader traffic and risk effects.

## Study Design

### Study area

The Study Area for this analysis includes connected marine waters in the Salish Sea network of coastal waterways (including Puget Sound), bounded to the north by the 49th Parallel and bounded to the west by a line extending across the Strait of Juan de Fuca from Pike Point to Tongue Point (see Figure 1).

### Data sources

The study will use a combination of observed data, modeled data, prior studies, and qualitative information:

- AIS data (2015–2026) for vessel tracks, speeds, escort positioning, and routing behavior
- MISLE, MARSIS, and SPIIS for incident history and contributing factors
- Simulated drift grounding data and maps
- Other data and studies as needed – e.g. VEAT data for vessel traffic statistics, WDFW recreational fishing area information, etc.
- Qualitative information and on-water observations from SMEs, Tribes, and others
- Additional infrastructure, transportation, regulatory, and environmental information from prior studies and identified sources

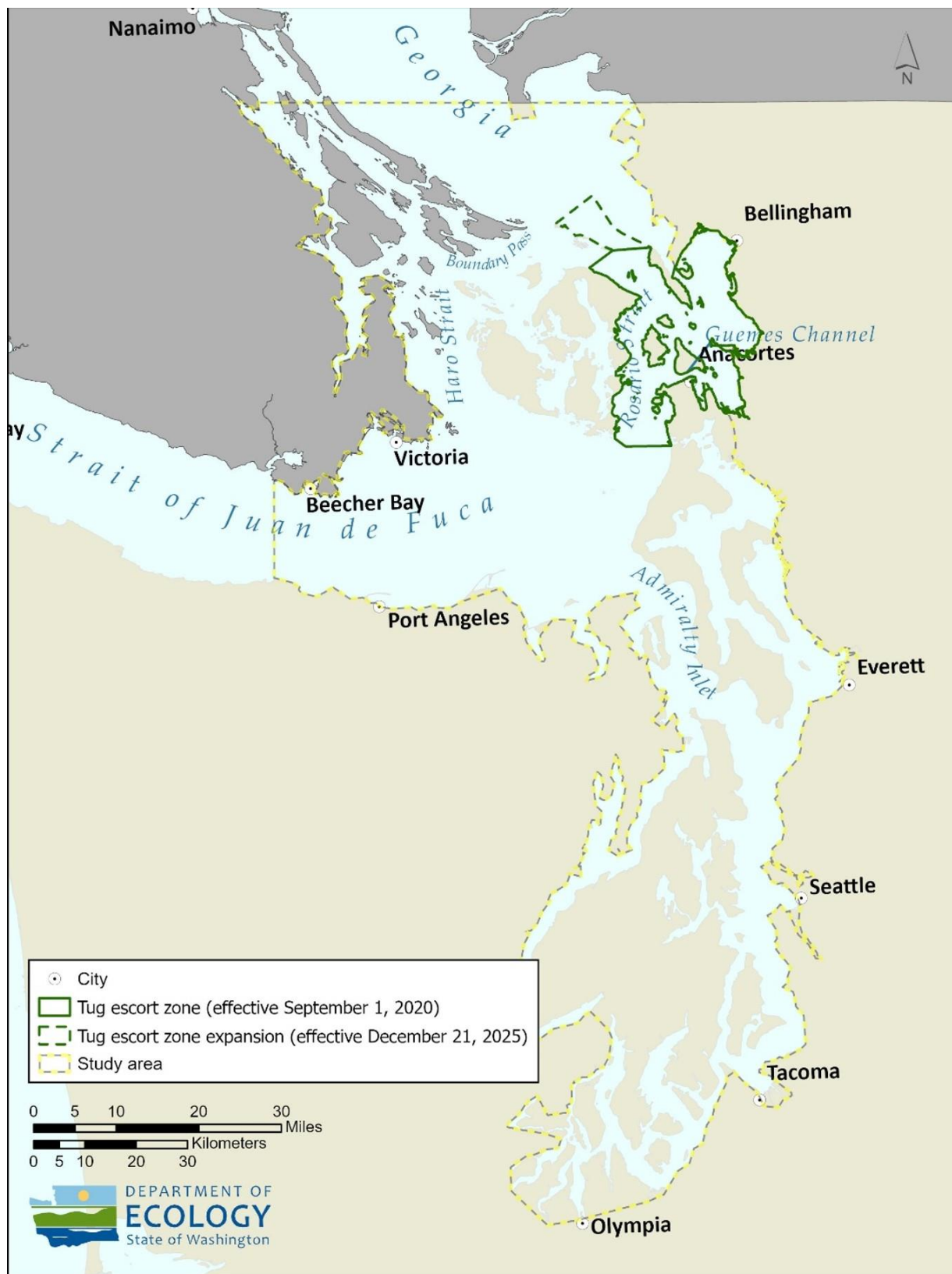


Figure 1 Boundary of the study area for this assessment

## **Vessel traffic research questions**

How have the 2025 adopted amendments to Chapter 363-116 WAC affected vessel traffic?

- Where has traffic increased or decreased?
- What kind of traffic has changed?
- Are we seeing route switching by target vessels?
- What tug rendezvous/waiting behavior are we seeing?
- How do traffic changes affect other ocean users, Tribal fishing, and environmental justice communities?

Traffic will be compared across three regulatory timeframes:

- Timeframe 1: Pre-September 2020 statute (2015-August 2020)
- Timeframe 2: Post-2020 statute (September 2020-2025)
- Timeframe 3: Post-2025 rule (2026)

Analysis includes:

- AIS data processing to summarize vessel activity across the three regulatory timeframes.
- Literature review, information from vessel traffic research questions, SME discussions, Tribal consultations.

## **Oil spill risk research questions**

How have the 2025 adopted amendments to Chapter 363-116 WAC affected oil spills risk for:

- Target vessels (ATBs and Barges > 5000 DWT, Tankers between 5,000-40,000 DWT)
- Escort tugs

Analysis includes:

- Incident and marine safety occurrence data from MISLE, MARSIS, and SPIIS will be reviewed to characterize the existing risk profile.
- Case studies and subject-matter expert input to interpret incident circumstances.
- Use of Ecology's Momentum and Drift Model to evaluate where target vessels may be more likely to run aground following a loss-of-propulsion event.

## **Observed and forecasted changes research questions**

The project will consider observed and forecasted changes in vessel traffic and oil movement that may affect spill risk independent of the rule.

Analysis includes literature review of changes in the marine transportation and oil movement landscape and regulatory regime. Information on predicted vessel traffic changes from approved projects will also be included.

## Functional and operational requirements research questions

The assessment will include a descriptive review of the functional and operational requirements included in the 2025 rule:

- Twin-screw propulsion
- Minimum horsepower requirements for escort tugs
- Pre-escort conference

Analysis includes literature review, Tribal consultation, subject-matter expert discussions, and stakeholder engagement.

## Other ocean users, Tribal Treaty fishing, environmental justice

The assessment will evaluate potential interactions between vessel traffic changes and Tribal Treaty fishing, commercial and recreational fishing, ferries and passenger vessels, recreational boating, other marine users, and environmental justice communities.

This work will rely on available data, literature review, Tribal consultation, subject-matter expert discussions, and stakeholder engagement

## Outside of scope

- New Environmental Impact Statement.
- New underwater noise modeling.
- New formal economic assessment.
- New assessment of Emergency Response Towing Vessels.
- New analysis of alternatives to the 2025 rule, such as geographic expansion or vessel-type differentiation.
- Changes to tug escort requirements for tankers greater than 40,000 deadweight tons.
- Vessel traffic analysis outside the defined study area, including the Outer Coast and Columbia River.

## Project Management and Responsibilities

The BPC and Ecology are working together on this assessment under [an inter-agency agreement](#). Ecology is leading the technical work. The Ecology project team includes staff responsible for project management, vessel traffic analysis, oil spill risk analysis, modeling, literature review, Tribal coordination, environmental justice coordination, and reporting.

The BPC is responsible for policy decisions and the final determination on whether to pursue rulemaking in 2028.

## Proposed Project Schedule

| Task                                                              | Timeline                                                |
|-------------------------------------------------------------------|---------------------------------------------------------|
| Task 1: Assess vessel traffic changes                             | June 2026 - July 2027                                   |
| Task 2: Assess changes in oil spill risk                          | June 2026 - Oct. 2027                                   |
| Task 3: Assess observed and forecasted changes                    | Compile updates through Dec. 2027                       |
| Task 4: Assess impacts of functional and operational requirements | Compile information from SMEs, Tribes through Dec. 2027 |
| Task 5: Conduct outreach and engagement                           | Ongoing through Mar. 2028                               |
| Task 6: Develop final product, decision support                   | Nov. 2027 - June 2028                                   |

Statutory deadline: The BPC must decide on pursuing rulemaking and notify the Legislature by October 1, 2028. Legislative coordination must begin by September 1, 2028 to meet this deadline.

## Outreach and Engagement, Environmental Justice Considerations, Tribal Government Consultation

Engagement will include:

- Regular coordination with the Board of Pilotage Commissioners.
- Formal consultation and ongoing coordination with the U.S. Coast Guard.
- Formal Government-to-Government consultation, Tribal Government-only workshops, direct outreach, and presentations to Tribal Governments where appropriate.
- Stakeholder workshops, project updates, website materials, and presentations.
- Coordination with Ecology's Office of Equity and Environmental Justice.
- Targeted discussions with subject-matter experts as needed.

## Deliverables

A technical assessment report supported by appendices, figures, maps, and summary tables.

## References

United States Coast Guard. (2017). *Ports and Waterways Safety Assessment Workshop Report, Puget Sound, Washington* (p. 44). United States Coast Guard.

Van Dorp, J. R., & Merrick, J. (2015). FINAL REPORT: VTRA 2015. *FINAL REPORT*, 255.

Washington Department of Ecology. (2021). *Vessel Activity Synopsis. Maritime activity in the Northern Puget Sound and Strait of Juan de Fuca* (Nos. 21-08-008; p. 100). Washington State Department of Ecology.

Washington State Board of Pilotage Commissioners, & Washington State Department of Ecology. (2021). *Synopsis of Changing Vessel Traffic Trends* (p. 149).

Washington State Board of Pilotage Commissioners, & Washington State Department of Ecology. (2025). *Board of Pilotage Commissioners Tug Escort Rulemaking (Chapter 363-116 WAC) State Environmental Policy Act Draft Environmental Impact Statement* (Nos. 25-08-015; p. 221).

Washington State Department of Ecology. (2019). *Report of Vessel Traffic and Vessel Traffic Safety: Strait of Juan de Fuca and Puget Sound Area* (Nos. 19-08-002; p. 310).

Washington State Department of Ecology. (2023). *Summary of Tug Escort Analysis Results. Report to the Legislature pursuant to RCW 88.16.260. Publication 23-08-009* (Nos. 23-08-009; p. 198). Washington State Department of Ecology. Spill Prevention, Preparedness, and Response Program.  
<https://apps.ecology.wa.gov/publications/UIPages/SummaryPages/2308009.html>



# Tug Escort Rule Effects Assessment

## Summary of Planned Scope of Work for BPC

### Purpose

By October 1, 2028, and at least every 10 years thereafter, the Board of Pilotage Commissioners (BPC) and Washington State Department of Ecology (Ecology) must determine whether updates to the 2025 tug escort rules ([Chapter 363-116 WAC](#)) are necessary ([RCW 88.46.260](#)).

### Background

The 2025 tug escort rule updates included expanding the tug escort requirement zone and introducing new functional and operational requirements intended to improve safety. We will assess how the 2025 updates influence target vessel traffic and oil spill risk in the Salish Sea and if further updates are warranted to the existing tug escort rules.

### Target Vessels

This rule only affects small to medium-size vessels carrying oil in bulk (“target vessels”), specifically:

- Oil tankers 5,000–40,000 DWT.
- Articulated tug barges and towed barges over 5,000 DWT.

### Assessment Timeframe

The assessment will compare target vessel activity before and after the late 2025 rulemaking. This assessment will build on previous work completed by Ecology and BPC as part of the 2025 tug escort rulemaking.

### Proposed Project Schedule

- **Phase 1 - Scoping**  
*Through end of Summer 2026*
- **Phase 2 – Technical Work and Write Up**  
*Through end of Summer 2027*
- **Phase 3 – Final Results**  
*Late 2027 – Summer 2028*

### Study Area

The Study Area for this analysis includes connected marine waters in the Salish Sea network of coastal waterways (including Puget Sound), bounded to the north by the 49th Parallel and bounded to the west by a line extending across the Strait of Juan de Fuca from Pike Point to Tongue Point (Figure 1).

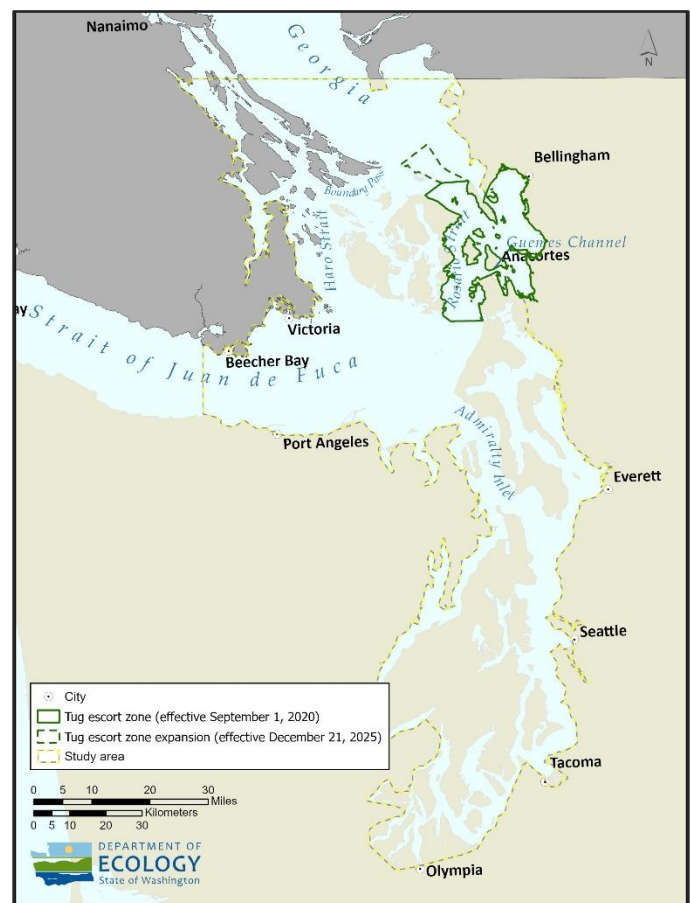


Figure 1. Study area and tug escort requirement zones.

### Partnership and Deliverables

BPC and Ecology have an interagency agreement to complete this work jointly, and Ecology will provide a final assessment to BPC to support their decision-making process.

## Tug Escort Rule Analysis Components

The analysis components outlined below describe the proposed evaluation methods and data sources that will be used for this assessment.

### 1. Vessel Traffic Change Analysis

This analysis focuses on identifying changes in vessel traffic following the 2025 rule amendments. This will include increases or decreases in traffic, routing decisions, rendezvous and waiting practices, and changes specific to escort tugs, target vessels, and other vessel traffic. It will also evaluate implications for Tribal treaty fishing, other marine users (e.g. recreational boating, passenger vessels, etc.), and overburdened communities.

The analysis will summarize and compare historical vessel AIS data, along with literature review, USCG and subject matter experts (SME) insights, and consultation with Tribes.

### 2. Oil Spill Risk Change Analysis

The oil spill risk analysis will evaluate changes in incident frequency and incident types involving target vessels and escort tugs, review by case studies, recent incident data, and expert insights. It will also use drift model results to identify drift grounding risk areas.

The analysis will rely on incident data, simulated drift-grounding results, literature review, input from subject matter experts, and consultation with Tribes.

### 3. Observed and Forecasted Changes

This analysis will examine whether observed or forecasted changes to vessel traffic patterns or oil spill risk necessitate an update to the tug escort rule. It will incorporate updated literature.

## 4. Impacts of Functional and Operational Changes

This analysis evaluates the impact of functional and operational requirements introduced in the 2025 rule, including: twin-screw propulsion, minimum tug horsepower, and a required pre-escort conference. The assessment will focus on implications for safety and operations.

Findings will rely on literature review, Tribal consultation, and input from stakeholders and subject matter experts.

### Related Information

- [RCW 88.46.260](https://app.leg.wa.gov/RCW/default.aspx?cite=88.46.260)<sup>1</sup>
- [Chapter 363-116 WAC](https://app.leg.wa.gov/WAC/default.aspx?cite=363-116)<sup>2</sup>
- [Ecology rule effects assessment website](https://ecy.wa.gov/assessments/tug-escort-rule-effects)
- [BPC rule effects assessment website](https://bpc.wa.gov/assessments/tug-escort-rule-effects)

### Points of Contact

**Jaimie Bever, BPC Executive Director**

[jaimie.bever@wsdot.wa.gov](mailto:jaimie.bever@wsdot.wa.gov)

206.515.3887

**Haley Kennard, Ecology, Project Manager**

[haley.kennard@ecy.wa.gov](mailto:haley.kennard@ecy.wa.gov)

360.742.8781



**Haley Kennard**

[Haley.Kennard@ecy.wa.gov](mailto:Haley.Kennard@ecy.wa.gov)

360-742-8781



To request an ADA accommodation, email

[Jasmin.Adams@ecy.wa.gov](mailto: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

[ecy.wa.gov/ADA](https://ecy.wa.gov/ADA) for more accessibility information.

<sup>1</sup> <https://app.leg.wa.gov/RCW/default.aspx?cite=88.46.260>

<sup>2</sup> <https://app.leg.wa.gov/WAC/default.aspx?cite=363-116>

## **BPC Diversity, Equity, Inclusion, and Belonging Vision Statement**

The BPC's top priority is safe pilotage in Washington state. We are committed to maintaining and promoting a culture of trust, professionalism, engagement, and belonging for all individuals. The heart of our work is for Washington state pilotage to be physically and psychologically safe for all individuals. We are dedicated to continually evaluating and improving our practices to ensure a professional environment that supports fairness, opportunity, and success. The BPC accepts that achieving and maintaining the culture we strive for will take investment, accountability, habitual practice, and a long-term, enduring commitment.

The BPC strives to:

- Increase awareness of the many paths to pilotage.
- Attract mariners of diverse identities, backgrounds, career paths, and perspectives.
- Continue to strengthen a pilot training program where trainees are welcomed, valued, and can excel in pilotage.
- Explore resources, relationships, and environments that support all professional mariners in the Washington State Pilotage Pipeline.
- Collaborate with government entities and other partners to identify and mitigate both the upstream bias and barriers to opportunities, as well as those that persist within our community.
- Promote a culture of continual improvement, innovation, and evidence-based approaches.

We believe that pilots, trainees, and aspirants have the right to operate in physically and psychologically safe environments. May all who work in Washington feel they belong.

**We are better together.**



STATE OF WASHINGTON  
**BOARD OF PILOTAGE COMMISSIONERS**

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

**DIVERSITY, EQUITY, INCLUSION & BELONGING COMMITTEE (DEIBC)  
2026 CHARTER**

**I. Purpose**

The BPC's top priority is safe pilotage in Washington state. We are committed to maintaining and promoting a culture of trust, professionalism, engagement, and belonging for all individuals. The heart of our work is for Washington state pilotage to be physically and psychologically safe for all individuals. We are dedicated to continually evaluating and improving our practices to ensure a professional environment that supports fairness, opportunity, and success. The BPC accepts that achieving and maintaining the culture we strive for will take investment, accountability, habitual practice, and a long-term, enduring commitment.

**II. Membership**

The DEIBC shall consist of:

- one (1) Chair who is a BPC member or BPC staff;
- up to (3) members of the BPC; and
- at least one (1) representative who is a pilot member of BPC
- up to two (2) active pilots from the Puget Sound or Grays Harbor Pilotage Districts
- Another Individual, as recommended by the committee and approved by the BPC

The DEIBC members shall be appointed by the Board for an initial term of one (1) year and will be appointed/reappointed by the Board annually. The Committee shall consult with additional subject matter experts as appropriate.

**III. The Role of Chair**

The Chair of the DEIBC will work with BPC staff to prepare meeting materials and will oversee the meetings. The Chair will also provide updates at the monthly Board meetings on committee activities, coordinate and communicate with committee members and outside interests, and deliver recommendations to the Board on behalf of the Committee.

#### **IV. Authority**

The DEIBC is an advisory committee to the Board only. It will not make policy decisions. Committee recommendations will be agreed upon by majority rule.

#### **V. Guidelines & Responsibilities:**

Committee members will commit to the following:

- Regularly attend meetings and provide an alternate if unable to attend a meeting;
- Start and end meetings on time;
- Review meeting materials ahead of time and come prepared to contribute;
- Be open to and respectful of new ideas and ways of doing things; and
- Provide, via vote, recommendations to the Board.

#### **VI. Scope of Work:**

- Track Key Performance Indicators (KPIs) established by the BPC: committee meetings held and events attended and/or sponsored.
- Plan calendar toward meeting KPI targets
- Research, prepare, and maintain a definitions document to stay up to date with WA state-defined definitions
- Survey data sources in the industry and pursue data collection
- Benchmark against relevant populations, policies, and processes
- Review and update workplace policies and habitability
- 

#### **VII. Meetings/Time Commitment**

Meetings will occur at least quarterly, as needed, and will typically last 1-2 hours. Locations may vary. However, a virtual option will be made available.

Any meeting summaries/notes will be reviewed by the Committee and provided to the Board.

The DEIBC will review its charter at least annually and recommend any proposed changes to the Board for review and adoption.

This charter was adopted by the Board of Pilotage Commissioners on \_\_\_\_\_, 2026.