REVISED 3/18/26

WASHINGTON STATE
BOARD OF PILOTAGE COMMISSIONERS

MEETING AGENDA

March 19, 2026

2901 3rd Avenue, Seattle, WA 98121 – 4th Floor Dolphin Conference Room

and

Via Teams #206.531.0324, participation code: 356921671#

Join the meeting now

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

1100 hours Call to order ***REGULAR MEETING***

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

OLD BUSINESS ***(Public comment accepted)***

4. Possible Board Action – Reconsideration of Pilotage Exemption for Clipper Fleet
5. Possible Board Action – Previous Months MSOs
   a. *MATSON TACOMA* 02/05/2026 PS

NEW BUSINESS ***(Public comment accepted)***

6. Board Action – MSOs
   a. *OHIO* 02/24/2026 PS
7. Board Action – February 19, 2026 Regular Meeting Minutes
8. Board Action – Committee Recommendations:
   a. Trainee Evaluation Committee (TEC)
      i. Board Action – Pilot License Upgrade Program: Captains Scott & Wood
      ii. Possible Board Action – Issue Invitations for Puget Sound Training Program
      iii. Other Committee Updates
   b. Pilot Exam Committee (PEC)
      i. Board Action – WA State Marine Pilot Exam Applicants
      ii. Other Committee Updates
9. Board Action – Request for Vessel Exemption:
   a. Motor Yacht *TRITON* Returning (163 FT, 527 GT)
   b. Motor Yacht *ZENITH* Returning (133 FT, 470 GT)
10. Board Action – Grays Harbor Request to Increase Number of Pilots
11. Board Action – Pilot/Trainee Physical Examination Reports

12. 1200 Presentation: 2026 Cruise Season Overview – Port of Seattle

1230 15-MINUTE BREAK

13. WAC 363-116-065 Number of Pilots – Review of Staff Recommendation and Public Comment
14. Tug Escort Rule Implementation
15. 2026 Legislative Update
16. Committee & Work Group Reports:
    a. Oil Transportation Safety Committee (OTSC)
        i. Review Committee Membership
    b. Pilot Safety Committee (PSC)
    c. Pilotage Act Advisory Committee (PAAC)
        i. Review of Canadian Incident Data Reporting
    d. Terminal Operations Work Group (TOWG)
    e. Diversity, Equity, and Inclusion Committee (DEIC)
17. Upcoming Meeting Dates:

Thursday, April 16, 2026 at 1100 – Regular Meeting (Hybrid – Teams/2901 Building)	Thursday, May 21, 2026 at 1100 – Regular Meeting (Hybrid – Teams/2901 Building)

18. Public Comment
19. Adjourn

PUGET SOUND PILOTAGE DISTRICT ACTIVITY REPORT

Feb-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:	500			Cancellations:	12				
Total ship moves:	488	Cont'r:	140	Tanker:	169	Genl/Bulk:	98	Other:	81
Assignments delayed due to unavailable rested pilot:			5			Total delay time:	14.75	hours	
Assignments delayed for efficiency reasons:			11			Total delay time:	15.5	hours	
Billable delays by customers:			48			Total delay time:	128		
Order time changes by customers:			123						
2 pilot jobs:	21	Reason:	PSP GUIDELINES FOR RESTRICTED WATERWAYS						
Day of week & date of highest number of assignments:			Sunday 2/1/26				27		
Day of week & date of lowest number of assignments:			Saturday 2/21/26				7		
Total number of pilot repositions:	84	Upgrade trips	7	YTD	19				
3 consecutive night assignments:	22	YTD	52						

Callback Days/Comp Days

	Starting Total	Call Backs (+)	Used (-)	Burned (-)	Ending Total
Licensed	2222	41	25		2238
Unlicensed	232			14	218
Total	2454				2456

On watch assignments	**455**	**Call back assignments**	**45**	**CBJ ratio**	**9.00%**

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
25-Feb	27-Feb	Seattle	Mitags	Azipod	BOS(2on*,1off), EKE(2on*,1off), MAN(2on*,1off), MIE(2on*,1off), MOO(3on*),
1-Feb	28-Feb			Upgrade Assignments On Duty	KEW*, MAM*
1-Feb	28-Feb			Upgrade Assignments Off Duty	MAM, STA(2off), STU(2off)

* On Watch	Off Watch	** paired to assign.	
15	10		

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

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees
1-Feb	10-Feb	Seattle	PSP	Rate Committee, Parametrix PS	MCG(8on*, 2pair**)
1-Feb	1-Feb	Seattle	PSP	Rate Committee	KNU*
1-Feb	4-Feb	Seattle	PSP	Administrative	HAM(4off)
1-Feb	10-Feb	Seattle	PSP	Ops Pilot	HUP(10off)
2-Feb	5-Feb	Anchorage, AK	PSP	Business, CLIA PNW Symposium	KAL(4on*), KNU(4on*)
3-Feb	3-Feb	Seattle	BPC	BPC Exam Prep	BEN*, MOO
3-Feb	3-Feb	Seattle	PSP	Pilot Boat	COR*, MAN, ROU*
5-Feb	5-Feb	Olympia	PSP	Legislative	HAM, MEL*, NIN*

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees
6-Feb	8-Feb	Seattle	PSP	President	HAM(3on*)
9-Feb	11-Feb	Seattle	BPC	BPC Exam Prep	BEN(3off), KNU(2on*,1off), MOO(3off)
9-Feb	9-Feb	Seattle	USCG	Regulatory	COL, RID
10-Feb	10-Feb	Olympia	PSP	Outreach	VON*
10-Feb	11-Feb	Seattle	PSP	Administrative	GRK(2off)
10-Feb	24-Feb	Seattle	PSP	Ops Pilot	CAJ(14on*)
11-Feb	12-Feb	Vancouver BC	PSP	Simulator Development	MAN(1on*, 1off), MYE(2off)
12-Feb	13-Feb	Seattle	BPC	BPC Exam Prep	KNU(2off), MOO(2off)
12-Feb	28-Dec	Seattle	PSP	President	GRK(14on*,3off)
12-Feb	12-Jan	Seattle	BPC	BPC Application review	ANT*, KNU
13-Feb	13-Feb	Seattle	PSP	Simulator Development	BOU**, MYE*
15-Feb	15-Feb	Seattle	PSP	Outreach	NIN
18-Feb	18-Feb	Seattle	BPC	TEC	BOZ**, KNU
18-Feb	19-Feb	Olympia	PSP	Outreach	VON(2on*)
18-Feb	18-Feb	Seattle	PSP	BOD Prep	HAM*
18-Feb	18-Feb	Seattle	BPC	BPC Prep	ANT, KNU
19-Feb	19-Feb	Olympia	PSP	Outreach	NIN
19-Feb	19-Feb	Seattle	BPC	BPC	ANT, KNU, HAM
23-Feb	23-Feb	Seattle	PSP	Business, Orientation	HAM, NIN
23-Feb	23-Feb	Seattle	BPC	BPC Exam Prep	BEN*, KNU
24-Feb	24-Feb	Seattle	PSP	BOD	BOS, GRK*, HAM, KEP, MCG, MIL*
24-Feb	28-Feb	Seattle	PSP	Ops Pilot	NIN(4off)
25-Feb	25-Feb	Seattle	PSP	Business, UTC	HAM
25-Feb	26-Feb	Seattle	PSP	Business, UTC	KLA(1on*,1off)
26-Feb	26-Feb	Seattle	PSP	Ladder Safety	HAM
26-Feb	28-Feb	Seattle	PSP	Rate Committee	MCG(3on*)
26-Feb	26-Feb	Tacoma	USCG	Regulatory	RID*
26-Feb	26-Feb	Seattle	PSP	Outreach	MEL
27-Feb	27-Feb	Seattle	BPC	BPC Exam Prep	MOO*

					* On Watch	Off Watch	** paired to assign.	
					71	62	4	

Safety/Regulatory

Outreach

Administrative

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

Start Dt	End Dt	REASON	PILOT
1-Feb	28-Feb	NFFD	LOB
9-Feb	12-Feb	Jury Duty	HAM

Trailing 12 months revenue assignments 6985

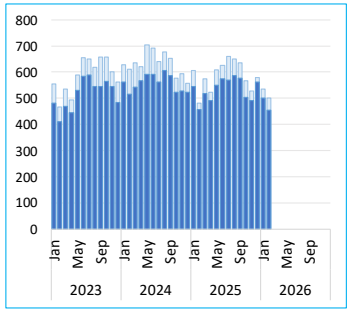
Call back job ratio during the last 12 months (March 2025-February 2026) 8.72%

Puget Sound District
Activity Report Dashboard

2026 February

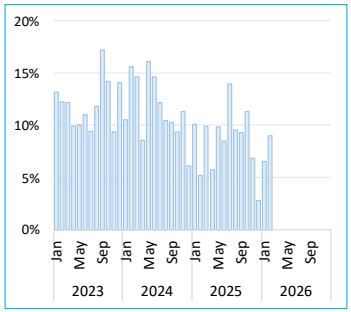
PS District Trainees	Licensed Pilots Including President
9	56

Monthly Total Assignment Count
500

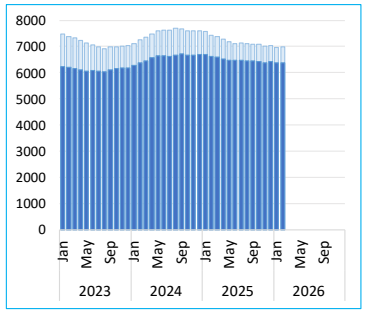


455 On-Watch (dk blue), 45 Off-Watch (lt blue)

Monthly Off-Watch Assignment Percentage
9.0%

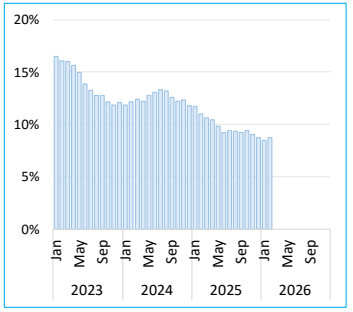


Trailing 12 Total Assignment Count
6985



6376 On-Watch (dk blue), 609 Off-Watch (lt blue)

Trailing 12 Off-Watch Assignment Percentage
8.7%



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

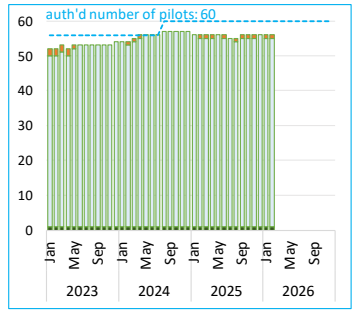
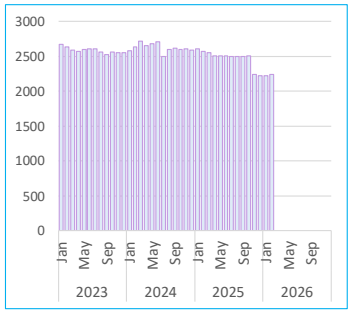
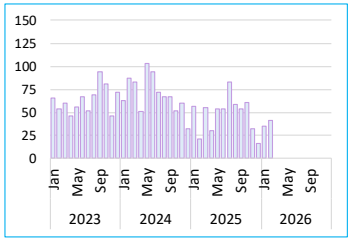


chart also includes president (1 pilot)

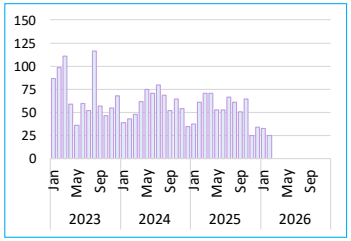
Total Comp Days All Licensed Pilots
2238



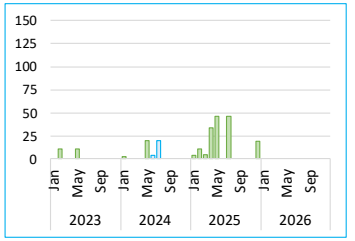
Comp Days Earned (Callbacks)
41



Comp Days Used (Licensed Pilots)
25

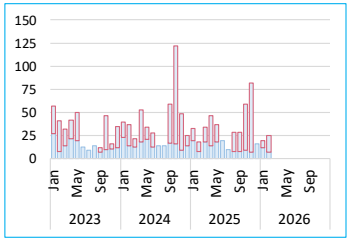


COVID Days*	0
NFFD Days*	0



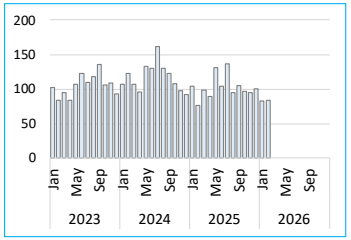
count of NFFD & Covid days if pilot(s) not NFFD whole month

Training Days	18
Upgrade Trips	7

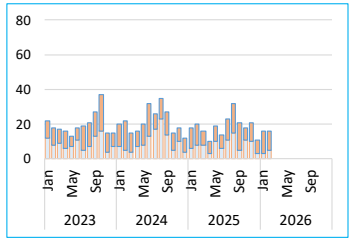


training days (red) stacked on upgrade trips (blue)

Repositions
84

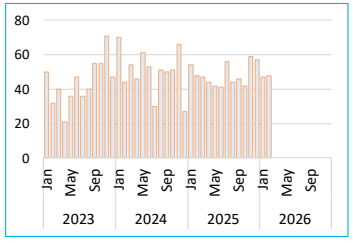


PILOT Delays (Count) combined total
16

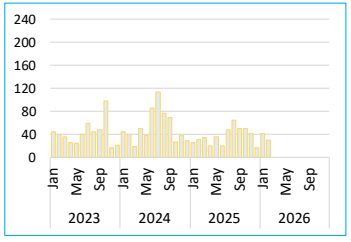


efficiency delay **counts** stacked on top of pilot shortage delay **counts** on bottom

Billable Delays (Count) by CUSTOMERS
48

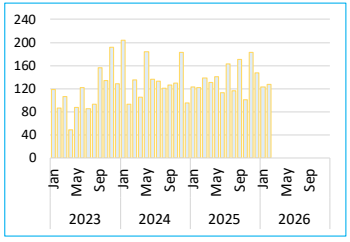


PILOT Delay Hours (Pilot Shortage & Efficiency)
30.25 hrs



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

Billable Delay Hours by CUSTOMERS
128 hrs



Port of Grays Harbor

Pilotage Report

March 19, 2026

Pilotage Activity

There were a total of 9 arrivals in February (6 dry bulkers, 1 liquid bulker and 2 RoRo's). This equated to 29 jobs. There was 1 vessel that failed a hull inspection causing some additional jobs without a corresponding arrival. For comparison last year, there were 7 arrivals for a total of 21 jobs in February.

Year to date through February there have been 19 arrivals for a total of 56 jobs.

The March schedule looks full again with 10 arrivals, 6 dry bulkers, 1 liquid bulker and 3 RoRo's, on the board.

Terminal Maintenance Dredging

The Port completed dredging at Terminals 1, 2 and 4 over four days between February 4th and 7th. There were a total of 10 barge loads of sediment removed with 2,491 CY removed from Terminal 1, 15,597 CY removed from Terminal 2, and 8,377 CY removed from Terminal 4. Terminal 3 was not dredged during this round.

Pre- and post-dredge surveys and required reports have been submitted to the regulatory agencies to demonstrate all work was completed within the permitted work window and in compliance with permit requirements. Staff have received the final disposal fee from DNR for placement of dredge material at Point Chehalis.

This is the last planned round of dredging until August.

Port of Grays Harbor
On Washington's Pacific Coast

AGP
Ag Processing Inc

SAVE THE DATE

Terminal 4
Expansion & Redevelopment Project

AGP AND THE PORT OF GRAYS HARBOR
INVITE YOU TO THE

GRAND OPENING

FRIDAY
07.31.26

Terminal 4
2000 East Terminal Way
Aberdeen, WA 98520

PROGRAM BEGINS AT 10 AM
TOURS & LUNCH TO FOLLOW

March 2026
BPC Staff Recommendation
Puget Sound Pilotage District
Authorized Number of Pilots:

60 Licensed Pilots

1

Previous recommendation August 2024 was the same as the current recommendation.

Sixty licensed pilots is the necessary number of pilots for 7134 to 7491 assignments at 100% TAL to 105% TAL per pilot, after subtracting 1 pilot president and 1 pilot NFFD.

These slides will show why the BPC staff recommendation is focused on that range.

2

Assignment ranges (95% to 105% TAL) for a given number of pilots moving ships*

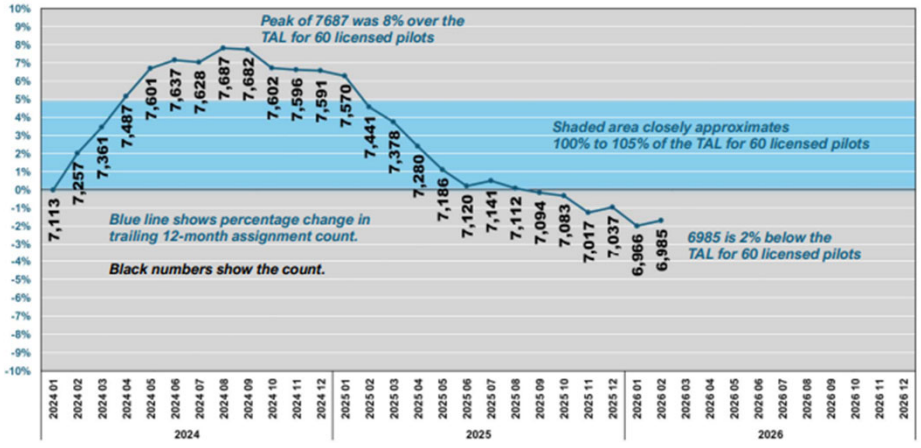
*Authorized number of pilots must additionally include 1 pilot president & 1 pilot NFFD.

Number of Pilots	TAL	Pro Forma Capacity Minus 5%	Pro Forma Assignment Capacity	Pro Forma Capacity Plus 5%
56	123	6,544	6,888	7,232
57	123	6,660	7,011	7,362
58	123	6,777	7,134	7,491
59	123	6,894	7,257	7,620
60	123	7,011	7,380	7,749

Table provided by BPC Commissioner Tim Farrell, in January 2026 (does not include president and NFFD)

3

2024 and 2025 trailing 12 assignments – the count went UP before it went DOWN



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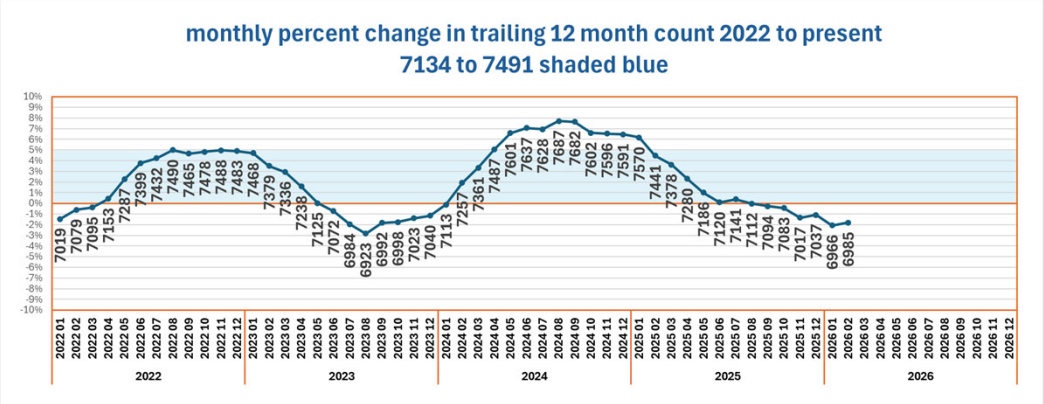
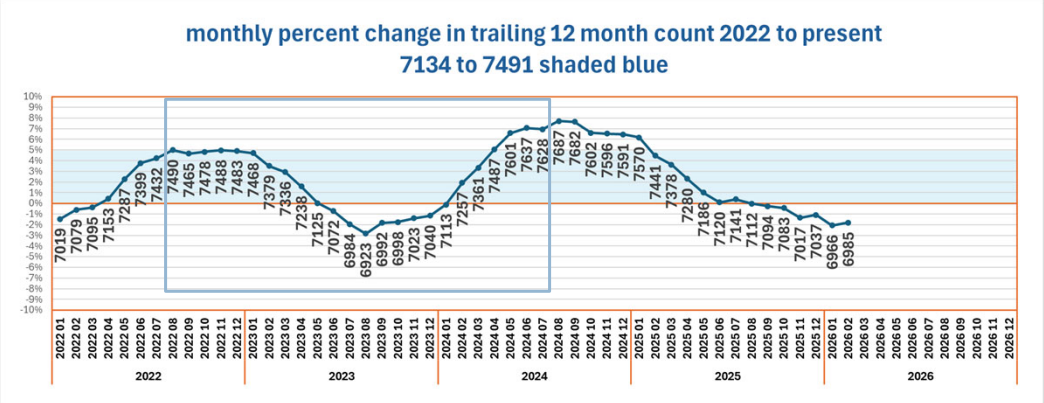
This is the normal variation in assignment levels – up, down, up, down, etc.



5

Aug 2022 to July 2024:

minimum = 6923
25th percentile = 7064
50th (median) = 7349
75th percentile = 7484
maximum = 7637
range min to max = 714



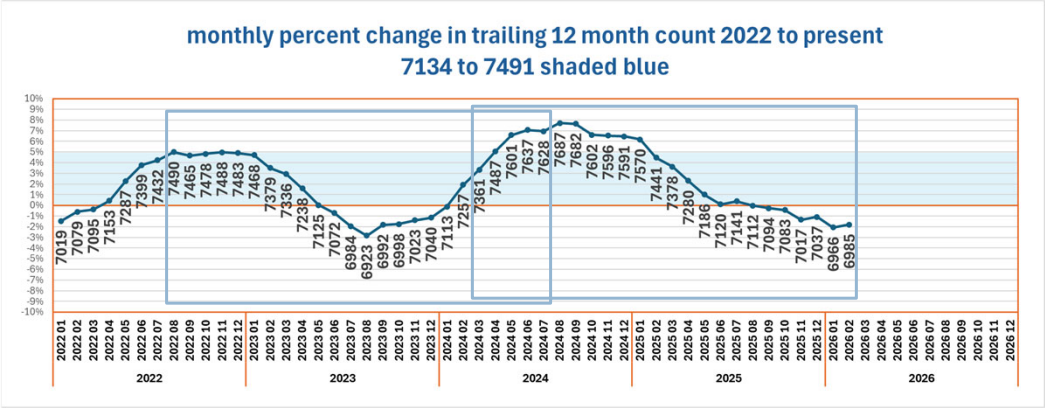
6

Aug 2022 to July 2024:

minimum = 6923
25th percentile = 7064
50th (median) = 7349
75th percentile = 7484
maximum = 7637
range min to max = 714

March 2024 to Feb 2026:

minimum = 6966 *43 higher*
25th percentile = 7108 *44 higher*
50th (median) = 7370 *21 higher*
75th percentile = 7597 *113 higher*
maximum = 7687 *50 higher*
range min to max = 721



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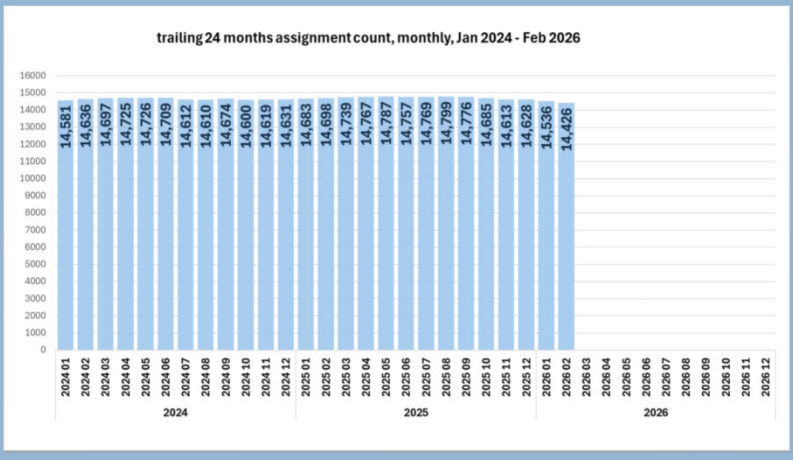


This normal variation in assignment levels is why the trailing 24-month count is so steady. And why BPC staff are again recommending 60 licensed pilots.

8

March 2026 BPC Staff Recommendation for Puget Sound Pilotage District Authorized Number of Pilots:

60 Licensed Pilots

INTRODUCTION: PREVIOUS RECOMMENDATION

In August 2024 BPC staff recommended the authorized number of pilots for the Puget Sound Pilotage District be set at 60, and the Board agreed. [1]

The number 60 was recommended based on the following parameters:

- TAL of 123 assignments per pilot per year [2]
- Desire to limit off watch assignments to 5% (after many years of excessive callbacks due to pilot shortage) because off-watch time is an essential component of fatigue management [3]
- 60 licensed pilots = 1 pilot President, 1 pilot NFFD (average), and 58 pilots moving ships [4]
- 58 pilots moving ships x 100% TAL of 123 = 7134 assignments
  58 pilots moving ships x 105% TAL of 123 = 7491 assignments

In other words, 58 pilots moving ships = estimated assignment capacity of 7134 to 7491 per year (100% to 105% of TAL) plus 1 pilot President, plus 1 pilot NFFD = 60 licenses.

The trailing 12-month assignment count peaked at 7687 in August 2024, the same month this recommendation was made, but that peak number was ***not*** the reason for the recommendation. Again, the number 60 was recommended because subtracting 1 for President and 1 for NFFD leaves 58 pilots moving ships, with estimated assignment capacity of 7134 to 7491 per year (100% to 105% of TAL). This was explained on page 5 of the Staff Recommendation document from 2024. [5]

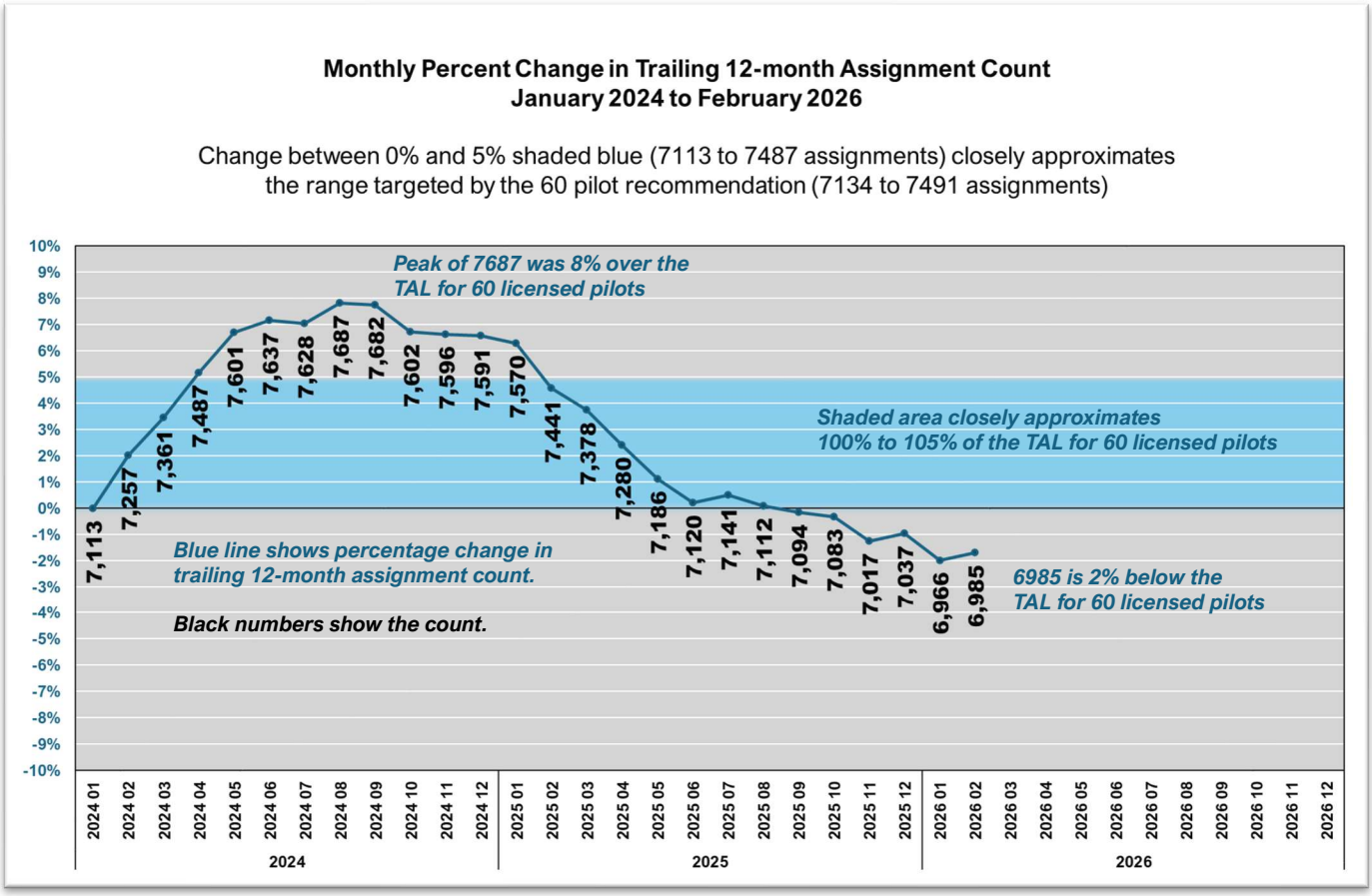
The range of 100% to 105% of TAL is important because BPC is not seeking to ***require*** 5% callbacks, but rather to ***limit*** callbacks to 5%.

HOW DID THE 2024 RECOMMENDATION TURN OUT?

The chart below shows the percentage change in trailing 12-month assignment count starting January 2024. The range targeted in the recommendation for 60 licensed pilots (7134 to 7491) is very close to the 0% to 5% change in the trailing 12-month assignment count (7113 to 7487).

The chart shows that the assignment range targeted in the 2024 recommendation is far below the assignment peak (7687 in August 2024), while the current trailing 12-month assignment count (6985 in February 2026) is only 2% below the TAL for 60 pilots (6985 is 98% of 7134).

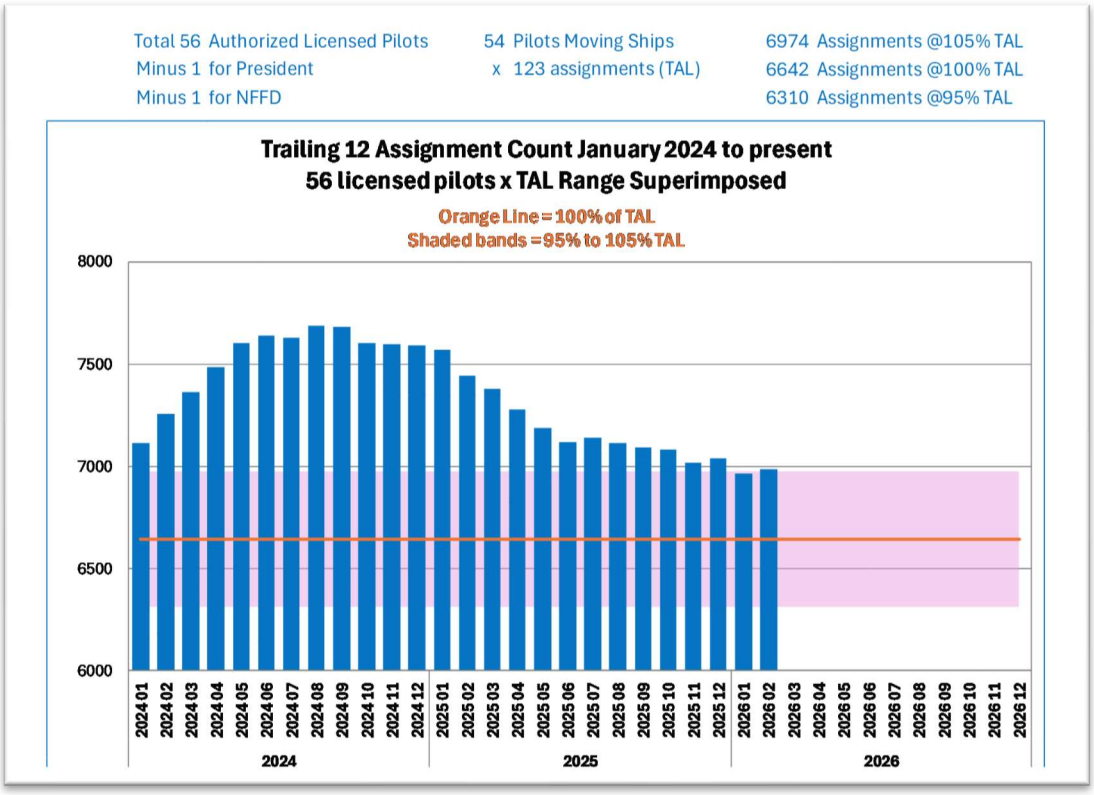
While the August 2024 trailing 12-month assignment counts exceeded the TAL for 60 licensed pilots by 8%, the following year the August 2025 trailing 12-month count was nearly 100% of the TAL for 60 licensed pilots (7112 is 99.7% of 7134).



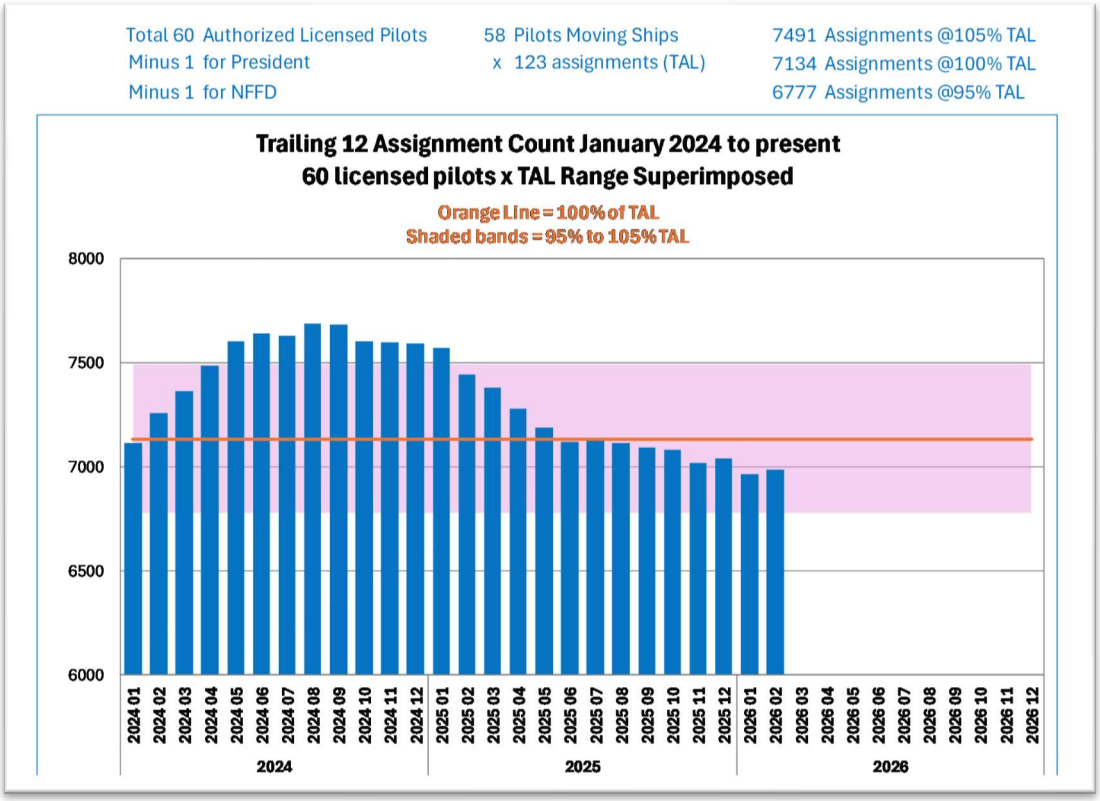
During the 18 months since the recommendation for 60 pilots was made in August 2024:

- trailing 12-month assignment count has ranged between 6966 (min) and 7687 (max).
- number of licensed pilots reached 57 for 5 months but otherwise has been 55-56.
- callback percentage has averaged 8.7% each month as the pilot shortage improves (callbacks averaged 14.5% each month January 2019 through July 2024).

The Board set the authorized number of pilots at 60, meaning that is the maximum number of pilots that BPC may license. However, the current number of licensed pilots is 56 despite the authorized number being higher than that. These charts compare the TAL for 56 vs 60 pilots.



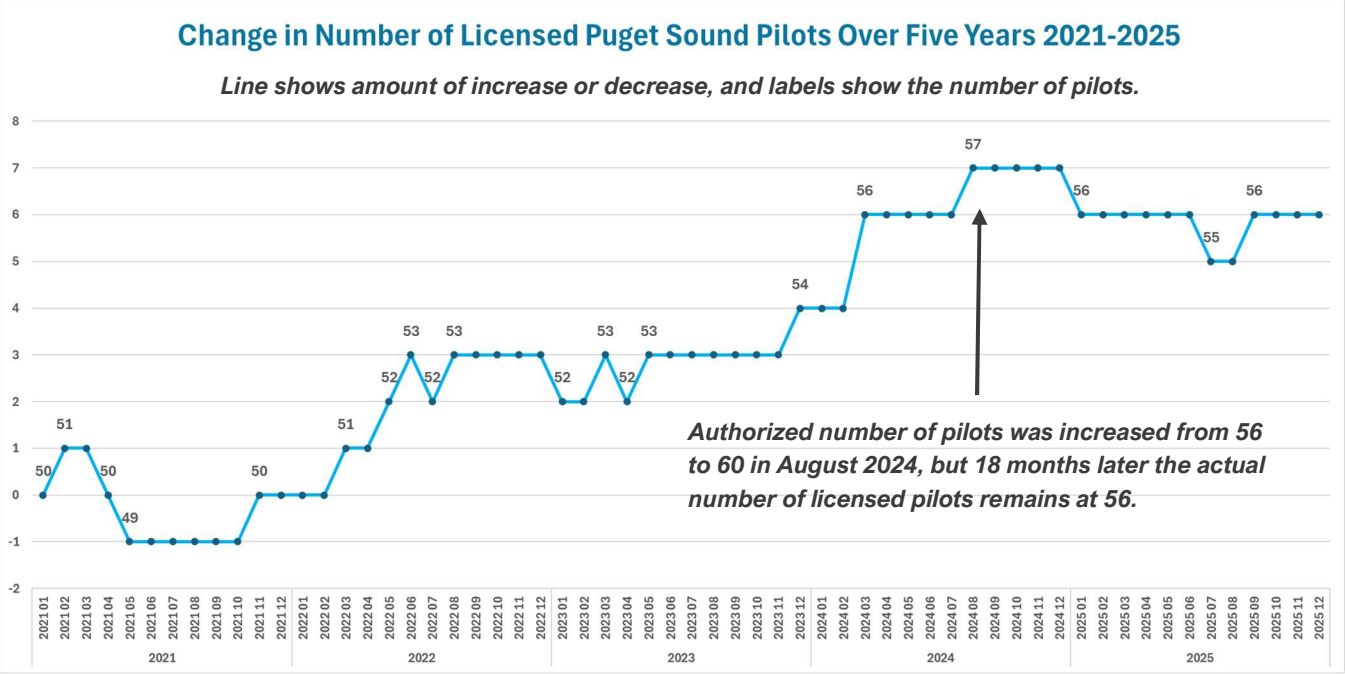
56 licensed pilots at 100% of the TAL (orange line) must work a MINIMUM of 5% callbacks (pink shaded area above orange line) at all times to keep up with ship moves.



60 licensed pilots at 100% of the TAL (orange line) are able to keep up with ship moves while for the most part limiting callbacks to 5% or less.

These charts were inspired by Commissioner Farrell's suggestion to use ranges 95% to 105% of the TAL; however, staff recommendation uses ranges 100% to 105% of the TAL**. See note 6.**

Between retirements[7] and lengthy training process, increasing the number of licensed pilots takes time. Chart below shows the timeline of changes to the actual number of licensed pilots (not the authorized number). Over a five-year period the total number of licensed pilots has increased by just 6.



CURRENT CONDITIONS AND DATA CONSIDERED FOR 2026 RECOMMENDATION

The most recent 24 months of pilotage assignment data include a peak in summer of 2024 at 108% of TAL for 60 pilots, followed by a decrease to 100% of TAL for 60 pilots a year later in summer of 2025. The decrease from the peak should be seen as a return to a level that is appropriate for 60 pilots, rather than a reason to lower the authorized number of pilots.

The previous recommendation and current recommendation are both based on an assignment range of 7134 to 7491 which is 100% to 105% of the TAL for 60 pilots. Meanwhile, the actual number of pilots is currently 56 and is not likely to increase quickly given the significant number of pilots nearing retirement age. **100% of the TAL for 56 pilots is 6642.**

Known vessel traffic changes[8] in 2026 include a 14% busier cruise season than the previous two years (82 additional ship moves) and 13 LNG bunkerings (3 assignments each bunkering for a total of 39 new assignments). In addition, NWSA reports the Sun Chief Express service is expanding from every 2 weeks to every 1 week (52 additional ship moves). When the cancellation of Evergreen's HTW service is factored in (56 fewer ship moves based on the previous two years of data for this ad hoc service), there is a net increase of 117 assignments.

RESPONSE TO PMSA LETTER OF FEBRUARY 11, 2026

PMSA is requesting[9] the authorized number of pilots be reduced from 60 to 55.

The reason given for the request is that the trailing 12-month assignment count has decreased 8.6% from the time of the 2024 decision to set the number of authorized pilots at 60, and so the authorized number of pilots should be reduced by 8.6%, which would be 5 pilots. BPC staff are not in favor of this request for the following reasons:

- The recommendation to set the authorized number of pilots at 60 was not based on peak assignment counts of summer 2024 as stated in the request. Rather, the recommendation was based on a forecasted assignment range of 7134 to 7491 (100% to 105% of the TAL for 60 licensed pilots).

- The calculation PMSA is using to determine the number of pilots assumes TAL + 5% instead of TAL, and does not factor in 1 NFFD pilot.

CLARIFICATION OF CALCULATIONS

There seem to be two persistent misunderstandings that can cause incorrect and/or inconsistent results when calculating number of pilots.

- President and NFFD pilot

  In addition to pilots moving ships, calculations must account for 2 pilots not moving ships – 1 pilot president and 1 NFFD pilot (average). The NFFD pilot is counted separately from pilots moving ships because the TAL was calculated based on *available* pilots, and pilots unavailable due to NFFD status were excluded from the analysis. In other words, the TAL is calculated for 1 pilot working a full year and does not consider NFFD pilots and so an NFFD pilot "placeholder" is added along with the president. Calculations that do not include 1 NFFD pilot are not complete.

- TAL (target assignment level) and callbacks

  The TAL is 123 assignments per pilot per year. One can work forwards or backwards to calculate the number of pilots needed to move a given number of ships, or the number of ships that can be moved by a given number of pilots.

  Our goal is to *limit* callbacks to 5%, not *require* 5% callbacks. It is important to not include callbacks in the TAL by default (doing that effectively increases the TAL to 129) and instead consider them as additional assignments above and beyond the TAL. This establishes an assignment forecast range instead of a single-number forecast.

It does not work to first reduce the assignment forecast by 5% and then divide by TAL of 123. That results in an effective TAL of 129 -- in other words the 5% callbacks are included by default.

Examples:

CORRECT: 7134 assignments divided by TAL of 123 = 58 pilots moving ships, and 7134 can range as high as 7491 with 5% callbacks added,

INCORRECT: 7134 assignments x 0.95 = 6777, divided by TAL of 123 = 55.1 pilots moving ships, = 129.5 assignments per pilot (assumes 5% callbacks, increasing the TAL to 129.5)

CONCLUSION & STAFF RECOMMENDATION

BPC staff suggest following a consistent and data-based process for evaluating the authorized number of pilots on a routine basis, incorporating the following elements:

- The TAL for pilots moving ships is 123 assignments per pilot per year.
- It is preferred that off-watch assignments (callbacks) not exceed 5% of the TAL because uninterrupted off-watch time is an essential component of fatigue management.
- Two additional pilots not moving ships (1pilot President and 1 pilot NFFD) need to be included in the total number of authorized pilots.
- When considering the number of pilots required it is helpful to consider the range of assignments between 100% and 105% of TAL to account for normal fluctuations and imperfect forecasting, rather than a single number based on TAL + 5% callbacks

By using a standard approach with parameters that are well documented and clearly understood by all, it is hoped that reconsideration of the authorized number of pilots will become a simple and effective routine process.

BPC staff have used this process, which they also used in 2024, to formulate the current recommendation.

The staff recommendation is to keep the authorized number of pilots at 60 based on a forecasted assignment range of 7134 to 7491 (100% to 105% of the TAL for 58 pilots moving ships, plus 1 pilot president and 1 pilot NFFD (average).

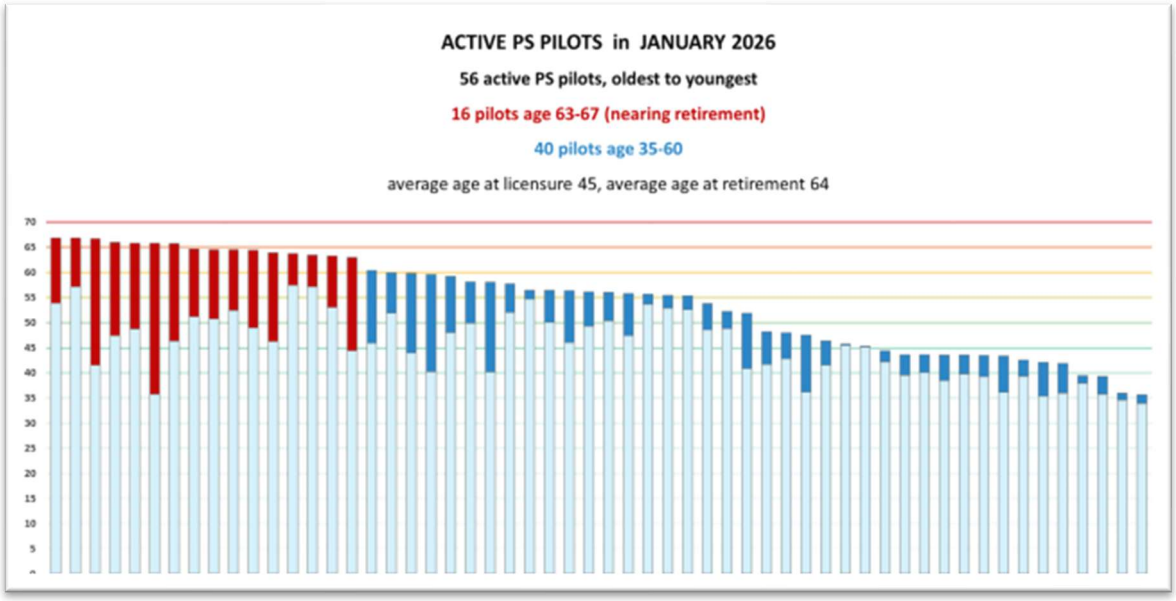
NOTES:

1. *The Board agreed, but requested the Pilot Safety Committee (PSC) evaluate the PSP comp day system for appropriate guardrails and risk mitigation. There were four PSC meetings in 2025 where the main topic was PSP comp days. Meeting notes are provided to commissioners once approved by the committee.*
2. *TAL was set by the PSC during four meetings in early 2024.*
3. *Fatigue management recommendations from Dr. Czeisler relating to consecutive days of work are listed below:*
    a. *Weekly work limit of 60 hours in a running 7 day interval*
    b. *Weekly rest of minimum 24 consecutive hrs every 7 days, 34 hrs every 7 days if working more than 7 days.*
    c. *Maximum days on duty should not exceed 15. Every 7 day interval in a 15 day stretch requires 34 hrs rest period*
    d. *Monthly rest of 60 consecutive hrs required within every 30-day period. Must include 3 nights between 0000-0600..*
4. *More detailed explanation of TAL analysis and need to add 1 pilot president and 1 NFFD pilot to pilots moving ships can be found under "Clarification of Calculations" on page 5.*
5. *The 2024 Staff Recommendation document is available **here** (on BPC web site).*
6. *The idea of using assignment ranges of 95% to 105% of TAL to determine number of pilots was suggested by Commissioner Farrel in January 2026 and the table pictured below was provided but did not include 1 pilot president and 1 NFFD pilot.*
   Staff updated the table to include the 2 missing pilots, and it became the inspiration for the interactive chart provided to commissioners for the February 2026 board meeting and pictured on page 3 of this document.

Number of Pilots	TAL	Pro Forma Capacity Minus 5%	Pro Forma Assignment Capacity	Pro Forma Capacity Plus 5%
56	123	6,544	6,888	7,232
57	123	6,660	7,011	7,362
58	123	6,777	7,134	7,491
59	123	6,894	7,257	7,620
60	123	7,011	7,380	7,749

Note that staff recommendation uses assignment ranges of 100% to 105% of TAL.)

7. *The chart below showing a significant number pilots nearing typical retirement age was shared by staff at the January 2026 board meeting as part of a presentation about expected retirements and licensures. The presentation is was included in commissioners' packets.*



8. *Information about known vessel traffic changes provided by Puget Sound Pilots from the following sources:*
    a. *https://www.portseattle.org/maritime/cruise*
    b. *https://container-news.com/ocean-alliance-removes-tacoma-from-htw-transpacific-service/*
    c. *https://www.nwseaportalliance.com/newsroom/northwest-seaport-alliance-celebrates-expansion-sun-chief-express-service-weekly-sailings*
    d. *Email exchange with Seaspan LNG.*

9. *PMSA letter requesting reduction in authorized number of pilots available **here** (on BPC web site).*

STATE OF WASHINGTON
BOARD OF PILOTAGE COMMISSIONERS
2901 Third Avenue, Suite 500 | Seattle, Washington 98121 | (206) 515-3904 | www.pilotage.wa.gov

Oil Transportation Safety Committee (OTSC)

Committee Roster
(as of January 2025)

Per OTSC Charter adopted at the 12/16/2019 BPC meeting, the OTSC shall consist of: one Chair, who is affiliated with the BPC, three members of the BPC including the Dept. of Ecology representative, one Puget Sound Pilot representative, one oil industry representative, one tug industry representative, one environmental community representative, and at least one tribal representative.

Chair	Jaimie Bever, BPC Executive Director
Ex-officio Member	Sheri Tonn, BPC Chair
BPC Member – Ecology Rep Alternates	Tom Buroker Ecology Spills Program – Prevention Section
BPC Member	**Vacant**
BPC Member – Public	Jason R. Hamilton
Puget Sound Pilot Representative Alternate	Captain Blair Bouma Captain Keith Kridler
Oil Industry Representative Alternates	Antonio Machado, WSPA Various Subject Matter Experts
Tug Industry Representative Alternates	Jeff Slesinger, Delphi Maritime Various Subject Matter Experts
Environmental Community Rep. Alternate	Fred Felleman, Friends of the Earth NW Rein Attemann, WA Environmental Council
Tribal Representative Alternate	Brian Porter, Swinomish Indian Tribal Comm. Clyde Halstead, Swinomish Indian Tribal Comm.

For 2028 Rule Assessment, consider removing the membership of the Oil Industry and Environmental Community to focus on more technical operational expertise. If the Board determines that another rulemaking is necessary, then the membership could be opened back up to capture more view points.

https://www.tsb.gc.ca/eng/stats/marine/data-6.html

Marine transportation occurrence data from January 1995

With a view to advancing transportation safety, the TSB is publishing data from its Marine Safety Information System (MARSIS) on reportable accidents and incidents (together called occurrences) for use by industry and the public. The TSB gathers these data in the course of its investigations and uses them to analyze safety deficiencies and identify risks in the Canadian transportation system.

Accidents and incidents are reported in accordance with the *Transportation Safety Board Regulations* that were in effect at the time of the occurrence.

The dataset is composed of 6 tables in CSV format.

Content of the dataset

Some data collected by the TSB and recorded in MARSIS will be excluded from the public database to protect third party, personal and privileged information, in accordance with the *Canadian Transportation Accident Investigation and Safety Board Act*, the *Privacy Act* and the *Access to Information Act*.

The data in text fields are provided in English and in French, while free-text fields contain data in the language in which they were entered. Some of the data in the datasets is from sources not subject to the *Official Languages Act* and are therefore available only in the language in which they were provided.

Data dictionary

The data in this dataset are described in the data dictionary [CSV 85 kb].

Release schedule

The MARSIS dataset is released on or soon after the 15th of each month, and contains data from January 1995 to the last day of the month preceding its release.

- ▶ Occurrence table
- ▶ Vessel table
- ▶ Navigation equipment table
- ▶ Lifesaving appliances equipment table
- ▶ Recording equipment table
- ▶ Injuries table

Description of the tables in the dataset

A blank cell in these tables indicates that this field is not applicable or is not populated.

▼ Occurrence table

This table contains data on the occurrence date, time, and location; TSB and IMO classifications; when and by whom the occurrence was reported; the vessel(s) involved; injuries; damage and pollution; search and rescue; TSB deployment; and environmental conditions (wind, sea state, ice, etc.).

[CSV file 91.5 MB]

	A	B	C	D	F	H	I	K	L	N	O	Q	R	T	U	W	X	Y	AA	AB	AD	AE	AG	AH	AJ	AK	AM	AN	AP	AQ	AS	AT	AV	AW	AY	AZ	BA	BC	BD	BE
1	Occ ID	Occ No	Occ Class ID	Occ Class Display Eng	Occ Date	Time Zone ID	Time Zone Display Eng	Province ID	Province Display Eng	Occurrence Type ID	Occ Type Display Eng	Acc Inc Type ID	Acc Inc Type Display Eng	Imo Class Level ID	Imo Class level Display Eng	Summary	InjuriesIND	Injuries IND_Display Eng	Search And Rescue IND	Search And Rescue IND_Display Eng	DamageIND	DamageIND_DisplayEng	SafetyCommIssuedIND	SafetyCommissuedIND_Display Eng	PollutionIND	PollutionIND_DisplayEng	DeployedIND	DeployedIND_DisplayEng	AreaTypeID	AreaTypeDisplayEng	RoutingID	RoutingDisplayEng	WithIn Pilot Boarding Area Enum	WithIn Pilot Boarding Area Enum_Display Eng	Latitude	LatEnum	LatEnum_Bearing_Display Eng	Longitude	LongEnum	LongEnum_Bearing_Display Eng
10	53921	M26P0020	1	CLASS 5	2/8/2026	1	UTC	9	BRITISH COLUMBIA (BC)	2	Incident	28	TOTAL FAILURE OF ANY MACHINERY OR TECHNICAL SYSTEM	2	MARINE CASUALTY	On 08 February 2026, the fishing vessel "KAWADI", with 3 people on board, reported being disabled with a total engine failure in Hecate Strait off Bella Bella, BC. The vessel was towed into the harbour by the Canadian Coast Guard Ship "TANU".	32	No	31	Yes	63	Unknown	32	No	32	No	32	No	4	CHANNEL / STRAIT / SOUND	7	Inshore traffic zone			52.11683	4	N	129.6898	7	W
11	53921	M26P0020	1	CLASS 5	2/8/2026	1	UTC	9	BRITISH COLUMBIA (BC)	2	Incident	28	TOTAL FAILURE OF ANY MACHINERY OR TECHNICAL SYSTEM	2	MARINE CASUALTY	On 08 February 2026, the fishing vessel "KAWADI", with 3 people on board, reported being disabled with a total engine failure in Hecate Strait off Bella Bella, BC. The vessel was towed into the harbour by the Canadian Coast Guard Ship "TANU".	32	No	31	Yes	63	Unknown	32	No	32	No	32	No	4	CHANNEL / STRAIT / SOUND	7	Inshore traffic zone			52.11683	4	N	129.6898	7	W
18	53913	M26P0018	1	CLASS 5	1/30/2026	1	UTC	9	BRITISH COLUMBIA (BC)	2	Incident	3	BOTTOM CONTACT	3	MARINE INCIDENT	On 30 January 2026, the passenger vessel "CURVE OF TIME", with 12 people on board, reported having made bottom contact in Whale Channel, BC. The crew reported no apparent damage, and the vessel proceeded to Kitimat, BC, for a complete inspection.	32	No	32	No	63	Unknown	32	No	32	No	32	No	4	CHANNEL / STRAIT / SOUND	7	Inshore traffic zone	32	No	53.16902	4	N	129.1211	7	W

	BG	BH	BJ	BK	BL	BM	BN	BO	BQ	BR	BT	BU	BW	BX	BY	BZ	CB	CC	CE	CF	CH	CI	CK	CL	CM	CN	CO	CP	CR	CS	CT	CU	CW	CX	CZ	DA	DB	DC	DE	DF	DH	DI
1	PositionEstimatedIND	PositionEstimatedIND_Display Eng	NearestLocationDistance_Nm	NearestLocation Description	BearingID	BearingDisplay	FatigueInvestEnum	FatigueInvestEnum_Display Eng	FatigueContFactorEnum	FatigueContFactorEnum_Display Eng	WeatherFactorEnum	WeatherFactorEnum_Display Eng	ReleasedDate	OccClosedDate	RegionResponsibilityID	RegionResponsibility Display Eng	RegionOfOccurrenceID	RegionOfOccurrence Display Eng	ReportSourceID	ReportSourceIDDisplayEng	PositionTypeEnum	PositionTypeDisplayEng	Position	PositionInText	EntryDate	MajorChangesIncludedIn Daily	IncludedInDailyEnum	IncludedInDailyEnum Display Eng	EnvironmentalConditionID	VisibilityDistance_Nm	LightConditionID	LightConditionDisplayEng	WeatherConditionID	WeatherConditionDisplay Eng	WindDirectionID	WindDirection	WindSpeedTypeID	WindSpeedTypeDisplayEng	BeaufortScaleID	BeaufortScaleDisplayEng	WindSpeed_Knots	SeaStateID
10	32	No	38.6	Day Point	12	WSW	32	No	33	Unknown	33	Unknown	2/9/2026	2/11/2026	9	PACIFIC REGION	9	PACIFIC REGION			2	DDMM.MMM			2/8/2026		31	Yes	52676	10	1	Day	1	Unknown	11	SW	1	Wind Speed			35	8
11	32	No	38.6	Day Point	12	WSW	32	No	33	Unknown	33	Unknown	2/9/2026	2/11/2026	9	PACIFIC REGION	9	PACIFIC REGION			2	DDMM.MMM			2/8/2026		31	Yes	52676	10	1	Day	1	Unknown	11	SW	1	Wind Speed			35	8
18	32	No	1.3	Leading Point	11	SW	32	No	33	Unknown	33	Unknown	2/5/2026	2/6/2026	9	PACIFIC REGION	9	PACIFIC REGION			2	DDMM.MMM			2/2/2026		31	Yes	52666	4	1	Day	13	OVERCAST			2	Beaufort	4	Moderate breeze		5

	DJ	DL	DM	DN	DO	DP	DQ	DR	DS	DU	DV	DX	DY	EA	EB	ED	EE	EG	EH	EJ	EK	EM	EN	EO	EP	ER	ES	ET	EV	EW	EY	EZ	FA	FB	FC
1	SeaStateDisplayEng	SwellDirectionID	SwellDirection	SwellHeight_Meters	AirTemp_Celsius	SeaTemp_Celsius	IceCoverage_ScaleOutOf 1to10	IcebergEnum	IcebergEnumDisplayEng	BergyBitsEnum	BergyBitsEnumDisplayEng	GrowlersEnum	GrowlersEnumDisplayEng	UnderIceRegimeEnum	UnderIceRegimeEnum Display Eng	ObservedByID	ObservedByIDDisplayEng	VesselIcingPresentEnum	VesselIcingPresentEnum Display Eng	VesselIcingQualificationID	VesselIcingQualification Display Eng	NotificationDetailID	ReportedDate	ReportedByID	ReportedByDisplayEng	SubstantiallyInsterestedStateIND	OtherStateInvestigatingID	OtherStateInvestigating Display Eng	SubstantiallyInterested State ID	SubstantiallyInterested State Display Eng	TotalDeaths	TotalMinorInjuries	TotalSeriousInjuries	TotalMissingIndividuals	TotalPeopleInTheWater
10	ROUGH - 2.5 to 4 meters																					92568	2/8/2026	4	MARINE COMMUNICATIONS AND TRAFFIC SERVICES (MCTS)						0	0	0	0	0
11	ROUGH - 2.5 to 4 meters																					92569	2/8/2026	4	MARINE COMMUNICATIONS AND TRAFFIC SERVICES (MCTS)						0	0	0	0	0
18	SLIGHT - 0.5 to 1.25 meters																					92554	1/30/2026	4	MARINE COMMUNICATIONS AND TRAFFIC SERVICES (MCTS)						0	0	0	0	0

▼ Vessel table

This table includes data on the individuals on board, including those evacuated or abandoned; type and location of damage to vessel(s) or non-vessel objects such as beacons or shore facilities; voyage details, notably departure and destination; vessel phase such as aground, berthed, dry dock; vessel activity including carriage of goods, fishing, towing service; and deadweight.

[CSV file 73.55 MB]

▼ Navigation equipment table

This table contains data on navigation equipment including GPS; bridge alarm systems; and Inmarsat systems.

[CSV file 25.7 MB]

▼ Lifesaving appliances equipment table

This table contains data on lifesaving appliances and equipment such as pyrotechnic distress signals; survival craft radiotelephones; search and rescue transponders; personal flotation devices.

[CSV file 1.42 MB]

▼ Recording equipment table

This table contains data on recording equipment including hull stress monitoring systems and vessel data recorders.

[CSV file 4.08 MB]

▼ Injuries table

This table contains data concerning those injured or who fell overboard, including the type and causes type of injury, and the lifesaving equipment and measures used.

[CSV file 1.41 MB]

2026 CRUISE SEASON PREVIEW

2026 CRUISE SEASON OVERVIEW

- 330 total calls expected – First call Friday, 4/17 (in-transit)
- 9 maiden calls: 3 will homeport, 6 are in-transit. Ceremonial “plaque exchange” on each new ship’s first call in Seattle
- 16 cruise ships homeporting in Seattle; 10 unique cruise brands; 11 connecting to shore power
- 5 days per week with two ships at T91 – up from 3 in 2025
- 2 new gangways being assembled at T91 for use this season
- Purchase of T91 Shore Power complete; Expansion project at 60% design

NEW CRUISE CUSTOMERS IN 2026

- Two new cruise lines sailing to Alaska, from Seattle, for the first time ever!
  - We welcome **MSC Cruises** and **Virgin Voyages**
- Both new brands are Europe based (Italy/Swiss and UK) and expected to source higher than normal International travelers (~35%).
- MSC and Virgin ships will go beyond regulation to protect Puget Sound
  - Voluntary no EGCS wash-water discharge in Puget Sound, join Cruise Memorandum of Understanding
- Both ships are equipped with shore power

NEW CRUISE CUSTOMERS IN 2026

Virgin Voyages Brilliant Lady

- Sailing on Thursdays from Terminal 91
- Launched in 2024
- Accommodates 2,700 double-occupancy “sailors” (guests) and 1,150 crew
- Adult-only cruise, the only line featuring a tattoo parlor

CRUISE DASHBOARD

- Provides a visual representation of the Port's current and historic cruise activity
- Information is linked to the Port's internal data and updates monthly – 1st update on 6/10 and every month thereafter
- Public reporting on progress toward economic and sustainability objectives

	Oct 2025	vs. 2024	vs. Estimate	YTD	YTD by week
Passengers	72,114	-9.8%	-24%	1,898,049	
Turns	14	-6.7%	0.0%	298	
Port Valet	7,323	-36.3%	-27.1%	209,119	
Shore Power CO2e avoided (metric tons)	260.1	-41.9%	N/A	6,444	

Data sources: Passengers from Seaport Finance, Port Valet from Cruise Operations, and Watts Marine weekly plug-in report (Maritime Enviro)

Year 2024 2025

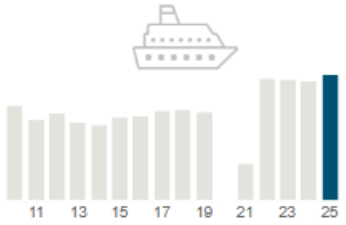
Cruise Control: Port of Seattle Plugs In and Powers Up!

2025 Cruise Statistics

SAILINGS

2024: 275 ship turns, 30% increase since 2019

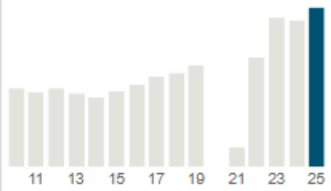
2025: 298 ship turns, 8% change from 2024



PASSENGERS

2024: 1.8M revenue passengers, 45% increase since 2019

2025: 1.9M revenue passengers, 8.3% increase from 2024



ECONOMIC IMPACT

$900M in total business revenue

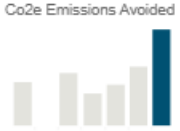
5,500 in total jobs related to cruise

$4.2M in regional economic activity per vessel call

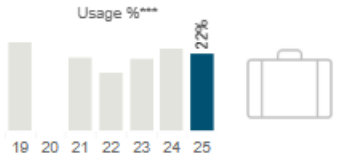
SHORE POWER

68% of all ships connected to shore power

Est. reduction of 6,444 metric tons C02 emissions
*Equivalent to 16.40M miles driven**



PORT VALET



22% of disembarking passengers used Port Valet

209,119 participating passengers

246,286 bags transferred

Port of Seattle

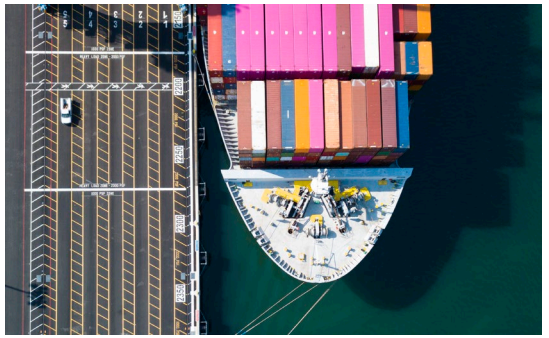
Definitions:
- Port valet uptake is the % of passengers using the program
- Turns refer to round trip sailings to/from Seattle

* EPA Greehouse Gas Equivalency Calculator

** 2019 Seattle cruise passenger survey
*** Based on disembarking passengers

SUSTAINABLE MARITIME FUELS LEADERSHIP

- EPA Planning Grant: Powering Maritime Innovation
- Sustainable Maritime Fuels Collaborative
- 2026 Sustainable Maritime Fuels Summit
- Green Methanol Feasibility Study
- Biofuel Demonstration Project



PACIFIC NORTHWEST TO ALASKA GREEN CORRIDOR

- **Two Homeports:** Seattle and Vancouver (BC)
- **5 Ports of Call:** Victoria (BC), Juneau, Sitka, Skagway, Haines
- **Major cruise lines** participating
- **Seasonal:** April-October
- **Average duration:** 7-day round-trip
- **~900 nautical miles** Seattle-Juneau via Inside Passage
- Exploring the feasibility of **4 green methanol-fueled cruise ships** in the Alaska market by 2032

PACIFIC NORTHWEST TO ALASKA GREEN CORRIDOR GREEN METHANOL FEASIBILITY STUDY

Scope: What would it take to make methanol-powered cruise ships viable in the Alaska market?

- First methanol ship by 2030
- 4 cruise ships on green methanol by 2032

Project Partners:

Mærsk Mc-Kinney Møller Center for Zero Carbon Shipping

HY2GEN USA INC.

CLIA CRUISE LINES INTERNATIONAL ASSOCIATION

Port of Seattle

PORT of vancouver | Vancouver Fraser Port Authority

Next Steps

- Finalizing public report – expected Spring 2026

ALTERNATIVE FUEL PRODUCTION

120,000 TONNES OF GREEN METHANOL PER YEAR

PORT INFRASTRUCTURE

TRANSPORTATION, STORAGE, AND BUNKERING AT HOMEPORTS

VESSEL DECARBONIZATION

DELIVERY OF 4 METHANOL-CAPABLE CRUISE SHIPS

CARGO DEMAND DYNAMICS

WILL PASSENGERS PAY MORE TO TRAVEL ON A GREENER CRUISE?

BIOFUEL DEMONSTRATION PROJECT

A case study in regional maritime biofuel readiness led by Holland America Line

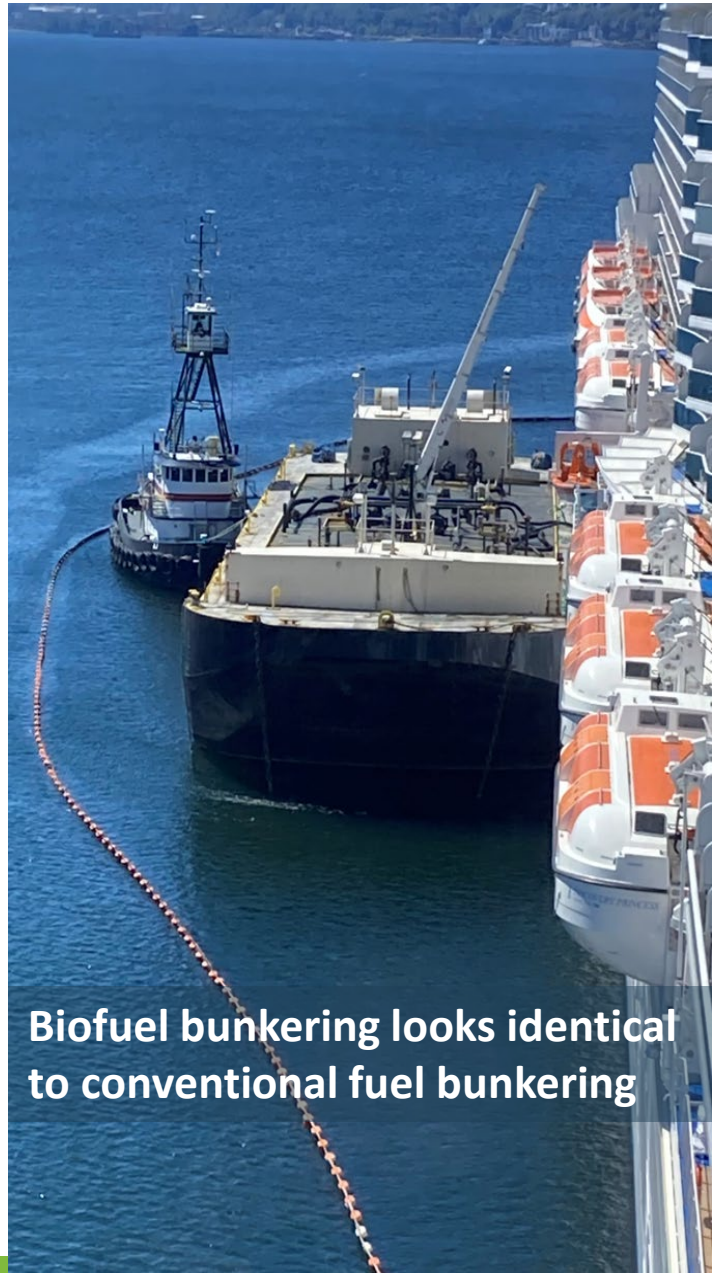
Objective: Test real-world feasibility, cost, operational risks, and emissions implications of using renewable diesel (derived from vegetable oil) for cruise operations departing Seattle.

Approach:

- A joint project between Holland America Line and Port of Seattle.
- Renewable diesel (RD) was delivered to MS Eurodam over three separate calls in Seattle.
- RD is chemically the same as fossil diesel but made from vegetable oil.
- Fuel cost were roughly 3x the cost of Marine Gas Oil, which is the ship's typical fuel
- The cost of carbon reduction was about $1,000 per metric ton of CO2 equivalent (MTCO2e) avoided, compared to $120 for/MTCO2e for similar biofuels in the European Union where incentives are available.

Key Findings:

- Marine biofuels can be safely used on cruise ships in Seattle but scaling use remains a challenge for the following reasons:
- Lack of consist demand, high costs, limited infrastructure and vessel compatibility, as well as inconsistent carbon certification pathways, and no U.S. fuel incentives.



Biofuel bunkering looks identical to conventional fuel bunkering

STAR PRINCESS: SEATTLE'S FIRST LNG SHIP

- **LNG = Liquified Natural Gas, an alternative maritime fuel for ships**
- First cruise ship in Seattle to use and fuel-up on LNG
- First call 5/3, last call 9/20: 21 Sunday calls over 2026 cruise season
- Will fuel LNG via a bunker ship by Seaspan Energy: LNG from FortisBC in Canada
- LNG bunkering is new to Seattle but not new in U.S., Canada, or globally
- Extensive planning: Risk assessments and mitigation plans; Coast Guard, first responder, industry, Tribal, regulator engagement; crew, responder, ship pilot training
- Fueling plan requires USCG "letter of no objection", Seattle Fire Department Approval

- Second vessel in the Sphere-class; sister to Sun Princess
- Launched: October 2025
- Capacity: 4,300 double occupancy guests, 1547 crew
- Shore power-equipped

ABOUT LNG

Fossil LNG is not a climate solution but can provide significant air quality benefits above conventional maritime fuel.

Fossil LNG is commercially available, but alone, will not achieve Port or regional climate goals over the long-term.

The Port does not plan to invest in LNG infrastructure. We will engage and support cruise lines and regualtors to ensure safe, environmentally compliant operations.

Renewable Natural Gas (RNG) is a non-fossil alternative that could be a longer-term climate solution. RNG is not commercially available at scale globally.

The Port does not regulate fuels that ships bunker in port but strongly encourages ships to use low and zero emissions fuels.

FINAL UPDATES: A BUSY SEASON AHEAD

New Terminal 91 Operator Selected for 2026: Pacific Cruise Ship Terminals

FIFA Men’s World Cup: 5 of 6 match-days are cruise days; 1 match day has a ship at Pier 66; 47 calls during World Cup period in Seattle

Over **$1.2 billion** in economic impact expected

2 million revenue passengers

over **5,000 jobs** for the region

THANK YOU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