SAN FRANCISCO BAR PILOTS ASSOCIATION

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To: BOPC Navtech Committee

From: San Francisco Bar Pilots

Date: June 15, 2020

SUBJECT: Use of Remaining Navtech Surcharge Funds

Issue Statement:

As a result of the unprecedented economic impact of the COVID-19 crisis, the San Francisco Bar Pilots are requesting the BOPC consider the redirection and authorization of additional funds made available under the CA Harbors and Navigation Code Section 1190.4. The request is to use funds to extend the life of our Navigation Technology Program for 3 years (2021-2023).   Safe and efficient pilotage, especially ULCV maneuvering, is highly dependent on the decision support our PPUs provide and it is important to periodically review and evaluate new equipment and technology. Prior to the COVID-19 crisis, the intention of the SFBP was to pursue additional funding to replace aging equipment and upgrade piloting software platforms to the best available technology. The sobering economic forecast caused us to rethink this approach and our focus shifted to how the remaining funds could be best utilized to extend and improve the program.

Discussion:

In 2016, the Legislature approved the collection of up to $1.2M in funds to support the Navtech Program. The authority to collect these funds expires December 31, 2020. To date, the BOPC approved use of $1,125,036 of these funds. Of these funds, SFBP has not yet spent $100,905 that has been provisionally approved for licenses support/updates to the Rose Point route piloting software. An additional $74,764 remains to be authorized by the BOPC. This would result in a total of $175,669 available for use in extending the life of the program through 2023.

Last week, the SFBP learned the current route piloting software, Rose Point ECS 3.1 will no longer be supported as of December 31, 2020. As a result, the SFBP NavTech Committee has been evaluating both Rose Point ECS 4.0 and SEAiq Pilot. There are pros and cons to each system and we anticipate making a recommendation to the BOPC in July. Following is a general description of options we have been considering:

Navigation Platform Options:

Option 1 – Continue with Current Platforms

- E-Pilot
    - Extend Trelleborg License
- Route
    - Upgrade to Rose Point 4.0

Option 2 - Move both E-Pilot and Route Platforms to SEAiq

Hardware:

The windows laptops, iPads, Trelleborg CAT XT and CAT2 devices are nearly 4 years old. SFBP is in the process of evaluating the condition of this equipment and developing recommendations regarding what is still serviceable vs what needs replacement. We expect to have this review completed by the end of July. SEAiq is optimized to run on and LTE connected iPad. One option would be to renew old windows laptops and iPads with new iPads and continue with the existing CAT XT and CAT2 devices.

Other Considerations:

Training

Connectivity (LTE data)

Sales/Use Tax

Remaining Interest on Navtech Loan

Costs:

SFBP is in the process of soliciting cost estimates for both navigation platforms and hardware. From our initial review, we feel confident that with the remaining funds we will be able to arrive at a proposal that both improves and extends the life of the Navtech Program. We expect to have accurate cost estimates prepared by the end of July. Our intent would be to make all purchases in 2020 so that when the surcharge sunsets all funds could be accounted for and the "books" on the Navtech Surcharge could be closed out.

http://seaiq.com/enterprise.html
https://www.rosepoint.com/
https://www.trelleborg.com/en/marine-and-infrastructure

We look forward to further discussion at the upcoming Navtech Committee meeting.

Respectfully submitted,

Capt. Anne L. McIntyre
Business Director
San Francisco Bar Pilots