

BARCLAYS OFFICIAL CALIFORNIA CODE OF REGULATIONS
TITLE 7. HARBORS AND NAVIGATION
DIVISION 2. STATE BOARD OF PILOT COMMISSIONERS FOR THE BAYS OF SAN FRANCISCO,
SAN PABLO, AND SUISUN

TABLE OF CONTENTS

Article 1. Statutory Definitions 1
 § 201. Statutory Definitions..... 1
 § 202. Other Definitions..... 1
 Article 2. Meetings, Quorums, Actions..... 3
 § 203. Meetings 3
 § 204. Quorum..... 3
 § 205. Action by the Board..... 3
 Article 3. Officers, Committees, Employees..... 4
 § 206. President 4
 § 207. Other Officers. 4
 § 208. Board Advisory Committees..... 4
 § 209. Pilot Evaluation Committee. 4
 § 210. Incident Review Process..... 5
 § 211. Executive Director 9
 § 211.5. Commission Investigator Minimum Standards..... 11
 § 212. Administrative Assistant/Secretary. [Repealed] 12
 § 212.5. Conflict of Interest Code. 12
 Appendix A--Designated Positions 12
 Appendix B--Disclosure Categories 13
 Article 4. Training Programs 13
 § 213. Pilot Trainees..... 13
 § 214. Pilot Trainee Training Program 21
 § 215. Pilot Training..... 25
 Article 5. Licensing 26
 § 216. Issuance of Licenses 26
 § 217. Purpose of Fitness Regulations..... 27
 § 217.5. Duty to Submit to Medical Assessment; Overall Standards..... 28
 § 217.10. Events Requiring, and Timing of, Medical Assessments. 29
 § 217.15. Fitness Evaluation; Description of Medical Assessment; Detailed Standards..... 29
 § 217.20. Duty to Report Medical Information. 33
 § 217.25. Fitness Evaluation by Board-Appointed Physicians Following Receipt of Medical Information. 34
 § 217.30. Board-Initiated Fitness Evaluation..... 34
 § 217.35. Consequences of Not Fit for Duty Determination..... 35
 § 217.37. Reevaluation of Pilots on Medical Disability Leave..... 36
 § 217.40. Proceedings Following NFFD Determinations..... 36
 § 217.45. Qualification Standards for Board-Appointed Physicians; Duties of Physicians. 38
 Article 6. Government of Pilots, Inland Pilots and Trainees 39
 § 218. Duties of Port Agent..... 39
 § 218.1. Fatigue Risk Management. 43
 § 219. Duties of Pilots..... 45

§ 220. Duties of Pilot Trainees..... 49

§ 221. Charges and Proceedings Concerning Licenses..... 50

§ 222. Conflicts of Interest. 51

§ 223. Duty on Outward Bound Vessels. [Repealed] 51

§ 224. Restriction of Service. [Repealed] 51

§ 225. Leaving Station. [Repealed] 51

§ 226. Carriage of Letters. [Repealed]..... 51

§ 227. Reporting of Accidents. [Repealed]..... 51

§ 228. Pilots to Answer Summons. [Repealed] 52

§ 229. Sworn Testimony. [Repealed] 52

§ 230. Duties of Port Agent. [Repealed] 52

§ 231. Absence of Pilots. [Repealed] 52

§ 232. Boats in Service. [Repealed] 52

§ 233. Approval of Boats. [Repealed] 52

§ 234. Personal Reports to the Board. [Repealed] 52

§ 235. Violation of By-Laws. [Repealed]..... 52

Article 7. Pilotage Rates 52

 § 236. Rate Hearing Procedures. 52

 § 236.1. Pilot Boat Surcharge. 55

Article 8. Number of Pilots 58

 § 237. Hearing Procedures to Determine Number of Licensed Pilots. 58

**BARCLAYS OFFICIAL CALIFORNIA CODE OF REGULATIONS
TITLE 7. HARBORS AND NAVIGATION
DIVISION 2. STATE BOARD OF PILOT COMMISSIONERS FOR THE BAYS OF SAN FRANCISCO,
SAN PABLO, AND SUISUN**

Article 1. Statutory Definitions

§ 201. Statutory Definitions.

(a) "Code" means Chapters 1 through 6 of Division 5 (commencing with Section 1100) of the Harbors and Navigation Code, as amended from time to time.

(b) "Board" means Board of Pilot Commissioners for the Bays of San Francisco, San Pablo and Suisun.

NOTE: Authority cited: Section 1154, Harbors and Navigation Code. Reference: Sections 1111 and 1154, Harbors and Navigation Code.

§ 202. Other Definitions.

(a) "719K form" means the Application for Medical Certificate, Form CG-719K (04/17), which is hereby incorporated by reference, issued by the U.S. Department of Homeland Security, U.S. Coast Guard.

(b) "Bays of San Francisco, San Pablo, and Suisun" means all the waters of those bays and of the tributaries, ports and harbors of those bays, and includes the water areas from the south end of San Francisco Bay and from the Ports of Sacramento and Stockton to the Golden Gate Bridge.

(c) "Board-appointed physician" means a physician who has been appointed by the Board as either an examining physician or a Medical Review Officer.

(d) "Certificate of completion" means the certificate given by the Board to a pilot trainee notifying the trainee that he or she has successfully completed the training program.

(e) "Chemical test" means a scientifically recognized test which analyzes an individual's breath, blood, urine, saliva, bodily fluids, or tissues for evidence of dangerous drug or alcohol use.

(f) "Conflict of interest code" means those provisions in Section 222 which define conflicts of interest for licensees of the Board.

(g) "Conflict of interest code of the Board" means those provisions in Section 212.5 which define conflicts of interest for designated employees of the Board.

(h) "Dangerous drug" means a narcotic drug, a controlled substance, marihuana, or a controlled-substance analogue (as defined in Section 102 of the federal Comprehensive Drug Abuse and Control Act of 1970 (Title 21, U.S. Code, Section 802)).

(i) "Examining physician" means a physician who meets the eligibility requirements of Section 217.45(b) and has been appointed by the Board to perform the duties of an examining physician that are set forth in these regulations.

(j) "Executive Director" means the individual appointed by the Board pursuant to Section 211.

(k) “Fails a chemical test for dangerous drugs” means that the result of a chemical test conducted in accordance with Title 49, Code of Federal Regulations, Part 40 is verified as “positive” for the presence of dangerous drugs or drug metabolites in an individual's system and reported in accordance with that part.

(l) “Fitness evaluation” means an evaluation by Board-appointed physicians to determine whether pilot trainees and pilots are mentally and physically fit to perform their duties. A fitness evaluation may but does not necessarily include the “medical assessment” described in Section 217.15.

(m) “FRMS” means fatigue risk management system.

(n) “Investigator” means a person employed by or under contract with the Board and assigned to investigate a navigational incident involving a vessel piloted by a pilot licensed by the Board, or any other matter for which a pilot's license may be revoked or suspended pursuant to these regulations, including a possible conflict of interest as set forth in Section 222, or to investigate reports of suspected pilot ladder or pilot hoist safety violations.

(o) “Medical assessment” means the comprehensive physical and medical evaluation process described in Section 217.15.

(p) “Medical Review Officer” means a physician who meets the eligibility requirements of Section 217.45(c) and has been appointed by the Board to perform the duties of a Medical Review Officer that are set forth in these regulations.

(q) “Merchant Mariner Medical Manual” means CIM 16721.48 Merchant Mariner Medical Manual (08/19), issued by the U.S. Coast Guard, herein incorporated by reference.

(r) “Monterey Bay” means all the waters of that bay and of the tributaries, ports and harbors of that bay.

(s) “Pilot” means an individual licensed as a pilot by the Board.

(t) “Pilot Evaluation Committee” means the committee appointed by the Board pursuant to Section 209.

(u) “Pilot trainee” or “trainee” means a person who is training as a pilot in the pilot trainee training program established by the Board.

(v) “Pilotage grounds” means all waters extending eastward from the precautionary area surrounding buoy SF to, and including, the Bays of San Francisco, San Pablo and Suisun, and also includes the waters of Monterey Bay, eastward of a straight line drawn between Point Santa Cruz Light and Point Pinos Light.

(w) “Portable Pilot Unit” means a portable, computer-based system that a pilot brings on board a vessel to use as a decision/support tool for navigating in confined waters.

(x) “Port Agent” means the individual identified in Section 218.

(y) “Serious Marine Incident” means an event or events that meet the definition of “Serious Marine Incident” under Title 46, Code of Federal Regulations, Section 4.03-2.

(z) “Training program” or “Program” means the standards and procedures for training pilots and pilot trainees adopted by the Board as contained in Sections 214 and 215.

NOTE: Authority cited: Section 1154, Harbors and Navigation Code. Reference: Sections 1101(e), 1101(h), 1110, 1113, 1114, 1114.5, 1154, 1156, 1156.5, 1156.6, 1170.3, 1171.5, 1176, 1176.5, 1180, 1180.3, 1181 and 1196.5, Harbors and Navigation Code; Title 21, U.S. Code, Section 802; Title 46, Code of Federal Regulations, Sections 4.03-2, 97.90-1 and 108.719, subparts 163.002 and 163.003 and Part 16; and Title 49, Code of Federal Regulations, Part 40.

Article 2. Meetings, Quorums, Actions

§ 203. Meetings.

(a) The Board shall meet on a regular basis at least once each month on the date and at a time and place specified by the President.

(b) Notice of the date, time and place of a meeting of the Board shall be given at least ten days in advance of the meeting to the Port Agent and to any person who has requested, in writing, to be notified of Board meetings.

(c) The President may call special meetings of the Board. The notice requirements for a special meeting are the same as those for a regular meeting as set forth in subsection (b) of this section.

(d) The President may call and notice emergency meetings of the Board as authorized by law.

(e) All meetings shall be conducted in accordance with the requirements of Article 9 (commencing with Section 11120) of Chapter 1 of Part 1 of Division 3 of Title 2 of the Government Code.

NOTE: Authority cited: Section 1154, Harbors and Navigation Code. Reference: Section 1153, Harbors and Navigation Code.

§ 204. Quorum.

A "quorum" of the Board shall consist of four members. The Board shall not transact any business until a quorum is present and announced. In the absence of the President and Vice President, the quorum shall select a presiding officer for the meeting from among those members present.

NOTE: Authority cited: Section 1154, Harbors and Navigation Code. Reference: Section 1150(d), Harbors and Navigation Code.

§ 205. Action by the Board.

All actions of the Board shall require the affirmative vote of at least four members, a quorum being present.

NOTE: Authority cited: Section 1154, Harbors and Navigation Code. Reference Section 1150(d), Harbors and Navigation Code.

Article 3. Officers, Committees, Employees

§ 206. President.

(a) The Board shall elect a President from among its members. The term of office is two years and it is renewable within the Board member's term of office. The President serves in such capacity at the pleasure of the Board, and may be recalled at any time by the members of the Board at a properly noticed meeting.

(b) The President shall preside at regular and special meetings of the Board and direct the administrative operations of the Board.

NOTE: Authority cited: Section 1154, Harbors and Navigation Code. Reference: Section 1153, Harbors and Navigation Code.

§ 207. Other Officers.

(a) The Board shall elect a Vice President from among its members, who shall have all the powers of the President in the absence of the President or when the President does not participate in Board proceedings because of a conflict of interest or for any other reason. The term of office is two years and it is renewable within the Board member's term of office. The Vice President serves in such capacity at the pleasure of the Board, and may be recalled at any time by the members of the Board at a properly noticed meeting.

(b) The Board may elect such other officers as it considers necessary to carry out the functions of the Board.

NOTE: Authority cited: Section 1154, Harbors and Navigation Code. Reference: Section 1153, Harbors and Navigation Code.

§ 208. Board Advisory Committees.

(a) The President, or in his or her absence, the Vice President or other presiding officer, may appoint advisory committees of the Board when he or she or the Board considers the appointment of advisory committees desirable or necessary to assist the Board in the performance of its functions. The presiding officer shall designate the chair and the members for each advisory committee appointed.

(b) The purpose of an advisory committee is to undertake the duties or tasks assigned to it and to advise and make recommendations to the Board concerning those matters.

(c) An advisory committee shall not transact any business until a quorum of the advisory committee is present and announced. A quorum for the purpose of this section consists of a majority of the members of the advisory committee.

NOTE: Authority cited: Section 1154, Harbors and Navigation Code. Reference: Section 1153, Harbors and Navigation Code.

§ 209. Pilot Evaluation Committee.

(a) The Board shall establish a Pilot Evaluation Committee consisting of five active pilots each of whom have at least ten years' experience as a pilot on the Bays of San Francisco, San Pablo

and Suisun. The Board shall select the members of the Pilot Evaluation Committee. A member of the Pilot Evaluation Committee shall not serve more than two four-year terms.

(b) The Pilot Evaluation Committee shall meet on such dates and at such times and places as it considers necessary to carry out its functions. The committee, through its chair, shall report on the committee's activities at each regular meeting of the Board.

(c) The Pilot Evaluation Committee shall conduct and supervise the pilot trainee training program of the Board in accordance with the directions and regulations of the Board and the Code.

(d) The Pilot Evaluation Committee shall at least quarterly review and evaluate each pilot trainee's progress in the training program and shall prepare and maintain a written report of that evaluation. The committee may examine a pilot trainee orally, in writing, or both at the times and in the manner prescribed by the committee.

(e) If a pilot trainee is placed on probation as a result of inadequate performance, the Pilot Evaluation Committee shall review and document the trainee's progress monthly during the probation period and shall inform the trainee of the results in writing. Evaluation during probation shall be designed by the Pilot Evaluation Committee to determine whether the trainee's level of performance is sufficient to warrant the conclusion that:

(1) the trainee is making adequate progress to meet the conditions of probation, and

(2) if the trainee's performance continues to improve, he or she is likely to complete the training program successfully.

NOTE: Authority cited: Section 1154, Harbors and Navigation Code. Reference: Section 1171.5(c), (d) and (e), Harbors and Navigation Code.

§ 210. Incident Review Process.

(a) The President shall appoint an Incident Review Committee with the responsibility of investigating and reporting to the Board all reports of misconduct or navigational incidents involving a vessel piloted by a pilot or inland pilot licensed by the Board, or any other matter for which a pilot's or inland pilot's license may be revoked or suspended pursuant to these regulations, including a possible conflict of interest as set forth in Section 222, and reports of suspected pilot ladder or pilot hoist safety violations. The Incident Review Committee shall be composed of one public member of the Board and the Executive Director. This subsection does not apply to an incident involving a pilot or inland pilot aboard a vessel of less than 300 gross tons unless a pilot or inland pilot is required by law.

(b) The Incident Review Committee shall investigate the incident, misconduct or other matter and prepare a written report as provided for in subsection (c).

(1) The Incident Review Committee may use investigators, call witnesses and obtain additional information as it considers necessary to complete its investigation. In performing their duties, the members of the Incident Review Committee and the investigators shall act fairly and impartially and shall treat all matters developed or obtained as required by law.

(2) The members of the Incident Review Committee and the investigators shall not discuss any investigation with the Board or any member of the Board who is not on the committee until the results of the investigation are reported to the full Board.

(3) If the Incident Review Committee upon initial investigation finds there is clearly no pilot error, the Committee shall discontinue the investigation and report its findings to the Board.

(c) The written report developed by the Incident Review Committee relating to the incident, misconduct or other matter shall include but need not be limited to:

(1) The name of the vessel, time, date and location of the incident and identification of the pilot or inland pilot.

(2) A description of the weather and sea conditions.

(3) An illustration and description of the incident, misconduct or other matter under investigation.

(4) An estimate of damages, if any.

(5) The names of witnesses providing information relating to the incident, misconduct or other matter under investigation.

(6) The nature and extent of any injuries.

(7) A summary of the investigations of any prior incidents, misconduct or other matters involving the pilot or inland pilot, or, if investigating reports of suspected pilot ladder or pilot hoist safety violations, a summary of the investigations of any prior such violation reports involving the same vessel, vessel owner or operator.

(8) Any relevant correspondence or records from the U.S. Coast Guard relating to the incident, misconduct or other matter under investigation.

(9) A historical record of the actions taken in the investigation and any action taken in response to the investigation.

(10) A summary of the factual background of the incident, misconduct or other matter under investigation.

(11) The following information shall be included in the report but shall not be part of the public record:

(A) The report from the pilot or inland pilot.

(B) The confidential report of the investigator.

(12) An assessment of whether fatigue contributed to the incident.

(d) Following the conclusion of the investigation the Incident Review Committee shall report its findings and recommendations to the Board at the Board's next regular meeting. The written

report shall be presented within 90 days of the date of the incident, misconduct or other matter being investigated, unless an extension is granted by the Board.

(e) Upon presentation of the written report of the Incident Review Committee at the Board meeting, and after the Board's full consideration of the evidence, including any additional evidence presented by the pilot or inland pilot and the Incident Review Committee, the Board shall take one or more of the following actions:

(1) Order an accusation for suspension or revocation of the pilot's or inland pilot's license be prepared, filed and served.

(2) Either by Board decision or by entry into a written stipulation with the pilot or inland pilot terminating the matter on such terms and conditions as the Board considers acceptable, requiring compliance with any recommended remedial training or study, supervised practice trips or participation in the training of pilots and pilot trainees. Any such stipulation shall be approved in writing by the Board and by the pilot or inland pilot. A stipulation may provide that it may be referred to following a finding of fault in any subsequent accusation brought against the same pilot or inland pilot for the purpose of considering an appropriate sanction. A written stipulation may not, however, be used for any purpose more than five years after the date of its execution.

(3) Provide counseling for the pilot or inland pilot relating to his or her duties and obligations.

(4) Issue a warning letter of reprimand to the pilot or inland pilot.

(5) Take any other action, as provided in the guidelines in this section.

(6) Remand the matter to the Incident Review Committee for further investigation on such terms as the Board may direct.

(7) Close the matter without further action.

(f) Action shall be taken by the Board under subsection (e) of this regulation by a majority of those members present and voting.

(g) Concerning any corrective action and whether to go outside the guidelines in this section, both the Incident Review Committee, in making its recommendation, and the Board, in making its determination, shall consider the following factors:

(1) The severity of the misconduct.

(2) The danger to the public.

(3) The number and frequency of prior incidents involving pilot error.

(4) The nature and extent of any injuries, property damage or harm to the environment resulting from the incident.

(5) The length of time the pilot or inland pilot has been licensed.

- (6) Prior corrective action imposed upon the pilot or inland pilot.
 - (7) The degree to which the proposed action is likely to prevent recurrence.
 - (8) The effect of the proposed action upon the pilot's or inland pilot's livelihood.
 - (9) Corrective action already taken by the pilot or inland pilot relative to the incident under consideration.
 - (10) The degree of negligence of the pilot or inland pilot.
 - (11) Any other mitigating or aggravating circumstances deemed pertinent by the Incident Review Committee or the Board.
- (h) In determining the appropriate action to be taken for certain specific types of misconduct, the following guidelines shall apply:
- (1) Under the influence of illegal drugs while on duty: Filing an accusation recommending revocation of license.
 - (2) Under the influence of alcohol while on duty:

First offense--filing an accusation recommending suspension of license (6-12 months) and mandatory participation in a rehabilitation program approved by the Substance Abuse and Mental Health Services Administration,

Second offense--filing an accusation recommending revocation of license.
 - (3) Refusal to provide specimens required for timely drug and alcohol testing upon being directed by the Port Agent pursuant to the requirements of Section 218:

Filing an accusation recommending suspension of license (6-12 months).
 - (4) Failure to comply with federal, state or local navigation laws or regulations:

From a minimum of reprimand to a maximum of filing an accusation recommending suspension of license (1-3 months).
 - (5) Negligently performing duties related to vessel navigation:

From a minimum of reprimand to a maximum of filing an accusation recommending suspension of license (2-6 months).
 - (6) Neglect of vessel navigation duties:

From a minimum of reprimand to a maximum of filing an accusation recommending suspension of license (3-6 months).
 - (7) Failure to file a written report on a maritime incident in a timely fashion:

From a minimum of reprimand to a maximum of filing an accusation recommending suspension of license (2-4 months).

These guidelines are intended to guide the Incident Review Committee in developing its recommendations for corrective action and the Board in determining the appropriate action to be taken and to promote uniformity in assessing the severity of specific types of misconduct, although it is recognized that the circumstances of any individual case may warrant action that falls outside the ranges provided above.

(i) The record of the investigation and final disposition of the incident, misconduct or other matter shall be retained in the Board's records for 10 years, or as long as the pilot is licensed by the Board, whichever is longer, after the completion of the investigation and, except for the items listed in paragraph 11 of subsection (c), shall be a public record. Records of prior incidents more than 10 years old shall not be used in aggravation in determining corrective action unless the pilot or inland pilot raises such incident for mitigation.

(j) The Board may order the reconsideration of all or part of a determination made pursuant to this section on its own motion or on petition of any party. The power to order a reconsideration shall expire 60 days after the Board's written decision is delivered or mailed to the pilot or inland pilot, or on the date set by the Board as the effective date of the determination if that date occurs prior to the expiration of the 60-day period or at the termination of a stay not to exceed 60 days which the Board may grant for the purpose of filing an application for reconsideration. If additional time is needed to evaluate a petition for reconsideration filed prior to the expiration of any of the applicable periods, the Board may grant a stay of that expiration for no more than 10 days, solely for the purpose of considering the petition. If no action is taken on a petition within the time allowed for ordering reconsideration, the petition shall be deemed denied.

(k) No member of the Board shall sit on the Board as a trier of fact for those cases where he or she has served on the Incident Review Committee recommending action to the Board.

(l) The Executive Director shall maintain a suspense file to ensure that all training, practice trips, or other corrective action required to be performed by a pilot or inland pilot, by stipulation or Board decision, are completed as required. The Executive Director shall report to the Board each month on the progress of any ongoing training, practice trips or other corrective action. The Executive Director shall notify the Board of any pilot that fails or refuses to complete the terms of a stipulated resolution or final decision after an accusation.

NOTE: Authority cited: Sections 1154 and 1180.6(e), Harbors and Navigation Code. Reference: Sections 1154, 1156.5, 1156.6, 1180.3, 1180.6, 1181, 1184 and 1196.5, Harbors and Navigation Code.

§ 211. Executive Director.

(a) The Board may appoint and reappoint an Executive Director in the manner provided by the Code. The Executive Director shall serve at the pleasure of the Board and shall be under the direct supervision of the President of the Board.

(b) The Executive Director shall not, during the term of his or her office, serve as a member of the Board, nor as a pilot or inland pilot, nor be otherwise concurrently employed in the maritime industry.

(c) The Board shall fix the compensation of and, from time to time, adjust the compensation of the Executive Director.

(d) The Executive Director shall not have any interest in any pilot vessel or tug, or in the earnings thereof, except for the compensation provided by this Section.

(e) The Executive Director shall have the following functions:

(1) To administer the personnel employed by the Board in accordance with the civil service laws;

(2) To serve as treasurer of the Board and keep, maintain and provide the Board with all statements of accounts, records of receipts and disbursements of the Board in accordance with law;

(3) To issue and countersign licenses, which shall also be signed by the President of the Board;

(4) To administer matters and maintain files pertaining to actions taken against licenses issued by the Board;

(5) To act as a member of the Incident Review Committee, as set forth in Section 210;

(6) With input from the pilots, inland pilots and industry, to formulate and recommend to the Board a curriculum for the training of pilots and inland pilots;

(7) Under the direction of the Board, to coordinate Board activities with other state and federal agencies charged with protecting the environment and with the oil and hazardous chemical shipping industry;

(8) To perform research and obtain documents and other evidence for Board activities, including rate hearings, as required by the President of the Board;

(9) To initiate and conduct the periodic review of the San Francisco Pilot Pension Plan established by Chapter 3 (beginning with § 1160) of the Code, and to prepare proposed recommendations for the Board's consideration; and

(10) Any other function, task, or duty as may reasonably be assigned by the President of the Board.

NOTE: Authority cited: Section 1154, Harbors and Navigation Code. Reference: Sections 1156.5(a) through (h), 1156.6, 1158 and 1158.1, Harbors and Navigation Code.

§ 211.5. Commission Investigator Minimum Standards.

(a) To be eligible to be a Commission Investigator, an applicant shall meet at least two of the following minimum requirements:

(1) Possess or have possessed a United States Coast Guard license as Master of Ocean, Near Coastal or Inland vessels of not more than 1600 gross tons or as master of vessels of any gross tons, and shall have served at least two years as Master under the authority of that license.

(2) Possess or have possessed a United States Coast Guard license as Chief Engineer, unlimited horsepower, of steam or motor vessels and shall have served at least one year as Chief Engineer under the authority of that license.

(3) Possess a bachelor's degree.

(4) Possess or have possessed a license or endorsement as first class pilot to serve as pilot from sea to the Golden Gate Bridge or any route or subroute on waters east of the Golden Gate Bridge issued by the U.S. Coast Guard pursuant to 46 CFR Section 11.701 and Officer in Charge, Marine Inspection San Francisco Bay Instruction 16271 or successor thereto.

(5) Two years of experience in shipboard duties as chief mate or first assistant engineer, and two years of experience performing the duties of a marine superintendent or port engineer.

(6) Two years of experience as a senior marine Coast Guard investigating officer in the investigation division of a Marine Safety Office or Sector Command who achieved the rank of Warrant Officer or above.

(b) All applicants shall also meet one of the following requirements:

(1) One year of experience employed shoreside as a marine investigator, or

(2) Two years of experience as a licensed deck or engine officer that includes marine investigations, or

(3) Thirty or more hours of training in marine incident investigation, provided by a marine investigation training program.

(c) For purposes of complying with the experience requirements in the above subsections (a) and (b), a year shall mean 360 days performing the required duties of the position.

(d) A Commission Investigator shall be required to possess, as a condition of employment or contracting, a current Transportation Worker Identification Credential issued by the Transportation Security Administration pursuant to 49 CFR section 1572.

NOTE: Authority cited: Section 1154, Harbors and Navigation Code. Reference: Section 1156, Harbors and Navigation Code.

§ 212. Administrative Assistant/Secretary. [Repealed]

NOTE: Authority cited: Section 1154, Harbors and Navigation Code. Reference: Sections 1156, 1157 and 1158, Harbors and Navigation Code.

§ 212.5. Conflict of Interest Code.

The Political Reform Act, Government Code Sections 81000, et seq., requires state and local government agencies to adopt and promulgate conflict-of-interest codes. The Fair Political Practices Commission has adopted a regulation, Title 2, California Code of Regulations, Section 18730, which contains the terms of a standard conflict-of-interest code, which can be incorporated by reference, and which may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act after public notice and hearings. Therefore, the terms of Title 2, California Code of Regulations, Section 18730 and any amendments to it duly adopted by the Fair Political Practices Commission, along with the attached Appendices in which officials and employees are designated and disclosure categories are set forth, are hereby incorporated by reference and constitute the conflict-of-interest code of the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun (Board).

Individuals holding designated positions shall file statements of economic interests with the Board, which will make the statements available for public inspection and reproduction. (Govt. Code Sec. 81008.) Upon receipt of the statement of the Executive Director and Board Members, the Board shall make and retain a copy and forward the original of this statement to the Fair Political Practices Commission. All other statements will be retained by the Board.

NOTE: Authority cited: Sections 87300 and 87306, Government Code. Reference: Section 87302, Government Code.

Appendix A--Designated Positions

<i>Designated Positions</i>	<i>Disclosure Category</i>
Board Members, and Ex Officio Member, and Designees	1,2,3,4
Executive Director	1,2,3,4
Assistant Director	1,2,3,4
Consultants	*

* Consultants shall be included in the list of designated positions and shall disclose pursuant to the broadest disclosure category in the code subject to the following limitation: The Executive Director may determine in writing that a particular consultant, although a “designated position,” is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements in this section. Such written determination shall include a description of the consultant's duties and, based upon that description, a statement of the extent of disclosure requirements. The Executive Director's determination is a public record and shall be retained for public inspection in the same manner and location as this conflict-of-interest code. (Govt. Code Sec. 81008.)

Appendix B--Disclosure Categories

Category 1

Investments and business positions in business entities and income, including gifts, loans, and travel payments, from the following sources: boat yards, pilot or tug boats, marine repair and pilot training facilities, marine survey, investigation, and crewing services, providers of physical examinations for pilots. In addition, investments and business positions in business entities and income from commercial vessel which use pilot services in the Bays of San Francisco, San Pablo, and Suisun.

Category 2

Investments and business positions in business entities and income, including gifts, loans, and travel payments, from providers of public accounting services and insurance/insurance brokerage services of the type used by pilots and tugboats operating in the Bays of San Francisco, San Pablo, and Suisun.

Category 3

Income, including gifts, loans, and travel payments, received from the San Francisco Bar Pilots Association and the San Francisco Bar Pilots Benevolent and Protective Association.

Category 4

Investments and business positions in business entities and income, including gifts, loans, and travel payments, from suppliers and service providers of the type to contract with the Board. Such services include, but are not limited to: office supplies, information technology and telecommunication services.

Article 4. Training Programs

§ 213. Pilot Trainees.

- (a) This section applies only to persons not previously licensed by the Board or otherwise exempt from such program by the Code.
- (b) It is Board policy, through an effective selection process, to provide opportunity for progressive development and advancement of qualified maritime personnel to State licensed pilots in accordance with statutory requirements.
- (c) State licensed pilots hold key positions in the safe passage of shipborne commerce in the waters under the Board's jurisdiction. They must exemplify the highest standards of leadership, professionalism and personal integrity. Mariners selected for the training program must demonstrate that they are fully capable of meeting demands of accountability and responsibility associated with such positions. The vital role of appropriately trained pilots in safety of navigation upon these waters cannot be overemphasized.
- (d) The Board in selecting applicants to participate in the Pilot Trainee Training Program adheres to equal opportunity precepts. All applicants meeting minimum eligibility requirements as provided herein shall receive consideration without regard to age, sex, race, religion, national origin, lawful political affiliation, physical handicap (within the limitations set by the Merchant Mariner Medical Manual, marital status, membership or non-membership in any employee

organization, or any other personal condition unrelated to the applicant's basic ability to perform satisfactorily as a pilot trainee and as a pilot.

(e) To meet minimum eligibility requirements, each applicant must:

(1) Possess a current, valid federal license, with an unlimited radar endorsement, either as master of vessels of not more than 1600 gross tons or as master of vessels of any gross tons;

(2) Be of good mental and physical health and of good moral character;

(3) Provide documentation, consisting of either (1) certificates of discharge or (2) declarations complying with Code of Civil Procedure section 2015.5 by both the applicant and the person verifying the experience, that demonstrates performance as master for:

(A) one year in command of a self-propelled vessel in navigation of not less than 1600 gross tons; or

(B) two years sailing in the capacity of Chief Mate of a self-propelled vessel in navigation of not less than 1600 gross tons and holds a master's license of any gross tons; or

(C) one year as a full-time commercial pilot, not a member of the crew, directing and controlling the movement of vessels of not less than 1600 gross tons in waters in which a pilot is required by state, federal or foreign law, and holds, at a minimum, a valid federal license, with an unlimited radar endorsement, as master of vessels of not more than 1600 gross tons; or

(D) two years in command of either (1) a towing vessel of not less than 50 gross tons engaged in ship assist or in bay or ocean towing, or (2) a towing vessel of less than 50 gross tons in which the combined gross tonnage of the towing vessel and the vessel(s) towed is not less than 1600 gross tons.

(4) Demonstrate recency of experience as follows:

(A) For experience under subsection (3)(A), the year of command experience must have been within the four years immediately preceding the application cut-off date, and six months of the command experience must have been within the two years immediately preceding the application cut-off date.

(B) For experience under subsection (3)(B), the two years of Chief Mate experience must have been within the five years immediately preceding the application cut-off date, and one year of the Chief Mate experience must have been within the three years immediately preceding the application cut-off date.

(C) The recency requirements of subsections (4)(A) and (4)(B) above may be met by equivalent periods of service as a commercial pilot, not a member of the crew, directing and controlling the movement of vessels of not less than 1600 gross tons, or a combination of such command and piloting (non-concurrent) experience.

(D) For experience under subsection (3)(C), the year of serving as a full-time commercial pilot, must have been within the four years immediately preceding the application cut-off date, and six months of the experience must have been within the two years immediately preceding the application cut-off date.

(E) For experience under subsection (3)(D), the two years of command experience must have been within the five years immediately preceding the application cut-off date, and one year of the command experience must have been within three years immediately preceding the application cut-off date.

(5) Be able to communicate in concise and clear language using proper terminology for bridge team, bridge-to-bridge and bridge-to-shore communications in English.

(6) Not have had prior felony or drug convictions or be currently in violation of a court order to provide child or spousal support.

(7) Pay to the Board on submission of an application for admission to the Pilot Trainee Training Program an examination fee of \$1,000 for participation in the written examination and bridge simulator exercise provided for in this section. The Board shall refund the entire fee to the applicant if the applicant does not take the written examination. If the applicant takes the written examination but does not participate in the simulator exercise, the Board shall refund \$500 of the examination fee to the applicant.

(f) The applications of all applicants meeting the minimum eligibility requirements in subsection (e) will be reviewed to assess experience points on the following schedule. In documenting their experience, applicants shall submit either (1) certificates of discharge or (2) declarations complying with Code of Civil Procedure section 2015.5 by both the applicant and the person verifying the experience. Experience used to meet the minimum eligibility requirements of subsection (e)(3) will not be accepted in assessing experience points under this subsection.

(1) Tug Experience (not to exceed a maximum of 35 points):

(A) While holding, at minimum, a current, valid federal license as master of vessels of not more than 1600 gross tons, 1 year's offshore experience as master of a towing vessel in which the combined gross tonnage of the towing vessel and the vessel(s) towed is not less than 1600 gross tons, not combined with any other experience. 5 pts

(B) While holding, at minimum, a current, valid federal license as master of vessels of not more than 1600 gross tons, 1 to 3 years as master. 10 pts

(C) While holding, at minimum, a current, valid federal license as master of vessels of not more than 1600 gross tons, over 3 years as master. 5 pts

(D) While holding, at minimum, a current, valid federal license as master of vessels of not more than 1600 gross tons, serving as pilot on own vessels of not less than 1600 gross tons combined tug and tow for a minimum of 25 moves in pilotage waters for which the applicant held, while piloting, a current pilot endorsement. Moves performed as master of a tug engaged

in assist and/or escort duty do not qualify for points under this subsection. "Own vessels" means vessels for which the applicant was the master. 15 pts

(2) Deep Draft Experience (not to exceed a maximum of 35 points):

(A) 1 year as master or Chief Mate of self-propelled vessels of not less than 10,000 gross tons, not combined with any other experience. 5 pts

(B) 0.5 years as master of self-propelled vessels of not less than 1600 gross tons. 5 pts

(C) 1 to 4 years as master or Chief Mate of self-propelled vessels of not less than 1600 gross tons. 10 pts

(D) Over 4 years as master or Chief Mate of self-propelled vessels of not less than 1600 gross tons. 5 pts

(E) Serving as a pilot on own vessels of not less than 1600 gross tons for a minimum of 25 moves in pilotage waters for which the applicant held, while piloting, a current pilot endorsement. "Own vessels" means vessels for which the applicant was the master. 10 pts

(3) Piloting Experience (not to exceed a maximum of 20 points):

(A) 1 to 2 years serving as a full-time commercial pilot, not a member of the crew, directing and controlling the movement of vessels of not less than 1600 gross tons in waters in which a pilot is required by state, federal or foreign law. 10 pts

(B) Over 2.5 years serving as a full-time commercial pilot, not a member of the crew, directing and controlling the movement of vessels of not less than 1600 gross tons in waters in which a pilot is required by state, federal, or foreign law. 10 pts

(g) For purposes of meeting the minimum eligibility requirements of subsection (e) herein and the assessment of experience points in subsection (f) herein, a "year" means a minimum of 360 days performing the duties of master, chief mate, or pilot, and gross tons means gross registered tons (GRT) as used under the Regulatory Measurement System (USC Title 46: Shipping, March 31, 2016, Subpart A, section 69.9, and hereby incorporated by reference). Gross tons ITC (GT), as used under the Convention Measurement System (USC Title 46: Shipping, March 31, 2016, Subpart A, section 69.9, and hereby incorporated by reference) will be evaluated using the United States Coast Guard CG-543 Policy Letter, No. 11-12, September 27, 2011, wherein service on vessels of less than 3000 GT will be considered equivalent to service on vessels less than 1600 GRT.

(h) All applicants meeting the minimum eligibility requirements in subsection (e) above will be permitted to take a written examination developed and administered by the Board with the assistance of one or more contractors with psychometric qualifications equivalent to the State of California's Test Validation and Development Specialist personnel classification, and who shall utilize a criterion-referenced methodology to establish a passing score for that examination. The passing score reflects the lowest score that a candidate could obtain and meet minimum

competence standards. An applicant must achieve a passing score on the written examination in order to be eligible to proceed further in the selection process.

(i) Applicants must be selected for and pass a bridge simulator exercise which tests skills required for ship navigation in piloting waters that cannot be adequately tested in a written examination alone. These include the applicant's ability to assimilate and assess a variety of information in a bridge environment, to plan and execute timely, appropriate responses in both routine and emergency situations, and to communicate effectively both with those on the bridge and those outside the ship. Local knowledge is not required and will not be tested.

(1) The applicant's performance in the bridge simulator exercise will be evaluated by three evaluators selected by the Board: one from the Board's Pilot Evaluation Committee, one who is a state licensed pilot from another jurisdiction and one who is an industry representative with current or prior command on deep draft vessels. The evaluators will be trained with the assistance of one or more psychometricians meeting the qualifications set forth in subsection (h).

(2) The following seven elements will be evaluated during the bridge simulator exercise:

(A) Situational awareness

Assesses the applicant's appreciation of the situation the vessel is in at all times during the exercise, including relative motion, traffic, aids to navigation, effect of wind, current and other forces on the vessel, and ability to accurately filter and prioritize available information.

(B) Appropriate response

Assesses the applicant's response in routine transit including timeliness and appropriateness of rudder commands, engine orders and other orders to the bridge team.

(C) Ability to respond correctly under stress

Separately assesses the applicant's ability to respond under emergency or non-routine situations of increased stress.

(D) Communication and bridge presence

Assesses the applicant's ability to use concise, clear and pertinent communications using proper terminology in communicating with the bridge and evaluation teams and on the radio, and assesses the applicant's professional composure, demeanor and ability to communicate warranted self-confidence which inspires confidence in the rest of the bridge team that the vessel's navigation is in good hands.

(E) Fundamental shiphandling

Assesses the applicant's knowledge of proper and timely use of engine and rudder commands and understanding of the ship's response to those commands.

(F) Bridge resource management

Assesses the applicant's proper use of all personnel and equipment resources available during the exercise.

(G) Rules of the road

Assesses the applicant's proper application of the navigational rules of the road to the situations presented.

(3) The exercise will be videotaped and recorded with sufficient detail to allow for meaningful review.

(4) An applicant must achieve a passing score on the bridge simulator exercise in order to be eligible to proceed further in the selection process. The passing score will be established with the assistance of one or more psychometricians meeting the qualifications in subsection (h), and who shall utilize a criterion-referenced methodology to establish a passing score for that examination. The passing score reflects the lowest score that a candidate could obtain and meet minimum competence standards. An applicant must achieve a passing score on both the written examination and simulator examination in order to be eligible to proceed further in the selection process.

(j) All applicants achieving a passing score in both the written examination and the simulator examination will be permitted to participate in an interview process developed and administered by the board with the assistance of one or more contractors with psychometric qualifications equivalent to the State of California's Staff Personnel Program Analyst classification, and who will be using Subject Matter Experts (SMEs) to develop benchmark scoring criteria and pass points for each interview question individually. Where appropriate, they will also develop expected responses based on the expertise of the SMEs involved. An overall score for the interview will be established by adding the points earned by each candidate for each individual interview question to get a cumulative interview score for each candidate. This interview score will be used in conjunction with the scores from all the other components to establish the final ranking of candidates on the eligibility list. The interview will be conducted by a panel comprised of one public board member, one industry board member, one pilot board member, and a representative of the California Department of Human Resources.

(k) Final selection for entry into the training program shall be based on the combined scores from the applicant's experience points, written examination, bridge simulator exercise, and interview, with each given equal weight, in accordance with the following procedures:

(1) All applicants achieving passing scores on both the written examination and the bridge simulator exercise shall be placed on an eligibility list in order of their combined scores resulting from the applicant's experience points, the written examination, bridge simulator exercise, and the interview, highest score first.

(2) The eligibility list may be used by the Board to fill openings in the training program for up to three years from the date the list is accepted by the Board.

(3) Applicants on the eligibility list must maintain all minimum eligibility requirements set forth in subsection (e), including recency of experience, through the date of the applicant's acceptance of an opening in the training program, and must keep Board staff informed of the most expeditious means of being contacted in the event of an opening in the training program.

(4) Openings in the training program shall be offered to applicants in their order on the eligibility list. An applicant shall have five (5) business days (weekends and state holidays excluded) from the date of notification in which to inform the Board of his or her continued eligibility and agreement to commence the contracting process.

(5) An applicant accepting entry into the training program shall submit to the Board written confirmation of acceptance and verified documentation of continued eligibility as soon as practicable and shall execute all necessary contracting documents within five (5) business days from the date of notification that the documents are available for execution.

(6) Failure to accept the offer of an opening in the training program or to execute the contracting documents within the periods set forth in this subsection shall result in the applicant's name being placed at the bottom of the current eligibility list and the opening shall be offered to the next applicant on the list. The provisions of this subsection effecting an applicant's position on the eligibility list shall not apply if the applicant's failure to timely accept the offer or to timely execute the contracting documents was caused by the applicant's call to active duty in the Armed Forces of the United States.

(7) At the time that an applicant is informed of an opening in the training program, he or she shall be informed:

(A) of the effect of the failure to communicate acceptance in accordance with this subsection;

(B) of the effect of the failure to timely execute contracting documents;

(C) that there are no guarantees of further openings in the training program prior to the expiration of the current eligibility list; and

(D) that there are no guarantees that the applicant will achieve the same position on any future eligibility list.

(8) An applicant on the eligibility list may request removal of his or her name from the list at any time.

(I) The Executive Director will review or cause to be reviewed all applications to determine that the applicant meets the minimum eligibility requirements and to assess experience points. Each applicant will be informed of the results of that review.

(m) The Executive Director is authorized to reject, without further Board action:

(1) incomplete applications, including all applications which do not include verified documentation that establishes that the applicant has met the minimum eligibility requirements;

(2) applications which the Executive Director determines contain inaccurate or misrepresented information affecting the applicant's eligibility or experience unless the applicant can establish to the satisfaction of the Executive Director that the inaccuracy or misrepresentation was accidental or the result of excusable neglect, and that, as corrected, the applicant continues to meet the minimum eligibility requirements.

(n) A Selection Appeal Committee shall be appointed for each pilot trainee selection and shall be made up of three Board members. The committee shall be made up of one industry, one pilot and one public member. If no members from a particular category are available to act on an appeal, then the committee shall be made up from the remaining categories.

(1) Applicants whose applications have been rejected or who seek Board review of any other issue raised by the selection process shall submit their appeal to the Executive Director in writing, stating the basis for the appeal, supported by all written documents necessary to decide the appeal.

(2) Appeals shall be submitted no later than 30 days following the action being appealed. Notwithstanding the above, appeals of actions which preclude the applicant from taking the written test must be received no later than 15 days before the written test; appeals relating to the written test shall be submitted before the applicant leaves the testing facility.

(3) Upon receipt of an appeal, the Executive Director shall promptly forward one copy to each Selection Appeal Committee member, along with such additional documents as the Executive Director deems relevant and his or her comments responding to the issues raised on appeal.

(4) The Selection Appeal Committee shall meet expeditiously at the date, time and place determined by the chair in conformance with applicable open meeting act laws in order to consider and decide the appeal. The committee may request such additional information or documents as it deems pertinent; however, oral testimony or arguments will ordinarily not be accepted.

(5) Applicants who have submitted an appeal shall keep Board staff informed of the most expeditious means of being contacted during the pendency of the appeal.

(6) Upon deciding the appeal, the Selection Appeal Committee shall issue a written decision, which shall constitute the decision of the Board and shall be final. A copy of the decision shall be provided to the applicant.

(7) If the Selection Appeal Committee finds the appeal has merit, it may order such relief as is authorized under this section.

(o) An applicant's family relationship by blood or marriage to a current or former pilot shall not be considered for any purpose in the selection of pilot trainees.

(p) Anyone participating in the selection process, including without limitation, those involved in evaluating an applicant's experience points, written examination or bridge simulator exercise, and members of the Selection Appeal Committee or the Board shall disqualify himself or herself

and withdraw from participation in the selection process if he or she is related by blood or marriage to any applicant under consideration or, for any reason, cannot be fair and impartial in the selection process, or shall disclose such relationship to the Board. Insofar as applicable, the provisions of California Government Code Section 11512(c) regarding disqualification of an agency member from administrative hearings shall guide the Board in determining whether a selection process participant or prospective participant who does not voluntarily disqualify himself or herself should be disqualified from participating in the selection process.

(q) All documents and records pertaining to an application shall be retained for at least five years.

NOTE: Authority cited: Sections 1154 and 1171.6, Harbors and Navigation Code. Reference: Sections 1101, 1171, 1171.5, 1171.6, 1175, 1176, 1177 and 1178, Harbors and Navigation Code.

§ 214. Pilot Trainee Training Program.

(a) In order to be considered for licensing as a pilot, a pilot trainee must successfully complete the training program conducted and supervised by the Pilot Evaluation Committee for the Board. The Board shall issue a certificate of completion to a pilot trainee only when it determines that the trainee has successfully completed the pilot trainee training program. The Board may rely upon, but shall not be bound by the recommendations of its Pilot Evaluation Committee in determining whether a trainee has successfully completed the training program or whether or when the trainee should be licensed as a pilot. The Board is not required to license an individual as a pilot at any time after issuance of the certificate of completion authorized by this subsection. If a license is issued, it shall be issued to the most qualified trainee who has successfully completed the training program. Order of completion of the program is not the determining factor.

(b) The training program prescribed herein shall include the following topics:

- (1) area geography;
- (2) port and waterway configuration;
- (3) hydrography (channel depths and widths, bottom configuration);
- (4) hydrology and hydraulics;
- (5) tides and currents;
- (6) winds and weather;
- (7) aids to navigation (interaction with and information they convey);
- (8) bottom composition;
- (9) marine facilities;

- (10) other traffic and operations (including commercial fishing vessels, recreational boating, dredging and marine regattas);
 - (11) air draft (for bridges and overhead wires);
 - (12) communications;
 - (13) applicable laws, rules and regulations;
 - (14) marine traffic regulation (including Vessel Traffic Service);
 - (15) local and seasonal traffic patterns and densities;
 - (16) ship maneuvering behavior for all vessel types to be piloted including hydrodynamic interactions with respect to other vessels, facilities and channel bathymetry;
 - (17) advantages, limitations and effect on shiphandling of various types of main propulsion and auxiliary maneuvering machinery;
 - (18) shiphandling for piloting, anchoring, docking and undocking, maneuvering with and without the aid of tugs and emergency situations;
 - (19) tug control (for maneuvering assistance);
 - (20) use of ground tackle to aid maneuvering;
 - (21) navigation systems (traditional and electronic);
 - (22) radar systems (manual and automated); and
 - (23) marine and environmental safety requirements;
 - (24) The causes and hazards of fatigue, the means of avoiding or alleviating fatigue, the responsibility of pilots and trainees to ensure that they are rested prior to an assignment, the need for a sufficient recovery period after awakening, and the duty of pilots and trainees to refuse an assignment if they are too fatigued to complete an assignment safely.
- (c) The training program for each pilot trainee shall consist of a minimum of one year and a maximum of three years of training. The program may include classroom training and training provided by outside contractors and shall include assignments to ride as an observer on tugs engaged in ship assist work. In addition, the program shall include a minimum of 300 trips while under the direct supervision of a pilot or inland pilot, riding as observer or maneuvering vessels of various sizes and classes on the Bays of San Francisco, San Pablo and Suisun. A minimum of 50 trips shall be with members of the Pilot Evaluation Committee and at least 10 of those trips shall be within the last three months before the committee recommendation that the trainee be issued a certificate of completion. Pilot trainee assignments shall be under the general supervision of the Pilot Evaluation Committee and may be made by the Port Agent, his or her designee, or a member of the Pilot Evaluation Committee.

(d) A stipend, funded by a pilot trainee surcharge to pilotage rates, may be paid to pilot trainees. The amount of the stipend, if any, paid to a pilot trainee shall be determined solely by the Board, provided that trainees at similar phases of the program shall receive an equal stipend, if any stipend is given.

(e) A pilot or inland pilot supervising a pilot trainee shall prepare an evaluation report on the performance of the pilot trainee to the Pilot Evaluation Committee at the times and in the manner prescribed by the Committee.

(f) The Board may dismiss a pilot trainee from the training program at any time during the first year of training without cause. After the first year of training, a pilot trainee may be dismissed from the training program if the Board, after a hearing comparable to that provided to a public employee under Government Code § 11126(a), determines that he or she:

(1) no longer meets the requirements of Section 213;

(2) has violated the Code or these regulations;

(3) has failed to carry out the terms and conditions of the training program;

(4) has willfully disobeyed a lawful order of the Board, the Pilot Evaluation Committee, the Port Agent, his or designee or the pilot supervising his or her training;

(5) committed an act of misconduct while on duty as a trainee;

(6) was intoxicated or under the influence of a substance which appreciably impaired his or her ability to conduct the duties of a pilot trainee while on duty as a trainee;

(7) failed to meet the conditions of probation within the period prescribed, if placed on probation under subsection (g) of this section; or

(8) failed a chemical test for dangerous drugs, as defined in Section 202.

(g) A pilot trainee may, on such conditions and for such period of time as the Board may impose, be suspended from the training program or be placed on probation if the Board determines that such action is warranted because of:

(1) a change in the mental or physical health or good moral character of the pilot trainee;

(2) a lapse, suspension or revocation of the trainee's U. S. Coast Guard license;

(3) misconduct while on duty as a trainee; or

(4) inadequate performance in the training program.

(h) In determining whether a pilot trainee has successfully completed the training program or whether the trainee should be licensed as a pilot, the Board and Pilot Evaluation Committee shall consider whether the trainee has met each of the following:

- (1) All statutory prerequisites for being licensed as a pilot;
- (2) Maintained an average score of at least 4.0 on a 5.0 scale on the evaluations by members of the Pilot Evaluation Committee during each of the last three (3) months immediately preceding the Committee's recommendations; and
- (3) Has adequately demonstrated:
 - (A) local knowledge for the Bays of San Francisco, San Pablo and Suisun, including:
 1. limits of all local pilotage areas;
 2. names, positions and characteristics of all buoys, beacons, lights, markers, fog signals and other fixed aids to navigation;
 3. names, locations and characteristics of all channels, shoals, headlands and points;
 4. names, locations, characteristics and vertical clearances of all bridges, cables and other overhead obstructions to navigation;
 5. depths of water;
 6. set, rate, rise and duration of tides, characteristics of tidal currents, and use of tide tables and real time tide data collection system;
 7. courses and distances for each channel;
 8. names, locations and characteristics of anchorages;
 9. names, locations and waterside characteristics of all berths, terminals and docking facilities; and
 10. systems of radio navigational warning broadcasts and the type of information likely to be included.
 - (B) a working knowledge of the fundamentals of shiphandling, including:
 1. shiphandling in piloting waters;
 2. anchoring;
 3. docking and undocking;
 4. appropriate use of tugs;
 5. shiphandling in emergency situations; and
 6. appropriate vessel speed control.
 - (C) bridge presence, including proper and timely handling of all shipboard communications using standard terminology;

(D) proper and timely handling of communications with other vessels, Vessel Traffic Service and other entities external to the vessel;

(E) situational awareness, contingency planning and the ability to keep the vessel on track;

(F) appropriate and timely use of bridge equipment, including shipboard navigation and collision-avoidance aids, and knowledge of their capabilities and limitations;

(G) appropriate response to vessel traffic;

(H) familiarity with maneuvering characteristics of all types of ships that routinely enter the pilotage grounds, including knowledge of capabilities and limitations of typical propulsion and steering systems on board such vessels;

(I) understanding environmental factors affecting ship performance, such as wind, current, tide, channel configuration, water depth, bottom, bank and ship interaction including squat;

(J) familiarity with bridge team management, including master-pilot relationship;

(K) familiarity with all relevant international, national, state and local laws and regulations applicable to navigational safety, rules of the road, pollution prevention, and contingency planning;

(L) familiarity with lines of communication to local authorities, including the U.S. Coast Guard, U.S. Army Corps of Engineers, State Office of Oil Spill Prevention and Response and the Board.

(M) familiarity with personal techniques for survival at sea and personal safety, including emergency first aid, cardio-pulmonary resuscitation (CPR) and hypothermia remediation; and

(N) consistency of acceptable performance.

NOTE: Authority cited: Section 1154, Harbors and Navigation Code. Reference: Sections 1101(e), 1114.5, 1171.5, 1175, 1177, 1178 and 1196.5, Harbors and Navigation Code.

§ 215. Pilot Training.

(a) Every pilot must complete the training program established by this section. The Board may revoke or suspend the license of a pilot if he or she fails to successfully complete the training program during the period specified by the Board.

(b) The training program for each pilot shall consist of two parts:

(1) Attend a manned scale model shiphandling course at least five days in length once every five years which provides realistic experience with maneuvering characteristics of major commercial vessel types that routinely transit the waters under the Board's jurisdiction and under harbor and approach conditions that replicate those that are found in the San Francisco Bay Area; and

(2) Attend a combination course at least five days in length completed at least once every five years covering at least the following topics:

(A) Bridge resource management for pilots;

(B) Shiphandling on a computer driven ship's bridge simulator including emergency maneuvering and shiphandling in close quarters;

(C) Emergency medical response;

(D) Advanced electronic navigation systems;

(E) The causes and hazards of fatigue, the means of avoiding or alleviating fatigue, the responsibility of pilots to ensure that they are rested prior to an assignment, the need for a sufficient recovery period after awakening, and the duty of pilots to refuse an assignment if they are too fatigued to complete an assignment safely;

(F) Radar navigation in low visibility/restricted waters; and

(G) Regulatory review.

(c) The Executive Director shall prepare and maintain a list naming each pilot who is to attend the required training courses during the following twelve months, and the dates of such attendance. The list shall be provided to the Port Agent monthly, who shall notify the pilots on the list.

NOTE: Authority cited: Sections 1154 and 1171.5, Harbors and Navigation Code. Reference: Sections 1144, 1171.5(a), 1171.5(b), 1171.5(c) and 1196.5, Harbors and Navigation Code.

Article 5. Licensing

§ 216. Issuance of Licenses.

(a) An application for a pilot license or for the renewal of a pilot license shall be signed by the applicant and presented to the Administrative Assistant/Secretary.

(b) A license issued to a pilot by the Board, and each renewal thereof, shall be valid for a period of one year.

(c) No original pilot license shall be issued, and no pilot license originally issued after December 31, 1987 shall be renewed, until the applicant provides proof satisfactory to the Board that he or she possesses a valid federal license with endorsements thereon allowing the applicant to pilot vessels on the high seas and on all waters of the Bays of San Francisco, San Pablo, and Suisun, including the San Joaquin River and the Sacramento deep water ship channel.

(d) All pilots shall hold and maintain proper federal endorsements allowing them to pilot, at a minimum, on the high seas and on all waters of the Bays of San Francisco, San Pablo, and Suisun excluding the San Joaquin River and the Sacramento deep water ship channel. No pilot license originally issued before December 31, 1987 shall be renewed until the applicant for the

license provides proof satisfactory to the Board that he or she possesses a valid federal license with endorsements thereon allowing the applicant to pilot vessels on the high seas and on all waters of the Bays of San Francisco, San Pablo, and Suisun, excluding the San Joaquin River and the Sacramento deep water ship channel.

(e) No original pilot license shall be issued unless the applicant has satisfactorily completed the pilot trainee training program.

(f) A pilot license shall be renewed only upon successful completion of the medical assessment required by this article.

(g) A pilot license shall not be renewed if the applicant did not actively pilot vessels under the authority of that license for any consecutive period of one year unless he or she has submitted evidence satisfactory to the Board that he or she is qualified and, during that period, was absent from duty for medical reasons, was serving as Port Agent, or had been granted a leave of absence by the Board.

NOTE: Authority cited: Section 1154, Harbors and Navigation Code. Reference: Sections 1141, 1170, 1171, 1171.5(a), 1171.5(f), 1172, 1173, 1176, 1176.5, 1177 and 1178, Harbors and Navigation Code

§ 217. Purpose of Fitness Regulations.

(a) The purpose of this regulation is to ensure that pilots and pilot trainees are mentally and physically fit to perform their duties. To achieve this purpose, persons subject to a fitness evaluation must disclose all information relevant to their fitness to perform their duties. In addition, personal health care professionals, Board-appointed physicians, and other health care professionals must be free to share with one another all information relevant to a fitness evaluation. This regulation provides for the full disclosure and sharing of information that is essential to an effective program for the evaluation of fitness for duty.

(b) Health information of persons subject to a fitness evaluation will be shared among Board-appointed physicians, personal health care professionals, other health care professionals, and, when necessary to Board processes set forth in the Board's regulations, with members of the Board, the Executive Director, and Board counsel. These Board processes include reported absences from duty for medical reasons, appeals of fitness determinations, review of disability pension applications, and consideration of actions under Sections 1180 through 1183 of the Code.

(c) When, to complete a fitness evaluation, a Board-appointed physician needs health information regarding the person being evaluated from that person or from another health care professional, including medical records, examination results, results of diagnostic and laboratory tests, and consultations, it is the responsibility of the person being evaluated to provide, or arrange for provision of, the needed information to the Board-appointed physician. Absent provision of such information, the person being evaluated will be determined not fit for duty.

(d) The fitness evaluations required by this article are solely to evaluate the fitness of persons to perform the duties of pilots or pilot trainees. The Board-appointed physicians who conduct these evaluations do not provide medical care or treatment to the persons evaluated.

NOTE: Authority cited: Section 1154, Harbors and Navigation Code. Reference: Sections 1101, 1141, 1157, 1157.1, 1157.2, 1157.3, 1157.4, 1171, 1171.5, 1176, 1176.5, 1180, 1181, 1182 and 1183, Harbors and Navigation Code.

§ 217.5. Duty to Submit to Medical Assessment; Overall Standards.

(a) A person applying for an original pilot license, applying for renewal of a pilot license, or holding a pilot license and who is directed to do so shall undergo a medical assessment to determine whether the person is mentally and physically fit to perform the duties of a pilot. A pilot license shall not be issued or renewed unless the person applying for that license or renewal successfully completes a medical assessment and is determined to be fit for duty as described in this article.

(b)(1) A person who has accepted a position in the pilot trainee training program and a pilot trainee shall undergo a medical assessment to determine whether the person is mentally and physically fit to perform the duties of a pilot trainee.

(2) A person offered a position in the pilot trainee training program shall have 20 days from acceptance of the offer of a position in the program to arrange for commencement of a medical assessment by a Board-appointed physician.

(3) A person shall not be admitted into the pilot trainee training program and shall not be allowed to continue the training unless the person successfully completes a medical assessment and is determined to be a fit for duty as described in this article.

(c) All fitness evaluations, including medical assessments, shall, except as otherwise provided in Section 217.15(f)(2), be made by both an examining physician and the Medical Review Officer, as described in this article. The Board shall maintain a list of the Board-appointed physicians who conduct fitness evaluations.

(d) The fitness evaluations described in this article shall be conducted in accordance with the provisions of the Code, the regulations in this article, and the guidance set forth in the Merchant Mariner Medical Manual (08/19), which is hereby incorporated by reference, and a copy of which shall be on file in the Board's office.

(e) Except as otherwise provided in this article, the costs of the fitness evaluations required by the Code and these regulations shall be borne exclusively by the Board.

NOTE: Authority cited: Section 1154, Harbors and Navigation Code. Reference: Sections 1101, 1141, 1157, 1157.1, 1157.2, 1157.3 1157.4, 1171, 1171.5, 1176, 1176.5, 1180, 1181, 1182 and 1183, Harbors and Navigation Code.

§ 217.10. Events Requiring, and Timing of, Medical Assessments.

(a) A medical assessment of persons subject to a fitness evaluation shall be commenced by a Board-appointed physician and completed:

- (1) within 90 days prior to entry into the pilot trainee training program, unless the Executive Director, for good cause shown, increases the period for not to exceed 30 days;
- (2) within 90 days prior to issuance of an original pilot license, unless a medical assessment of the trainee has been commenced by a Board-appointed physician and completed within 90 days prior to licensure;
- (3) within 90 days prior to renewal of a pilot license unless a medical assessment of the pilot has been commenced by a Board-appointed physician and completed within 90 days prior to license renewal;
- (4) as a pilot trainee, annually, within 90 days prior to the anniversary of the trainee's entry into the pilot trainee training program, unless a medical assessment of the trainee has been commenced by a Board-appointed physician and completed within 90 days prior to the trainee's next anniversary;
- (5) upon direction by a Board-appointed physician, within 90 days prior to returning to pilot or pilot trainee duty after an absence from duty for medical reasons that continued for either 30 consecutive days or a total of 30 days in any 60-day period;
- (6) upon direction by a Board-appointed physician following referral by the Executive Director or the Board under Section 217.30;
- (7) upon direction by a Board-appointed physician following receipt of a notice from the pilot or pilot trainee of changes in the person's medication or medical condition; and
- (8) upon direction by a Board-appointed physician following receipt of correspondence from the U.S. Coast Guard concerning a pilot's medical condition and right to act under the authority of the pilot endorsement to the federal merchant mariner credential.

(b) A medical assessment may not be required in all instances to make a fitness evaluation under subsections (a)(5), (a)(6), (a)(7), or (a)(8). The need for a medical assessment will be at the discretion of the examining physician, subject to review by the Medical Review Officer, as is described in Section 217.25.

NOTE: Authority cited: Section 1154, Harbors and Navigation Code. Reference: Sections 1101, 1141, 1157, 1157.1, 1157.2, 1157.3 1157.4, 1171, 1171.5, 1176, 1176.5, 1180, 1181, 1182 and 1183, Harbors and Navigation Code.

§ 217.15. Fitness Evaluation; Description of Medical Assessment; Detailed Standards.

(a) A medical assessment shall consist of a comprehensive physical and medical evaluation process, to include, at minimum, a document review, a thorough physical examination, an agility test (subject to the exceptions listed in subsection (d)(1), a toxicological test, a review of

prescribed medications, and an evaluation by the Medical Review Officer as provided by this section.

(b) A person required by this article to undergo a medical assessment shall provide documents to an examining physician as part of the medical assessment.

(1) The following documents shall be submitted within 30 days prior to the physical examination:

(A) the 719K form most recently completed for the applicant, all supporting documentation for medical conditions and medications requiring further review or waiver under the guidance set forth in the Merchant Mariner Medical Manual, and, as soon as available, any correspondence from the U.S. Coast Guard concerning the person's right to act under the authority of the pilot endorsement to the federal merchant mariner credential, including all waivers issued by the U.S. Coast Guard, with the exception of waivers previously provided to an examining physician;

(B) a complete list of prescribed medications;

(C) a complete list of prescribed durable medical equipment;

(D) a signed Disclosure of Information form (Version September 24, 2020), hereby incorporated by reference, setting forth any information required by Section 1176.5(a) and (b) of the Code; and

(E) upon the initial medical assessment of a pilot trainee and of an applicant for an original pilot license, and upon the annual medical assessment of both thereafter, a signed Notice, Disclosures, and Acknowledgment and Consent to Disclosure form (Version September 24, 2020), hereby incorporated by reference, that (1) acknowledges having read the notice required under the Information Practices Act of 1977 and the disclosures concerning the nature and use of the health information obtained in the course of fitness evaluations, and (2) consents to the disclosure of that information in connection with the fitness evaluations and Board processes requiring review of the information.

(2) Submission of these documents shall be required each time a person is subject to a medical assessment to evaluate fitness for duty.

(3) The document review shall be conducted by an examining physician, and the results shall be used to evaluate fitness for duty, shall be reviewed by the Medical Review Officer, and shall also, unless otherwise provided herein, be used by the Medical Review Officer to make an independent evaluation of fitness for duty.

(c) The physical examination shall be conducted by an examining physician and shall include evaluation of general patient appearance, behavior, and organ systems.

(1) Completion of the physical examination shall be required upon any of the events listed in subsections (a)(1) through (a)(4) of Section 217.10 and upon direction by a Board-appointed physician under Section 217.25(a).

(2) The physical examination shall be conducted by an examining physician chosen by the person subject to such examination unless otherwise directed by the Executive Director or the Medical Review Officer.

(3) The results of the physical examination shall be used by the examining physician to evaluate fitness for duty, shall be reviewed by the Medical Review Officer, and shall also, unless otherwise provided herein, be used by the Medical Review Officer to make an independent evaluation of fitness for duty.

(d) The agility test shall simulate the physical demands of piloting and shall include the following observations: balance, pilot ladder circuit climb, stair climbing, floor to waist lifts, a single rope slide, and heart rate recovery after activity.

(1) Completion of an agility test shall be required within 90 days prior to entry into the pilot trainee training program, unless the Executive Director, for good cause shown, increases the time for not to exceed 30 days; biennially thereafter, unless the trainee has completed an agility test with 90 days prior to the next biennial test; within 90 days prior to issuance of an original pilot license and biennially thereafter, unless the trainee has completed an agility test within 90 days prior to licensure or a pilot seeking license renewal has completed an agility test within 90 days prior to license renewal; and upon direction of a Board-appointed physician under Section 217.25(a).

(2) The agility test shall be conducted by a tester who is a personal trainer, physiotherapist, occupational therapist, or kinesiologist and who is acting under the direction of a Board-appointed physician.

(3) The results of the agility test shall be reviewed by the examining physician as part of the review to evaluate fitness for duty, shall be reviewed by the Medical Review Officer, and shall also, unless otherwise provided herein, be used by the Medical Review Officer to make an independent evaluation of fitness for duty.

(e) The toxicological test shall include the U.S. Department of Transportation tests for dangerous drugs, and also tests for the presence of anti-depressants, anti-psychotics, anti-convulsants, barbiturates, amphetamines, benzodiazepines, sedative hypnotics, and opiates contained in pain medication.

(1) Completion of the toxicological test shall be required upon any of the events listed in subsections (a)(1) through (a)(4) of Section 217.10, upon direction by a Board-appointed physician under Section 217.25(a), and as directed by the Port Agent under subsections (g) or (h) of Section 218.

(2) The toxicological test shall be conducted by a laboratory certified by the U.S. Department of Health and Human Services and selected by the Medical Review Officer.

(3) The results of the toxicological test shall be reviewed by the examining physician as part of the review to evaluate fitness for duty, shall be reviewed by the Medical Review Officer, and

shall also, unless otherwise provided herein, be used by the Medical Review Officer to make an independent evaluation of fitness for duty.

(f) Except as provided in subsection (f)(2) below, the medical assessment shall be concluded by the issuance of statements of fitness for duty by each of the Board-appointed physicians involved. These statements shall be submitted on the Statement of Fitness for Duty form (Version September 24, 2020), hereby incorporated by reference.

(1) At the conclusion of the medical assessment, the examining physician shall make a determination of fitness for duty of the person subject to the medical assessment and shall issue a statement of fitness for duty accordingly.

(2) The medical information compiled during the medical assessment and the fitness evaluation made by the examining physician shall be reviewed by the Medical Review Officer. Except in situations in which the examining physician's determination is Not Fit for Duty, the Medical Review Officer shall make an independent evaluation of fitness for duty of the person subject to the medical assessment, shall complete a statement of fitness for duty accordingly, and shall indicate whether the Medical Review Officer concurs with the fitness determination made by the examining physician.

(g) Except in situations in which the examining physician's determination is Not Fit for Duty, in which case only the examining physician must submit a Statement of Fitness for Duty form, at the conclusion of their respective roles both in a medical assessment and in fitness evaluations generally, both the examining physician and the Medical Review Officer shall provide the results of their respective evaluations to the Executive Director by stating, on a Statement of Fitness for Duty form, one of the following possible determinations:

(1) Fit for Duty ("FFD"), which shall signify that the person evaluated is mentally and physically qualified for duty as a pilot or pilot trainee. That determination shall be effective until the next event for which a medical assessment is required under Section 217.10(a), unless the FFD determination is made effective for a shorter period.

(2) Not Fit for Duty ("NFFD"), which shall signify that the person evaluated is mentally or physically unqualified for duty as a pilot or pilot trainee.

(h) In the case of nonconcurrence between the examining physician and the Medical Review Officer, the final determination of fitness for duty shall be NFFD in situations in which one of the determinations is NFFD. In situations in which the FFD determinations are for different periods, the FFD determination shall be for the shorter period.

(i) The completed Statement of Fitness for Duty shall be submitted to the Executive Director. The Executive Director shall acknowledge receipt of a Statement of Fitness for Duty form by recording the final determination and notifying the pilot, trainee, or applicant of the fitness determination, using the Fitness for Duty Notification form (Version September 24, 2020), hereby incorporated by reference.

NOTE: Authority cited: Section 1154, Harbors and Navigation Code. Reference: Sections 1101, 1141, 1157, 1157.1, 1157.2, 1157.3 1157.4, 1171, 1171.5, 1176, 1176.5, 1180, 1181, 1182 and 1183, Harbors and Navigation Code.

§ 217.20. Duty to Report Medical Information.

(a) Persons subject to fitness evaluations under this article shall submit notices to the examining physician who conducted the previous physical examination of the person or, if unavailable, to the Medical Review Officer upon the following events and in the following manner:

- (1) Within 10 days of the prescription of either a new dosage of a medication or a new medication to the person, a written notice describing the medication change.
- (2) Within 10 days of the suspension or interruption of use of a prescribed medication to the person, a written notice describing the medication and date of suspension or interruption of use.
- (3) Upon the diagnosis by a physician of a medical condition that is listed in the 719K form, a written notice describing the medical condition and date of diagnosis.
- (4) Upon receipt of correspondence from the U.S. Coast Guard concerning the person's medical condition and right to act under the authority of the pilot endorsement to the federal merchant mariner credential, a written notice with copies of all correspondence attached.
- (5) Upon any change in medical condition that may impair the ability of the individual to conduct the duties of a pilot or pilot trainee, a written notice describing the change.
- (6) After being absent from duty for medical reasons for a period of 30 consecutive days or for a total of 30 days in a 60-day period, a written notice describing the medical condition causing the absence.

(b) Notices to a Board-appointed physician must include supporting information, such as a statement from a physician providing care for the pilot or pilot trainee, diagnostic information, prescriptions for medications or durable medical equipment, consultations, and any other information as outlined in the guidelines of the Merchant Mariner Medical Manual. Such notices shall be submitted using the Notice to Board-Appointed Physician form (Version September 24, 2020), hereby incorporated by reference.

(c) Upon submission of a written notice to a Board-appointed physician under subsection (a), the person submitting the notice shall also simultaneously submit a written notice to the Executive Director, providing notification of the reason for the notice to a Board-appointed physician. The notice to the Executive Director shall be submitted using the Notice to Executive Director form (Version September 24, 2020), hereby incorporated by reference. This notice should not include the supporting information that is provided with the notice to a Board-appointed physician under subsection (b).

NOTE: Authority cited: Section 1154, Harbors and Navigation Code. Reference: Sections 1101, 1141, 1157, 1157.1, 1157.2, 1157.3, 1157.4, 1171, 1171.5, 1176, 1176.5, 1180, 1181, 1182 and 1183, Harbors and Navigation Code.

§ 217.25. Fitness Evaluation by Board-Appointed Physicians Following Receipt of Medical Information.

(a) Upon receipt of medical information reported under Section 217.20, or upon referral by the Medical Review Officer under Section 217.30, the examining physician who conducted the person's most recent medical assessment, or such other examining physician as the Medical Review Officer specifies, shall evaluate the information and decide what is necessary to perform an evaluation of fitness for duty. The medical assessment provided for in Section 217.15 may not be necessary in all cases. Depending on the nature and extent of the information received, the examining physician may:

- (1) perform a fitness evaluation on the basis of the medical information received;
- (2) perform a fitness evaluation after conducting an additional inquiry consisting of any elements deemed necessary, including consultations, testing, clinical investigations, or review of medical records; or
- (3) direct that a new medical assessment be conducted in accordance with Section 217.15.

(b) The Medical Review Officer shall review the examining physician's decision. Unless the examining physician's determination is Not Fit for Duty, the Medical Review Officer shall make an independent evaluation whether additional inquiry or a medical assessment is necessary. If so, an additional evaluation that includes the elements identified by the Medical Review Officer shall be performed.

(c) Upon completion of the fitness evaluation, except as otherwise provided herein, both the examining physician and the Medical Review Officer shall complete a Statement of Fitness for Duty form (Version September 24, 2020), hereby incorporated by reference.

NOTE: Authority cited: Section 1154, Harbors and Navigation Code. Reference: Sections 1101, 1141, 1157, 1157.1, 1157.2, 1157.3 1157.4, 1171, 1171.5, 1176, 1176.5, 1180, 1181, 1182 and 1183, Harbors and Navigation Code.

§ 217.30. Board-Initiated Fitness Evaluation.

(a) If the Board or Board staff obtains information from a source other than a Board-appointed physician that provides a reasonable basis for concluding that a pilot or pilot trainee may have become unfit to perform the duties of a pilot or pilot trainee, the Board or the Executive Director shall refer the matter to the Medical Review Officer for evaluation by an examining physician in accordance with Section 217.25(a). The referral shall be in writing and shall set forth in detail the information that led to the referral. The Executive Director may order the pilot or pilot trainee to cease performing pilot or pilot trainee duties until the pilot or pilot trainee is determined FFD.

(b) A pilot whose license has been temporarily suspended by the Board in accordance with Section 1180 of the Code due to issues of fitness to perform the duties of a pilot shall submit to a fitness evaluation within the period of the suspension.

(c) A pilot's or pilot trainee's failure to submit to a fitness evaluation required under either subsection (a) or (b) may be considered by the Board as evidence sufficient to warrant a finding that the pilot or pilot trainee is NFFD.

(d) The Executive Director or the Medical Review Officer may direct that the fitness evaluation required by this section be performed by a specific examining physician.

(e) Upon being notified that a pilot or trainee has undergone post-incident drug and alcohol tests, the Board shall direct a request to a Board-appointed physician for review and response concerning the test results. For this purpose, the Board shall use the Notice of Post-Incident Drug Test (Version September 24, 2020), hereby incorporated by reference. The form shall provide for a response by the examining physician that indicates whether the test results were positive for any of the drugs referenced in Section 217.15(e) or indicated a blood-alcohol concentration of more than 0.0 percent. If so, the physician shall complete the form by requesting the Executive Director to refer the pilot or trainee to the Medical Review Officer under subsection (a).

NOTE: Authority cited: Section 1154, Harbors and Navigation Code. Reference: Sections 1101, 1141, 1157, 1157.1, 1157.2, 1157.3, 1157.4, 1171, 1171.5, 1176, 1176.5, 1180, 1181, 1182 and 1183, Harbors and Navigation Code.

§ 217.35. Consequences of Not Fit for Duty Determination.

(a) If a Board-appointed physician determines that a pilot or an applicant for renewal of a pilot license is NFFD, the Executive Director shall immediately place the pilot or applicant on medical disability leave and notify the person in writing that he or she has been placed on medical disability leave. Regarding an applicant for renewal of a pilot license, the Executive Director shall also notify the applicant of the nonrenewal of the license. A pilot or applicant who has been placed on medical disability leave shall not exercise any of the duties of a pilot until determined to be FFD in accordance with this article and the Executive Director notifies the person in writing that the medical disability leave is terminated. If a pilot license expires during medical disability leave, the application period for renewal is tolled and the holder of the expired license may commence application for renewal within 30 days after the termination of the medical disability leave.

(b) If a Board-appointed physician determines that a pilot trainee is NFFD, the Executive Director shall immediately notify the trainee in writing either that the trainee is terminated from the pilot trainee training program or that the trainee is placed on leave from the program for a maximum period of one year, subject to attaining FFD status within that period. A pilot trainee who has been placed on leave from the program shall not participate in the program until determined to be FFD in accordance with this article and the Executive Director notifies the trainee in writing that the leave from the program is terminated.

(c) If a Board-appointed physician determines that an applicant for an original pilot license is NFFD, the Executive Director shall immediately notify the applicant in writing either that the application is denied or that consideration of the application is suspended for a maximum period of one year, subject to attaining FFD status within that period. A suspended application shall not be subject to consideration until the applicant is determined to be FFD in accordance with this article and the Executive Director notifies the applicant in writing that the application is again subject to consideration.

(d) If a Board-appointed physician determines that a person who has been offered a position in the training program is NFFD, the Executive Director shall notify the applicant in writing that his or her application has been denied without prejudice to future consideration for a position in the training program and that the applicant's position on the eligibility list will remain unaffected. The person shall not again be eligible for consideration for a position in the training program until determined to be FFD in accordance with this article and the Executive Director notifies the person in writing that he or she is again subject to consideration for future openings in the training program.

(e) Notifications by the Executive Director concerning fitness determinations shall be sent to the mailing address of the recipient on file with the Board and also shall be sent by electronic mail to the e-mail address, if any, designated by the recipient and on file with the Board. Concerning notification of NFFD determinations, the Executive Director shall prepare and keep on file a declaration of service for all such notifications.

NOTE: Authority cited: Section 1154, Harbors and Navigation Code. Reference: Sections 1101, 1141, 1157, 1157.1, 1157.2, 1157.3, 1157.4, 1171, 1171.5, 1176, 1176.5, 1180, 1181, 1182 and 1183, Harbors and Navigation Code.

§ 217.37. Reevaluation of Pilots on Medical Disability Leave.

If a pilot has received an NFFD determination and the pilot remains on medical disability leave, the pilot shall periodically undergo a fitness evaluation by both an examining physician and the Medical Review Officer. These periodic fitness evaluations of a pilot on medical disability leave shall be commenced by an examining physician not later than 120 days following the initial NFFD determination and each succeeding NFFD determination, if any, and shall be completed in accordance with subsections (g) through (i) of Section 217.15. The 120-day period or periods shall run from the last-entered date on the most recently completed Statement of Fitness for Duty form.

NOTE: Authority cited: Section 1154, Harbors and Navigation Code. Reference: Sections 1101, 1141, 1157, 1157.1, 1157.2, 1157.3, 1157.4, 1171, 1171.5, 1176, 1176.5, 1180, 1181, 1182 and 1183, Harbors and Navigation Code.

§ 217.40. Proceedings Following NFFD Determinations.

(a) If the Board seeks the revocation or suspension of a pilot's license following a determination of NFFD, it shall file an accusation and proceed with a formal hearing under the provisions of Sections 1181, 1182, and 1183 of the Code and Chapter 5 (commencing with Section 11500) of Part 1 of Division 3 of Title 2 of the Government Code.

(b) An applicant for renewal of a pilot's license whose license is not renewed following determination of NFFD and a person whose application for original licensure is either denied or its consideration suspended based on a determination of NFFD may within 30 days of the date of the notification of the action taken file a written notice of appeal with the Board. Upon filing of a timely notice of appeal, the Board shall schedule the matter for a formal hearing under the provisions of Sections 1177.5(a) and 1183 of the Code and Chapter 5 (commencing with Section 11500) of Part 1 of Division 3 of Title 2 of the Government Code.

(c) Pilot trainees who are determined to be NFFD and who as a result are either terminated from the pilot trainee training program or placed on leave from the program may appeal these actions. A person offered a position in the pilot trainee training program but who is denied entry into the program because determined to be NFFD prior to entry into the training program has no right of appeal. The appeal authorized by this subsection shall proceed in the following manner and in accordance with the following procedures:

(1) An appellant shall file a written notice of appeal with the Board within 30 days of the date of the notification by the Executive Director that the appellant has been terminated or placed on leave from the pilot trainee training program. The appeal shall be accompanied by a physician's written report setting forth the results of a fitness evaluation conducted by a physician of the appellant's choice. The fitness evaluation shall include, at minimum, a physical examination. The written report of the appellant's physician shall contain an opinion whether the appellant is FFD or NFFD, explain the basis for that opinion, and include any information that was relied upon in reaching that opinion. This fitness evaluation and report shall be completed at appellant's own expense.

(2) The Executive Director shall provide the Medical Review Officer with the report completed by appellant's physician, and a Board-appointed physician shall evaluate the appellant's fitness for duty at Board expense. The fitness evaluation shall include a physical examination. The Board-appointed physician who determined the appellant to be NFFD shall conduct this additional fitness evaluation. The Executive Director shall notify the appellant in writing of the date, time, and location of the physical examination. The Board-appointed physician performing the fitness evaluation shall complete a written report of the fitness evaluation, which shall contain an opinion whether the appellant is FFD or NFFD, explain the basis for that opinion, and include any information that was relied upon in reaching that opinion. If the Board-appointed physician relies on information developed during the fitness evaluation that led to the original determination, prior to the appeal, of NFFD, then that information, including any relevant written material from the first fitness evaluation, shall be submitted with the report. The report shall comment on the fitness determination made by appellant's physician.

(3) The Executive Director shall provide to appellant's physician, by the U.S. Postal Service or overnight delivery service, the report of the additional fitness evaluation and all written material developed in connection with the fitness evaluation that led to the initial determination, prior to the appeal, of NFFD. The appellant's physician shall have 30 days following the Executive Director's deposit of this material with the U.S. Postal Service or an overnight delivery service in which to submit to the Board in writing any comments on this additional fitness determination concerning the appellant.

(4) The hearing on the appeal shall be before the Board and shall be informal. All medical reports prepared in response to the appeal, including material relied upon from earlier fitness evaluations, shall be made part of the record before the Board. The hearing will be conducted in accordance with the informal hearing procedure set forth in Sections 11445.10 through 11445.60 of the Government Code.

(A) Failure of the appellant to proceed at the time set for the appeal hearing before the Board shall be deemed a withdrawal of the appeal unless the hearing is continued for good cause.

(B) The presiding officer may order closure of the hearing or make other protective orders to the extent necessary or proper for the purposes set forth in Government Code Section 11425.20, including maintaining the confidentiality of the medical or disability information of a pilot under Harbors and Navigation Code Section 1157.1.

(C) The decision by the Board shall contain the following determinations:

1. Whether the appellant is FFD or NFFD.

2. If the trainee is NFFD, whether the trainee should be terminated from the training program or continued on leave from the training program for some period up to, but not exceeding, one year from the date of the Board's decision on appeal.

NOTE: Authority cited: Section 1154, Harbors and Navigation Code. Reference: Sections 1101, 1141, 1157, 1157.1, 1157.2, 1157.3 1157.4, 1171, 1171.5, 1176, 1176.5, 1180, 1181, 1182 and 1183, Harbors and Navigation Code.

§ 217.45. Qualification Standards for Board-Appointed Physicians; Duties of Physicians.

(a) The Board, in appointing physicians who are qualified to evaluate the suitability of a person to perform the duties of a pilot or pilot trainee, may appoint physicians, medical facilities, groups or clinics that meet the necessary qualifications to perform the duties of Board-appointed physicians.

(b) An examining physician shall:

(1) be licensed by the State of California as a physician and surgeon; and

(2) have at least one year of experience in general occupational medicine or maritime occupational medicine.

(c) A Medical Review Officer shall:

(1) be licensed by the State of California as a physician and surgeon;

(2) possess a Certificate in Occupational Medicine issued by either the American Board of Preventive Medicine or the American Osteopathic Board of Preventive Medicine; and

(3) have at least 10 years of experience in occupational medicine. A desirable, but not required qualification for a Medical Review Officer shall be experience with the oversight of medical monitoring programs on groups of workers.

(d) In order to maintain their appointed status, Board-appointed physicians shall:

(1) obtain understanding of the physical and cognitive demands of a pilot either by accompanying a pilot on at least one piloting trip during the first two months following

appointment or by obtaining equivalent experience by other means acceptable to the Executive Director, such as observation and instruction.

(2) review and maintain a copy of:

(A) the Merchant Mariner Medical Manual;

(B) the 719K form;

(C) the Board's Statement of Fitness for Duty form; and

(D) the Code provisions and Board regulations relevant to the evaluation of fitness for duty of pilots, pilot trainees, and applicants.

(3) meet annually with the other Board-appointed physicians and the Executive Director to review processes and analyze experiences.

(e) Board-appointed physicians shall carry out their functions under this article according to their obligations as licensed physicians, the applicable provisions of the Code and these regulations, and their respective contracts with the Board. Failure to comply with these requirements may result in termination of the appointment as a Board physician.

(f) If the Medical Review Officer will be unavailable, he or she shall appoint an acting Medical Review Officer from among the examining physicians. If such an appointment has not been made, the Executive Director may appoint an acting Medical Review Officer from among the examining physicians.

NOTE: Authority cited: Section 1154, Harbors and Navigation Code. Reference: Sections 1101, 1141, 1157, 1157.1, 1157.2, 1157.3, 1157.4, 1171, 1171.5, 1176, 1176.5, 1180, 1181, 1182 and 1183, Harbors and Navigation Code.

Article 6. Government of Pilots, Inland Pilots and Trainees

§ 218. Duties of Port Agent.

(a) A majority of all of the pilots licensed by the Board shall select from among their members one person to act as Port Agent, whose duties shall be to carry out the orders of the Board, under applicable laws, and to otherwise administer the affairs of the pilots as set forth herein. The selection of the Port Agent shall be subject to confirmation by the Board.

(b) The Port Agent shall be responsible for the general supervision and management of all matters related to the business and official duties of pilots.

(c) In carrying out his or her duties, the Port Agent shall be primarily guided by the need for safety of persons, property, vessels and the marine environment.

(d) The Port Agent shall:

(1) Assign Pilots to Vessels.

(A) When assigning pilots licensed by the Board 12 months or less, a supervisory pilot shall also be assigned for the following vessels unless the vessel is proceeding directly from sea to anchorage or from anchorage to sea:

1. all passenger vessels
2. all tank vessels with a length overall in excess of 800 feet
3. all dry cargo vessels with a length overall in excess of 975 feet unless the vessel is outbound and will not require turning for the outbound trip
4. all vessels with a length overall in excess of 700 feet proceeding to or from a drydock, marine repair facility, explosives handling facility, or Richmond Inner Harbor
5. all vessels with a length overall in excess of 600 feet proceeding to or from Redwood City, Pittsburg, Antioch, Sacramento or Stockton

(B) When assigning pilots licensed by the Board 18 months or less, a supervisory pilot shall also be assigned for the following vessels unless the vessel is proceeding directly from sea to anchorage or from anchorage to sea:

1. all passenger vessels
2. all tank vessels with a length overall in excess of 850 feet
3. all dry cargo vessels with a length overall in excess of 1,000 feet unless the vessel is outbound and will not require turning for the outbound trip
4. all vessels with a length overall in excess of 750 feet proceeding to or from a drydock, marine repair facility, explosives handling facility or Richmond Inner Harbor
5. all vessels with a length overall in excess of 700 feet proceeding to or from Redwood City, Pittsburg, Antioch, Sacramento or Stockton

(C) When assigning pilots licensed by the Board 24 months or less, a supervisory pilot shall also be assigned for the following vessels unless the vessel is proceeding directly from sea to anchorage or from anchorage to sea:

1. all passenger vessels
2. all tank vessels with a length overall in excess of 900 feet
3. all vessels with a length overall in excess of 800 feet proceeding to or from a drydock, marine repair facility, explosives handling facility or Richmond Inner Harbor
4. all vessels with a length overall in excess of 750 feet proceeding to or from Redwood City, Pittsburg, Antioch, Sacramento or Stockton

(D) For purposes of this subsection, the Port Agent may permit the supervisory pilot to board inbound vessels and disembark from outbound vessels in central San Francisco Bay.

(E) The Port Agent may deviate from the requirements of this subsection to assign a supervisory pilot whenever, in his or her judgment, the safety of persons and property and the protection of the marine environment would be better served by such deviation, and shall promptly report such deviation and the reasons therefor to the Board's Executive Director.

(F) When assigning pilots to vessels transiting Monterey Bay, the Port Agent shall assign only those pilots holding current pilotage endorsements for Monterey Bay.

(2) Prepare and administer the pilots' vacation schedule.

(3) Represent pilots before the Board and its committees.

(4) Collect data, prepare accounts, and make the payments to the Board required of pilots by the Code and these regulations. The data referred to in this subsection shall include at a minimum, the name, class, high gross tonnage, and deep draft of each vessel subject to pilotage.

(5) Identify each boat used by the pilots.

(6) Report to the Board all accidents, groundings, collisions or similar navigational incidents involving vessels to which a pilot has been assigned, as well as suspected pilot misconduct, pilot violations of these regulations or the Harbors and Navigation Code, and other matters for which a pilot may be disciplined by the Board. The report shall include but not be limited to the following information:

(A) Name of pilot;

(B) Name of pilot trainee involved, if any;

(C) Date of incident, misconduct or violation;

(D) Time of incident, misconduct or violation;

(E) Location of incident, misconduct or violation;

(F) Nature of incident, misconduct or violation;

(G) Name of vessel involved, if any;

(H) Twenty-four (24) hour telephone number for the vessel agent;

(I) The vessel's location and itinerary.

(7) The Port Agent shall report orally to the Executive Director, as soon as practicable under the circumstances, the information required in subsection (d)(6). If an oral report to the Executive Director is not possible, the Port Agent shall orally notify one of the following persons in the

order listed: the Assistant Director, the public member of the Incident Review Committee, or the Secretary of the California State Transportation Agency or his or her designee. The Executive Director shall provide the Port Agent with the following contact information for each of the persons to whom notice may be given: business address, home address, business telephone number, home telephone number, all cellular telephone numbers. After the initial oral report, the Port Agent shall, as soon as practicable under the circumstances, transmit a written report containing the required information to the Executive Director.

(8) Report to the Board any matter which, in his or her opinion, affects the ability of a pilot to carry out his or her lawful duties.

(9) Ensure that at all times adequate pilots and pilot vessels are available for the performance of the lawful duties of pilots, except when weather or other conditions result in the Bar being closed.

(10) Order the Bar closed for reasons of public, pilot, or vessel safety.

(e) The Port Agent may delegate to any other pilot one or more of the duties set forth herein if, in his or her opinion, delegation is necessary to assure its proper performance. The Port Agent shall, however, remain responsible for the proper performance of any duty so delegated.

(f) The Port Agent shall report to the Board in writing whenever any pilot is absent from duty for medical reasons for a period lasting longer than seven days. The report shall state the nature of the medical condition causing the absence, the probable duration of the pilot's absence from duty, and the anticipated date of his or her return to duty. The Port Agent shall also report to the Board in writing the date of departure from and return to duty of any pilot who is on a leave of absence.

(g) In the event of a serious marine incident, as that term is defined in Title 46, Code of Federal Regulations, Section 4.03-2, or in any successor regulations thereto, which incident involved an assigned pilot, the Port Agent shall direct that pilot to undergo timely drug and alcohol testing, pilotage duties and safety permitting. Such testing shall conform to applicable regulations of the U.S. Coast Guard for post incident drug and alcohol testing of merchant vessel personnel (currently at Title 46, Code of Federal Regulations, Subpart 4.06) and, in addition, shall include testing for the presence of anti-depressants, anti-psychotics, anti-convulsants, barbiturates, amphetamines, benzodiazepines, sedative hypnotics, and opiates contained in pain medication. In the event of a navigational incident involving an assigned pilot which results in the holing of the hull of a vessel, a rebuttable presumption shall exist that the incident meets the definition of a serious marine incident for the purposes of this subsection.

(h) If the Port Agent has reasonable cause to believe that an assigned pilot has been impaired by drug or alcohol while on duty, he or she shall direct that pilot to undergo timely drug and alcohol testing, pilotage duties and safety permitting. Where practicable, the Port Agent shall make his or her reasonable cause determination in combination with two other pilots. The Port Agent shall expeditiously inform the U.S. Coast Guard and the Board, orally and in writing, of his or her determination and the basis therefor. Such drug and alcohol testing shall conform to

applicable regulations of the U.S. Coast Guard for reasonable-cause drug and alcohol testing of merchant vessel personnel (currently at Title 46, Code of Federal Regulations, Sections 16.250 and Title 49, Code of Federal Regulations, Part 40) and, in addition, shall include testing for the presence of anti-depressants, anti-psychotics, anti-convulsants, barbiturates, amphetamines, benzodiazepines, sedative hypnotics, and opiates contained in pain medication.

(i) Upon being directed by the Port Agent to obtain drug and alcohol testing pursuant to this section, a pilot shall expeditiously proceed, piloting duties and safety permitting, to an appropriate facility used by the pilots for drug and alcohol testing and meeting U.S. Coast Guard requirements (currently at Title 49, Code of Federal Regulations, Section 40.81), and shall obtain such drug and alcohol testing, as directed. An unreasonable failure by a pilot to obtain drug and alcohol testing as directed under this section shall result in a rebuttable presumption that the pilot had been impaired by drug or alcohol while on duty in violation of Harbors and Navigation Code Section 1181(f). In addition, the Port Agent shall promptly notify the U.S. Coast Guard and the Board, orally and in writing, of the failure by a pilot to undergo drug and alcohol testing as directed under this section.

NOTE: Authority cited: Section 1154, Harbors and Navigation Code. Reference: Sections 1100, 1101(c), 1101(f), 1130, 1171.5, 1176, 1176.5, 1177(c) and 1181(f), Harbors and Navigation Code; Title 46, Code of Federal Regulations, Section 4.03-2 and Part 16; and Title 49, Code of Federal Regulations, Part 40.

§ 218.1. Fatigue Risk Management.

(a) This section implements section 1196.5 of the Code, which requires the Board to evaluate factors that contribute to pilot fatigue and to adopt regulations that will prevent pilot fatigue and thereby ensure the safe operation of vessels.

(b) The Port Agent shall prepare and submit to the Board for review and approval a fatigue risk management system. The FRMS proposed by the Port Agent shall be developed to ensure that the operations of the pilots support effective rest opportunities and fatigue mitigation measures. The FRMS shall include the specific restrictions on work hours and rest periods mandated by this section. The FRMS shall also include the additional elements specified in this section. Subject to Board approval, the content of these elements is committed in the first instance to the Port Agent. Requiring initial development of the FRMS by the Port Agent is based on the premise that the Port Agent is most familiar with the day-to-day operations of the pilots and is well situated to evaluate what fatigue-management measures will or won't work in the context of what the pilots do and how they do it.

(c) Pilots are limited to a maximum work period of 14 hours. A work period starts at the time a pilot would need to report to San Francisco Bar Pilots headquarters to begin an assignment and ends at the time a pilot, having completed the last of one or more assignments, would arrive back at San Francisco Bar Pilots headquarters. The Port Agent may include in the FRMS a maximum work period less than 14 hours, stating the rationale for the shorter work period. The Port Agent shall report monthly in writing to the Board instances of work periods in excess of 12 hours.

(d) Pilots are limited to a maximum night work period of 12 hours without a rest opportunity on the offshore station boat between assignments. The FRMS shall set forth the definition of rest opportunity, which shall be subject to Board approval. In reviewing the FRMS under subsection (j), the Board shall approve this definition if it determines that the definition is reasonably designed to contribute to the prevention of pilot fatigue. A night work period is any work period that includes all or any portion of the hours between 0000 and 0600. The Port Agent may include in the FRMS a maximum night work period less than 12 hours, stating the rationale for the shorter night work period. The Port Agent shall report monthly in writing to the Board instances of night work periods in excess of 10 hours without a rest opportunity on the offshore station boat between assignments.

(e) Pilots are limited to a maximum of 18 night-time hours worked in any 72-hour period. A night-time hour is any whole or partial hour worked between 0000 and 0600. If a pilot has reached the 18-hour limit, the Port Agent shall not assign that pilot to work in any night work period that would include a night-time hour worked prior to 0800 of the calendar day next following the calendar day on which the 18-hour limit was reached. The Port Agent may include in the FRMS a limit lower than 18 hours of night-time hours worked in any 72-hour period, stating the rationale for the lower limit. The Port Agent shall report monthly in writing to the Board the number of assignments made in which a pilot was assigned to work in a night work period that included a night-time hour worked prior 0800 of the calendar day next following the calendar day on which the 18-hour limit was reached.

(f) Pilots are limited to a maximum of 15 consecutive days of being available for assignment. The Port Agent may include in the FRMS a protocol for providing pilots who are available for assignment for 14 or 15 consecutive days an extended rest period greater than the minimum 10-hour rest period required by subsection (g) at or around the midpoint of the 14- or 15-day period, stating the rationale for the protocol.

(g) A rest period is the period between work periods, as defined in subsection (c). The minimum rest period for pilots between work periods is 10 hours. The Port Agent shall report monthly in writing to the Board the number and duration of rest periods of less than 12 hours.

(h) Concerning each of the requirements set forth in subsections (c) through (g), circumstances may arise upon or adjacent to waters under the Board's jurisdiction that pose an immediate threat of harm to persons, property, vessels, or the marine environment. When, in the opinion of the Port Agent, there is reasonable cause to believe that the risk of harm to persons, property, vessels, or the marine environment exceeds the risks associated with (1) extending work periods, (2) making assignments exceeding the limits on night-time hours, (3) extending the number of consecutive days pilots are available for assignment, or (4) authorizing exceptions to the minimum rest period, the Port Agent may depart from the limitations set forth in subsections (c) through (g). For each such departure, the Port Agent shall report monthly in writing to the Board the fact of the departure and the circumstances and reasons therefor.

(i) The Port Agent shall include the following elements in the FRMS:

(1) A plan regarding assignment of pilots that minimizes disruption of their recovery rest periods.

- (2) Minimum advance notice to the Port Agent by those ordering pilot services, thereby increasing the predictability of pilot schedules.
- (3) A plan to use various measures to increase the number of pilots available to provide pilotage at any given time.
- (4) A plan to educate pilots on the importance of reporting fatigue and pausing their availability for assignment when they are significantly fatigued.
- (5) Measures to mitigate pilot fatigue occasioned by long-distance travel to and from mandated training. The Port Agent shall consider:
- (A) Delaying a pilot's return to piloting assignments following travel.
- (B) A travel mode that would minimize the number of travel segments, minimize total travel time, and enhance rest opportunities.
- (6) Any other elements that the Port Agent believes will further the objective of preventing pilot fatigue and thereby ensuring the safe operation of vessels.
- (j) The Port Agent shall submit the FRMS to the Board for review and approval not later than 60 days after the effective date of this section. The Port Agent shall submit the FRMS to the Board for review and reapproval one year after the initial approval, every 24 months thereafter, and whenever the Port Agent makes substantive changes to the FRMS. If the Board determines that the FRMS complies with the provisions of this section, it shall approve the FRMS. Concerning the mandatory elements required by subsection (i), the Board shall approve each element if it determines that the element is reasonably designed to contribute to the prevention of pilot fatigue. Any future proposed change in the FRMS shall be approved by the Board if the Board determines that the proposed change is reasonably designed to contribute to the prevention of pilot fatigue.

NOTE: Authority cited: Section 1154, Harbors and Navigation Code. Reference: Sections 1100, 1101(c), 1101(f), 1130, 1171.5, 1176, 1176.5, 1177(c), 1181(f) and 1196.5, Harbors and Navigation Code; Title 46, Code of Federal Regulations, Section 4.03-2 and Part 16; and Title 49, Code of Federal Regulations, Part 40.

§ 219. Duties of Pilots.

(a) Each pilot, either in person or in the case of a pilot, through the Port Agent, shall bill and use all legal means to collect from each vessel or other responsible party the surcharges established by the Code and the Board and shall transmit all such revenues to the Board monthly or at such later time as the Board may direct. Each pilot, either in person or through the Port Agent, shall bill and use all legal means to collect the pension plan surcharge from each vessel or other responsible party at the rates determined pursuant to Section 1165 of the Code, and shall transmit monthly all such revenues to the fiduciary agent selected by the Board pursuant to Section 1162 of the Code. The Port Agent or any pilot may petition the Board for approval to cease or limit collection efforts required by this section on the basis that such efforts would not be economic in light of the costs of collection. The Board may approve such petition if, in the opinion of the Board, such efforts would not be economic in light of the costs of

collection. The Administrative Assistant/Secretary shall record the accounts in full detail in a book prepared for that purpose, which account book shall be a public record.

(b) A pilot designated by the Port Agent to pilot the next vessel requiring a pilot shall be on call, alert, and immediately available for assignment by the pilot office dispatcher. Every pilot is required to perform his or her full share of assignments as a pilot unless prevented by illness or other cause satisfactory to the Port Agent and the Board.

(c) The pilots shall keep one pilot boat cruising outside of the Bar for known arrivals and departures, except when an emergency condition exists or when the Bar is closed.

(d) A pilot on board a cruising pilot boat shall always take inbound vessels which desire the services of a pilot in their order of arrival. In case of simultaneous arrivals, the vessel closest to shore shall have priority. Except in cases of distress or medical emergency, vessels providing sufficient advance notification shall have priority over vessels providing insufficient or no notification.

(e) A pilot shall not leave a vessel outward bound inside the ten fathom curve without the express consent of the vessel's master.

(f) Pilot boats shall not be permitted to leave their particular service in port or at sea, except to assist a vessel in distress unless authorized by the Board or requested by the Coast Guard to do so.

(g) When a vessel with an assigned pilot on board is involved in a navigational incident, including, but not limited to, all incidents involving the grounding of a vessel, the striking of any object or injury or damage to persons or property, the pilot shall, as soon as possible, duties permitting, notify the Port Agent of the navigational incident by the most rapid means available. The pilot assigned to the vessel at the time of the navigational incident shall render a full and truthful signed written report of the navigational incident to the Board within a reasonable time after the incident. The statement required by this subsection shall not be used in evidence against a pilot in any hearing conducted pursuant to Section 221, except for the purpose of impeachment.

(h) There shall be at least two pilot boats in commission at all times, unless the Board has authorized a lesser number.

(i) A pilot shall not be permitted to use any pilot boat which has not been approved by the Board as a safe and suitable vessel for pilotage service. Each pilot boat shall be surveyed at least once every two years by a surveyor approved by the Board and shall not be operated unless the surveyor has rendered a written report that the boat is in a good and seaworthy condition with respect to its hull and equipment.

(j) A pilot or the Port Agent, when notified to report in person to the Board, shall report as directed in the notification.

(k) A pilot shall pilot only the vessels assigned to him or her by the Port Agent.

(l) A pilot shall keep his or her current address and residence telephone number on file with the Board by submitting the required information to the Administrative Assistant/Secretary in a timely fashion.

(m) A pilot shall obey all regulations of the Board.

(n) All accounts rendered to the Board by or on behalf of a pilot shall be true and correct to the best of the pilot's knowledge and belief. A pilot is under a duty to inform himself or herself as to facts contained in any such accounting rendered to the Board.

(o) A pilot shall not be absent from duty for more than 30 consecutive days without obtaining a leave of absence from the Board, unless such absence from duty is for medical reasons.

(p) A pilot absent from duty for medical reasons for more than seven consecutive days shall provide the Port Agent and the Executive Director with a doctor's prognosis, if possible, of when the pilot will be fit to return to duty. If the medical condition causing the absence continues for either 30 consecutive days or a total of 30 days in any 60 day period, a fitness determination shall be required in accordance with Section 217.25(a).

(q) A pilot shall exhibit his or her license when requested to do so by the master of any vessel which the pilot has boarded.

(r) A pilot shall not perform any of the duties of a pilot while intoxicated or under the influence of any substance or combination of substances which so affects his or her nervous system, brain or muscles as to impair, to an appreciable degree, the ability to properly perform his or her duties.

(s) A pilot shall not, through ignorance, willfulness or neglect, run a vessel on shore, or otherwise render a vessel liable for damage to persons, property or the marine environment during the performance of his or her duties as a pilot.

(t) A pilot shall always obey the applicable Rules of the Road for the navigation of vessels and shall, under all circumstances, perform his or her duties in a manner so as not to endanger persons, property or the marine environment or cause damage, injury or loss of life.

(u) While engaged in any piloting activity, a pilot shall obey all applicable laws and conduct himself or herself so as not to cause injury or damage to persons, property or the marine environment.

(v) Upon being directed by the Port Agent to obtain drug or alcohol testing pursuant to the requirements of Section 218, the pilot shall expeditiously proceed, piloting duties and safety permitting, to an appropriate facility used by the pilots for drug or alcohol testing and meeting U.S. Coast Guard requirements (currently at Title 49, Code of Federal Regulations, Section 40.81), and shall obtain such drug or alcohol testing, as directed. An unreasonable failure by a pilot to obtain drug or alcohol testing as directed shall result in a rebuttable presumption that the pilot had been impaired by drug or alcohol while on duty in violation of Harbors and Navigation Code Section 1181(f).

(w) When a pilot is assigned to a vessel for remedial, refresher or continued training, a supervisory pilot shall be assigned who shall retain the ultimate responsibility for the safe piloting of the vessel throughout the time that the supervisory pilot is on board.

(x) The license of any pilot who fails a chemical test for dangerous drugs as defined in Section 202 of this Chapter, shall be immediately suspended, and if the charge of failing a chemical test for dangerous drugs is proven following a hearing pursuant to Harbors and Navigation Code Section 1182, the license shall be revoked.

(y) A pilot shall be equipped with a portable pilot unit while piloting, except as provided in subsection (y)(3) below.

(1) The portable pilot unit shall have, at a minimum, the capability to display the following information:

(A) Electronic navigational charts published by the National Oceanographic and Atmospheric Administration (NOAA), Office of Coast Survey, or any succeeding agency,

(B) The piloted vessel's position and heading on the electronic navigation charts to the accuracy required by the International Maritime Organization for Automatic Identification Systems, and

(C) Other navigational information provided through the piloted vessel's Automatic Identification System pilot plug.

(2) A pilot shall be trained in the use of portable pilot units.

(3) A pilot shall be equipped with a portable pilot unit except when an unacceptable safety hazard prevents its carriage.

(A) A pilot shall report to the Port Agency the circumstances of such unacceptable safety hazard within 24 hours of the completion of the vessel transit.

(4) Portable pilot units are one of several navigational tools that can provide the pilot with valuable information in the navigation of a vessel, but may still represent emerging and evolving technology with inherent limitations. Whether a portable pilot unit is used in specific circumstances is left to the discretion of the pilot. Nothing in this provision shall be construed as a presumption of fault if a pilot does not use the portable pilot unit when otherwise available, nor shall the lack of a portable pilot unit preclude the pilot from carrying out his or her piloting duties.

(z) A pilot shall immediately report to the Executive Director in writing the following:

(1) the suspension, revocation, or expiration of the pilot's federal merchant mariner credential; and

(2) the suspension, revocation, or expiration of the pilot endorsement to that credential.

NOTE: Authority cited: Section 1154, Harbors and Navigation Code. Reference: Sections 1100, 1101(c), 1101(f), 1130, 1131, 1133, 1136(b), 1137, 1138, 1139, 1141(d), 1157, 1159.2, 1162, 1165, 1171.5, 1175, 1180, 1181, 1195 and 1196, Harbors and Navigation Code; Title 46, Code

of Federal Regulations, Section 4.03-2 and Part 16; and Title 49, Code of Federal Regulations, Part 40.

§ 220. Duties of Pilot Trainees.

(a) A pilot trainee shall obey all regulations of the Board.

(b) A pilot trainee absent from his or her duties without permission is liable to suspension and forfeiture of stipend, if any, for the period of absence. A pilot trainee may not be absent from duty for more than 30 consecutive days without obtaining a leave of absence from the Board, unless such absence is caused by the pilot trainee's sickness or personal injury, in which case a leave of absence from the Board shall be obtained if the absence extends for more than 60 days.

(c) A pilot trainee shall not perform any duties of a pilot trainee while intoxicated or under the influence of any substance or combination of substances which so affects the pilot trainee's nervous system, brain or muscles as to impair, to an appreciable degree, the pilot trainee's ability to properly perform his or her duties.

(d) A pilot trainee shall not, through ignorance, willfulness or neglect, cause a vessel to run on shore or to become exposed to liability for damage to persons or property, or otherwise cause injury or damage to persons, property or the marine environment during the performance of his or her duties as a pilot trainee.

(e) A pilot trainee shall always obey the applicable Rules of the Road for the navigation of vessels and shall, under all circumstances, perform his or her duties in a manner which does not endanger persons, property or the marine environment or cause damage, injury or loss of life.

(f) A pilot trainee shall obey all lawful instructions and directives given to him or her, or to pilot trainees in general, by the Pilot Evaluation Committee or by any member of such Committee, the Port Agent or his or her designee.

(g) A pilot trainee, when notified to report in person to the Board, shall report as directed in the notification.

(h) A pilot trainee shall only train on vessels assigned to him or her by the Port Agent, his or her designee or a member of the Pilot Evaluation Committee.

(i) A pilot trainee shall keep his or her current address and residence telephone number on file with the Board by submitting the required information to the Administrative Assistant/Secretary in a timely fashion.

(j) While engaged in any pilot trainee activity, a pilot trainee shall obey all applicable laws and conduct himself or herself so as not to cause injury or damage to persons, property or the marine environment.

(k) Any pilot trainee who fails a chemical test for dangerous drugs, as defined in Section 202, shall be immediately suspended from further training and, if, after a hearing held pursuant to subsection (f) of Section 214, the Board determines that the trainee failed a chemical test for dangerous drugs, the trainee shall be dismissed from the training program.

(l) A pilot trainee shall familiarize himself or herself with the work-hour limitations and rest-period requirements applicable to pilots and shall be guided by these limitations and requirements in scheduling training trips on vessels.

NOTE: Authority cited: Sections 1154 and 1196.5, Harbors and Navigation Code. Reference: Sections 1100, 1101(c), 1101(e), 1101(f), 1171.5 and 1196.5, Harbors and Navigation Code.

§ 221. Charges and Proceedings Concerning Licenses.

(a) When an accusation recommending the suspension or revocation of a pilot's license has been filed with the Board pursuant to subsection (e) of Section 210, the accusation shall be served on the pilot in accordance with Section 11505 of the Government Code. A hearing shall be conducted in accordance with the provisions of Chapter 5 (commencing with Section 11500) of Part 1 of Division 3 of Title 2 of the Government Code to determine if cause exists to take action against the license of the pilot who is the subject of the accusation. At such a hearing, the Board shall have all the powers granted therein and by the Code.

(b) If the Board finds reasonable cause to believe that the public interest requires that the license of a pilot be summarily suspended pending a hearing on charges of violating the Code or the regulations issued by the Board, or of other misconduct, the Board may, without a hearing, temporarily suspend the license of the pilot involved for a period not exceeding 40 days pending a hearing and decision on the charges. Thereafter, unless an accusation on the charges is served on the pilot as provided in Chapter 5 (commencing with Section 11500) of Part 1 of Division 3 of Title 2 of the Government Code, within six days after the suspension becomes effective, the suspension shall terminate at the end of the sixth day. The Board may revoke the temporary suspension at any time it determines that the public interest no longer requires it.

(c) If a hearing on an accusation against a pilot results in a finding of misconduct, the Board may order the pilot's license revoked, suspended outright for a specified period of time, or suspended on probationary restriction for a specified period of time on such terms and conditions of probation as in its judgment are supported by its findings. The Board may also issue such other lawful orders it considers to be appropriate on the basis of its findings.

(d) The license of a pilot who is the subject of a pending accusation shall be subject to renewal or non-renewal on the same terms and conditions as if the accusation were not pending. The renewal of the license of a pilot against whom an accusation is pending shall not be used as evidence in any manner in connection with or at the hearing on the pending accusation.

(e) An accusation may be terminated by written stipulation at any time prior to the conclusion of the hearing on the accusation. Any such stipulation shall comply with the provisions of subsection (e) of Section 210. If a pilot submits a proposed stipulation to the Board for its consideration and the Board subsequently declines to accept the proposed stipulation, the

Board shall not thereafter be disqualified from hearing evidence on the accusation and taking action thereon as authorized in subsection (c) of this section. However, the Board shall not consider the proposed stipulation as evidence for any purpose, and its decisions shall be based solely on the evidence presented to it at the hearing.

(f) The Board may at any time between the service of an accusation and the hearing thereon act to summarily suspend from duty the pilot who is the subject of the accusation. Under such circumstances, the suspension shall remain in effect until further order of the Board, but in no case shall the suspension exceed 40 days.

NOTE: Authority cited: Section 1154, Harbors and Navigation Code. Reference: Sections 1106, 1150(d), 1180, 1180.3, 1180.6, 1181, 1182 and 1183, Harbors and Navigation Code.

§ 222. Conflicts of Interest.

(a) It is recognized that a pilot may acquire or have access to information, before it is available to others, about the movement of vessels. A pilot has a duty not to utilize such information for financial gain or to provide such information to others who may benefit or otherwise profit from obtaining such information before it is generally available to the public.

(b) A pilot shall not provide information or knowledge regarding vessel schedules obtained by the pilot, by virtue of his or her status as a pilot or Port Agent, to any entity except as is necessary to the discharge of his or her duties as a pilot or Port Agent.

(c) To assure that commerce is not disrupted and that fair competition is maintained among tugboat operators and others who provide vessel assistance services on Monterey Bay or on the Bays of San Francisco, San Pablo or Suisun, a pilot shall not have any interest in, or derive any income from, any tugboat in operation on Monterey Bay or on the Bays of San Francisco, San Pablo or Suisun.

(d) Nothing contained in subsection (c) of this section shall prohibit ownership, directly or indirectly, of stock in any corporation registered on a national securities exchange, pursuant to Section 78f of Title 15 of the United States Code, even though the corporation may own tugboats in operation on the waters subject to the Board's jurisdiction.

(e) Nothing contained in subsection (c) of this section shall prohibit any pilot from owning, directly or indirectly, or controlling any barge or vessel similar to a barge. A barge or a vessel similar to a barge for purposes of this subsection is a vessel constructed and operated for the purpose of transporting cargo and which is not used to assist with the movement of vessels.

NOTE: Authority cited: Section 1154, Harbors and Navigation Code. Reference: Section 1170.3, Harbors and Navigation Code.

§ 223. Duty on Outward Bound Vessels. [Repealed]

§ 224. Restriction of Service. [Repealed]

§ 225. Leaving Station. [Repealed]

§ 226. Carriage of Letters. [Repealed]

§ 227. Reporting of Accidents. [Repealed]

- § 228. Pilots to Answer Summons. [Repealed]
- § 229. Sworn Testimony. [Repealed]
- § 230. Duties of Port Agent. [Repealed]
- § 231. Absence of Pilots. [Repealed]
- § 232. Boats in Service. [Repealed]
- § 233. Approval of Boats. [Repealed]
- § 234. Personal Reports to the Board. [Repealed]
- § 235. Violation of By-Laws. [Repealed]

Article 7. Pilotage Rates

§ 236. Rate Hearing Procedures.

(a) Pilotage rates are set by statute codified at Chapter 5 of Division 5 of the Harbors and Navigation Code, beginning with Section 1190. The Board's role in the setting of pilotage rates is to hold public hearings to investigate such rates and make recommendations to the Legislature. Any party directly affected by pilotage rates may petition the Board for such a rate hearing, as set forth in this section; however, nothing contained in this section shall preclude the Board from conducting a duly noticed rate hearing on its own motion.

(b) Within ten (10) days after receipt by the Board of a petition for a rate hearing from a party directly affected by pilotage rates, the Board shall notice a public hearing to be held not less than thirty (30) nor more than sixty (60) days from the date of the notice. Such notice shall be given to all parties directly affected by pilotage rates and to all other interested parties who have requested such notification. The purpose of the hearing is to obtain information and data relating to the issues raised in the petition or notice.

(c) The party proposing a rate adjustment shall have the burden of proving by a preponderance of the evidence that a change in the rates is justified. Ten (10) copies of all written evidence submitted in support of the petition shall be deposited with the Board at least thirty (30) days prior to the date set for the hearing. Such written evidence shall be available for public inspection during normal Board hours.

(d) Any party wishing to respond to a petition for a rate adjustment shall submit ten (10) copies of all written evidence it relies on to support its response, and shall deposit them with the Board at least ten (10) days prior to the date set for the hearing. Such evidence shall be available for public inspection during normal Board hours.

(e) Upon the filing of a petition for a rate hearing, copies of the most recent annual audited financial statements of the San Francisco Bar Pilots and of the San Francisco Bar Pilots Benevolent and Protective Association shall be deposited with the Board and made available for public inspection during normal Board hours. The Board may also require an independent audit of pilot operations by a public accountant selected by the Board. The results of any such independent audit shall be made available for public inspection during normal Board hours and shall become a part of the record.

(f) Factors to be considered by the Board in preparing its recommendation to the Legislature on pilotage rates include, but are not limited to, the following:

(1) Costs of Providing Pilot Services. Parties directly affected by pilotage rates are encouraged to use the Board's process for periodic review of pilotage expenses to reach agreement on whether specific expense categories should be considered a "cost of providing pilot services" within the meaning of this section. Absent a showing that there was no reasonable opportunity to do so, the failure to make use of that process may result in the Board's refusal to approve an expense category not previously approved as a cost of providing pilot services or in the Board's refusal to reverse a previous decision to approve such an expense category.

(2) Net Return to Pilots Sufficient to Attract and Hold Qualified Pilots. A party contending that the current rates result in a net return which is insufficient to attract or hold qualified pilots has the burden of persuading the Board of that point of view. In determining the issue, the Board may consider the level of qualifications and number of applicants meeting minimum qualifications for its pilot trainee training program, the number and circumstances of pilots resigning before their eligibility for statutory retirement benefits, and any other evidence relevant to the issue.

(3) Cost of Living Index. In assessing the adequacy of the net return to pilots, the Board will consider, as one factor, the change in the annual average, seasonally unadjusted consumer price indices between the last rate hearing and the most recent 12-month period for which such data is available from the U. S. Department of Commerce, Bureau of Labor Statistics, for the "Western Region" and for "All Urban Consumers, San Francisco-Oakland-San Jose."

(4) Rates Charged for Comparable Services in Other Ports. "Comparable services" means pilotage from sea to dock in ports with generally similar geographic and hydrographic parameters, vessel traffic in density and in size and type of vessels, number of vessel movements, length of transit, number of pilots, pilot work load and relative difficulty of pilotage and hazards encountered. While the Board recognizes that no port will be precisely the same in all these categories as the waters under the Board's jurisdiction, it encourages the parties to agree on a limited number of ports which are sufficiently comparable for this purpose and for which accurate pilotage rate, pilot income and/or pilot expense data is reasonably available in the public record or is otherwise verifiable.

Absent persuasive evidence to the contrary, the Board recognizes the following ports as comparable for purposes of this section: Columbia Bar/River, Houston, Tampa Bay, Sandy Hook (NY/NJ), New Orleans/Baton Rouge, St. Johns Bar (Jacksonville), Maryland (Chesapeake Bay) and Puget Sound (Seattle). Pilotage rate and pilot income and expense data for other ports shall be supported by evidence that the pilotage services for those ports are comparable as defined in this subsection.

(5) Income Paid for Comparable Services. Parties submitting evidence of pilot income and expenses in other ports shall limit such evidence to ports providing comparable services, as defined in subsection (f)(4) above and for which accurate pilotage rate, pilot income and/or pilot expense data is reasonably available in the public record or is otherwise verifiable. Evidence of pilot income and expenses in other ports shall be accompanied by the cost of living differential between those ports and the San Francisco Bay Area for the period for which the pilot income and expense data applies if such differential information is available in the public record.

(6) **Methods of Determining Rates in Other Ports.** Parties wishing to offer evidence of how pilotage rates are determined in other ports should do so for those ports for which pilotage rate or pilot income and expense data is also provided.

(7) **Economic Factors Affecting Local Shipping.** The Board will consider such competent evidence as the parties may submit regarding economic factors affecting the local shipping industry, including prospective increases or decreases in income and labor costs. A party wishing to affect a rate change on the basis of such economic factors has the burden of persuading the Board that the evidence supports that party's argument.

(8) **Volume of Shipping Traffic.** The Board may rely on data of vessels piloted as submitted monthly by the pilots. That data is available as a public record of the Board.

(9) **Number of Pilots Available.** In preparing its recommendation on pilotage rates, the Board will consider the number of pilots actually licensed at the time of the rate hearing. Any issues regarding the adequacy of that number should be addressed in a duly noticed hearing held pursuant to Harbors and Navigation Code Sections 1170.1 and 1170.2.

(10) **Risk to Pilots.** The Board recognizes the inherent risk to the personal safety of the pilots in providing pilotage services, including those risks posed by the physical characteristics of the pilotage grounds within the Board's jurisdiction. A party seeking to affect a rate change on the grounds that there have been material changes in those risks has the burden of proving such changes.

(11) **Changes in Navigational and Safety Equipment/Pilot Support Activities.** The Board recognizes that, in recent years, there have been substantial changes in training requirements placed on pilots, in regulations which pilots must implement, and in the complexity and size of vessels which increases the professional demands on pilots. The Board also recognizes that pilots have provided services beyond the navigation of vessels. Such services are referred to as "pilot support activities." Changes in those pilot support activities that are necessary to providing pilot service may be considered in determining the appropriate pilotage rate. To the extent such changes have increased the costs to the pilots of providing pilot services, these costs should be addressed under subsection (f)(1) above. To the extent such changes have resulted in increased time demands, such demands should be addressed at a duly noticed hearing to determine the number of pilots under Harbors and Navigation Code Sections 1170.1 and 1170.2.

(12) The weight to be given to each of the factors enumerated in this subsection may vary depending on prevailing circumstances and shall be left to the sound discretion of the Board.

(g) At least seven (7) days prior to the hearing, or at such time as the President may direct, the representatives and/or counsel for the parties supporting and responding to the petition for a rate change shall meet with the President or his/her designee at the time and place directed by the President, to determine if the issues raised by the petition can be narrowed or resolved by stipulation, and to address the order of and anticipated length of the presentation of evidence; the number and identity of witnesses and the subject matter and scope of their testimony;

identification and possible resolution of any evidentiary issues; and any other matter which promotes efficiency in conducting the rate hearing.

(h) The President, or his/her designee, may issue a pre-hearing order setting forth any stipulations or limitations on the scope of the hearing or the issues to be presented as agreed to by all parties attending the pre-hearing conference. Participation by the President or any other Board member in the pre-hearing conference shall not disqualify him or her from participation in the rate hearing.

(i) The rate hearing shall be conducted at the time and place set forth in the Notice or in any amendment thereto and shall be conducted in accordance with the Bagley-Keene Open Meeting Act (Government Code Sections 11120, et seq.). A full record shall be kept of all evidence offered at the hearing, including a verbatim transcript of all testimony, which shall be given under oath.

(j) Following the presentation of evidence in support of and in response to the petition for a rate hearing, any additional evidence requested by the Board, any evidence submitted in rebuttal, and the closing arguments of the parties, if any, the Board shall proceed with deliberation, including a review and evaluation of all the evidence received at the hearing and a determination of what pilotage rate change, if any, is warranted by the evidence. The Board's deliberation shall be conducted at a duly noticed meeting open to the public and shall be transcribed electronically or by a certified shorthand reporter, as the Board may direct.

(k) Upon completion of its deliberation and within 120 days from the filing of the petition, the Board shall submit its findings and recommendations, supported by a transcript of the proceedings, to the Secretary of the Senate and the Chief Clerk of the Assembly.

NOTE: Authority cited: Section 1154, Harbors and Navigation Code; Reference: Sections 1190, 1191, 1200, 1201, 1201.5, 1202 and 1203, Harbors and Navigation Code.

§ 236.1. Pilot Boat Surcharge.

(a) A separate surcharge on pilotage fees called a Pilot Boat Surcharge is authorized by Section 1190(a)(1)(B) of the Harbors and Navigation Code to recover those of the pilots' costs of obtaining new pilot boats and of funding design and engineering modifications for extending the service life of existing pilot boats that are authorized by law. The surcharge is in the form of additional mills per high gross registered ton. This section sets forth the procedures for obtaining the Board's authorization to recover such costs and to set and periodically adjust the Pilot Boat Surcharge.

(b) For purposes of this section, the term "new pilot boat" shall include an existing vessel acquired from another owner.

(c) Requests made pursuant to this section shall be submitted to the Board in writing and shall be supported by the data and documentation required by this section. The requesting party must establish to the satisfaction of the Board that the expenditures for a new pilot boat or for life extension modifications to an existing pilot boat are -- or, if those costs have already been incurred, were -- reasonable and necessary. The process requires a necessity determination, a

preliminary authorization and a final authorization, which are described in subsections (d), (e) and (f) respectively.

(d) Necessity Determination

(1) A request for a Board determination that expenditures for a new pilot boat or for life extension modifications to an existing pilot boat are or were necessary may be made prior to or at the same time as a request for preliminary authorization to recover such costs.

(2) The Board may consider a request for a necessity determination at a duly noticed regular or special Board meeting held after the request and all documentation in support of the request have been deposited with the Board and made available for public inspection. Notice shall be given to all parties directly affected by pilotage rates or to a trade organization representing such parties and to all other parties who have requested such notification.

(3) Documentation in support of a necessity determination shall be sufficient to allow the Board to assess the remaining service life of the existing pilot boats, both with the proposed life extension modifications, if any, and without such modifications. The Board or its advisory committee may request additional documentation or conduct its own investigation prior to making a necessity determination hereunder.

(4) A necessity determination made under this section shall be valid for one year unless directed otherwise by the Board.

(e) Preliminary Authorization

(1) A request for the Board's preliminary authorization to recover the pilots' costs of obtaining new pilot boats or funding design and engineering modifications for extending the service life of existing pilot boats shall precede a request for a final authorization and shall include a request for a necessity determination unless a necessity determination is pending or has been issued by the Board and remains valid.

(2) The Board may consider a request for preliminary authorization at a duly noticed regular or special meeting held after the request and all documentation in support of the request have been deposited with the Board and made available for public inspection. Notice shall be given to all parties directly affected by pilotage rates or to a trade organization representing such parties and to all other parties who have requested such notification.

(3) Documentation in support of a request for preliminary authorization shall be sufficient for the Board to assess the reasonableness of the request in light of its necessity determination and shall include basic design and performance specifications, cost estimates, proposed timeline of major milestones for design and construction of a new pilot boat or for acquisition and modification of an existing vessel, or installation of life extension modifications on an existing pilot boat, and plans for long term financing. The Board or its advisory committee may request additional documentation from the requesting party prior to issuing a preliminary authorization hereunder.

(4) The purpose of a preliminary authorization is to provide an opportunity for meaningful and early communication among affected parties and the Board on issues relevant to the costs of obtaining new pilot boats or of funding design and engineering modifications of existing pilot boats. Preliminary authorizations may be issued in stages as circumstances dictate.

(5) The Board may issue a preliminary authorization on such terms as it may deem appropriate to provide guidance to the parties on such matters as have been addressed and to set the conditions and timing for a final authorization determination. The authority to recover costs under this section or to set a Pilot Boat Surcharge rate shall only be issued after a final authorization.

(f) Final Authorization

(1) A request for final authorization to recover the pilots' costs of obtaining new pilot boats or of funding design and engineering modifications intended to extend the service life of existing pilot boats may be submitted to the Board at such time as directed in the Board's preliminary authorization issued pursuant to subsection (e)(5).

(2) The Board may consider a request for final authorization at a duly noticed regular or special Board meeting held after the request and all documentation in support of the request have been deposited with the Board and made available for public inspection. Notice shall be given to all parties directly affected by pilotage rates or to a trade organization representing such parties and to all other parties who have requested such notification.

(3) Documentation in support of a request for final authorization shall be sufficient for the Board to assess the reasonableness of the request in light of its necessity determination and shall include such information and data as determined in the preliminary authorization.

(4) In the case of service life extension modifications, the documentation shall also include sufficient data to determine and quantify the associated operational savings, including reduced repair and maintenance expenses that are reasonably expected to result from the service life extension modifications, and shall set forth the proposed basis for periodic review to determine actual savings over the life of the pilot boat.

(5) The Board or its advisory committee may request additional documentation from the requesting party prior to issuing a final authorization hereunder.

(6) The Board may issue a final authorization setting forth the costs to be recovered by the pilots under this section, the reasons therefor, the initial surcharge rate and the date it is to go into effect.

(7) The Board may, as a condition of issuing a final authorization relative to proposed service life extension modifications to existing pilot boats, require periodic data from the requesting party to identify any associated operational savings, including reduced repair and maintenance expenses, resulting from such modifications and adjust the Pilot Boat Surcharge rate from time to time to reflect such savings.

(8) The Port Agent shall provide timely information to the Board of the sale or other disposition of any pilot boats, of the net proceeds from such sale or disposition, and of the manner in which the net proceeds are to be used to reduce the debt associated with the new pilot boat or with the modifications to existing pilot boats hereunder. The Board may adjust the Pilot Boat Surcharge rate or reduce the costs to be recovered thereby to ensure compliance with the debt reduction provision of Harbors and Navigation Code Section 1190(a)(1)(B).

(g) A Pilot Vessel Advisory Committee may be appointed pursuant to Section 208 to review and assess the documentation relative to the requests pursuant to subsections (d)(3), (e)(3) and (f)(3) of this section, to conduct independent investigation of the issues and request additional documentation as it may deem appropriate, and to develop recommendations to the Board relevant to such requests or as otherwise directed by the Board. Actions on the requests shall only be taken at duly noticed meetings of the Board.

(h) The Finance Committee of the Board shall periodically, or at such times as the Board may direct, review the costs authorized for recovery and the current and projected income from the Pilot Boat Surcharge and shall prepare recommendations to the Board for periodic adjustments to the surcharge rate to ensure that the surcharge rate is sufficient to recover all costs -- and only those costs -- authorized by the Board for recovery. The rate should be sufficient to maintain a commercially reasonable reserve to allow for ordinary or anticipated fluctuations in surcharge income until all costs authorized have been recovered. Any rate adjustment shall be made by Board action at a duly noticed meeting and shall take effect at such dates as the Board may direct.

(i) For purposes of this section, "sale of existing pilot boats" shall include donation or other disposition of an existing pilot boat, and "net proceeds" from such sale includes the tax benefit realized from such donation less the costs associated with the donation.

NOTE: Authority cited: Section 1154, Harbors and Navigation Code. Reference: Section 1190(a)(1)(B), Harbors and Navigation Code.

Article 8. Number of Pilots

§ 237. Hearing Procedures to Determine Number of Licensed Pilots.

(a) A separate surcharge on pilotage fees called a Pilot Boat Surcharge is authorized by Section 1190(a)(1)(B) of the Harbors and Navigation Code to recover those of the pilots' costs of obtaining new pilot boats and of funding design and engineering modifications for extending the service life of existing pilot boats that are authorized by law. The surcharge is in the form of additional mills per high gross registered ton. This section sets forth the procedures for obtaining the Board's authorization to recover such costs and to set and periodically adjust the Pilot Boat Surcharge.

(b) For purposes of this section, the term "new pilot boat" shall include an existing vessel acquired from another owner.

(c) Requests made pursuant to this section shall be submitted to the Board in writing and shall be supported by the data and documentation required by this section. The requesting party

must establish to the satisfaction of the Board that the expenditures for a new pilot boat or for life extension modifications to an existing pilot boat are -- or, if those costs have already been incurred, were -- reasonable and necessary. The process requires a necessity determination, a preliminary authorization and a final authorization, which are described in subsections (d), (e) and (f) respectively.

(d) Necessity Determination

(1) A request for a Board determination that expenditures for a new pilot boat or for life extension modifications to an existing pilot boat are or were necessary may be made prior to or at the same time as a request for preliminary authorization to recover such costs.

(2) The Board may consider a request for a necessity determination at a duly noticed regular or special Board meeting held after the request and all documentation in support of the request have been deposited with the Board and made available for public inspection. Notice shall be given to all parties directly affected by pilotage rates or to a trade organization representing such parties and to all other parties who have requested such notification.

(3) Documentation in support of a necessity determination shall be sufficient to allow the Board to assess the remaining service life of the existing pilot boats, both with the proposed life extension modifications, if any, and without such modifications. The Board or its advisory committee may request additional documentation or conduct its own investigation prior to making a necessity determination hereunder.

(4) A necessity determination made under this section shall be valid for one year unless directed otherwise by the Board.

(e) Preliminary Authorization

(1) A request for the Board's preliminary authorization to recover the pilots' costs of obtaining new pilot boats or funding design and engineering modifications for extending the service life of existing pilot boats shall precede a request for a final authorization and shall include a request for a necessity determination unless a necessity determination is pending or has been issued by the Board and remains valid.

(2) The Board may consider a request for preliminary authorization at a duly noticed regular or special meeting held after the request and all documentation in support of the request have been deposited with the Board and made available for public inspection. Notice shall be given to all parties directly affected by pilotage rates or to a trade organization representing such parties and to all other parties who have requested such notification.

(3) Documentation in support of a request for preliminary authorization shall be sufficient for the Board to assess the reasonableness of the request in light of its necessity determination and shall include basic design and performance specifications, cost estimates, proposed timeline of major milestones for design and construction of a new pilot boat or for acquisition and modification of an existing vessel, or installation of life extension modifications on an existing pilot boat, and plans for long term financing. The Board or its advisory committee may request

additional documentation from the requesting party prior to issuing a preliminary authorization hereunder.

(4) The purpose of a preliminary authorization is to provide an opportunity for meaningful and early communication among affected parties and the Board on issues relevant to the costs of obtaining new pilot boats or of funding design and engineering modifications of existing pilot boats. Preliminary authorizations may be issued in stages as circumstances dictate.

(5) The Board may issue a preliminary authorization on such terms as it may deem appropriate to provide guidance to the parties on such matters as have been addressed and to set the conditions and timing for a final authorization determination. The authority to recover costs under this section or to set a Pilot Boat Surcharge rate shall only be issued after a final authorization.

(f) Final Authorization

(1) A request for final authorization to recover the pilots' costs of obtaining new pilot boats or of funding design and engineering modifications intended to extend the service life of existing pilot boats may be submitted to the Board at such time as directed in the Board's preliminary authorization issued pursuant to subsection (e)(5).

(2) The Board may consider a request for final authorization at a duly noticed regular or special Board meeting held after the request and all documentation in support of the request have been deposited with the Board and made available for public inspection. Notice shall be given to all parties directly affected by pilotage rates or to a trade organization representing such parties and to all other parties who have requested such notification.

(3) Documentation in support of a request for final authorization shall be sufficient for the Board to assess the reasonableness of the request in light of its necessity determination and shall include such information and data as determined in the preliminary authorization.

(4) In the case of service life extension modifications, the documentation shall also include sufficient data to determine and quantify the associated operational savings, including reduced repair and maintenance expenses that are reasonably expected to result from the service life extension modifications, and shall set forth the proposed basis for periodic review to determine actual savings over the life of the pilot boat.

(5) The Board or its advisory committee may request additional documentation from the requesting party prior to issuing a final authorization hereunder.

(6) The Board may issue a final authorization setting forth the costs to be recovered by the pilots under this section, the reasons therefor, the initial surcharge rate and the date it is to go into effect.

(7) The Board may, as a condition of issuing a final authorization relative to proposed service life extension modifications to existing pilot boats, require periodic data from the requesting party to identify any associated operational savings, including reduced repair and maintenance

expenses, resulting from such modifications and adjust the Pilot Boat Surcharge rate from time to time to reflect such savings.

(8) The Port Agent shall provide timely information to the Board of the sale or other disposition of any pilot boats, of the net proceeds from such sale or disposition, and of the manner in which the net proceeds are to be used to reduce the debt associated with the new pilot boat or with the modifications to existing pilot boats hereunder. The Board may adjust the Pilot Boat Surcharge rate or reduce the costs to be recovered thereby to ensure compliance with the debt reduction provision of Harbors and Navigation Code Section 1190(a)(1)(B).

(g) A Pilot Vessel Advisory Committee may be appointed pursuant to Section 208 to review and assess the documentation relative to the requests pursuant to subsections (d)(3), (e)(3) and (f)(3) of this section, to conduct independent investigation of the issues and request additional documentation as it may deem appropriate, and to develop recommendations to the Board relevant to such requests or as otherwise directed by the Board. Actions on the requests shall only be taken at duly noticed meetings of the Board.

(h) The Finance Committee of the Board shall periodically, or at such times as the Board may direct, review the costs authorized for recovery and the current and projected income from the Pilot Boat Surcharge and shall prepare recommendations to the Board for periodic adjustments to the surcharge rate to ensure that the surcharge rate is sufficient to recover all costs -- and only those costs -- authorized by the Board for recovery. The rate should be sufficient to maintain a commercially reasonable reserve to allow for ordinary or anticipated fluctuations in surcharge income until all costs authorized have been recovered. Any rate adjustment shall be made by Board action at a duly noticed meeting and shall take effect at such dates as the Board may direct.

(i) For purposes of this section, "sale of existing pilot boats" shall include donation or other disposition of an existing pilot boat, and "net proceeds" from such sale includes the tax benefit realized from such donation less the costs associated with the donation.

NOTE: Authority cited: Section 1154, Harbors and Navigation Code. Reference: Section 1190(a)(1)(B), Harbors and Navigation Code.