

State of California

Board of Pilot Commissioners

for the Bays of San Francisco, San Pablo, and Suisun

Draft Minutes of the Meeting of the Board of Pilot Commissioners held on November 14, 2024, at 9:30 a.m.

Members of the public are encouraged to participate in meetings of the Board, either in person or via telephone.

Location:

Board of Pilot Commissioners
660 Davis Street
San Francisco, California 94111

To participate via telephone please use:

888-808-6929

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SERVING THE PEOPLE OF CALIFORNIA SINCE 1850



**Board of Pilot Commissioners (BOPC)
for the Bays of San Francisco, San Pablo, and Suisun
Board Meeting
Thursday, November 14, 2024, at 9:30 a.m.**

Board Meeting Minutes

ATTENDANCE

Board Members Present (in person and by phone)

Karen Tynan, President, Public Member (by phone)
Joanne Hayes-White, Vice President, Public Member
Captain Robert Carr, Pilot Member
Captain Lynn Korwatch, Dry Cargo Industry Member (by phone)
Captain Einar Nyborg, Pilot Member
Sam Rodriguez, Public Member
Christine Casey, Designee for the Secretary of the California State Transportation Agency (CalSTA)

Board Members Absent

Vacant, Wet Cargo Industry Member

Board Staff Present (in person and by phone)

Allen Garfinkle, Executive Director
Matthew Millsbaugh, Assistant Director
Alethea Wong, Licensing and Training Programs Manager
Greg Shepherd, Records Management and Program Support Coordinator
Mari McNeill, Administrative Coordinator
Patrick Tuck, Board Counsel

Identified Public Present (in person and by phone)

Captain John Carlier, San Francisco Bar Pilots (SFBP) President and Port Agent
Captain Anne McIntyre, SFBP Business Director
Kevin Baldwin, SFBP General Counsel
Captain Paul Ruff, SFBP
Captain Will Benedict, SFBP
Mike Jacob, Pacific Merchant Shipping Association (PMSA) President and General Counsel
Jennifer Cohen, PMSA Vice President of Governmental Affairs
Roma Cristia-Plant (by phone)
Captain Daniel Thinger, BOPC Trainee
Rex Clack, esq., Rex M Clack (RMC) Law
Owen O'Mahony, Berg Davis Public Affairs

OPEN MEETING

1. Call to Order and Roll Call (President Tynan)

President Tynan called the meeting to order at 9:34 a.m. Board Administrative Coordinator, Marjorie (Mari) McNeill called the roll and confirmed a quorum.

2. Public comment on matters on the agenda or not on the agenda.

Ms. Cristia-Plant noted that she was participating remotely by phone.

3. Review and approval of Board meeting and meeting minutes (President Tynan)

Board action to approve the minutes from the Board meeting held on September 26, 2024.

To allow additional time for review, Commissioner Carr requested the review and approval of the September 26, 2024, minutes be postponed to the next Board meeting, on December 12, 2024.

MOTION: Commissioner Nyborg moved to delay the review of the draft September 26, 2024, Board meeting minutes to the December 12, 2024, Board meeting. Commissioner Carr seconded the motion.

VOTE: YES: Tynan, Hayes-White, Carr, Korwatch, Nyborg, Rodriguez.

NO: None.

ABSTAIN: None.

ACTION: The motion was approved.

4. President Announcements and Activities (President Tynan)

President Tynan stated that she looked forward to the next Board meeting.

5. Board Member Announcements and Activities (Board Members)

Commissioner Nyborg stated that on November 2 to 3, 2024, he attended an informative American Pilots' Association meeting in New Orleans, Louisiana, where he attended discussions on topics including pilot safety, pilot ladders, Portable Pilot Units (PPUs), incident reviews, and trainee programs.

6. Directors' Report (Executive Director Garfinkle/Assistant Director Millspaugh)

A. Correspondence and activities since the Board meeting held on September 26, 2024.

Executive Director Garfinkle reported on the following:

- Not previously included in the September Directors' report: On August 23, 2024, Board staff received a letter from David Carl, Chief Executive Officer (CEO) of Global Marine Movements, Inc., alleging that a transportation company, Advantage Marine Services, formed by two licensees of the Board, was a conflict of interest and had an unfair business advantage. On September 11, 2024, Executive Director Garfinkle sent a letter to the licensees involved with Advantage Marine Services, requesting that they respond to the claims made by Mr. Carl.
- On September 27, 2024, an offer to enter the Pilot Trainee Training Program was made to candidate Michael Maclachlan, and he requested a deferral to the end of the list.
- On September 28, 2024, Board staff were notified that the Governor signed Senate Bill (SB) 295.
- On September 29, 2024, Executive Director Garfinkle made an offer to Nick Ahrens to

enter the training program, which he promptly accepted.

- On September 30, 2024:
 - Board staff received a copy of the PMSA West Coast Trade Report for September 2024.
 - Executive Director Garfinkle provided a letter to the Port Agent that listed the Surcharge Rates for the Fourth Quarter of 2024.
- On October 1, 2024, following informal discussions, Executive Director Garfinkle made an offer to Daniel Thinger to enter the training program, which he promptly accepted.
- On October 2, 2024:
 - Board staff received a letter from Forrest Booth and Brad Pace of the Kennedys law firm, sent on behalf of Advantage Marine Services, responding to the claims made by Mr. Carl of Global Marine Movements, Inc.
 - Assistant Director Millspaugh and Executive Director Garfinkle met with California State University Maritime Academy (CMA) Professional and Continuing Education department (PaCE) representative Jennifer Schmid, PaCE Coordinator Lavella Wilson, and CMA contract analyst Stephen Smith to discuss contracting options for creating the next trainee exam.
- On October 9, 2024, Assistant Director Millspaugh and Executive Director Garfinkle met with Tony Tavares, Director of the California Department of Transportation (Caltrans), for a meet and greet and to discuss the relationship of the Board and Caltrans. It was a productive meeting.
- On October 10, 2024, and the morning of October 11, 2024, Executive Director Garfinkle and Kevin Baldwin attended the Pacific Admiralty Seminar held in San Francisco.
- On October 11, 2024, Board staff and Executive Director Garfinkle met with University of California, San Francisco (UCSF) Doctors Kosnik, Balogun, and Solomon, as well as primary liaison Robert Aledo, at the Board's office. The Board's medical assessment program was discussed and then a tour of SFBP's Pier 9 facility was provided.
- On October 16, 2024, Executive Director Garfinkle attended the open session of the Pilot Evaluation Committee.
- On October 17, 2024:
 - The Harbor Safety Committee met, and the United States Coast Guard (USCG) presented the Significant Port Safety and Security Cases for the months of August 2024 and September 2024.
 - For August 2024, there were two equipment failures, one loss of propulsion and one reduction of propulsion:
 - i. The first equipment failure was on August 7, 2024, when a foreign flag bulk carrier experienced a loss of pilot house control due to a loose electrical connection. Captain of the Port (COTP) order was issued for repairs. The chief engineer tightened the connection, and the repair was confirmed by class surveyors and the COTP order was lifted. Case closed.
 - ii. The second equipment failure was on August 28, 2024, when a United States flag training ship reported that shore power failed while the ship was tied to

the pier. The vessel proceeded to utilize the Emergency Diesel Generator (EDG). After five hours the EDG had an overspeed trip. Operators restarted EDG, and overspeed trip occurred a second time. The vessel would later conduct a two-hour load test. Case pending.

- iii. The Loss of Propulsion (LOP) was on August 20, 2024, when a foreign flag vehicle carrier experienced a LOP during a propulsion test. The pilot and two tugs diverted the vessel to Anchorage 7. Pilot conducted a propulsion test again, and found propulsion operational, but underpowered. Class surveyors attended with technician that serviced the fuel oil system on engine. Class surveyors report and technician report were submitted. USCG confirmed propulsion issues had been cleared. Case closed.
- iv. Finally, there was a reduction of propulsion on August 27, 2024, involving a foreign flag vehicle carrier that experienced insufficient Revolutions Per Minute (RPMs) for a dead slow ahead bell. Pilot reported that vessel's bridge control was unable to make proper RPM for dead slow ahead. All other orders from the bridge in ahead/astern worked normally. The ship shifted to Anchorage 9 after completion of Port State Control (PSC) B exam. Class surveyors conducted a remote survey and operational control lifted. Case closed.
- For September 2024, there were three equipment failures, one allision, and one hull damage:
 - i. The first equipment failure was on September 10, 2024, when a foreign flag vehicle carrier reported the main engine governor as inoperable. The vessel was issued a COTP order requiring one tug during transit. Repairs were anticipated to be conducted at Anchorage 9 before proceeding to Benicia. A technician report was received on September 16, 2024, with a class survey and an email from a vessel master stating that governor was replaced. The engine was tested and the COTP was lifted.
 - ii. The second equipment failure was on September 11, 2024, when a foreign flag tanker reported an inoperable emergency generator. The vessel received new batteries for its emergency generator on September 12, 2024. The report from class surveyors was received on September 14, 2024, attesting to the satisfactory condition of the emergency generator. Case closed.
 - iii. The third equipment failure was on September 30, 2024, when a foreign flag bulk carrier had an anchor that would not properly deploy during anchoring, as reported by the pilot. When the pilot returned onboard the vessel, they conducted an operational test of both anchors, which was satisfactory. The vessel provided a satisfactory class surveyors report with both the port and starboard anchors found to be in good working order. Case closed.
 - iv. The allision was on September 26, 2024, when a foreign flag bulk carrier had an allision in the Port of Stockton. No reported damage to vessel. The control duty officer received a class surveyor's report attesting that there were no damages found to the structural condition of the vessel nor to the internal or external components. Case closed.
 - v. Finally, the hull damage occurred on September 24, 2024, when a foreign flag passenger ship reported water entering the engine room through day tank into

the compartment and adjacent void spaces. The vessel used a wooden wedge with rubber to stop the egress of water.

On September 26, 2024, divers applied an epoxy compound on the outside of the hull and a doubler plate was installed inside the void space with a strongback support.

On September 26, 2024, PSC attended vessel inspect. PSC required more permanent repairs by next port, scheduled to be Los Angeles. The vessel was noted to have not made permanent repairs in Los Angeles, where the vessel departed and was last reported to be in Mexico with temporary repairs. Case closed.

- Board staff received a copy of the PMSA West Coast Trade Report for October 2024.
- On October 23, 2024, Assistant Director Millspaugh and Executive Director Garfinkle met with Cris Rojas, Deputy Secretary of Administration and Audits, with CalSTA, to discuss the legacy of Secretary Omishakin and the Board’s accomplishments during his term.
- On October 28, 2024, Executive Director Garfinkle attended the joint meeting of the Pilot Boat Advisory Committee and the Finance Committee of the Board.
- On October 29, 2024, Board staff oriented and contracted with a new trainee, Captain Daniel Thinger. Executive Director Garfinkle welcomed Captain Thinger and thanked the SFBP staff who participated in getting the trainee off to a good start.
- On October 30, 2024, Board staff received a copy of the San Francisco Bar Pilots Fall 2024 Newsletter.
- On November 1, 2024, Board staff received a “Notice of Hearing” before the Board of Pilot Commissioners for Monday, April 14, 2025, at 9:00 a.m.
- On November 4, 2024:
 - Executive Director Garfinkle attended the Finance Committee meeting.
 - Board staff received copies of the surveys for the Pilot Vessel (P/V) DRAKE and the P/V CALIFORNIA.
- On November 5, 2024, Board staff received notice that the donation of the former Pilot Vessel Golden Gate, to the Sea Scouts, was completed.
- Finally, on November 13, 2024, Executive Director Garfinkle learned that pensioner Captain Cota passed away.

B. Report on pilot licensing matters since the Board meeting held on September 26, 2024.

Executive Director Garfinkle reported that, since the September 2024 Board meeting, the Board issued license renewals to Board licensees: Captains Meyer, Freese, and Vogel.

C. Report on Board surcharges.

Executive Director Garfinkle reported that the SFBP wired \$779,936.31 to the Board for surcharges collected in September 2024, itemized as follows:

- Operations Surcharge: \$ 189,226.77
- Pilot Training Surcharge: \$ 20,410.00
- Trainee Training Surcharge: \$ 28,905.00
- Pilot Boat Surcharge: \$ 541,394.54

Executive Director Garfinkle reported that the SFBP wired \$ 917,130.95 to the Board for surcharges collected in October 2024, itemized as follows:

- Operations Surcharge: \$ 215,837.88
- Pilot Training Surcharge: \$ 21,560.00
- Trainee Training Surcharge: \$ 25,670.00
- Pilot Boat Surcharge: \$ 654,063.07

D. Report of pension fiduciary.

September pension allocation:

Executive Director Garfinkle reported that as of September 30, 2024, there were 85 pensioners.

- Surcharge Rate for the Quarter: \$ 0.04448 per gross registered ton
- Rolling Look Back Period: April 2023 through March 2024
- Monthly Tonnage for September 2024: 28,316,311
- Surcharge Billing Total: \$ 1,259,509.43
- Administrative Costs for the Month: \$ 3,051.40
- Amount Distributed to Pension Beneficiaries: \$ 1,256,458.03
- Total Monthly Target Rates: \$ 1,242,335.91
- Amount Over/(Under) Target: \$ 17,173.52

October pension allocation:

Executive Director Garfinkle reported that as of October 31, 2024, there were 85 pensioners.

- Surcharge Rate for the Quarter: \$ 0.04356 per gross registered ton
- Rolling Look Back Period: July 2023 through June 2024
- Monthly Tonnage for October 2024: 29,341,220
- Surcharge Billing Total: \$ 1,278,103.48
- Administrative Costs for the Month: \$ 2,539.50

- Amount Distributed to Pension Beneficiaries: \$ 1,275,563.98
- Total Monthly Target Rates: \$ 1,221,602.70
- Amount Over/(Under) Target: \$ 56,500.78

The last Cost of Living Adjustment (COLA) increase to the pension was April 1, 2023.

E. Report on outstanding requirements of Board actions in response to Board determination and direction on Incident Review Committee (IRC) reports.

Executive Director Garfinkle reported Captain Slack submitted a letter attesting to addressing the SFBP General Membership regarding the passing of the conn (a term of art meaning the control of a vessel) to the master of the RUBY PRINCESS, and the issue of passing the conn to a mariner who does not hold an appropriate State or Federal Pilot license, at the SFBP general meeting held on October 16, 2024.

Additional Discussion (Directors’ Report continued)

Legislative Activities

For legislative matters, Assistant Director Millspaugh reported the following:

Senate Bill (SB) 295 Dodd/Grayson

SB 295 passed both houses of the legislature and was signed into law by the Governor on September 28, 2024, and the bill takes effect January 1, 2025. The bill authorized changes to Harbors and Navigation Code (HNC) 1159.1 and expanded the authority of the Board of Pilot Commissioners (Board) to expend funds from the Board’s Special Fund for pilot boats.

Assembly Bill (AB) 1296 Dodd/Grayson

AB 1296 passed both houses of the legislature but was vetoed by the Governor on September 29, 2024. This bill, if passed, would have prohibited a state regulation from requiring or compelling licensed pilots, to replace certain pilot boats until a pilot boat reaches the end of its useful service life.

Contractual Matters

Assistant Director Millspaugh reported the following regarding contractual matters:

California State University Maritime Academy (CMA) – Trainee Selection Exam Services (Contract # To Be Determined)

Resulting from discussion during the Ad Hoc Committee to Review Pilot Trainee Training Selection Exam (Committee), it was agreed an interagency contract between the CMA and the Board shall only incorporate the use of CMA’s simulator and facilities for 2026 Pilot Trainee Training Exam. Board staff, at the request of the Committee, reached out to CMA to determine if the proposed integration of CMA and California Polytechnic State University (Cal Poly), San Luis Obispo could delay the ability of the Board and CMA entering into an agreement. CMA responded they do not foresee the pending integration affecting procurement, including procurement timelines. Board staff shall proceed with developing an interagency agreement by

early 2025, securing dates in 2026 for use of the CMA facilities. The agreement should include use of all the CMA space used for previous exams.

Trainee Selection Exam Services (Contract # To Be Determined)

Board staff have begun the development of a scope of work and related documents towards the solicitation of services for the development of the 2026 Pilot Trainee Training Program Exam, including a virtual written exam, as well as the simulator and oral portions of the exam. Board staff expect to complete a draft Scope of Work (SOW) by December 1, 2024, and provide a draft Request for Proposal to the California Highway Patrol (CHP) for review by December 31, 2024, with the intended start date of an agreement in July 2025.

California Department of Human Resources (CalHR) – Trainee Selection Exam Services (Contract # To Be Determined)

Board staff shall develop a scope of work and budget for Pilot Trainee Training Program Exam related services from the California Department of Human Resources (CalHR). The scope of services involved are to-be-determined but will be related to the validation of the job analysis to be performed in support of exam development, and validation of the written, simulator, and oral portions of the exam.

State Controller’s Office (SCO) – Audit Services – Surcharges (23M900009)

The agreement between the Board and State Controller’s Office (SCO) has been finalized and approved by all parties. SCO should be reaching out soon regarding the 2023 audit.

State Controller’s Office (SCO) – Pilot Boat Program Audit

Board staff continue to work with SCO staff to develop a scope of work for a new Inter-Agency agreement between the Board and the SCO in support of the Pilot Boat Program Audit. Board staff anticipate development of the new Inter-Agency Agreement to be completed by early 2025.

Pilot and Pilot Trainee Fitness Assessment with the University of California San Francisco (UCSF) (21M900004)

A one-year agreement between the Board and UCSF with a term date of July 1, 2024, through June 30, 2025, has been finalized and approved by all parties.

Pilot and Pilot Trainee Fitness Assessment w/UCSF (Contract # To Be Determined)

Development of a three-year agreement with a term date of July 1, 2025, through June 30, 2028, is in process. Board staff have scheduled a meeting with UCSF staff on November 19, 2024, to discuss the scope of work and budget. Board staff expect to submit the agreement for review by the CHP in January 2025.

Information Technology (IT) Support Services, California Department of Transportation (23M900000-1)

The agreement between the Board and Caltrans is for IT support services related to the IT Modernization project (ITMP). All parties have approved an amendment to the agreement, which extends the term of the agreement to June 30, 2026, and increases the budget by \$54,419.00.

Budget Act of 2024 – State Operations Reductions

The Budget Act of 2024 called for reductions in state operations costs by 7.95%. Starting in Fiscal Year 2024-25 and ongoing, agencies and departments' state operations budgets are to be reduced by 7.95%. Board staff submitted information to the Department of Finance (DOF) on August 21, 2024, requesting an exemption from the reduction. To date, Board staff have not received a response from DOF. Since this is an agreement between two state agencies and the extension was submitted prior to the expiration, there will not be a gap in the dates covered by contracts.

In a response to public comment by Anne McIntyre on this report concerning the letter from David Carl, CEO of Global Marine Movements, Inc., Executive Director Garfinkle noted that there is no standard procedure to review claims of alleged conflicts of interest; but Board staff intend to follow up on the claims made in the letter from Forrest Booth and Brad Pace of the Kennedys law firm, regarding the activities of Advantage Marine Services, LLC.

7. Port Agent's Report (Port Agent Carlier)

A. Monthly report on San Francisco Bar Pilots (SFBP) pilot availability and absences.

The Port Agent, Captain Carlier, reported, as of November 14, 2024:

- Captain Teague was Absent for Medical Reasons (AFMR) since February 14, 2024.
- The SFBP continuously monitors the dispatch list for possible 12-hour Minimum Rest Period (MRP) exceptions. For any potential exception likely to result in a rest period of less than 10 hours, SFBP will ensure that mitigating measures are enacted. These measures include, but are not limited to, suspending continuing professional development protocols, cancelling scheduled meetings or committee assignments, cancelling previously granted compensation time requests, deferring scheduled training sessions, or calling in off-watch pilots.
- There were 52 licensees on the SFBP roster. There were 4 MRP exceptions in September 2024, and 4 MRP exceptions in October 2024, with the shortest rest period being 10.3 hours.

B. Monthly report on SFBP ship piloting business activity.

October 2024 Pilot Boat Report

For October 2024, Captain Carlier reported:

- Normal operations for Pilot Vessels (P/V) CALIFORNIA and SAN FRANCISCO.
- The P/V DRAKE has been in the shipyard since October 7, 2024. Completion of all work is expected by mid-December 2024.
- The old P/V GOLDEN GATE was donated to the Sea Scouts as of November 5, 2024.
- On October 13, 2024, the P/V GOLDEN GATE's control module for the fire suppression system failed, setting off the system dockside. The cause is still under investigation, awaiting replacement fire suppressant cannisters.
- P/V PITTSBURG was out of service September 23, 2024, through October 1, 2024, for

maintenance.

September 2024 Vessel Moves

For September 2024, Captain Carlier reported vessel moves were as follows:

- Bar Crossings: 467
- Bay Moves: 124
- River Moves: 42
- Total Moves: 633
- Gross Registered Tonnage (GRT): 28.3 million

Captain Carlier reported that when comparing September 2024 vessel move data with the same period in 2023, total moves were down 0.56% and GRT was up 6.2%.

October 2024 Vessel Moves

For October 2024, Captain Carlier reported vessel moves were as follows:

- Bar Crossings: 464
- Bay Moves: 127
- River Moves: 34
- Total Moves: 625
- Gross Registered Tonnage (GRT): 29.3 million

Captain Carlier reported that when comparing October 2024 vessel move data with the same period in 2023, total moves were down 1.3% and GRT was up 5.1%.

Regarding the report on Minimum Rest Period (MRP) exceptions, Commissioner Nyborg explained that the standard MRP has been kept at 12 hours for the last 10 years for even metric comparisons. Exceptions are reported when pilots return to work with less than 12 hours of rest. No pilot should be allowed to resume work with less than 10 hours of rest unless there's an emergency exception, such as high winds. The MRP is referenced as one metric to determine if more pilots are needed.

C. Monthly confidential written report of licensed pilots who have been Absent for Medical Reasons (AFMR). The Board may go into closed session to discuss the contents of the Port Agent's confidential report and other relevant confidential medical information, as authorized by Harbors and Navigation Code (HNC) section 1157.1.

The Board discussed contingency plans for coverage if half the pilots were to go out on AFMR or if another event like 9/11 were to occur. Some options listed were shortened time off, MRP exceptions, and potential shipping delays.

8. Pilot Evaluation Committee (Committee Chair)

A. Report on the Pilot Evaluation Committee (PEC) meeting held on October 16, 2024.

PEC Chair Ruff presented the PEC Chair's Report on the following:

- The Pilot Evaluation Committee (PEC) met on October 16, 2024. The members present were Captains Wehr, Slack, Stultz, Bridgman, and Ruff. Executive Director Garfinkle joined the PEC in an open session and discussed the two trainees scheduled to start training. Both should start by November or December 2024.
- The PEC discussed the next exam and third-party proctoring.
- A new trainee, Dan Thinger, started October 29, 2024.
- The November 6, 2024, PEC meeting was cancelled. (The PEC opted for a longer evaluation period instead of the three-week November 2024 evaluation period.)
- As of October 2024, there were five active trainees including Gallo, Barron, Johnson, Johnston, and Thinger. The trainees' range of time in the program ranged from one month to 13.9 months. As of November 2024, all five trainees' range of time in the program ranged from two months to 14.9 months.
- All trainees have been getting trips to obtain their first-class pilotage endorsement for unlimited tonnage upon San Francisco Bay. They have been observing, part handling and handling ships under direct supervision of a licensed pilot.
- Trainees Gallo and Barron have completed testing for their federal pilotage with the USCG and have completed a few trips to and from Sacramento to raise their pilotage licenses to unlimited first-class pilot.
- In closed session, all trainees were individually interviewed and counseled on their progress in the training program. Time was spent answering their questions and concerns they had.
- As of November 2024, all trainees have been meeting recommended benchmarks and progressing at their own rate.
- The next PEC meeting is scheduled for Wednesday, December 4, 2024, at 7:30 a.m., at 660 Davis Street, in San Francisco.

B. Possible PEC recommendation to place one or more Pilot Trainee Training Program trainees on probation or dismiss one or more trainees from the program.

Possible Board action to place one or more Pilot Trainee Training Program trainees on or off probation or dismiss one or more trainees from the program.

No action.

C. Possible PEC recommendation as to whether a trainee has, or trainees have successfully completed the Pilot Trainee Training Program.

Possible Board action to award a Certificate of Completion to a trainee who has completed the Pilot Trainee Training Program.

No action.

D. Possible recommendation from the Executive Director for the Board to issue a state pilot license to a trainee who holds a Certificate of Completion from the Pilot Trainee Training Program.

Possible Board action to accept a recommendation from the Executive Director that a trainee holding a Certificate of Completion from the Pilot Trainee Training Program be licensed as a state-licensed pilot.

No action.

E. Discussion regarding requirements for PEC Chair reporting and who is required to deliver the PEC Chair's report (Legal Counsel Tuck)

No action.

9. Reported Safety Standard Violations (Executive Director Garfinkle) (Reported safety standard violations occurring up to the start of the meeting will be included.)

Executive Director Garfinkle stated there was one violation filed by Commissioner Nyborg for the oil/chemical tanker EASTERLY LIME GALAXY, outbound to Mexico. There was no manrope provided, even after the request for a manrope was acknowledge by the Master. No further investigation was possible, as the ship was outbound to Mexico. Commissioner Carr stated he would ensure the latest International Maritime Pilot Association (IMPA) report on pilot boarding apparatus would be included in the discussion points for the next meeting.

10. Incident Review Committee (IRC) —Reportable Piloting Events (Executive Director Garfinkle/Vice President Hayes-White) (Reportable piloting events occurring up to the start of the meeting will be reported on.)

Executive Director Garfinkle stated there were two outstanding events.

A) Progress report regarding the September 25, 2024, event involving the bulk carrier M/V KONA TRADER which made unintended contact with the pier in the Port of Stockton.

Executive Director Garfinkle stated that on September 25, 2024, the bulk carrier M/V KONA TRADER made unintentional contact with a pier at the Port of Stockton. There was reported damage to the pier structure, but no damage to the vessel. The IRC is investigating this event. No Board action is necessary as the investigation is still within the 90-day statutory deadline.

B) Progress report regarding the October 14, 2024, event involving the Motor Tanker (M/T) PLATANOS which made unintended contact with the pier at Shell Martinez.

Executive Director Garfinkle stated that on October 14, 2024, the Motor Tanker (M/T) PLATANOS made unintentional contact with the pier at Shell Martinez Oil Terminal (MRZ-3). There was reported damage to the hull of the ship, but no reported damage to the pier. The IRC is investigating this event. No Board action is necessary as the investigation is still within the 90-day statutory deadline.

11. Ad Hoc Committee on Review of Pilot Trainee Training Program Selection Exam (Committee Chair Commissioner Carr)

A) Report on the November 7, 2024, Ad Hoc Committee on Review of Pilot Trainee Training Program Selection Exam meeting.

Commissioner Carr stated that the committee met to discuss various possible means to hold the Trainee Training Selection Exam, citing concerns regarding CMA's ability provide exam related services.

B) Possible Ad Hoc Committee recommendation regarding the 2026 Pilot Trainee Training Program Selection Exam (Exam), related to the Ad Hoc Committee discussion on diversification of the Exam pool and on Exam preparation, staffing, venue, and execution.

Possible Board action on a recommendation from the Ad Hoc Committee regarding the Exam, which may include a recommendation on diversification of the exam pool, and exam preparation, staffing, and venue that may result from the above discussion.

Commissioner Carr stated that the committee concluded the current qualification standards, and exam protocols shall remain in place for the summer 2026 exam.

C) Possible Ad Hoc Committee recommendation regarding the vendor or agency selection process to create, host, and execute the written, simulator and oral components of the Exam proposed to be held in 2026.

Possible Board action on a recommendation from the Ad Hoc Committee regarding the selection process to create, host and execute the written, simulator and oral components of the 2026 Exam, including contractual considerations and/or policy changes that may result from the above discussion.

Assistant Director Millspaugh stated Board staff would continue to work on the 2026 exam contracts for the location with CMA and the Request for Proposals (RFP) for a third-party psychometrician contractor. The psychometrician contract proposal shall contain itemized expectations of the psychometrician related work, including details regarding job task analysis, use of remote proctor exam process, assistance in developing written and simulator exam portions, analyzing lessons learned, and initial development of the 2028 exam. The committee agreed to a two-year (as opposed to three-year) timeframe between the 2026 and 2028 exams and emphasized their desire to look at all possible avenues to address diversity for the both the 2026 and 2028 exam. The next Ad Hoc Committee on Review of Pilot Trainee Training Program Selection Exam meeting is scheduled for January 9, 2025, to discuss RFPs, contracts, and future exam considerations.

The Board discussed considerations regarding how and where to hold the exam and current and additional research, including what has taken place toward exam development in other pilotage jurisdictions. Responding to a question from Commissioner Rodriguez, Executive Director Garfinkle stated that Board staff has been in close contact with the Washington State Board of Pilotage Commissioners and the Los Angeles Pilots to discuss what they're doing, lessons learned, and shared goals regarding their pilot exams and hiring processes.

Commissioner Carr suggested having a psychometrician evaluate the exam process, develop written questions and a simulation to develop a test that focuses on filtering candidates by the desired skills and requirements needed for pilots. The psychometrician should work with CalHR to achieve compliance.

12. Finance Committee (Committee Chair Commissioner Nyborg)

A) Report on the Finance Committee meeting held on November 4, 2024.

Finance Committee Chair Nyborg stated the committee discussed tonnage, Board fund conditions, and analyzed trends, revenue, and expenses. With the objective of maintaining one year of budget authority in reserve, and to smooth out the impact of increasing costs on ratepayers, the Finance Committee recommended the following three recommendations and one non-action.

B) Finance Committee recommendations to the Board on the following Board surcharges:

- i. To adjust or not adjust the Board Operations Surcharge rate (currently at 5.5% of all pilotage fees), and the revenues, expenditures, and reserve balance.**

Possible Board action to adjust the Board Operations Surcharge rate.

Finance Committee Chair Nyborg stated the committee recommended that the Board raise the surcharge 0.25%; from 5.5% to 5.75%, effective January 1, 2025. Assistant Director Millspaugh explained that a letter will be sent to the Department of Finance, seeking approval of this rate increase before January 1, 2025, as required by statute.

MOTION: Commissioner Nyborg moved to increase the Board Operations Surcharge rate of all Pilot fees from 5.5% to 5.75%, effective January 1, 2025.
Commissioner Rodriguez seconded the motion.

VOTE: YES: Tynan, Hayes-White, Carr, Korwatch, Nyborg, and Rodriguez.
NO: None.
ABSTAIN: None.

ACTION: The motion was approved.

- ii. To adjust or not adjust the Pilot Continuing Education Surcharge rate (currently at \$35 per move).**

Possible Board action to adjust the Pilot Continuing Education Surcharge rate.

Finance Committee Chair Nyborg stated the committee recommended that the Board raise the surcharge from \$35 per move to \$45 per move, effective January 1, 2025.

MOTION: Commissioner Nyborg moved to increase the Pilot Continuing Education Surcharge from \$35 per move to \$45 per move, effective January 1, 2025.
Commissioner Rodriguez seconded the motion.

VOTE: YES: Tynan, Hayes-White, Carr, Korwatch, Nyborg, and Rodriguez.
NO: None.
ABSTAIN: None.

ACTION: The motion was approved.

iii. To adjust or not adjust the Pilot Trainee Training Surcharge rate (currently \$10/trainee/move).

Possible Board action to adjust the Pilot Trainee Training Surcharge rate.

Finance Committee Chair Nyborg stated the committee recommended that the Board raise the Pilot Trainee Training Surcharge rate from \$10 per trainee per move to \$20 per trainee per move, effective January 1, 2025.

Commissioners Rodriguez and Nyborg agreed future Board agendas should include the current and proposed rates, if possible. Executive Director Garfinkle stated if the committee meets between the time the Board agenda is published and the time of the Board meeting then it will not be possible to include the specific details from the committee meeting in the Board agenda.

Executive Director Garfinkle stated the Pilot Trainee Training Surcharge rate is dependent on the number of trainees in the program and every move is charged this rate, regardless of if the move involves a trainee.

MOTION: Commissioner Nyborg moved to increase the Trainee Training Surcharge rate from \$10 to \$20 per trainee per move, effective January 1, 2025. Commissioner Rodriguez seconded the motion.

VOTE: YES: Tynan, Hayes-White, Carr, Korwatch, Nyborg, and Rodriguez.
NO: None.
ABSTAIN: None.

ACTION: The motion was approved.

iv. To adjust or not adjust the Pilot Boat Surcharge rate (currently at \$0.021 per gross registered ton).

Possible Board action to adjust the Pilot Boat Surcharge rate.

Finance Committee Chair Nyborg stated the committee recommended no change to the pilot boat surcharge rate.

MOTION: Commissioner Nyborg moved to accept the Finance Committee's recommendation to keep the Pilot Boat Surcharge rate at \$0.021 per gross registered ton (effective as of July 1, 2024). Commissioner Rodriguez seconded the motion.

VOTE: YES: Tynan, Hayes-White, Carr, Korwatch, Nyborg, and Rodriguez.
NO: None.
ABSTAIN: None.

ACTION: The motion was approved.

Finance Committee Chair Nyborg added the below regarding agenda item 12A.

A) Report on the Finance Committee meeting held on November 4, 2024.

Finance Committee Chair Nyborg thanked Commissioner Rodriguez for joining the Finance Committee in November 2024. Once fully briefed by Board staff, and comfortable with the Committee, Commissioner Rodriguez agreed to become the new Finance Committee chair (by February 2025).

Recess began at 10:47 a.m.

Meeting resumed at 11:00 a.m.

13. Joint Pilot Boat Advisory Committee and the Finance Committee (Committee Chair, Commissioner Carr)

A) Report on the October 28, 2024, Joint Pilot Boat Advisory Committee, and the Finance Committee meeting.

Chair Carr reported the proposed Pilot Boat Surcharge regulations language changes received two comments related to section 236.1(h) during the 45-day public comment period. The Committee, in response to these comments, discussed and developed proposed language changes to make it clear that the collection of surcharges toward anticipated pilot boat costs, as well as authorized costs, would be allowed.

B) Possible Joint Pilot Boat Advisory Committee and the Finance Committee recommendation regarding public comments received on the proposed changes to Pilot Boat Regulations.

Possible Board action on the proposed regulation edits and a new public comment period for review of changes to proposed regulations.

Chair Carr stated the committee recommended the Board approve the following suggested language to the proposed regulation and publish it for a 15-day public comment period:

*“236.1(h) The finance committee or the Board shall periodically, or at such times as the Board may direct, review the costs authorized, **or anticipated to be 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, **or anticipated to be authorized**, by the Board for recovery..”* Chair Carr stated that all other language remains unchanged.

MOTION: Commissioner Carr moved to modify the language in the pilot boat regulations as specified, adding “or anticipated to be authorized” in both places after the “costs authorized”, and publish the updated document for public comment.

Commissioner Rodriguez seconded the motion.

VOTE: YES: Tynan, Hayes-White, Carr, Korwatch, Nyborg, and Rodriguez.

NO: None.

ABSTAIN: None.

ACTION: The motion was approved.

C) Discussion of the California Air Resources Board (CARB) Harbor Craft regulations deadline and the SFBP request for exemptions.

Possible Board action regarding the SFBP extension request.

The Board discussed the SFBP's request to CARB, made in May 2024, for exemption of SFBP's pilot station boats from regulations imposing stricter emission standards on harbor craft. As of November 14, 2024, CARB had not responded with an approval or denial of the SFBP's requested exemption. Captain Ann McIntyre, Business Director of the SFBP, stated the SFBP is waiting for the response from CARB before they complete the boat design for the next pilot station boat.

Captain McIntyre further reported the P/V CALIFORNIA requires approximately \$800,000 in overhaul costs, and investing these funds in a vessel that may not receive an exemption puts an undue burden on the SFBP. She further reported it will take 18 months to ten years for shipyards to accommodate the build of the three pilot station boats under consideration, and two station pilot boats will be out of compliance with CARB by the end of 2024.

If CARB has not responded by the end of 2024, the SFBP will be unable to use two station boats per CARB regulations (or be subject to a \$10,000 per day per boat fine), but if the SFBP does not use the two boats they will be unable to fulfill their legal obligations under the Harbors and Navigation Code. Captain McIntyre reported the SFBP has explained these points in the extension (E3) applications they submitted to CARB, responded to questions received from CARB, and sent financial information, including tax returns at CARB's request. However, SFBP has received no correspondence from CARB since February 28, 2024 (when CARB sent a list of questions to the SFBP, which SFBP responded to). Captain McIntyre requested the Board's assistance to encourage an immediate response from CARB. Board members discussed developing a letter and agreed, following discussion, that a letter to the Governor's Office detailing the need for CARB to act, and the consequences of inaction, should be prepared and sent.

MOTION: Commissioner Rodriguez moved to have the Board develop a letter to Governor Newsom to support the resolution of the immediate problem involving SFBP's extension request in the matter of the CARB's implementation of the Harbor Craft regulations. Commissioner Carr seconded the motion.

VOTE: YES: Tynan, Hayes-White, Carr, Korwatch, Nyborg, and Rodriguez.
NO: None.
ABSTAIN: None.

ACTION: The motion was approved.

Executive Director Garfinkle requested the SFBP provide bullet points to reference for the letter to Governor Newsom.

President Tynan stated she would work with Board Counsel Tuck to send a letter by Monday, November 18, 2024.

14. Pilot Vessel Condition and Valuation Survey review of Pilot Vessel (P/V) DRAKE and P/V CALIFORNIA. (Executive Director Garfinkle)

Executive Director Garfinkle stated he received the surveys of the two boats with minor corrections needed.

A) Review and discuss the Condition and Valuation Survey for the P/V DRAKE.

Possible Board action on the Condition and Valuation Survey for the P/V DRAKE and making a finding that the vessel is safe and suitable for pilotage service.

Executive Director Garfinkle, summarizing the marine surveyor's report, stated that the P/V DRAKE evaluation noted two emergency lights that didn't illuminate, ring buoys and water activated lights were not onboard, and the medical oxygen mask should be checked more regularly. Captain McIntyre stated the SFBP is in the process of correcting these concerns. The P/V DRAKE remains in the shipyard and Captain McIntyre will advise the Board once all repairs have been completed. Expecting SFBP to address the noted exceptions, Executive Director Garfinkle recommended the Board find the boat safe, and suitable for pilotage service.

MOTION: Commissioner Carr moved to accept the Condition and Valuation Survey for the P/V DRAKE and the finding that the vessel is safe and suitable for pilotage service. Commissioner Nyborg seconded the motion.

VOTE: YES: Tynan, Hayes-White, Carr, Korwatch, Nyborg, and Rodriguez.
NO: None.
ABSTAIN: None.

ACTION: The motion was approved.

B) Review and discuss the Condition and Valuation Survey for the P/V CALIFORNIA.

Possible Board action on the Condition and Valuation Survey for the P/V CALIFORNIA and making a finding that the vessel is safe and suitable for pilotage service.

Executive Director Garfinkle provided a summary of the marine surveyor's report, stating that the P/V CALIFORNIA tender's fuel tank had corroded fittings, the tender cradle hydraulic fittings needed to be replaced, the saltwater cooling tank had corrosion on some pipes that needed to be replaced with Polyvinyl Chloride (PVC), there were some leaking components on the tender's helm, and they needed to test the emergency lights more frequently. Executive Director Garfinkle recommended the Board find the boat safe, and suitable for service and, in response to a question from Board Counsel Tuck, noted the common practice is to certify a boat as safe and suitable if only minor repairs are needed and assurances are received that the changes will be completed. Captain McIntyre stated the SFBP will ensure all repairs are performed.

Commissioner Carr requested the Board receive a report to confirm when repairs are completed.

MOTION: Commissioner Carr moved to accept the Condition and Valuation Survey for the P/V CALIFORNIA and the finding that the vessel is safe and suitable for pilotage service. Commissioner Nyborg seconded the motion.

VOTE: YES: Tynan, Hayes-White, Carr, Korwatch, Nyborg, and Rodriguez.

NO: None.

ABSTAIN: None.

ACTION: The motion was approved.

15. Presentation of the Pilot Retirement Survey (Licensing and Training Programs Manager Wong)

Licensing and Training Programs Manager Wong reported on the following:

- Board staff prepared a staff report which contained information on the trainees currently in the Pilot Trainee Training Program. As of November 8, 2024, there were two candidates remaining on the trainee exam ranked list from the June 2022 trainee exam, that have not started training.
- The staff report included statistics from the Pilot Retirement Survey, that was conducted in August 2024, and other relevant information, including:
 - 52 licensees were surveyed, and all 52 completed the retirement survey. Licensees took an average of one minute to complete the survey.
 - The Pilot Retirement Eligibility information used to be a question on the Pilot Retirement Survey, but Board staff decided to compile the information for 2024 instead.
 - The number of licensees eligible to retire, and the year of eligibility:
 - Four in 2024.
 - One in 2025.
 - Four in 2026.
 - Three in 2027.
 - Most licensees will be eligible to retire after 2030.
 - Survey questions and responses included:
 1. “With information that I have as of today, I intend to retire sometime during the year listed.” Answers ranged from 2024 to after 2030. The number of licensees that selected each available response were:
 - * 0 licensees selected 2024.
 - * 0 licensees selected 2025.
 - * 6 licensees selected 2026.
 - * Most licensees (69%) selected “After 2030”
 2. “With the information that you have as of today, please select from the options below the most applicable reason impacting the length of time you plan to hold a BOPC-issued pilot license.” The number of licensees that selected each available response were:

- * 22 licensees (42%) selected “I plan to continue working as a BOPC-licensee only until about the time that I am eligible to receive retirement benefits.”
 - * 23 licensees (44%) selected “I plan to continue working as a BOPC-licensee beyond the date I am eligible to receive retirement benefits.”
 - * 6 licensees (11%) selected “I plan to stop working and relinquish my BOPC license in advance of being eligible to receive retirement benefits.”
 - * 1 licensee skipped this question.
3. “Please take a moment to note the factors that may impact your decision when to retire. Mark all the factors that apply.” Licensees could select more than one answer for this question. The number of licensees that selected each available response were:
- * 41 licensees selected “Health or physical demands of piloting work”
 - * 35 licensees selected “Personal finance”
 - * 25 licensees selected “Issues related to work/rest balance”
 - * 20 licensees selected “Dissatisfaction with piloting income”
 - * 19 licensees selected “Family needs”
 - * 7 licensees selected “Dissatisfaction with piloting work”
 - * 2 licensees skipped this question.
- Board staff added a section to compare data from retirement surveys completed in July 2020 to the most recent survey completed in August 2024. Findings for the new section included:
 - Most licensees have consistently answered that they planned to retire on or after the date they are deemed eligible. For the retirement survey issued January 2022, 11 licensees answered that they planned to relinquish their BOPC licenses before they were eligible for their retirement benefits. For the retirement surveys conducted for all other recent years, 5-6 licensees answered that they planned to relinquish their BOPC licenses before they were eligible for their retirement benefits.
 - There has been an increase of Board Licensees concerned about the following, that may impact their decision to retire:
 - * Health or physical demands of piloting work
 - * Personal finance
 - * Family needs
 - In January 2022, there was a sharp increase in the number of licensees concerned about piloting income, which may impact their decision to retire.
 - The number of licensees eligible to retire demonstrated in the staff report is a cumulative amount.

Vice President Hayes-White and Commissioner Nyborg appreciated the 100% participation of the licensees and the increased relevance of the questions.

Executive Director Garfinkle stated the retirement survey used to be issued twice a year but is now conducted once a year. Commissioner Nyborg stated the Board’s intent is to ensure there are enough licensed pilots to ensure safety and meet shipping demands for services.

Commissioner Rodriguez stated his concern with the 12 pilots eligible to retire in 2024.

Commissioner Carr stated trainees should be fully trained by 2026.

16. Presentation of the proposed Board meeting calendar for 2025.(Executive Director Garfinkle)

Possible Board action on a Board meeting calendar for 2025.

Executive Director Garfinkle thanked Board staff for compiling the 2025 Board meeting schedule, with meetings scheduled for the fourth Thursday of each month (with some exceptions in consideration of holidays), consistent with prior years. One minor change (bolded) was made to the below schedule.

2025 Board Meeting Schedule:

- Thursday, January 23, 2025
- Thursday, February 27, 2025
- Thursday, March 27, 2025
- **Thursday**, April 24, 2025
- Thursday, May 22, 2025
- Thursday, June 26, 2025
- Thursday, July 24, 2025
- Thursday, August 28, 2025
- Thursday, September 25, 2025
- Thursday, October 23, 2025
- Thursday, November 13, 2025
- Thursday, December 11, 2025

MOTION: Commissioner Rodriguez moved to approve the Board meeting schedule, as amended.
Commissioner Carr seconded the motion.

VOTE: YES: Tynan, Hayes-White, Carr, Korwatch, Nyborg, and Rodriguez.
NO: None.

ABSTAIN: None.

ACTION: The motion was approved.

17. Stakeholders’ report on subjects that may be of interest to the Board, including reports on shipping activity regionally and within the Board’s jurisdiction (Mike Jacob, Pacific Merchant Shipping Association/Captain Anne McIntyre, SFBP)

Mr. Jacob stated trends remained unabated, including the disruptions in the Middle East which, in some respects, have grown worse. Regarding the International Longshoremen's Association (ILA), PMSA received news that parties were in various stages of non-cooperation and most shippers will likely not be sending volume back to the East Coast. Although this will be good for ports in Southern California, it will only be mildly good for the Ports of Oakland and San Francisco. Additional equipment access delays are expected in Southern California, with a turn-time of nine and a half days, which is six or seven days too long, especially for entities that are waiting for rail equipment, which has a growing demand.

The Port Agent report noted elevated tonnage, which is good but not great in comparison to 2023. Comparing 2023 to 2024, the number of containers for Oakland is only a small difference between years. For the Port of Long Beach, the number of containers in October 2024 was almost one million Twenty-foot Equivalent Units (TEUs). This increase of 40%, compared to October 2023, was the highest the Port of Long Beach had for 2024. PMSA continues to see a diversification of trade despite continued pressures. It is difficult to project longer trends due to the uncertainty of tariff policies connected to changes in administration.

The Port of Oakland has been working on internal financing plans to fund the \$2.7 billion to \$2.9 billion construction estimate for the important Turning Basin Expansion Project. The Port of Oakland has planned the expansion for the first quarter of 2025, but the construction will likely begin in 2027 or 2029, depending on the California Environmental Quality Act review the project is going through.

Mr. Jacob thanked the Board for agreeing to assist with the SFBP CARB extension efforts and agreed to the Board forwarding copies of the letter, addressed to Governor Newsom, to any additional contacts as needed.

18. Discussion regarding the contract for Surcharge Collection, Pilot Education and Pilot Trainee Training between the SFBP and the Board, and issues related to reimbursement of the SFBP by the Board. (Nyborg/McIntyre)

Captain McIntyre stated that the SFBP has been working on the appropriate forms related to the reimbursement, estimated at approximately \$35,000 of past due fees. Upon Assistant Director Millspaugh's confirmation of the specific amount due, the SFBP will submit the reimbursement claim to the government entity Commissioner Rodriguez identified. The process has made significant progress thanks to Commissioner Rodriguez's suggestion of the new path to submit a reimbursement claim.

Commissioner Nyborg requested this agenda item remain on the agenda until the issue is resolved.

Board Counsel Tuck recommended addressing agenda item 19 after other agenda items due to the need to go into a closed session for a brief overview. Vice President Hayes-White stated the Board should address agenda item 21, then the closed session for agenda items 19-20.

21. Proposals for the next Board meeting agenda. (President Tynan)

Commissioner Nyborg requested agenda item 18, regarding the fees due to the SFBP, remain on the agenda.

Assistant Director Millspaugh recommended the next Board meeting include discussions regarding:

- What was included in the CARB letter sent to Governor Newsom, and
- ITMP expenses and updates (including figures and comments).

Vice President Hayes-White announced the closed session for agenda items 19-20.

Closed session began at 12:18 p.m.

Closed session ended at 12:42 p.m.

Open session resumed at 12:42 p.m.

19. Closed session for the Board to confer with legal counsel regarding potential significant exposure to litigation against the Board involving an inactive licensee. (Board Counsel)

The Board is authorized to discuss this matter in a closed session pursuant to the Open Meeting Act, Government Code section 11126, subdivisions (e)(1) and (e)(2)(B).

Board Counsel Tuck stated no action was taken by the Board. Nothing to report out but this agenda item will remain on the agenda for the Board meeting on December 12, 2024.

20. Comment by public and Board members on matters not on the agenda.

Vice President Hayes-White reminded attendees that the public comment period is not meant for a question-and-answer portion of the Board meeting but that she would allow questions to be addressed.

In response to a question from Roma Cristia-Plant, Captain McIntyre stated the SFBP has a rolling 72-hour period to retroactively report Fatigue Risk Management System (FMRS) findings and is in the final stages of implementing the dispatch/accounting system. Upon resolving the one remaining programming issue, the SFBP will start reporting in the Port Agent's report.

Agenda item 21 was addressed prior to agenda item 19 so the Board continued to agenda item 22.

22. Adjournment.

MOTION: Commissioner Carr moved to adjourn the meeting. Commissioner Rodriguez seconded the motion.

VOTE: YES: Hayes-White, Carr, Nyborg, and Rodriguez.

NO: None.

ABSTAIN: None.

ACTION: The motion was approved.

The meeting was adjourned at 12:45 p.m.

Submitted by:



Allen Garfinkle
Executive Director

ACRONYM INDEX

Acronyms / Abbreviations	Definition
AB	Assembly Bill
AFMR	Absent For Medical Reasons
BOPC/Board	Board of Pilot Commissioners
CA	California
CaHR	California Department of Human Resources
Cal Poly	California Polytechnic State University
CalSTA	California State Transportation Agency
CARB	California Air Resources Board
CEO	Chief Executive Officer
CHP	California Highway Patrol
CMA	California State University Maritime Academy / California Maritime Academy / Cal Maritime
COLA	Cost of Living Adjustment
Conn	A term of art meaning the conduct of a vessel
COTP	Captain of the Port
DOF	Department of Finance
E3	CARB extension application
EDG	Emergency Diesel Generator
GRT	Gross Registered Tons
FRMS	Fatigue Risk Management System
HNC	Harbors and Navigation Code
ILA	International Longshoremen's Association
IMPA	International Maritime Pilot Association
IRC	Incident Review Committee
IT	Information Technology
ITMP	Information Technology Modernization Project
LOP	Loss of Propulsion
MRP	Minimum Rest Period
MRZ-3	Shell Martinez Oil Terminal platform
M/T	Motor Tanker / Motor Tug
M/V	Motor Vessel
PaCE	Professional and Continuing Education (program under CMA)
PEC	Pilot Evaluation Committee
PMSA	Pacific Merchant Shipping Association
PPU	Portable Pilot Units
PSC	Port State Control
P/V	Passenger Vessel / Pilot Vessel
PVC	Polyvinyl Chloride
RMC	Rex M Clack Law (Law firm)
RFP	Request for Proposals
RPM	Revolution Per Minute
SB	Senate Bill
SCO	State Controller's Office
SFBP	San Francisco Bar Pilots
SOW	Scope of Work

Acronyms / Abbreviations	Definition
TEU	Twenty-foot Equivalent Unit (unit of measurement referring to shipping containers with the internal dimensions of 20 feet long, 8 feet wide, and 8 feet tall)
UCSF	University of California San Francisco
U.S.	United States
USCG	United States Coast Guard

This and other documents for this meeting can be found on the Board’s website www.bopc.ca.gov.

