

State of California

Board of Pilot Commissioners

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

Minutes of the Meeting of the Board of Pilot Commissioners held on October 23, 2025, 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
Access Code:
4310981#



SERVING THE PEOPLE OF CALIFORNIA SINCE 1850



**Board of Pilot Commissioners (Board or BOPC)
for the Bays of San Francisco, San Pablo, and Suisun
Board Meeting
Thursday, October 23, 2025, at 9:30 a.m.**

Board Meeting Minutes

ATTENDANCE

Board Members Present (in person and by phone)

Captain William Benedict, Pilot Member

Captain Robert Carr, Pilot Member

Christine Casey, Designee for the Secretary of the California State Transportation Agency (CalSTA)

Joanne Hayes-White, Vice President, Public Member

Captain Lynn Korwatch, Dry Cargo Industry Member

Sam Rodriguez, Public Member

Karen Tynan, President, Public Member

Board Members Absent

Captain Roy Mathur, Wet Cargo Industry Member

Board Staff Present (in person and by phone)

Allen Garfinkle, Executive Director

Alethea Wong, Licensing and Training Programs Manager

Greg Shepherd, Records Management and Program Support Coordinator

Mari McNeill, Board Administrative Coordinator

Patrick Tuck, Board Counsel

Roma Cristia-Plant, Consultant to the Board (by phone)

Identified Public Present (in person and by phone)

Captain Paul Ruff, San Francisco Bar Pilots (SFBP) (by phone)

Jennifer Cohen, Pacific Merchant Shipping Association (PMSA), Vice President of Governmental Affairs (by phone)

OPEN MEETING

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

President Tynan called the meeting to order at 9:30 a.m. Board Administrative Coordinator McNeill called the roll and confirmed a quorum.

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

Ms. Cristia-Plant, Ms. Jennifer Cohen (PMSA), and Captain Ruff (Chair, Pilot Evaluation Committee) announced they were on the phone.

3. Review and approval of Board meeting minutes from the meeting held on September 25, 2025. (President Tynan)

Possible Board action to approve the minutes from the Board meeting held on September 25, 2025.

Commissioner Carr stated that he submitted his changes via email, and they were integrated into the revised minutes posted on the Board website.

MOTION: Commissioner Carr moved to approve the draft September 25, 2025 Board meeting minutes. Commissioner Korwatch seconded the motion.

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

NO: None.

ABSTAIN: None.

ACTION: The motion was approved.

4. President Announcements and Activities. (President Tynan)

None.

5. Board Member Announcements and Activities. (Board Members)

Commissioner Rodriguez stated he was contacted by the Clean Energy Commission (CEC) regarding the Governor's efforts on clean energy and CEC voiced a desire to have the Bar Pilots represented at the CEC panel for 2026. Commissioner Rodriguez contacted Captain McIntyre, at the SFBP. SFBP reported they will be represented on the CEC panel.

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

A) Correspondence and activities since the Board meeting held on September 25, 2025.

Executive Director Garfinkle reported on the following activities:

- On Tuesday, September 30, 2025, Executive Director Garfinkle notified the Port Agent of the surcharges for the fourth quarter.
- On Thursday, October 2, 2025, Executive Director Garfinkle approved the Board's Pro Rata Assessment of \$173,525 provided by the Department of Finance for Fiscal Year 2026-27.
- On Friday, October 3, 2025, Executive Director Garfinkle approved the pension allocation for September 2025.
- On Tuesday, October 7, 2025, Board staff were informed that the Project Approval Lifecycle (PAL) Stage 2 was approved [for the Information Technology Modernization Project (ITMP)].
- On Wednesday, October 8, 2025, Executive Director Garfinkle approved the surcharge wire transfer for September 2025.
- On Thursday, October 9, 2025:
 - Executive Director Garfinkle attended a Ship Electronics and Automatic Identification System Intelligence (SEAIq) training and familiarization session led by Captain Mark Manes. SEAIq is the software that SFBP uses for Portable Pilot Units (PPU). Executive Director

Garfinkle thanked Captain McIntyre for arranging this training and Captain Manes for providing such an informational overview.

- Board staff were notified that, due to the government shutdown, the National Maritime Center would be offering extensions for certain testing periods expiring in October 2025, for a duration equal to the period of the shutdown.
- On Saturday, October 11, 2025, Board staff received word that the Governor vetoed a bill [Senate Bill (SB) 263] that would have commissioned a study of the impact of the tariffs on California trade. This bill was vetoed as duplicative of the efforts already undertaken.
- On Wednesday, October 15, 2025:
 - Executive Director Garfinkle attended the open session of the Pilot Evaluation Committee (PEC) meeting.
 - Board staff responded to questions from Agency regarding the new Pilotage Rate Setting Regulations. The regulation package remains with CalSTA for review and approval.
 - Executive Director Garfinkle attended a webinar hosted by SFBP on the University of California San Francisco (UCSF)'s medical assessment process. Board staff's presentation provided SFBP with instructions on how to navigate the program as well as information on the program's background, current processing times, and potential improvement opportunities. The slides from this presentation are included in today's meeting materials as Agenda Item 11.

B) Report on pilot licensing matters since the Board meeting held on September 25, 2025.

Executive Director Garfinkle reported that since the September 2025 Board meeting, the Board has not issued any new licenses.

C) Report on Board surcharges.

Executive Director Garfinkle reported that the SFBP wired \$820,822.55 to the Board for surcharges collected in September 2025, itemized as follows:

- Operations Surcharge: \$217,818.31
- Pilot Training Surcharge: \$24,614.95
- Trainee Surcharge: \$37,459.91
- Pilot Boat Surcharge: \$540,929.38

D) Report of pension fiduciary.

Executive Director Garfinkle reported that as of September 30, 2025, there were 85 pensioners.

- Surcharge Rate for the Quarter: 0.04462/gross registered ton
- Rolling Look Back Period: April 2024 to March 2025
- Monthly Tonnage for the Month: 27,479,613.00 tons
- Surcharge Billing Total: \$1,226,140.39
- Administrative Costs for the Month: \$2,603.00

- Amount Distributed to Pension Beneficiaries: \$1,223,537.39
- Total Monthly Target Rates: \$1,225,652.17
- Amount Over/(Under) Target: \$488.22 (over target)

Executive Director Garfinkle stated that this was the smallest margin of difference from the target that he had ever seen.)

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

E) Report on legislative activities and contractual matters.

Legislative Activities

Licensing and Training Programs Manager Wong reported (for Assistant Director Millspaugh) that Board staff are currently monitoring:

- SB 263: This bill, passed by the Legislature, was vetoed by the Governor on October 11, 2025, and is with the Senate for consideration of the Governor's veto. The bill is written to require the Governor's Office of Business and Economic Development, also known as "GO-Biz," in consultation with the Department of Finance and CalSTA, to conduct a study on the impacts that potential future increases in tariffs and reciprocal tariffs on international trade of imports and exports might have on California's economic output.
- SB 470: This bill was approved by the Governor on October 11, 2025, and chaptered by the Secretary of State, Chapter 222, Statutes of 2025. The chaptered bill amends statutes and extends, for another four years, until January 1, 2030, alternative teleconference rules under the Bagley-Keene Open Meeting Act, which allow for a state body to hold a meeting by teleconference where a majority of the members of the state body are physically present at the same teleconference location, but the remaining members may join the meeting from a remote location not accessible to the public..." and extends the January 1, 2026, repeal date on the authorization for a multimember state advisory body to hold an open meeting by teleconference pursuant to the alternative set of provisions until January 1, 2030.

Contractual Matters

Licensing and Training Programs Manager Wong reported (for Assistant Director Millspaugh) the following regarding contractual matters:

- **Trainee Selection Exam Contracts**
 - a. **The California Polytechnic State University (Cal Poly) Maritime Academy, Trainee Selection Exam Services (Contract # 25M900003)**
Board staff continue to pursue an inter-agency agreement with the Cal Poly Maritime Academy, formerly the California State University Maritime Academy (CMA), for use of their simulator and facilities for the 2026 pilot trainee simulator exam. The agreement remains with the California Highway Patrol (CHP) for processing.
 - b. **Trainee Selection Exam Services (Contract # 25M900001)**
The contract has been approved internally at CHP and forwarded to the Department of General Services (DGS) for approval. The contract was submitted to DGS on October 8, 2025. Review typically takes two to four weeks.

c. California Department of Human Resources (CalHR) – Trainee Selection Exam Services (Contract # To Be Determined [TBD])

Board staff have finalized a scope of work (SOW) and budget for the Pilot Trainee Training Program Exam related to services from CalHR. Board staff continue to pursue implementing direct billing with CalHR, which will preclude the need for an inter-agency agreement.

• **State Controller’s Office (SCO) – Pilot Boat Program Audit (Contract # TBD)**

Board staff are developing a new Inter-Agency agreement between the Board and SCO in support of the Pilot Boat Program audit. Board staff are working to update the SOW to a project-based audit, focusing on a fiscal review of the use of pilot boat funds. Staff will work with SFBP in November 2025 to receive feedback as appropriate on the SOW with the goal of submitting the SOW to SCO for review by December 1, 2025.

• **Maritime Investigator Services Contracts**

○ **Marine Investigator Services – Invitations for Bids (IFB) (Contract # 24M900003)**

Board staff requested that CHP release the IFB on October 1, 2025; however, the IFB remains in CHP management’s cue for review. Once approved it will be released immediately and information sent to prospective individuals who may be interested in bidding.

○ **Pilot Trainee Random Drug Testing Services (Contract # 25M900002) Maritime Investigator Services Contracts**

Board staff submitted all required contract documents in early October 2025 to CHP. The agreement remains with CHP management for final approval. Board staff continue to follow up with CHP staff, pursuing final approval.

• **Board Offsite Meeting Space/Related Services (Contract # 25M900006) Fair and Reasonable Contract**

The agreement with SFBP to provide meeting space and related services for the Board offsite, to be held October 29, 2025, has been finalized and is with CHP management for review and approval.

Board Members and attendees discussed the approval of SB 470 and how it will impact the Board. Board Counsel Tuck responded to Commissioner Korwatch’s questions, stating that SB 470 will continue the current teleconference procedures so that nothing will change through 2030. Currently, at least four Board Members must be in person during Board meetings (regardless of the number of Board Members joining remotely) and this bill will continue that requirement [through 2030].

Executive Director Garfinkle responded to Commissioner Rodriguez’s question regarding the tariff on Chinese shipping containers. He stated that, during his whole time with the Board, there had not been anything like the proposed fee on each shipping container.

Commissioner Carr stated his desire to acknowledge Board staff’s efforts regarding the pension fiduciary duties and the fact that the pension allocation came within 0.03% of the monthly target. He also complimented Board Staff on a “wonderful” presentation of the medical assessment process with helpful information for pilots.

Executive Director Garfinkle stated that, due to the government shutdown, there was no Harbor Safety Committee meeting held in October 2025.

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

A) Monthly report on San Francisco Bar Pilots' (SFBP) Port Agent updates, including: a list of pilots who have been Absent for Medical Reasons (AFMR) and any Minimum Rest Period (MRP) exceptions, SFBP Fatigue Risk Mitigation Report, SFBP Pilot Boat Report, and vessel moves.

Commissioner Carr (for Port Agent, Captain Carlier), reported that, as of October 23, 2025:

- **Absent for Medical Reasons (AFMR)**

The following pilots were AFMR, and their initial absence dates were:

- Captain Carr since June 25, 2025.
- Captain Ruff since September 17, 2025.
- Captain Ridens since October 8, 2025.

- **Recommended Minimum Rest Period (MRP) Exceptions**

The SFBP continuously monitors the dispatch list for possible 12-hour MRP exceptions. If the potential exception is likely to result in a rest period of less than 10 hours, mitigating measures are employed. 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.

- **Fatigue Risk Mitigation Report**

- There are currently 52 licensees on the SFBP roster.
- Work periods over 12 hours: 20 occurrences, none exceeded 14 hours.
- Night work periods over 10 hours without rest opportunity: None.
- Night-time hours over 18 hours in a 72-hour period: None.
- Rest periods of less than 12 hours (MRPs): 13 occurrences. The minimum period was 10 hours.

B) Monthly report on SFBP ship piloting business activity.

Commissioner Carr (for Port Agent, Captain Carlier), reported that, as of October 23, 2025:

- The status for each of the SFBP-owned pilot boats was reported as:
 - Pilot Vessel (P/V) CALIFORNIA: Vessel back from shipyard as of October 14, 2025, expected to be back in service on October 27, 2025.
 - P/Vs DRAKE, GOLDEN GATE, PITTSBURG, and SAN FRANCISCO: Operations normal.
- Vessel moves, for September 2025, were as follows:
 - Bar Crossings: 440
 - Bay Moves: 88
 - River Moves: 45

- **Total Moves: 573**
- Total Gross Registered Tonnage (GRT): 27.5 million.
- Year-over-year, when comparing the same period in 2025 to the same period in 2024, total moves were down 2.3% and GRT was down 0.6%.

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.

None.

8. Pilot Evaluation Committee. (Committee Chair Captain Ruff)

A) Report on the Pilot Evaluation Committee (PEC) meeting held on October 15, 2025.

PEC Chair Ruff presented the PEC Chair’s Report by phone on the following:

- The PEC met on Wednesday, October 15, 2025, at 7:30 a.m. The members present were Captains Wehr, Slack, Bridgman, Stultz and Ruff. Executive Director Garfinkle joined the PEC in an open session.
- During the open session:
 - The PEC discussed meeting procedures.
 - Executive Director Garfinkle suggested that the PEC have topic discussions on confidential items in closed session and vote on said topics in open session.
 - The PEC discussed:
 - Dainis & Company, Incorporated (Dainis [psychometrician company]) clearing hurdles for proctoring test in 2026.
 - Advertising for 2026 test.
 - Sea service letter template for next round of applicants.
 - The competition with Puget Sound pilots for candidates (the timing for their and the Board’s exams).
- The open session was completed at 7:40 a.m., and then the PEC moved into the smaller conference room for the closed sessions.
- There are four active trainees: Captains Gallo, Johnson, Thinger, and Roberts. Their time in the program ranges from two to 26 months.
- They are observing, part handling, and handling under direct supervision of a licensed SFBP pilot.
- Captains Gallo and Johnson have completed all their First-Class Pilotage (FCP) testing requirements and continue learning the fine art of pilotage.
- Captain Thinger has one test remaining (Stockton); and, with the federal government shutdown, no appointment can be made to take the last exam.
- Captain Roberts has started his third and last month of forty-five jobs per month.

- Captain Ruff stated that, at this point in the training program, he was reminded of a quote from Mark Twain, “I knew that boats ran all night, but somehow, I never happened to reflect that somebody had to get out of a warm bed to run them. I began to fear that piloting was not quite so romantic as I had imagined it was. There was something very real and work-like about this new phase of it.” From Life on the Mississippi.
- In individual closed sessions with the trainees, the PEC noted that all trainees are meeting the benchmarks set forth in training guidelines and are progressing.
- The next PEC meeting is scheduled for November 12, 2025, at 7:30 a.m., in this office.
- [The Federal] Government shutdown may prevent trainees from meeting future benchmarks.

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

The Board may go into closed session to discuss any confidential portions of the Committee Chair’s report and/or other relevant confidential medical information, as authorized by HNC section 1157.1.

None.

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 or trainees who has/have completed the Pilot Trainee Training Program.

None.

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

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

None.

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

None.

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

Licensing and Training Programs Manager Wong provided the Retirement Survey staff report. Details included:

- The retirement survey was sent out in August 2025, through SurveyMonkey.

- All 52 licensees completed the survey.
- The report detailed information about the current trainees, such as when they entered the training program. Some report details included:

✓ **When each current pilot is eligible to retire.**

The five licensees listed for 2025 included any pilot who was already eligible during previous years not recently eligible to help the Board understand:

- Five licensees are currently eligible to retire at any time they need to.
- In 2026, there will be four licensees eligible, and
- In 2027 there will be two licensees eligible.
- Most licensees will be eligible after 2031.

Board staff track when a licensee is eligible to retire by identifying when they are at least 60 years old and have piloted for at least 10 years. If they have less than 10 years of piloting service, then they are eligible to retire at 62 years old.

✓ **Licensees' responses to the three retirement survey questions:**

- **Survey Question 1:** “With information that I have as of today, I intend to retire sometime during the year listed below”
 - Possible answers ranged from 2025 to after 2031.
 - No pilots intend to retire this year.
 - 6 plan to retire next year, 2026.
 - 0 plan to retire in 2027.
 - The majority plan to retire after 2031.
 - Regarding their intent to retire, some data was included to compare how the licensees responded from the last couple of retirement surveys and wanted to point out how not only do we have a high number of six licensees intending to retire next year, but the next wave based on the current data is around 2029 (maybe trickling into 2030).
- **Survey Question 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 responses were divided in half between those with a desire to relinquish their license when they are eligible to receive retirement benefits, and those who plan to work beyond their eligibility to receive retirement benefits.
 - There were five licensees who plan to stop working and relinquish their Board license in advance of being eligible for retirement benefits.
 - For trends compared to previous retirement survey responses for this question, there were no changes for those who plan to hold onto their license until they are eligible for retirement benefits.
 - There was a slight increase to the number of licensees who plan to hold onto their license beyond their eligibility date.

- There was a slight decrease to the number of licensees who plan to relinquish their Board license early.
- **Survey Question 3:** “Please take a moment to note the factors that may impact your decision when to retire. Mark all factors that apply.”

Pilots were able to select more than one answer to this question. Options included:

- Health or physical demands of piloting work
- Personal finances
- Issues related to work / rest balance
- Family needs
- Dissatisfaction with piloting work
- Dissatisfaction with piloting income
- Pilots were also able to and did skip this question

The top 3 factors selected were:

- Health or physical demands of piloting work
- Personal finances
- Dissatisfaction with piloting income

Even though “personal finances” was one of the top three factors, based on the last couple of retirement surveys, the number of people who selected this dropped from 67% to 46%.

Please refer to the chart on page 7 of the Retirement Survey Staff Report that compares the previous and current survey responses to this question.

✓ **Historical Data**

This data includes the number of pilots who self-projected to retire within the year, actual number of pilots who retired/died, and number of pilots eligible to retire within three years.

Board Members and attendees discussed the survey. Discussion points included:

- Executive Director Garfinkle highlighted that the curve indicated on page 7 of the retirement survey report (showing dissatisfaction with pilot income) was in relation to the pandemic drop.
- Executive Director Garfinkle highlighted that pilots can retire as early as age 60 (if accrued ten or more years as a pilot), and that Harbors and Navigation Code (section 1160 et seq.) contains a retirement formula, for every additional year, based on the average annual income.
- Commissioner Rodriguez asked if Board staff have considered a random focus group for an empirical survey. Executive Director Garfinkle stated that, although it had never been done before, the Board could consider it. He also stated that the Board staff used to conduct a semi-annual survey but reduced the frequency due to not needing that level of accuracy for planning purposes.
- Commissioner Carr stated that the Pilot Power Committee had not met in a while, and this survey confirmed the known fact that the Board needs to have an exam as soon as possible [to replace the pilots who plan to retire soon].

- Commissioner Casey stated that she was very impressed with the 100% survey response. Executive Director Garfinkle stated that this was due to the efforts of Licensing and Training Programs Manager Wong.

11. Discussion regarding the process, related reports, and possible improvements related to the medical assessments of licensed pilots and pilot trainees for Fit for Duty (FFD) status by the University of California San Francisco (UCSF). (Assistant Director Millspaugh)

Possible Board action to improve the process and related reporting for licensed pilots' and pilot trainees' medical assessments.

Executive Director Garfinkle stated that Board staff provided an online presentation for SFBP on October 15, 2025, to provide an overview of the Medical Assessment process, including:

- Regulations that were determined through 47 Committee meetings, over three years, and a study from Doctor Robert Kosnik.
- History of processing timelines; including an average of:
 - 25 days to obtain a Medical Review Officer (MRO) signature.
 - 8 days for Board staff to receive the Fit For Duty (FFD) confirmation from University of San Francisco (UCSF) after the MRO signature was obtained.
- Processing steps up through the notification.
- Paperwork needed for a UCSF medical assessment (including UCSF guidance and an overview of the United States Coast Guard CG-719K Form).
- Improvement opportunities (including shortening time between MRO signature and confirmation being sent to Board staff, pilots/trainees providing drug testing samples prior to their UCSF appointment, Board staff's planned actions to improve efficiency such as weekly meetings to identify problems, UCSF pilot portal/MyChart application, additional one to two MROs, adding FFD report to Board meetings, adding performance standards to UCSF contract).

No action was taken by the Board on this item.

President Tynan requested that Commissioner Hayes-White act as temporary chair so she could briefly step out of the meeting.

12. Status report on the Board's Information Technology Modernization Project (ITMP). (Assistant Director Millspaugh)

Executive Director Garfinkle stated that Board staff received approval of the California Department of Technology's (CDT) PAL Stage 2 on October 7, 2025. As part of PAL Stage 3, Board staff continue to work with Gartner Incorporated (Gartner), CDT's Office of State Technology Procurement (OSTP), and CalSTA to develop the solicitation for an Information Technology solution. A SOW for the solicitation was drafted and posted for comment on Cal eProcure, and the comment period closed October 20, 2025. Board staff received comments from six vendors, which is potentially a good sign of strong interest in the project. Board staff continue to work toward finalizing the solicitation, which will require the approval of CDT, OSTP, CalSTA, and CHP before releasing in early January 2026.

13. Discussion of the Board’s offsite strategic planning meeting scheduled for October 29, 2025, including a review of the meeting’s purpose, a review of proposed discussion topics collected to-date, and solicitation of potential discussion topics from Board Members and the public. (President Tynan/Assistant Director Millspaugh)

Regarding the workshop scheduled for October 29, 2025, Assistant Director Millspaugh noted:

- Encouraged comments and suggestions submitted by [or before] October 27, 2025.
- Noted the agenda details (posted on the Board’s website on October 17, 2025).
- Emphasized that no action (votes) would be taken during the workshop and that any decisions requiring Board action would be deferred to a future regularly scheduled Board meeting.
- Mentioned a no-host social hour to be held at Pier 23 following the meeting.

In response to Commissioners Carr, Hayes-White, and Casey (who asked if updates, spurred by comments, could be made even though the workshop agenda has already been posted), Board Counsel Tuck stated that topics could only be added if they were included under existing topics, not as new agenda items. Executive Director Garfinkle stated that the workshop agenda was drafted with broad topics so that additions could be included as sub-topics.

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

Ms. Cohen provided industry updates by phone. The details included:

- Volumes have started to decline.
 - The Port of Oakland’s September cargo volumes dipped amid shifting trade patterns. Year-to-date totals remain steady but September 2025 [cargo volumes] showed a 6.6% decline year-over-year and were 7% below August 2025 volumes. The Port recorded 82 vessel calls in September 2025 compared with 90 a year ago. However, average vessel utilization climbed to 2,193 Twenty-foot Equivalent Units (TEUs) [unit of measurement referring to shipping containers with the internal dimensions of 20 feet long, 8 feet wide, and 8 feet tall] per call, up 1.8%, signaling continued deployment of larger ships and operational efficiency across terminals.
 - The Port of Los Angeles processed 883,053 TEUs in September 2025. While cargo eased 7.5% compared to last year, it helped propel the port to its best quarter on record.
 - The Port of Long Beach was down 3.9% in September compared to September 2024; but up 6.8% year-to-date.
 - On October 14, 2025, the Office of the United States Trade Representative (USTR) fees on foreign built vessels and Chinese-built cargo handling equipment (CHE) went into effect. Carriers have indicated that they are currently able to redeploy vessels to avoid fees and/or are able to forego passing on costs, for now. As is the case with the trade tariffs, the impact may not be seen immediately.
 - The Governor’s time to sign and veto bills concluded on October 13, 2025. He vetoed both:
 - SB 263, to study the impacts of tariffs and trade policies on California. His veto message indicated that this information is duplicative of existing efforts.
- and

- SB 298 (Caballero), to develop a plan for alternative fuel production, supply chain and distribution at seaports. As the number of dual fuel vessels increases, this will be an increasingly difficult area for California to stay competitive without the ability to refuel these vessels. California will also be missing out on Adversity Quotient (AQ) benefits of alternative fuel vessels. A conflict with The California Air Resources Board (CARB)'s Ocean-Going Vessel [Fuel Regulation] (OGV) (in-transit rulemaking) and costs to CEC were cited.

15. Discussion regarding SFBP reimbursements including updates regarding reimbursements and potential improvements to the Board's processes (timeliness and methods) for reimbursing SFBP for approved pilot boat costs, including design, engineering, and construction expenses. (Captain McIntyre)

President Tynan returned to the meeting.

Executive Director Garfinkle stated that payment for services approved under SFBP's claim submitted to DGS' Government Claims Board have been made in the amount of \$33,632.00.

Board Counsel Tuck suggested leaving the agenda item on future agendas for general discussion.

Executive Director Garfinkle stated that Board staff have learned that the State Controller's Office will be initiating an electronic payment system (versus paper checks) in 2026 as well as electronic invoicing. These processes should improve the speed by which payments are made on contract invoices. Board staff will provide updates to contractors, including SFBP, as it becomes available.

Recess began at 10:24 a.m.

Meeting resumed at 10:33 a.m.

Closed session began at 10:33 a.m.

Closed session ended at 10:43 a.m.

Open session resumed at 10:45 a.m.

16. Closed session for the Board to confer with legal counsel regarding potential significant exposure to litigation against the Board involving a former 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 that there was nothing to report out of closed session.

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

Executive Director Garfinkle stated the Incident Review Committee (IRC) agenda item that was removed from the October 2025 agenda, should be added to the November 2025 agenda and remain as a standing agenda item for all future Board meetings ([even if there is no incident] in case something happens [between the agenda being posted and the meeting being held]).

In response to Commissioner Carr's question, Board Counsel Tuck and President Tynan stated that if something needed to be added to the [November 2025] Board agenda from the offsite workshop [on October 29, 2025], there would be enough time to add it (because the Board has until November 3, 2025 to post the November 2025 agenda).

18. Comment by public and Board Members on matters not on the agenda.

President Tynan stated the next Board meeting is November 13, 2025.

Executive Director Garfinkle stated the December Board meeting date is December 11, 2025 and the SFBP holiday party will be held afterwards. The SFBP asks all attendees to bring a new, unwrapped toy. The Annual Maritime Ball (hosted by the San Francisco Maritime Foundation, at Pier 27, honoring SFBP's 175th anniversary and supporting the Maritime Foundation) will be held on Saturday, October 25, 2025; tickets are discounted (from \$500 per seat) down to \$270 per seat.

19. Adjournment.

President Tynan adjourned the meeting at 10:49 a.m.

Submitted by:



Allen Garfinkle
Executive Director

ACRONYM INDEX

| Acronyms / Abbreviations | Definition |
|---------------------------------|---|
| AFMR | Absent For Medical Reasons |
| AQ | Adversity Quotient |
| BOPC/Board | Board of Pilot Commissioners |
| CalHR | The California Department of Human Resources |
| Cal Poly | The California Polytechnic State University |
| CalSTA | The California State Transportation Agency |
| CARB | The California Air Resources Board |
| CDT | The California Department of Technology |
| CEC | Clean Energy Commission |
| CHE | Chinese-built cargo handling equipment |
| CHP | The California Highway Patrol |
| CMA | The California State University Maritime Academy |
| COLA | Cost of Living Adjustment |
| Dainis | Dainis & Company, Incorporated (Psychometrician company) |
| DGS | The Department of General Services |
| FCP | First-Class Pilotage (test) |
| FFD | Fit For Duty |
| Gartner | Gartner Incorporated (Business management consultant) |
| GRT | Gross Registered Tons |
| HNC | Harbors and Navigation Code |
| IFB | Invitation for Bids |
| IRC | Incident Review Committee |
| ITMP | Information Technology Modernization Project |
| MRO | Medical Review Officer |
| MRP | Minimum Rest Period (12 hours) |
| OGV | Ocean-Going Vessel [Fuel Regulation] |
| OSTP | Office of State Technology Procurement (CDT) |
| PAL | Project Approval Lifecycle |
| PEC | Pilot Evaluation Committee |
| PMSA | The Pacific Merchant Shipping Association |
| PPU | Portable Pilot Unit |
| P/V | Passenger Vessel / Pilot Vessel |
| SB | Senate Bill |
| SCO | The State Controller's Office |
| SEAIq | Ship Electronics and Automatic Identification System Intelligence |
| SFBP | San Francisco Bar Pilots |
| SOW | Scope of Work |
| TBD | To Be Determined |
| 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 | The University of California San Francisco |
| USTR | United States Trade Representative |

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

