

**BOARD FOR BRANCH PILOTS
MEETING AGENDA
September 15, 2020 at 10:30 a.m.
Virginia Port Authority Main Board Room
Norfolk, Virginia**

1. Call to Order
2. Safety Evacuation Instructions
3. Approval of Agenda
4. Approval of Minutes—June 15, 2020, Board Meeting (*pg.4*)
5. Public Comment Period
6. Exam Administrator's Report
7. Dodson Initial License Examination (9/14/20) (*pg.13*)
8. Licensing of Branch Pilot Apprentices
9. Review of Notification Letter-Captain Gregory R. Willson-M/T CHEM ANTARES (*pg.15*)
10. Prima Facie Case: File Number 2020-02340, Thomas D. Rutter (*pg.17*)
11. Maritime Investigator (*pg.92*)
12. Paul Kirchner, American Pilots' Association (*pg.94*)
13. Regulatory Complaint Process (*pg.121*)
14. State Corporation Commission Rate Increase Request
15. VMA International Trade Symposium Update (*pg.123*)
16. Financial Statements (*pg.125*)
17. Other Business
18. Conflict of Interest Forms/Travel Vouchers
19. Adjourn

NEXT MEETING SCHEDULED FOR December 14, 2020 AT 10:30 A.M.

*Agenda materials made available to the public do not include disciplinary case files or application files pursuant to §54.1-108 of the *Code of Virginia*.

*Persons desiring to participate in the meeting and requiring special accommodations or interpretive services should contact the Department at (804) 367-8514 at least ten days prior to the meeting so that suitable arrangements can be made for an appropriate accommodation. The Department fully complies with the Americans with Disabilities Act.

DRAFT AGENDA
Materials contained in this agenda are proposed only for discussion
and are not to be construed as regulation or official policy.
DRAFT AGENDA

1. Call to Order

2. Safety Evacuation Instructions

3. Approval of Agenda

**BOARD FOR BRANCH PILOTS MEETING
MINUTES**

The Virginia Board for Branch Pilots met on Monday, June 15, 2020, at the Virginia Port Authority, 600 World Trade Center, Norfolk, Virginia, with the following members present:

Captain E. Waightstill Avery
I. Vincent Behm, Jr
Captain Robert H. Callis, III
Captain J.W. Whiting Chisman, III
Michael W. Coleman
Captain January N. Collins
Thomas P. Host, III
Patrick B. McDermott
Christine N. Piersall

Staff present for all or part of the meeting were:

Kathleen R. Nosbisch, Executive Director
Tanya M. Pettus, Administrative Assistant

Mary Broz-Vaughan, Director, was not present with regrets.

Elizabeth Peay from the office of the Attorney General was present.

Members of the Audience included:

Mark Coberly, Manager, Maritime Law Department, Representative from Vandeventer Black
Captain Frank Rabena, Vice-President, Virginia Pilot Association

Ms. Piersall, President, called the meeting to order at 10:55 a.m.

Call to Order

Ms. Nosbisch advised the Board that Mary Broz-Vaughan would be late or possibly absent from the meeting due to unforeseen circumstances.

William Burket, Jr. of the Virginia Port Authority advised the Board of the emergency evacuation procedure.

**Safety
Evacuation
Instructions**

Ms. Nosbisch welcomed to the Board newly appointed Board Member Captain January Collins. Board members and staff introduced themselves to Captain Collins.

**Welcome New
Board Member-
Captain January
Collins**

Mr. Host moved to approve the agenda as presented. Captain Avery seconded the motion which was unanimously approved by Messrs., Mme. and Captains:

**Approval of
Agenda**

Avery, Behm, Callis, Chisman, Coleman, Collins, Host, McDermott, and Piersall.

Captain Avery moved to approve the minutes from the March 13, 2020, Board meeting contingent upon the correction of two typographical errors. Captain Callis seconded the motion which was unanimously approved by Messrs., Mme. and Captains: Avery, Behm, Callis, Chisman, Coleman, Collins, Host, McDermott, and Piersall.

Approval of Minutes

There were no public comments.

Public Comment Period

Ms. Nobsisch introduced Mark Coberly, counsel to the Virginia Pilot Association (VPA), and Captain Frank Rabena who were both present to observe the meeting.

Captain Chisman shared with the Board the VPA leadership team announced for 2020. Captain Chisman has been named President, Captain Rabena has been named Vice-President, and Captain Avery will serve as the Treasurer. Captain Chisman advised that there is one new VPA Board member, Captain Jacob Johnson, who will serve in the seat vacated by Captain Rabena.

VPA Announces 2020 Leadership Team

Ms. Nobsisch opened the floor for nominations for Board Vice-President. Mr. McDermott moved to nominate Captain Chisman. Mr. Host seconded the motion. There being no other nominations, Mr. Behm moved to close the nominations. Captain Avery seconded the motion. The motions were approved by: Avery, Behm, Callis, Coleman, Collins, Host, McDermott, and Piersall. Captain Chisman abstained. By acclamation, Captain Chisman was named Board Vice-President

Vice-President Election

Captain Callis provided the Board with a report of examinations conducted by the Exam Administrators on June 15, 2020. The following report was made:

Exam Administrator's Report

Ryan Robert Nienstedt answered oral questions related to the raise in grade. The subjects included the new Cape Charles Anchorage, the new Quarantine Anchorage, safe anchoring positions in Lynnhaven, Cape Charles and Sewell's Point, anchoring deep draft vessels, Post Panamax Containership guidelines, issues regarding deep draft transits, windage calculations, adequate tugboat assistance, traffic management, under-keel clearance and safe vessel speed.

After considering the results of the examination, Captain Callis moved Captain Ryan Robert Nienstedt be raised in grade from a Golf classification (75,000 gross tons and 44 feet maximum draft) to a Hotel classification (91,000 gross tons and 47 feet maximum draft). Mr. Coleman seconded the motion which was unanimously approved by Messrs., Mme. and Captains:

Avery, Behm, Callis, Chisman, Coleman, Collins, Host, McDermott, and Piersall.

Timothy Delaney Oksman answered oral questions related to the raise in grade. The subjects included the new Cape Charles Anchorage, the new Quarantine Anchorage, safe anchoring positions in Lynnhaven, Cape Charles and Sewell's Point, anchoring deep draft vessels, Post Panamax Containership guidelines, issues regarding deep draft transits, windage calculations, adequate tugboat assistance, traffic management, under-keel clearance and safe vessel speed.

After considering the results of the examination, Captain Callis moved Captain Timothy Delaney Oksman be raised in grade from a Golf classification (75,000 gross tons and 44 feet maximum draft) to a Hotel classification (91,000 gross tons and 47 feet maximum draft). Mr. Host seconded the motion which was unanimously approved by Messrs., Mme. and Captains: Avery, Behm, Callis, Chisman, Coleman, Collins, Host, McDermott, and Piersall.

Richard Austin Lyons answered oral questions related to the raise in grade. The subjects included the new Cape Charles Anchorage, the new Quarantine Anchorage, safe anchoring positions in Lynnhaven, Cape Charles and Sewell's Point, anchoring deep draft vessels, Post Panamax Containership guidelines, issues regarding deep draft transits, windage calculations, adequate tugboat assistance, traffic management, under-keel clearance and safe vessel speed.

After considering the results of the examination, Captain Callis moved Captain Richard Austin Lyons be raised in grade from a Golf classification (75,000 gross tons and 44 feet maximum draft) to a Hotel classification (91,000 gross tons and 47 feet maximum draft). Mr. McDermott seconded the motion which was unanimously approved by Messrs., Mme. and Captains: Avery, Behm, Callis, Chisman, Coleman, Collins, Host, McDermott, and Piersall.

Captain Chisman asked the Board to consider approving Apprentice Zach Dodson to sit for his initial pilot's license exam, and if successful, be approved for his initial license on schedule on September 15, 2020, though he has not been able to complete man model training in Warsash, England. The training was scheduled for April but was postponed due to COVID-19. The training is now scheduled to begin on September 28, 2020. Mr. McDermott moved to allow Apprentice Dodson to sit for his initial pilot's exam, and if appropriate, be approved on September 15, 2020. Mr. Host seconded the motion which was unanimously approved by Messrs., Mme. and Captains: Avery, Behm, Callis, Chisman, Coleman, Collins, Host, McDermott, and Piersall.

**Dodson Initial
License
Examination
(9/14/20)**

Discussion was held on the training challenges that have occurred in light of COVID-19.

Mr. Coleman recused himself from the meeting for the Board decision and vote on the incident involving the M/V Jing Jin Hai.

Recusal of Board Member

The Board reviewed a letter from Captain Charles I. Boggs, Jr., providing information on an occurrence involving the M/V Jing Jin Hai.

Review of Notification Letter-Captain Charles I. Boggs, Jr., M/V Jing Jin Hai

On Sunday, March 8th 2020, Captain Boggs was ordered to M/V Jing Jin Hai for 1345 hrs. to sail from DTA coal pier in Newport News. The weather was clear and the winds were light, 5-10 from the SW. The current was near maximum ebb. The Jing Jin Hai was loaded with a draft of 47' 06". Docking Master Kevin Eley used 3 McAllister tugs for the undocking, which occurred without any apparent difficulty. After the Jing Jin Hai was in the stream, the conn was turned over to Captain Boggs to take the vessel outbound.

After Captain Eley had left the navigation bridge and was walking towards the pilot ladder, the Master of the Jing Jin Hai asked Captain Boggs if he had felt the tug land hard on the port quarter during the undocking maneuver. Captain Boggs responded to the Master that if he had an issue with the tugs to ask Docking Master Kevin Eley before he leaves the vessel. Captain Boggs told the Master that he needed to concentrate his efforts on piloting the vessel. At the time they were meeting an inbound Cape Class approaching the turn into Newport News Channel at the the [sic] Monitor Merrimac Bridge tunnel and Captain Boggs was maneuvering the deeply loaded Jing Jin Hai at low speed with a following max current at a low speed. Captain Boggs does not know if anyone spoke to Captain Eley before he departed, but he did not return to the bridge. He departed on the Steven McAllister which then approached the port quarter of the Jing Jin Hai and appeared to inspect for any visual damage. At the Master's request, Captain Boggs called Steven McAllister on the radio and Captain Eley told Captain Boggs he took some pictures and would send them to Captain Boggs' phone so he could show the Master after Captain Eley docked the inbound Cape Class at Pier IX.

About an hour later Captain Boggs received a phone call from Captain Eley and he said he had decided not to send the pics [sic], but he would describe the affected area and that Captain Boggs could pass that information to the Master. Captain Eley's best guess from his view from the Steven McAllister was the dent was 12"-16" square with a depth of 2-3". Captain Boggs passed this information to the Master. The Master had already launched his own investigation, and because of the low freeboard of the loaded Jing Jin Hai, was able to get some very accurate pictures, and using a straight piece of bamboo with a ruler it showed the damage was 1/2 meter square with a maximum depth of 3 cm. He seemed content with his pictures showing minimal damage, appeared to be documenting his findings. There was no further discussion about it.

Captain Boggs departed the navigation bridge at 1635 and the Master shook his hand thanking him for his assistance in the outbound voyage.

After review and discussion, Captain Avery moved that the letter be filed and that the Board take no action, as there appears to be no violation of the Board's regulations or statutes and this letter was informational in nature. Mr. Host seconded the motion which was approved by Messrs., Mme. and Captains: Avery, Behm, Callis, Chisman, Collins, Host, McDermott, and Piersall.

Mr. Coleman returned to the meeting.

Return of Board Member

Mr. Host recused himself from the meeting for the Board decision and vote on the incident involving the BBC KIBO.

Recusal of Board Member

The Board reviewed a letter from Captain Herbert R. Green, III, providing information on an occurrence involving the BBC KIBO. Captain Chisman advised the Board the notification was provided for informational purposes, as the vessel landed flat and appropriately, and there was no damage done during its docking maneuver, though a pier security guard reported hearing a "creaking noise" as the vessel docked. Mr. Coberly advised the Board that the pier owner intended to file a claim for damages, but after further talks, the pier owner stated the pier already had existing damage that could have contributed to the creaking noise. The ship owner and Captain Green agreed there was no new damage.

Review of Notification Letter-Captain Herbert R. Green, III, BBC KIBO

Captain Green submits this letter as a precaution as a result of hearing that Lambert's Point Docks intends to submit a claim for dock damage against a vessel he was piloting. Captain Green does not believe any damage occurred during that maneuver but submits this letter at this time to be sure this is reported within 7 days.

On May 31, 2020, Captain Green boarded the BBC KIBO at Cape Henry bound for the south side of Pier P, Lambert's Point Docks. The Captain and Green had a master/pilot exchange and confirmed that everything was in good working order. The Captain explained to Green that the bow thruster of the ship was approximately 500 hp and that the variable pitch propeller of his vessel had the effect of a right handed propeller meaning she would back to port when going astern. The ship was also equipped with a becker rudder. Captain Green then came up to speed and called the Intercoastal tugs KODIAK (800hp) and SOUTHERN STAR (2200hp) to inform them of the ETA to Lambert's Bend. Captain Green took note to watch them on the AIS to see that they were in route and would be available. Captain Green calculated that the conditions upon arrival at the pier would be suitable for docking with the available tug boats and that they would have an approximate wind of about 15 kts out of the North with a slight flood current of about 0.3 kts. They were ordered to dock on the south side of Pier P stern in starboard

side to, and thus, would be backing into the berth. Based off of the piers heading Captain Green calculated that they would essentially be backing into the wind and that the flood current would be setting the ship to the south while in the channel, and away from the pier as they entered the berth.

Captain Green made the KODIAK fast on the port bow and the SOUTHERN STAR fast on the port quarter of the ship. The draft of the ship was 20 feet and she was trimmed to about 16 feet forward. Captain Green slowed the ship to about one knot off of the end of the pier and started backing the ship into the berth while thrusting the bow to starboard to get a good angle of approach to the south side of the pier. Once Captain Green achieved this safe angle of approach he continued backing the ship alongside the pier holding the stern off approximately 100 ft. while the bow was about 175 ft. off. Once they entered the south slip at Pier P Captain Green ordered the KODIAK to come ahead half pushing the bow closer to the pier and ordered the SOUTHERN STAR ahead easy to hold the stern's position off of the pier. At this point, they had a speed of approximately 1.5 kts astern. Captain Green was on the starboard bridge wing at this point with the Captain.

After approximately 25 minutes of slowly backing into the slip they were close to being in position and the bow had begun to fall closer to the pier. Captain Green was closely watching the angle of approach of the ship at this point and only giving commands to hold the ship even with the pier heading so as to land the ship flatly alongside. Captain Green then thrust the bow full to port and had the SOUTHERN STAR stop and back easy to ensure a flat landing onto the pier. They landed flatly against the pier and heard the usual cracking noise of the old and poorly maintained wood fendering as it took the weight of the ship. The ship was then moored. The Captain had his crew inspect the dock visually and everyone was in agreement that there was no damage to the pier or the ship. Captain Green then thanked the Captain and asked that he let the tugs go. No one from the pier made any mention of any damage while they were putting out lines. Captain Green was speaking with them and directing them from the bridge wing of the ship from 50 feet above. Captain Green then left the bridge and departed.

After review and discussion, Mr. McDermott moved that the letter be filed and that the Board take no action, as there appears to be no violation of the Board's regulations or statutes and this letter was informational in nature. Mr. Coleman seconded the motion which was approved by Messrs., Mme. and Captains: Avery, Behm, Callis, Chisman, Coleman, Collins, McDermott, and Piersall.

Mr. Host returned to the meeting.

Return of Board Member

The Board reviewed a letter from the American Pilots' Association (APA) to state pilotage authorities addressing accommodation ladder-pilot combinations and pilot safety. The letter reminds pilots that they may refuse to use a transfer

APA Request-Pilot Ladder Safety

arrangement that he or she reasonably believes is unsafe, and asks pilot users and others in the maritime community to urge ships to come into compliance with current IMO standards.

The Board reviewed a letter from former Board Member Captain J. William Cofer for informational purposes. Captain Cofer asks that the Board be reminded of its role in investigations of incidents and stresses the importance of expert assistance in investigations.

**Letter from
Captain Cofer**

Discussion was held on the lack of a definition of negligence in the Board's regulations, and the obligation of branch pilots to adhere to standards of conduct set forth in the U.S. Code and federal regulations, as well as U.S Coast Guard Navigation and Vessel Inspection Circulars and other maritime laws and standards. After discussion, the Board agreed by consensus that Ms. Piersall would form a committee to review 18VAC 45-20-40 of the Board's regulations. Ms. Piersall asked Board members to contact her if they are interested in serving on the committee.

Discussion was held on the ability of the Board to hire professionals to serve as investigators or professional witnesses should the need arise due to a catastrophic incident. Ms. Nobsch advised the Board that DPOR Director Ms. Broz-Vaughan has stated that such professionals would have to be kept on retainer. After discussion, Captain Chisman agreed to gather a list of such professionals for review and further discussion at the September Board meeting.

Ms. Nobsch presented the Board with meeting dates for 2021 into 2022.

**2021 Meeting
Schedule**

Mr. Coleman moved to approve the following meeting dates:

- March 15, 2021, Virginia Port Authority Board Room
- June 15, 2021, Virginia Port Authority Board Room
- September 14, 2021, Virginia Port Authority Board Room
- December 17, 2021, Waterside Conference Room
- March 15, 2022, Virginia Port Authority Board Room

Mr. Host seconded the motion which was unanimously approved by: Avery, Behm, Callis, Chisman, Coleman, Collins, Host, McDermott, and Piersall.

Ms. Nobsch stated the financial statements were provided for informational purposes.

**Financial
Statements**

Mr. Behm moved that the Board officially recognize and support the APA's position on accommodation ladder-pilot combinations and pilot safety as reviewed and discussed earlier in the meeting. Mr. Coleman seconded the motion which was unanimously approved by: Avery, Behm, Callis, Chisman, Coleman, Collins, Host, McDermott, and Piersall.

Other Business

Captain Chisman informed the Board that Branch Pilots completed an ECDIS for February 2020 conducted by the Maritime Pilots Institute. Captain Chisman also asked the Board to approve a 4 day 20,000 TEU Simulator/Manned Model class to be conducted by the Maritime Pilots Institute in Covington, LA in 2021 and a Bridge Resource Management class to be conducted by MPI in 2022. After discussion, Mr. Behm moved to approve the continuing education in 2021 and 2022. Mr. Host seconded the motion which was approved by: Avery, Behm, Callis, Collins, McDermott and Piersall.

Captain Chisman advised the Board of the pilot community's ongoing work with the CDC, Virginia Department of Health, and federal authorities in light of COVID-19. Captain Chisman advised that work began on policies and procedures implemented to protect pilots on February 4, 2020, when a task force met with the intention of mitigating the risks of COVID-19.

Capt. Chisman reported to the Board the retirement of Captain Thomas D. Rutter who served as Branch Pilot for nearly 40 years.

Conflict of Interest forms and travel vouchers were completed by all members present.

Conflict of Interest Forms and Travel Vouchers

There being no further business, the meeting was adjourned at 12:14 p.m.

Adjourn

Christine Piersall, President

Mary Broz-Vaughan, Secretary

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DRAFT AGENDA

- 5. Public Comment Period**
- 6. Exam Administrator's Report**



Virginia Pilot Association

TELEPHONE: 757-496-0995
FACSIMILE: 757-496-9324
email: dispatch@vapilotassn.com
3329 SHORE DRIVE
VIRGINIA BEACH, VA 23451

August 19, 2020

Christine N. Piersall, President
Board for Branch Pilots
1605 Kingfisher Court
Chesapeake, Virginia 23321

Dear Mrs. Piersall:

Due to recent travel restrictions adopted by the UK, it has become evident that sending Zachary Dodson to the Intermediate Manned Model Shiphandling Course at the Warsash Maritime Centre in England in September is not feasible. With no reasonable expectation of when and how the pandemic response might allow for such an event, we would like to suspend this training indefinitely.

Though this course (Objective 4.14) has been a valuable part of the Apprenticeship since 2002, we have added several more Manned Model Courses since its inclusion. These additions mean that Mr. Dodson has quantitatively spent as much time on Manned models as previous Apprentices, and indeed completed more Simulator time than any previous Apprentices. We feel these experiences have adequately prepared Mr. Dodson for his Branch Pilot's License.

Although we do not intend to eliminate this Objective from the Apprenticeship in the future, we do ask that you grant this temporary omission of training as an exceptional circumstance. Please contact me if you have any questions or concerns.

Thank you,

Chadwick M. Jamison
Virginia Pilot Association
Apprenticeship Committee Chairman

cc: Kathleen R. Nosbisch, BBP

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8. Licensing of Branch Pilot Apprentices

Capt. Gregory R. Willson
125 Pine Valley
Williamsburg, VA 23188

July 13, 2020

Ms. Christine N. Piersall
President, Virginia State Board for Branch Pilots
1605 Kingfisher Court
Chesapeake, Virginia 23321

RE: M/T CHEM ANTARES (IMO: 9286554) July 9, 2020

Dear Ms. Piersall,

On July 9, 2020, I was ordered to M/T CHEM ANTARES, a tank vessel with a draft of 22' 10" located at Newport News Anchorage. The M/T CHEM ANTARES is a tank vessel with a length overall of 427' 6", a beam of 79' 4", gross tonnage of 11580 tons, conventional rudder, right-handed fixed pitch propeller, and a bow thruster (800kw).

At 1300, I embarked the M/T CHEM ANTARES at Newport News Anchorage. At this time, the current in Newport News was flooding with a set of approximately 296 deg T and a drift of approximately 0.4 knots. The wind was from the northeast in a direction of approximately 045 deg T and a velocity of approximately 5 knots. Visibility was clear with small, isolated rain storms in the area.

After a master-pilot exchange, the vessel began heaving anchor and was underway at 1324. I proceeded to pilot the M/T CHEM ANTARES from Newport News Anchorage to Associated Asphalt Hopewell. At approximately 1930, the M/T CHEM ANTARES rendezvoused with the tugs ALFRED WALKER (1800 horsepower) and CHANDLER B (1800 horsepower) in the vicinity of day marker "108". At approximately 1936, the ALFRED WALKER was made fast on the port bow. At approximately 1938, the CHANDLER B. was made fast on the port quarter. At this time, the vessel was on a heading of 272 deg T, course over ground was 270 deg T, and speed over ground was 4.9 knots. The current was approximately slack water. The wind was from the east-northeast from a direction of approximately 060 deg T and a velocity of approximately 10 – 12 knots. Visibility was clear.

Once the tugs were made fast, the engine was stopped to reduce headway. Just east of Associated Asphalt Hopewell, I turned M/T CHEM ANTARES to starboard to facilitate docking starboard side alongside the pier. Once the vessel was turned approximately 180 degrees with a heading of approximately 125 deg T, I used M/T CHEM ANTARES engine dead slow astern to back into position relative to the cluster pilings at Associated Asphalt Hopewell. I stopped the engine with approximately 1 knot of sternway. As M/T CHEM ANTARES was approaching its position, dead slow ahead was ordered on the engine to reduce the vessel's sternway.

When sternway was completely off of the vessel, M/T CHEM ANTARES was still located in the navigable channel with its starboard side approximately 300 feet off of the cluster pilings. At this time, the tug ALFRED WALKER and the tug CHANDLER B. were used ahead at 90 degree angles to move the vessel laterally towards the pier. M/T CHEM ANTARES's bow thruster was used during this part of the maneuver to maintain the vessel's heading parallel to the pier heading. At this time, the M/T CHEM ANTARES's heading was 140 deg T, course over ground was 246 deg T, and speed over ground was approximately 0.7 knots.

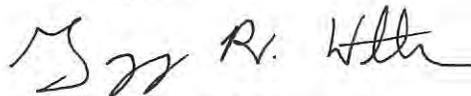
As M/T CHEM ANTARES exited the channel, both tugs were instructed to stop pushing ahead and back easy on their lines at 90 degree angles to the vessel. The M/T CHEM ANTARES's bow thruster continued to be used as necessary to maintain the vessel's heading parallel to the cluster pilings.

By the time M/T CHEM ANTARES was approximately 40 feet from the pier, the vessel's speed over ground was approximately 0.3 knots. Both tugs continued to back easy at 90 degrees to reduce lateral speed over ground until the vessel was alongside the cluster pilings.

At the point of contact with the cluster pilings, the M/T CHEM ANTARES's speed over ground was 0.2 knots and M/T CHEM ANTARES made contact with both cluster pilings practically simultaneously.

I did not witness, nor was aware of any damage to the cluster pilings at any time during or after the maneuver, nor did I notice any damage while disembarking the vessel and leaving the facility. I did not receive any reports of damage from any terminal personnel, vessel's crew, or anyone else on the day of the maneuver.

Very Respectfully,



Capt. Gregory R. Willson
Virginia Pilot Association

Cc: Kathleen R. Nosbisch, DPOR

Kevin M. Carroll

729 Denham Arch, Chesapeake, VA 23322

Tel. 757-620-9382 | E-mail: kmcarr71@gmail.com | [linkedin.com/in/kevin-m-carroll](https://www.linkedin.com/in/kevin-m-carroll)

PROFESSIONAL SUMMARY: *Experienced professional with a demonstrated history of leading in the Coast Guard and maritime industry as a regulatory expert, emergency manager and strategic planner. A proven leader with expertise in vessel safety and security inspections, marine casualty investigations, search and rescue, pollution response, and marine safety program management. A creative problem solver who can lead, direct, and motivate high performance in diverse teams at all levels, including inter-agency and private industry.*

PROFESSIONAL EXPERIENCE:

Commander, U.S. Coast Guard Sector Virginia – Portsmouth, VA | June 2018-June 2020

- Leads over 1,300 personnel in the execution of Coast Guard mission sets in the second largest port on the East Coast with the world's largest naval base.
- Oversees a \$4 million budget and \$36 million of property.
- Serves as Captain of the Port, Federal on Scene Coordinator, Federal Maritime Security Coordinator, Officer in Charge Marine Inspections, and Active Search Suspension authority.
- Safeguarded the Port of Virginia during Hurricanes Florence, Michael and Dorian.
- Led 632 Search and Rescue cases that saved or assisted 1,114 mariners and \$15 million in property.
- Created and enacted business rules to ensure the safe arrival of the first vessels carrying over 14,000 containers to the Port of Virginia. Over 200 safe arrivals since inception in 2017.
- Directed 22 multi-agency exercises and assessments to promote safety, security and readiness; including exercises for cyber security, hurricanes, mass rescue operations, active shooter, and a full scale oil spill.
- Led navigation safety/environmental review and approval on two bridge tunnel expansions, the installation of the first offshore windfarm in the U.S. and the deepening/widening of the port channels.
- Presided over FEMA Port Security Grant process. Secured over \$5.5 million in grants for 9 agencies and 25 projects to enhance overall port security and readiness.
- Sector Virginia lead for installation of Dominion/Orsted 6 MW Coastal Virginia Offshore Wind project.
- Led Sector Virginia's and Port's response to COVID-19 pandemic. Collaborated with port partners, mitigated risks and facilitated the uninterrupted flow of marine traffic, which generates over \$242 million per day and supports over 500,000 jobs.

Deputy Commander, U.S. Coast Guard Sector Hampton Roads – Portsmouth, VA | 2016-2018

- Alternate Captain of the Port and acting Federal on Scene Coordinator, Federal Maritime Security Coordinator, Officer in Charge Marine Inspections, and Active Search Suspension authority in Sector Commander's absence.
- Served as SAR Mission Coordinator, Safety Officer, and Incident Commander.
- Served as Incident Commander for a 94,000 gallon jet fuel spill response at Naval Air Station Oceana. Led 150+ member team, and relocated 161 citizens. Protected citizens, ensured thorough clean up, and appropriate remediation of area.
- Led 674 search and rescue cases that saved or assisted 1,077 mariners and \$25 million in property.
- Coordinated with key port partners to fully/partially close the Port of Virginia on five occasions in advance of severe weather. Ensured port safety and minimized impacts to a port that generates \$242 million per day.
- Spearheaded three separate Port Safety and Security Risk Assessments. Identified interdependencies and at-risk operations; results used to shape regional safety and security planning, and grant processes.

**Prevention Department Head, U.S. Coast Guard Sector Hampton Roads –
Norfolk, VA | 2013-2016**

- Led 131 members in the execution of marine safety, marine environmental protection, and marine transportation system mission sets.
- Developed highly qualified personnel. Directed multi-faceted ops including vessel, facility, and cargo inspections, casualty investigations, industry and public outreach, maintenance of 2,800+ Aids to navigation, bridge management and marine event permitting.
- Coast Guard lead to short-fused inspection and activation of Military Sealift Command vessel to support destruction of Syrian chemical weapons. Solved safety, security, and inspection technical issues working with disparate federal agencies and contractors, met ambitious deadline for international security mission and ensured destruction of 600 tons of chemical weapon precursors.
- Conducted Formal Investigation into the sinking of the Tall Ship BOUNTY during Hurricane Sandy. Produced Report of Investigation that clearly laid out facts and lessons learned. Was awarded the Congressman James Sener Award for Excellence in Marine Investigations for 2014.

EARLIER ASSIGNMENTS:

Chief, Marine Inspections and Investigations Branch, Fifth District –	Portsmouth, VA 2010-2013
Chief, Inspections Division, Sector St. Petersburg –	Tampa, FL 2007-2010
Inspections and Investigations School Chief, Training Center Yorktown –	Yorktown, VA 2003-2007
Supervisor, Marine Safety Field Office Coram –	Coram, NY 2000-2003
Marine Inspector, Marine Investigator, MSO Hampton Roads –	Norfolk, VA 1996-2000
Duty Officer, National Response Center –	Washington DC 1994-1996

EDUCATION:

- M.S. in International Transportation Management, SUNY Maritime College, NY. 2007
- B.S. in Marine Transportation/Business Administration, SUNY Maritime College, NY. 1994

CERTIFICATIONS:

- Licensed U.S. Merchant Marine Officer - Third Mate, Oceans
- National Incident Management System Type 2 Incident Commander, Type 3 Operations Section Chief
- Fully qualified Coast Guard Marine Inspector and Investigator
- Search and Rescue Mission Coordinator

AWARDS:

- Legion of Merit, three Meritorious Service Medals, three Commendation Medals, two Achievement Medals
- DHS Secretary's Gold Medal for Excellence
- Congressman James Sener Award for Excellence in Marine Investigations for 2014



AMERICAN PILOTS' ASSOCIATION COMMENTS ON STATE PILOT COMMISSIONS

November 2019

INTRODUCTION

A pilot commission is the single most important component of a state system for the regulation of pilotage. Ultimately, the success of such a system will depend upon the performance of the pilot commission. The interests of pilots, the shipping industry, the public and the state are all served by a strong, effective pilot commission.

Pilot commissions vary widely from state to state in their composition, authority and powers, legal status, and other features. Many of the most dissimilar commissions perform equally well. As a result, there is not a consensus on an "ideal" or "model" commission. In this, as in many aspects of state pilotage, local conditions should dictate, and what works well in some places may not always work as well elsewhere. Nevertheless, there is a developing recognition of the attributes of a commission that best serves the interests of pilots, the ship operating industry, and the public.

A pilot commission should be active in carrying out its oversight activities. It should take its licensing responsibilities seriously. It should investigate accidents and complaints against pilots and oversee the professional activities of the pilots in a purposeful manner.

It should be fair and objective in its dealings with pilots. Finally, it should be perceived as independent of both the pilot association and the shipping industry.

REVIEW OF EXISTING PILOT COMMISSIONS

There are substantial differences in the statutory composition of pilot commissions in the various states. Appendix A contains a summary description of the pilot commissions or other pilotage regulatory authorities established in each of the 24 states that regulate pilotage. A chart comparing the membership and jurisdiction of the commissions is provided in Appendix B. The information in both materials is current as of November 6, 2019.

The most common commission structure (in 10 states) has specified numbers of industry representatives, pilots, and so-called "public members." In most (20) states, the governor appoints all or some of the commission members, usually with the advice and consent of one member of both houses of the state legislature. Pilot commissions operate as part of a state agency or department in several states. For example, in Florida, the pilot commission is part of the Department of Professional Regulation.

As a practical matter, the composition of a pilot commission may not have a direct relationship to the quality of the commission or to the pilots' satisfaction with the commission. Some of the least effective commissions are those that look the best on paper. The performance of a commission often is dependent more on how conscientiously the appointments are made and the appointees fulfill their obligations and on the degree of attention the state government pays to its commission.

RECOMMENDATIONS BY THE APA

For the reasons discussed above, the APA has no model pilot commission to recommend. There are, however, certain features of a commission and certain things that a commission can do that the APA believes can contribute to the success of a commission.

1. A pilot commission should be part of a state agency.

In those states where the pilot commission is part of a state agency or department, the arrangement has worked well. It can provide several benefits. First, it gives the commission greater access to state resources, such as legal assistance, investigative personnel and resources, and established administrative expertise and procedures.

Second, it encourages closer support by the state for the commission. Unfortunately, in some states the pilot commissions sometimes find themselves at odds with other entities of the state government. A pilot commission should not be undercut or publicly attacked by other parts of a state government, which can have different and seemingly incompatible objectives and concerns. By making the commission part of a state agency, policy disputes can often be resolved internally, greater understanding can develop, and regular channels of inter-agency cooperation can be established. In that way, public disagreements can be avoided.

Third, an agency-connected pilot commission is often perceived by the public as more of an official arm of the state government. A state should ensure that its commission is not viewed as an isolated, special interest-dominated body pursuing its own agenda under the color of state authority. Fourth, placing a pilot commission within a state agency facilitates state oversight of the commission. A state can more easily see that the commission is doing its job and serving the public interest.

2. A pilot commission should be assured of sufficient resources.

Whether a pilot commission is part of a state agency or is an independent body, it must be provided with adequate funding and either have, or have access to, the personnel and other resources necessary to perform its functions. The funding must be reliable and regular. In view of the importance of marine safety and the tremendous potential damages from marine casualties, it obviously makes little sense to skimp on funding for a pilot commission.

3. A pilot commission should always be prepared to act.

The work load of pilot commissions varies depending on the scope of a commission's responsibilities and the size of the pilot force it regulates. Most commissions meet on a regular basis. Some commissions in smaller ports, however, may meet only when required, for example when a trainee must be selected or an apprentice licensed or when a casualty occurs or a complaint is filed against a pilot.

Regardless of how often a commission meets, it should be ready at all times to act. It should have written regulations and procedures that are available to the public. It should be able to conduct routine administrative duties between meetings. People should be able to communicate with it. When something happens that requires a quick response, the commission should have the appropriate procedures and capabilities already in place. This is particularly true in the case of casualties.

Like oil spill response measures, casualty investigation functions and disciplinary procedures tend to atrophy over time through non-use. The APA recommends that pilot commissions develop casualty response plans and periodically review those plans. Commissioners should know in advance what their responsibilities are and what immediate steps should be taken when a major casualty occurs. Such a review should consider, among other things: how the commission should deal with the media, what role should the commission take in Coast Guard and National Transportation Safety Board investigations, at what point and in what manner should the pilot involved report to the commission, what initial and long-term investigative actions should the commission take, and what investigative and disciplinary powers are available to the commission. It should be decided who will be responsible for the various commission activities, and the appropriate delegations of authority should be made in advance. Informational materials describing the commission, the state's pilotage system, and the commission's role in investigating casualties and overseeing the pilots should be developed and kept on hand to reply quickly to press inquiries.

This type of review might be conducted through a drill-type exercise. One or more hypothetical casualty scenarios could be proposed and the existing commission procedures could then be examined under the circumstances that the scenarios might present. Deficiencies could be identified and additional procedures or response plans developed.

4. A pilot commission should instill public confidence in the state's pilotage system.

There is a great deal of ignorance, confusion, and misinformation among the public and the media regarding the role that states play in regulating pilotage and

navigation safety. A pilot commission should be visible and should conduct its business in such a way that the public and political officials can be assured that the state is overseeing its pilots and is active and conscientious in enforcing pilotage requirements. In the case of a major marine casualty involving a state pilot operating under a state license, the pilot commission should make it clear to the media and to the Coast Guard that the *pilot commission* is responsible for taking whatever disciplinary action against the pilot may be required.

5. A pilot commission should cooperate with the Coast Guard.

A pilot commission should develop a working relationship with the Coast Guard. Both the commission and the Coast Guard should understand and respect the function, jurisdiction, and authority of the other. Many times, Coast Guard inquiries and complaints directed at pilots and pilot associations should more appropriately be directed to pilot commissions. It is important that regular lines of communication be established between the Coast Guard and the pilot commission and that the Coast Guard as well as the shipping operating industry are comfortable bringing their concerns to the commission.

CONCLUSION

The APA has long been a public and forceful advocate of stringent government oversight of pilotage. As the primary agents of state regulation, pilot commissions must be effective and responsible if state pilotage is to maintain its traditional role in preserving the efficient, safe and environmentally responsible flow of waterborne commerce through this country's ports. Whether a state agrees with any or all of the APA's comments and suggestions offered here, the APA encourages each state to examine its pilot commission and to make whatever improvements to the commission can be made.



AMERICAN PILOTS' ASSOCIATION
SUMMARY OF STATE PILOT COMMISSIONS
 (As of November 6, 2019)

ALABAMA

Commission Website: **[Note:** At the time this paper was updated, there is no working link to the Commission, nor to the state statute authorizing the Commission]

"State Pilotage Commission" consisting of three voting members each appointed by the governor for a term of six years. Composition: one official "engaged in a local maritime business," one active state bar pilot, and one member of "the local business or professional community. Compensation for Commissioners: travel expenses, annual salary for secretary. Pilotage rates: established by the legislature; fees for "special services" fixed by the commission.

Dedicated funding source: pilot license/privilege tax of \$100 annually (as of November 2019) "plus any reasonable additional assessment that arises and is necessarily incurred out of the performance by the bar pilot commission of its duties imposed by law...." The Commission receives no funding from the state legislature.

Administrative Officer/Support: Part-time Secretary

State Department/Agency Affiliation: None.

ALASKA

Board Website:

www.commerce.alaska.gov/web/cbpl/ProfessionalLicensing/BoardofMarinePilots.aspx

"Board of Marine Pilots" consisting of seven members appointed by the governor and confirmed by the legislature. Composition: two active licensed pilots, two agents or managers of vessels, two "public" members, (each for a term of four years) and the Commissioner of the Department of Commerce and Economic Development or the Commissioner's designee. Compensation of Board Members: none. Pilotage Rates: set by the Board through regulation.

Dedicated funding source: pilot licenses and agent registration fees; including biennial pilot license renewal fee of \$1,500 (as of November 2019), deputy marine pilot license fee of \$1,500 (as of November 2019) and various examination fees.

Administrative Officer/Support: Marine Pilot Coordinator may be hired by the Department of Commerce and Economic Development, with the approval of the Board of Marine Pilots.

State Department/Agency Affiliation: Department of Commerce and Economic Development.

CALIFORNIA (SAN FRANCISCO AREA ONLY)

Board Website: <http://www.bopc.ca.gov>

"Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun" consisting of eight members appointed by the governor, with consent of the senate, for no more than two four year terms. Composition: Secretary of the Business, Transportation and Housing Agency (*ex officio*, non-voting member); two active pilots; two "industry members" who are owners, officers, directors, employees or representatives of firms that are substantial users of pilotage services, one of which is from tanker operations and the other from dry cargo operations; and three public members. Regional maritime association submits three names to governor for appointment of each industry member. No public member, within the two years preceding his or her appointment, may have (a) any financial or proprietary interest in the ownership, operation, or management of tugs, cargo, or passenger vessels, (b) sailed under the authority of a federal or state pilot license, (c) been employed by a company that is a substantial user of pilot services, or (d) been a consultant or other person providing professional services to users of pilot services.

Designated funding source: up to 7.5% (2.75% as of November 2019) of pilotage fees paid monthly or as the Board directs. Compensation of Commissioners: for public members only, amount that the Board determines, which cannot exceed \$600.00 (\$600 as of November 2019) dollars per month; reasonable expenses. Pilotage rates: statutory; Board, in response to petitions for changes in pilotage rates, makes rate recommendations to the legislature, but final determination of rates is made by legislature

Administrative Officer/Support: Executive Director and administrative assistant/secretary of the Board. The Executive Director and the administrative assistant/secretary of the Board shall not have any interest in any pilot vessel or tug, or in the earnings thereof.

State Department/Agency Affiliation: California State Transportation Agency.

CONNECTICUT

Commission Website: <https://ctportauthority.com/ct-pilot-commission/>

Pilotage regulated by the “Connecticut Pilot Commission” acting under the administrative oversight of the Connecticut Port Authority. The commission consists of nine members, one of whom shall be the Executive Director of the Connecticut Port Authority (or his/her designee) and one of whom shall be an active licensed pilot in this state operating on the Connecticut side of the [Long Island Sound] rotation system for the assignment of pilots (designated by a simple majority of pilots in this rotation). The remaining seven members are appointed (four year terms) as follows: The Governor appoints one member representing a maritime-related industry (not a recreational industry); the president pro tempore of the Senate appoints one member representing the public with an interest in the environment (cannot have an economic interest in the subject matters of the commission); the majority leader of the Senate appoints one member representing the public with an interest in the environment (cannot have an economic interest in the subject matters of the commission); the minority leader of the Senate appoints one member who is a retired ship's master; the speaker of the House of Representatives appoints one member representing a maritime-related industry (not a recreational industry); the majority leader of the House of Representatives appoints one member representing a maritime-related industry from a shipping agent perspective; and the minority leader of the House of Representatives appoints one member with an expertise in the area of admiralty law. Each member shall be a resident of the state and, with the exception of the one active Connecticut licensed pilot designated by a simple majority of pilots on the Connecticut side of the rotation system, no member shall be an active licensed pilot. Compensation of Commissioners: expenses. Pilotage rates: fixed by the Connecticut Port Authority, with the advice of the Connecticut Pilot Commission.

Designated funding source: annual pilot license fee of \$105.48 (as of November 2019)

Administrative Officer/Support: Executive Director

State Department/Agency Affiliation: Connecticut Port Authority (described as a “quasi-public agency”)

DELAWARE

Board Website: <http://dpr.delaware.gov/boards/riverpilots/>

"Board of Pilot Commissioners" consisting of seven members appointed by the governor (term of five years). Composition: three pilots, and four others at least two of whom must be public members and at least one of whom must be a shipping industry representative. Shipping industry representative may not be a former pilot. Public member may not be a former pilot, related to a pilot, or have ever been employed by a pilot association or an individual pilot. Compensation of Commissioners: mileage. Pilotage rates: Set by the legislature.

Designated funding source: pilot license application and renewal fee not to exceed \$250, amount determined by the Secretary of Administrative Services (\$165 as of November 2019).

Administrative Officer/Support: "Commission Liaison" to the Division of Professional Regulation and Commission Secretary.

State Department/Agency Affiliation: Department of State, Division of Professional Regulation.

FLORIDA

Board Website: <http://www.myfloridalicense.com/DBPR/harbor-pilots/>

"Board of Pilot Commissioners" consisting of ten members appointed by the governor (term of 4 years). Composition: five pilots (one from state at large, one from each of four specified port ranges); two maritime industry representatives ("one of whom shall be actively involved in a professional or business capacity in maritime, marine shipping, or commercial passenger cruise industry, one of whom shall be a user of piloting services"); and three public members (one member must be a certified public accountant and all individuals "shall not be involved in, or have any financial interest in, the piloting profession, the maritime industry, the marine shipping industry, or the commercial passenger cruise industry"). Compensation of Commissioners: Per Diem and travel expenses. Pilotage rates: following a public hearing, determined by the Pilotage Rate Review Committee, which is composed of the following 7 members of the Board of Pilot Commissioners: Two licensed state pilots (appointed by a majority vote of the licensed pilots on the Board); two Board members serving as maritime industry representatives, one Board member who is a certified public accountant, and the two remaining public members of the Board. Rates are determined based on statutory criteria.

Designated funding source: Fee of not more than 2% of pilot revenues (0.7% as of November 2019). Fees: \$300 maximum fee for license exam (\$200 as of November 2019), \$300 maximum fee for the review of the exam (\$200 as of November 2019), \$200 maximum biennial fee from pilots and deputy pilots (\$200 and \$100 respectively, as of November 2019), fee (up to \$1,000; currently \$150 as of November 2019) for review of pilotage rate increase.

Administrative Officer/Support: Executive Director.

State Department/Agency Affiliation: Department of Business & Professional Regulation.

GEORGIA

Board Website: <https://law.justia.com/codes/georgia/2018/title-52/chapter-6/article-1/>

The corporate authorities of Savannah, Darien, Brunswick, and St. Mary's each have the authority to appoint a Board of Pilotage Commissioners, consisting of seven commissioners, each appointed by these corporate authorities for a term of seven years (terms are staggered with one term expiring each year). Savannah and Brunswick have had the need to exercise this authority. Composition: all industry representatives or others with a maritime background ("ship agents, exporters, merchants, or other persons who are not pilots and who are engaged in or are familiar with marine shipping and with the requirements of their respective ports"). Compensation of Commissioners: \$100 per meeting (as of November 2019), salary for secretary. Pilotage rates: fixed by each Commission.

Designated funding source: all fines, forfeitures and \$700 annual pilot license fee (as of November 2019).

Administrative Officer/Support: Secretary

State Department/Agency Affiliation: None.

HAWAII

Oversight Department Website: <http://hawaii.gov/dcca/pvl/programs/port/>

No pilot commission. Pilotage is regulated by the Director of the Department of Commerce and Consumer Affairs. The Director may consult with a "panel of knowledgeable individuals" appointed by the director on licensing evaluations and other matters relating to pilotage. Pilotage rates: set by Director after a public, contested case hearing, if necessary, before a hearing officer.

Designated funding source: state appropriated funds and various pilot fees (\$380 biennial fee and a \$148 “compliance resolution fund” fee, both as of November 2019).

Administrative Officer/Support: State executive branch employees.

State Department/Agency Affiliation: Department of Commerce and Consumer Affairs.

LOUISIANA

A. Board of Louisiana River Pilot Review and Oversight

Board Website: <http://www.legis.la.gov/legis/BoardMembers.aspx?boardId=817>

Composed of eleven members appointed by the governor as follows: a pilot member of the Board of Examiners (Bar pilot); a pilot member of the Board of River Port Pilots (Crescent River pilot); a pilot member of the Board of Examiners (NOBRA pilot); a pilot member of the Board of Commissioners (Lake Charles pilot); two members selected from a list of four persons nominated by industry (not serving on the Fee Commission); two members selected from a list of four persons nominated by the Louisiana Ports Association; and three former judges who served on the Louisiana Supreme Court, a Louisiana appellate court, or a Louisiana district court who are not related to (or employed by) pilots (Part VI. §1133). Governor’s appointments serve a term concurrent with the governor’s term of office (board members remain in office until a replacement is appointed). Compensation of the Board Members: none.

The Board reviews and may approve or reject any proposed rule or regulation that may be adopted by any of the Boards of Commissioners or Examiners, except for rules and regulations adopted on an emergency basis. (§1135)

Designated funding source: “The board may incur necessary expenses in the discharge of its duties, functions, and responsibilities. The cost of equipment, office space, office supplies and all other necessary expenses for the administration, implementation, and enforcement of this Part shall be paid from self-generated funds or other funds made available to the board for such purpose. The board may accept grants, allocations, or appropriations from the United States government or donations, grants, or other forms of assistance from private foundations or other sources.” (§1133(G)).

Administrative Officer/Support: Counsel and staff.

State Department/Agency Affiliation: None.

B. Pilotage Fee Commission

Commission Website: <http://www.legis.la.gov/legis/BoardMembers.aspx?boardId=811>

Pilotage fees set by the Pilotage Fee Commission, composed of eleven members and eight alternates appointed by the Governor as follows: (1) four members and four alternates designated by the board of directors of the four pilot associations; (2) four members and four alternates to represent industry (industry rep may not serve on Board of Louisiana River Pilot Review and Oversight); and (3) three at-large members who have no pilot or industry affiliation or pecuniary interest (Part V. §1121). Governor's appointments serve a term concurrent with the governor's term of office (commission members remain in office until a replacement is appointed). Compensation of Commissioners: none.

Designated funding source: "The costs of salaries, equipment, office space, office supplies, and all of the necessary expenses for the administration, implementation, and enforcement of [pilotage fee matters] shall be paid from self-generated funds or other funds made available to the commission for such purposes. The commission may accept grants, allocations, or appropriations from the United States government or the state government, or donations, grants, or other forms of assistance from private foundations, or other sources."

Administrative Officer/Support: Counsel and staff.

State Department/Agency Affiliation: None.

C. Boards of Commissioners and Examiners

(1) Associated Branch (Bar) Pilots

Board Website: <http://www.legis.la.gov/legis/BoardMembers.aspx?boardId=137>

"Board of Examiners of Bar Pilots for the Port of New Orleans" consisting of three members appointed by the governor (for a term concurrent with the governor's term of office; board members remain in office until a replacement is appointed). Composition: all members are pilots who have served as pilots for at least five years. Board of Examiners has license, training, and limited disciplinary jurisdiction (Part I. Subpart A. §941). Compensation of Board Members: none.

Designated funding source: none.

Administrative Officer/Support: Counsel and staff.

State Department/Agency Affiliation: None.

(2) Crescent River Port Pilots

Board Website: <http://www.legis.la.gov/legis/BoardMembers.aspx?boardId=39>

"Board of River Port Pilot Commissioners" consisting of three members appointed by governor with the consent of the Senate (for a term concurrent with the governor's term of office; board members remain in office until a replacement is appointed). Composition: all members are pilots who have been active as pilots for at least four years. Board of Pilot Commissioners has license, training, and limited disciplinary jurisdiction (Part I. Subpart B. §991). Compensation of Commissioners: none.

Designated funding source: none.

Administrative Officer/Support: Counsel and staff.

State Department/Agency Affiliation: None.

(3) New Orleans-Baton Rouge Pilots

Board Website: <http://www.legis.la.gov/legis/BoardMembers.aspx?boardId=33>

"Board of Examiners for New Orleans and Baton Rouge Steamship Pilots for the Mississippi River" consisting of three members appointed by governor with the consent of the Senate (for a term concurrent with the governor's term of office; board members remain in office until a replacement is appointed). Composition: all pilots. Board of Examiners has license, training, and limited disciplinary jurisdiction (Part II. §1041). Compensation of Board Members: none.

Designated funding source: none.

Administrative Officer/Support: Counsel and staff.

State Department/Agency Affiliation: None.

(4) Lake Charles Pilots

Board Website: <http://www.legis.la.gov/legis/BoardMembers.aspx?boardId=138>

"Board of River Port Pilot Commissioners and Examiners" consisting of three members. Composition: chairman of the board of the port authority serving *ex officio* (and as chairman), and one pilot and one "business man of good standing" appointed by governor (for a term concurrent with the governor's term of office; board members remain in office until a replacement is appointed). Pilot members to be appointed from list of at least two pilots submitted by pilot

association. Board has licensing, training, and limited disciplinary jurisdiction (Part III. §1072).
Compensation of Commissioners: none.

Designated funding source: none.

Administrative Officer/Support: Counsel and staff.

State Department/Agency Affiliation: None.

MAINE

A. Portland Harbor Commission

Commission Website: <https://www.portlandharbor.org/>

Pilotage in the Port of Portland is regulated by the Portland Harbor Commission. This commission consists of five representatives charged with regulating navigation and commerce within Portland Harbor. The Commission includes two members appointed by the City of Portland, two members appointed by the City of South Portland, and one member appointed by the Governor (all with three year terms). Compensation of Commissioners: expenses. Pilotage rates: fixed by Commission, following public notice and hearing.

Designated funding source: Various fees, including initial licensing fee of \$500 (five year license) and renewal fee of \$400 (as of November 2019). In addition, each pilot and docking master contributes, on a pro rata basis, to a Commission "administrative fund" in the amount of \$15,000.00 (as of November 2019).

Administrative Officer/Support: Harbor Commission employees.

State Department/Agency Affiliation: None.

B. Maine State Pilotage Commission (for Ports other than Portland)

Commission Website: <http://www.maine-pilotage.com/>

"Maine State Pilotage Commission" consisting of seven members who are citizens of the State of Maine appointed by governor (three year terms). Commission has jurisdiction over pilots in ports other than Portland (where pilots are regulated by Portland Harbor Commission). Composition: three active pilots, one member from each coastal zone; two industry members that utilize the services of pilots; and two public members who are not pilots but "have a maritime background." Compensation of Commissioners: none. Pilotage rates: fixed by Commission.

Designated funding source: license application fee of \$500 for the first pilotage area and \$50 for each successive pilotage area. Original and renewal license fees are \$375 for 5 years, regardless of number of areas being renewed. \$100 late fees.

Administrative Officer/Support: Administrator/Executive Director.

State Department/Agency Affiliation: Department of Transportation.

MARYLAND

Board Website: <http://www.dlfr.state.md.us/license/bp/>

"State Board of Pilots" consisting of nine members, one of whom is the state's Secretary of Licensing and Regulation or his designee (*ex officio*), one the president of the pilot association, and the other seven appointed by the governor with the advice of the secretary (two year terms). Composition of seven appointed members: three active or retired pilots with at least 5 years' experience, two representatives from the steamship industry who actively employ pilots, one representative from the ship-docking tugboat industry, and one "consumer from the general public." Neither the secretary or his designee nor the consumer member may have any past or present employment or interest in the shipping or maritime industry. While a member of the Board, a consumer member may not: (1) have a financial interest in or receive compensation from a person regulated by the Board; or (2) grade any examination given by or for the Board. Compensation of Commissioners: reimbursed for expenses, to be paid out of money that the Board collects. Pilotage rates: established by the Maryland Public Service Commission.

Designated funding source: initial pilot licensing fee \$200-\$600 as of November 2019 (various levels of limited to unlimited licenses), similar renewal fees every two years.

Administrative Officer/Support: Executive Director and Assistant Executive Director

State Department/Agency Affiliation: Department of Labor, Licensing and Regulation.

MASSACHUSETTS

Board Website: <http://www.mass.gov/courts/case-legal-res/law-lib/laws-by-source/cmr/900-999cmr/995cmr.html>

District One (Port of Boston) has two "Commissioners of Pilots" appointed by the governor with the advice and consent of the governor's "Executive Council" (two year terms). Districts Two, Three, and Four each have a "Deputy Commissioner of Pilots" appointed by the governor with the

advice and consent of the governor's "Executive Council" (two year terms). Commissioners and deputy commissioners must "have experience in maritime and nautical affairs." Commissioners must be appointed on the recommendation of the trustees of the Boston Marine Society; deputy commissioners may be appointed on the recommendation of the trustees. Compensation of Commissioners: fixed by the Trustees of the Boston Marine Society. Pilotage rates: fixed by the Pilotage Rate Board.

Designated funding source: As of November 2019, 4% of revenues from pilots quarterly (2% in District One), initial licensing fee of \$100 for all pilots and a \$50 license renewal fee for pilots in Districts Two, Three and Four (as of November 2019).

Administrative Officer/Support: Secretary to the Commissioners.

State Department/Agency Affiliation: None.

MISSISSIPPI

Pascagoula Port Authority Website: <http://www.portofpascagoula.com/>

Pilots are regulated by a port authority commission in each port. Any city in Mississippi having a seaport or harbor shall have a port authority commission. Port Authority Commissioners are empowered and authorized to act as "port wardens and pilot commissioners" for the appointment and licensing of all pilots serving the port area. Each commission is composed of five resident citizens of such city, who shall be qualified electors therein, three of whom shall be "skilled and experienced in maritime affairs." The port commission shall be appointed as follows: one by the governor; one by the county board of supervisors; three by the mayor and board of aldermen or mayor and board of commissioners of the city (all for a term of four years). Compensation of Commissioners: \$22.50 per day while engaged in the business of the Commission, not to exceed 60 days per year, and expenses. Pilotage rates: fixed by Commission.

Designated funding source: Annual pilot license fee not to exceed \$50 (\$50 as of November 2019).

Administrative Officer/Support: Port Commission employees

State Department/Agency Affiliation: None.

NEW HAMPSHIRE

Board Website: <https://peasedev.org/division-of-ports-harbors/#pilotPilotage>

Pilots are regulated by the "Pease Development Authority, Division of Ports and Harbors" consisting of seven members, appointed as follows: one member appointed by the governor with the advice and consent of the governor's "Executive Council"; one member appointed by the mayor and city council of Portsmouth; one member appointed by the board of selectmen of Newington; one member appointed by the president of the senate; one member appointed by the speaker of the house of representatives; one member appointed jointly by the mayor and city council of Portsmouth and the board of selectmen of Newington; and one member appointed by the governor after nomination by the legislative delegation of Stratford county. All appointments are for a term of 3 years. Compensation of appointed members: expenses. Pilotage rates: fixed by the Authority.

Designated funding source: No pilot license fee, funded through state appropriated funds.

Administrative Officer/Support: Executive Director and Authority staff.

State Department/Agency Affiliation: Works in coordination with the Department of Resources and Economic Development.

NEW JERSEY

Commission Website: <https://www.state.nj.us/transportation/freight/maritimepilot/>

"New Jersey Maritime Pilot and Docking Pilot Commission" consisting of six members appointed by the governor (for a term of 3 years) by and with the advice and consent of the senate. Composition: members must be selected from "such persons as have been officers in our naval, Coast Guard or merchant service, or have been duly qualified as United States Merchant Marine Officers." No member may be concerned with or have any interest in pilotage business. Compensation of Commissioners: \$28,000 per year. Pilotage rates: fixed to the New York rates by statute.

Designated funding source: Docking pilot license fee of \$500; up to 3% of collected fees (1.5% as of November 2019) of maritime (Sandy Hook) pilots.

Administrative Officer/Support: Executive Director and Administrator.

State Department/Agency Affiliation: Department of Transportation.

NEW YORK

Board Website: <https://www.bdcommpilotsny.org/>

"Board of Commissioners of Pilots" consisting of six members. Composition: the governor, temporary president of the senate and the speaker of the assembly shall each appoint one commissioner; two members elected by representatives of marine insurance companies on board of underwriters of New York City, and one member appointed by the governor from among the members of the staff of the Albany port district commission. At least four members must have been licensed ship officers. The remaining two must have a minimum of five years experience in the maritime industry. No member may be a pilot or past pilot. All commissioners are appointed for a term of two years. Compensation of Board Members: none. Pilotage rates: statutory, based on recommendations of the Board.

Designated funding source: up to 3% (Hudson River) and up to 3% (Sandy Hook) of pilotage revenues (both at 2.75% as of November 2019).

Administrative Officer/Support: Executive Director and Administrator.

A separate Surcharge Board administers the funding of retirement benefits for the United New York and United New Jersey Sandy Hook Pilots and consists of four members: President of the Board of Commissioners of Pilots of the State of New York, President of the United New York Sandy Hook Pilots, President of the Board of Commissioners of Pilots of the State of New Jersey, and the President of the United New Jersey Sandy Hook Pilots. A fifth member, if necessary (i.e., if there is a deadlocked vote) shall be appointed by a majority of the aforementioned four members from a list submitted by the American arbitration association. When the Surcharge Board is dealing with the capital expense fund, an additional member, appointed by the governor to represent the interests of the shipping industry shall serve on the Board.

State Department/Agency Affiliation: None.

NORTH CAROLINA

A. Cape Fear

Commission Website:

http://www.ncga.state.nc.us/EnactedLegislation/Statutes/PDF/ByArticle/Chapter_76A/Article_1.pdf

"Cape Fear Navigation and River Pilotage Commission" consisting of five voting members, four appointed by the governor (2 year term), and the President of the Wilmington-Cape Fear Pilots'

Association (*ex officio* voting member). One member must represent maritime interests. No pilot or member of a pilot's family may be a member, except the president of the pilot association. Compensation of Commissioners: \$100 per meeting, expenses. Pilotage rates: fixed by the Commission.

Designated funding source: up to 2% (.25% as of November 2019) of annual collected pilotage fees.

Administrative Officer/Support: Part-time Secretary

State Department/Agency Affiliation: None.

B. Morehead City

Commission Website:

http://www.ncga.state.nc.us/EnactedLegislation/Statutes/pdf/ByArticle/Chapter_76A/Article_4.pdf

"Morehead City Navigation and Pilotage Commission" consisting of five members (3 voting members). The three voting members are appointed by the governor (3 year staggered term) and must be from Carteret County. The president of the Morehead City Pilots' Association and a member representing maritime interests (appointed by the governor) serve as *ex officio* nonvoting members. With the exception of the pilot association president, no pilot or member of a pilot's immediate family may be a member. Compensation of Commissioners: \$100 per meeting, expenses. Pilotage rates: fixed by the Commission.

Designated funding source: up to 2% (.25% as of November 2019) of annual collected pilotage fees.

Administrative Officer/Support: Part-time secretary.

State Department/Agency Affiliation: None.

OREGON

Board Website: <http://www.puc.state.or.us/BMP/Pages/Index.aspx>

"Oregon Board of Maritime Pilots" consisting of nine members appointed by the governor and confirmed by the senate (four year term). Composition of appointed, voting members: three pilots (one Columbia River Bar pilot, one Columbia River Pilot, and one Coos Bay or Yaquina Bay pilot), three industry members ("operates or represents commercial ocean-going vessels"), and three public members (one shall serve as Chairman). The Oregon Public Utilities Commission

(PUC) may appoint a member of the PUC (or designee) to serve as an ex officio non-voting board member. Compensation of Board Members: none. Pilotage rates: fixed by the Board.

Designated funding source: "Board Operations Fee" (\$50/outbound vessel and \$50/inbound vessel included in pilotage tariff) and annual fees not to exceed \$3,149 (both as of November 2019).

Administrative Officer/Support: Administrator

State Department/Agency Affiliation: Public Utility Commission of Oregon.

PENNSYLVANIA

Commission Website:

<http://www.dos.pa.gov/ProfessionalLicensing/BoardsCommissions/NavigationCommissionfortheDelawareRiveranditsNavigableTributaries/Pages/default.aspx>

"Navigation Commission for the Delaware River and Its Navigable Tributaries" consisting of nine members, four appointed by the governor (four year term); two appointed by the mayor of Philadelphia (four year term); the Secretary of Environmental Protection (ex officio), the Secretary of the Commonwealth (ex officio), and the Director of Commerce for the City of Philadelphia (ex officio). Compensation of Commissioners: reimbursement of necessary expenses. Pilotage rates: statutory.

Designated funding source: Pilot license fee of \$400 (as of November 2019).

Administrative Officer/Support: Secretary

State Department/Agency Affiliation: Department of State.

RHODE ISLAND

Commission Website: <http://www.dem.ri.gov/commissions/pilotage.php>

"State Pilotage Commission" consisting of four members as follows: Chief, Division of Coastal Resources (ex officio), Associate Director, Bureau of Natural Resources (ex officio), a pilot (appointed by the governor for a 3 year term), and a public representative (appointed by the governor for a 3 yr term). Compensation of Commissioners: expenses. Pilotage rates: fixed by Commission.

Designated funding source: \$100 pilot license application fee, \$20 renewal every five years, 6% of collected pilotage fees (all as of November 2019).

Administrative Officer/Support: Counsel and staff.

State Department/Agency Affiliation: Department of Environmental Protection.

SOUTH CAROLINA

A. Commissioners of Pilotage for the Lower Coastal Area (Charleston)

Commission Website: <https://law.justia.com/codes/south-carolina/2018/title-54/chapter-15/>

(See section 54-15-40)

The "Commissioners of Pilotage for the Lower Coastal Area" consists of eight members. Composition: one pilot appointed by the governor (3 year term); the chairman of the South Carolina State Ports Authority or his designee (ex officio); the President of the ILA Local 1422, or designee (ex officio); one recommended by the Beaufort County Legislative Delegation from its maritime community; one recommended by the Jasper County Legislative Delegation from its maritime community; and three members appointed by the governor (3 year staggered terms) upon the recommendations of the Charleston County Legislative Delegation from lists of nominations submitted by the Greater Charleston Chamber of Commerce, the Maritime Association of the Port of Charleston, and the Propeller Club of the Port of Charleston. For all licensure actions, the Commissioners appoint a board of examiners consisting of three "nautical men," at least one of whom is a pilot, to examine the licensure candidates for each of the four "short branches" and for "full branch". Compensation of Commissioners: none. Pilotage rates: fixed by the Commissioners.

Designated funding source: Annual license fee of \$960 (as of November 2019), apprentice application fee, and licensure examination fee.

Administrative Officer/Support: Secretary and contract Technical Consultant

State Department/Agency Affiliation: Department of Labor, Licensing and Regulation.

B. Commissioners of Pilotage for the Upper Coastal Area (Georgetown)

Commission website: <https://law.justia.com/codes/south-carolina/2018/title-54/chapter-15/>

(See section 54-15-20)

The "Commissioners of Pilotage for the Upper Coastal Area" consists of six members. Composition: one pilot appointed by the governor (3 year term); the chairman of the South Carolina State Ports Authority or designee (ex officio); the President of the ILA Local, or his designee (ex officio). The remaining three are appointed by the governor upon recommendations of the Georgetown County Legislative Delegation from lists of nominations submitted by the Chamber of Commerce and the Propeller Club of the Port of Georgetown. For all licensure actions, the Commissioners appoint a board of examiners consisting of three "nautical men," at least one of

whom is a pilot, to examine the licensure candidates for each of the four "short branches" and for "full branch". Compensation of Commissioners: none. Pilotage rates: Fixed by the Commissioners.

Designated funding source: Annual license fee of \$960 (as of November 2019), apprentice application fee, and licensure examination fee.

Administrative Officer/Support: Secretary to the Commission.

State Department/Agency Affiliation: Department of Labor, Licensing and Regulation.

TEXAS

A. Corpus Christi

Board Website: <http://www.statutes.legis.state.tx.us/Docs/TN/htm/TN.70.htm>

"Board of Pilot Commissioners for the Port of Corpus Christi Authority" composed of the seven port commissioners of the port. The port commissioners consist of 4 members appointed by the county judge/court and three members appointed by the mayor/city council (all for a term of three years). A person may not be a member of the board if the person has a conflict of interest or a direct or indirect financial interest in any business affected by or connected with the performance of the person's duties as a pilot commissioner. Compensation of Commissioners: none. Pilotage Rates: fixed by the board.

Designated funding source: Port Authority.

Administrative Officer/Support: The Executive Director of the Port of Corpus Christi Authority serves as Secretary to the Pilot Board, and the General Counsel of the Port of Corpus Christi Authority provides legal counsel to the Pilot Board.

State Department/Agency Affiliation: None.

B. Freeport

Board Website: <http://www.portfreeport.com/pilot-commission>

"Board of Pilot Commissioners for Brazoria County ports" composed of seven port commissioners of the Brazos River Harbor Navigation District of Brazoria County (the term of office coincides with a member's term as a navigation and canal commissioner). No person who has any conflict of interest or is directly or indirectly financially interested in any business that may be

affected by or connected with his duties as a pilot commissioner may be a member. Compensation of Commissioners: none. Pilotage rates: are fixed by the Board.

Designated funding source: None.

Administrative Officer/Support: Secretary

State Department/Agency Affiliation: None.

C. Galveston

Board Website: <http://www.statutes.legis.state.tx.us/Docs/TN/htm/TN.67.htm>

"Board of Pilot Commissioners for Galveston County ports" consisting of five persons appointed by the governor with consent of the senate (four year term of office). No person who has any conflict of interest or is directly or indirectly financially interested in any business that may be affected by or connected with his duties as a pilot commissioner may be a member. Compensation of Commissioners: none. Pilotage rates: fixed by the Board.

Designated funding source: None.

Administrative Officer/Support: Secretary

State Department/Agency Affiliation: None.

D. Houston

Board Website: <https://statutes.capitol.texas.gov/Docs/TN/htm/TN.66.htm>

(see section 66.011)

"Board of Pilot Commissioners for the Ports of Harris County" is composed of nine commissioners (two year terms) as follows: two pilot commissioners appointed by a majority of the city council of the City of Houston; two pilot commissioners appointed by a majority of the Harris County Commissioners Court; one pilot commissioner appointed by the city council of the City of Pasadena, who must reside in the city of Pasadena; one pilot commissioner appointed by a majority of the Harris County Mayors' and Councils' Association, who must be a resident of a municipality in Harris County that is located adjacent to the Houston Ship Channel and has a population of less than 100,000; two pilot commissioners appointed by the governor; and the chair of the board, who shall be jointly appointed by the City of Houston mayor and city council and the Harris County Commissioners Court. No person who is engaged in or has any direct or indirect financial interest in a pilot boat or other business that may be affected by or connected

with his duties as a pilot commissioner may be a member. Compensation of Commissioners: none. Pilotage rates: fixed by the Board.

Designated funding source: Funded through Port Authority.

Administrative Office/Support: Port Authority staff – **[NOTE:** Statute as amended in 2019 to separate the port authority from the pilot commission is reflected above, but staffing and funding remain the same but will gradually evolve as the separation is phased in]. The Executive Director of the Port of Houston Authority serves as Secretary to the Pilot Board, and the General Counsel of the Port of Houston Authority provides legal counsel to the Pilot Board. Staff members of the Port of Houston Authority’s Legal Department work with the Application Review Committee appointed by the Board of Pilot Commissioners. The committee includes voting members from the Houston Pilots Association, the Port of Houston maritime industry, the Harris County community at large, and the Port of Houston Authority. This committee conducts the preliminary review of pool applicant, deputy branch pilot, and branch pilot applications. Legal Department members also work with the Board of Pilot Commissioners’ appointed Pilot Board Investigation and Recommendation Committee, comprised of members from the Houston Pilots Association, the Port of Houston maritime industry, and the Port of Houston Authority; and nonvoting advisory members from the U. S. Coast Guard. This committee conducts investigations and hearings of complaints and incidents, and recommends action to the Board of Pilot Commissioners. The Port Authority’s Managing Director of Health, Safety, Security and Environmental (HSSE) chairs both committees and a Port Authority staff member serves as Compliance Coordinator.]

State Department/Agency Affiliation: None.

E. Sabine

Board Website: <http://www.statutes.legis.state.tx.us/Docs/TN/htm/TN.69.htm>

"Board of Pilot Commissioners for Jefferson and Orange County ports" composed of the five commissioners from Jefferson and Orange County. The commissioners are appointed by the governor with the advice and consent of the senate (two year terms). "A person may not be a member of the board if the person has a direct or indirect pecuniary interest in a pilot boat or branch pilot in the business of the board’s trust." Compensation of Commissioners: none. Pilotage Rates: fixed by the board.

Designated funding source: None.

Administrative Officer/Support: Secretary

State Department/Agency Affiliation: None.

VIRGINIA

Board Website: <http://www.dpor.virginia.gov/Boards/Branch-Pilots/>

"Board of Branch Pilots" consisting of nine members. Composition: three persons appointed by the Circuit Court of Hampton, only one of whom is a pilot; four persons by the Circuit Court of Norfolk, only two of whom are pilots; and two persons appointed by the Circuit Court of Portsmouth, only one of whom is a pilot. No non-pilot member may have any interest in the business of the board. Compensation of Board Members: none. Pilotage rates: fixed by the State Corporation Commission.

Designated funding source: Fees for original pilot license and annual renewals, amount varies with the expenses of Board.

Administrative Officer/Support: Executive Director.

State Department/Agency Affiliation: Department of Professional and Occupational Regulation

WASHINGTON

Board Website: <http://www.pilotage.wa.gov/>

"Board of Pilotage Commissioners of the State of Washington" consisting of nine members, one of whom is the Assistant Secretary of Marine Operations of the Department of Transportation or his designee (who is the chairman) and one of whom is the Director of the Department of Ecology or his designee. The other seven are appointed by the governor and confirmed by the senate (four year term). Composition of the seven appointed members: two pilots; two persons actively engaged in ownership, operation, or management of vessels (one related to American shipping and one to foreign shipping); one from an environmental organization; and two with maritime experience exclusive of experience as a pilot or a shipping representative. Compensation of Commissioners: \$50 per day plus expenses (as of November 2019). Pilotage rates: established by the state Utilities and Transportation Commission.

Designated funding source: Annual pilot license fee of \$6,500; Board Chairman receives an annual stipend of \$40,000 funded from the Washington State Ferry budget (as of November 2019).

Administrative Officer/Support: Executive Director, Training Program Coordinator and Project Director

State Department/Agency Affiliation: Department of Transportation and Department of Ecology.

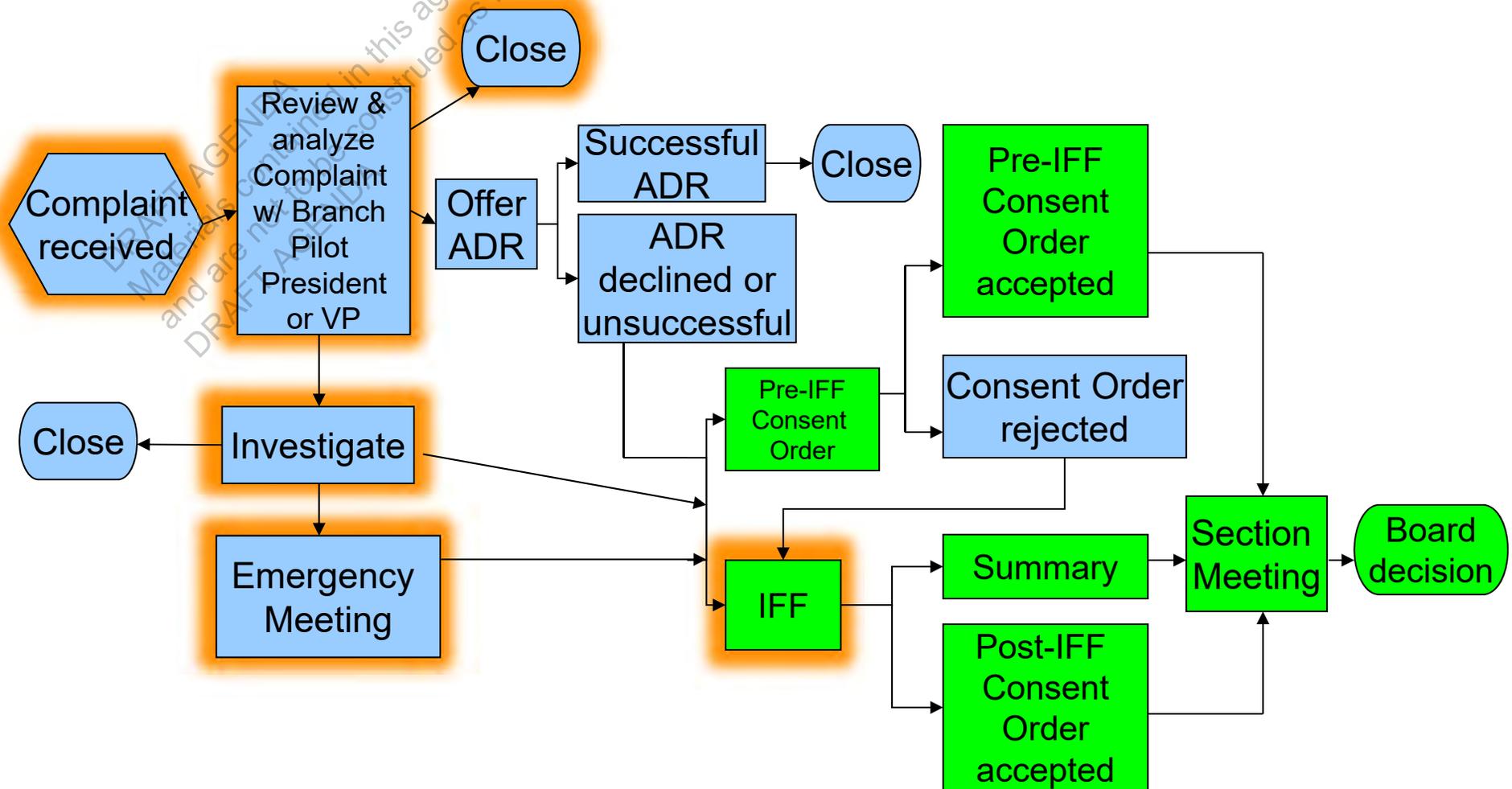
DRAFT AGENDA
Materials contained in this agenda are proposed topics for discussion
and are not to be construed as regulation or official Board position
DRAFT AGENDA

Comparison of State Pilotage Commissions

States	Designated Members							Jurisdiction		Funding			
	PI	IN	PU	GO	MB	OT	NR	Lic.	Discipline	Rates	License / Exam Fee	% of Fees	Other
Alabama	1	1				1		X	X	Stat/X	\$100/yr		
Alaska	2	2	2	1				X	X	X	\$2,500 bi		
Calif (SF)	2	2	3	1n				X	X	Stat/X		2.75%	
Connecticut	1	3	2	1	1	1		X	X	X	\$105		
Delaware	3	1	2			1		X	X	Stat.	\$165		
Florida	5	2	3					X	X		\$100-\$200	0.7%	Fees
Pilotage Rate Review Committee	2	2	2			1				X			\$150 for rate review
Georgia	Pro	7 from IN or MB			7 from IN or MB			X	X	X	\$700		
Hawaii (No Commission)													
Louisiana													
Assoc Br	3							X	X				
Cres Rvr	3							X	X				
NOBRA	3							X	X				
Lake Charles	1		1			1n		X	X				
Fee Comm	4	4	3							X			
Rev & Ovr	4	4				3		X	X				
Maine													
Portland							5	X	X	X	\$400-\$500	\$15k	
Others	3	2			2			X	X	X	\$375(5/yr)		
Maryland	4	3	1	1n				X	X	PUC	\$200-\$600 bi		
Massachusetts													
Dist. 1					2			X	X			2%	
Dist. 2-4(each)					1			X	X		\$50-\$100	4%	
Pilotage Rate Board (Dist 1-4)		1		3		3				X			
Mississippi					3	2		X	X	X	\$50		
N. Hampshire				2		5		X	X	X			
New Jersey	pro				6			X	X	Stat.		1.5%	
New York	pro	2			4			X	X	Stat./X		2.75%	
N. Carolina													
Cape Fear	1	1				3		X	X	X		.25%	
Mrhd City	1n	1n				3		X	X	X		.25%	
Oregon	3	3	3	1n				X	X	X	\$3,149		
Pennsylvania				3n			6	X	X	Stat.	\$400		
Rhode Island	1		1	2n				X	X	X	\$100 5yrs; \$20 renew	6%	
S. Carolina	1					2n	3	X	X	X	\$960		
Charleston	1	2			3	2		X	X	X	X		
Georgetown	1				3	2		X	X	X	X		
Texas													
Houston	pro					9		X	X	X			
Galveston	pro					5		X	X	X			
Freeport	pro					7		X	X	X			
Sabine	pro					5		X	X	X			
C.Christi	pro					7		X	X	X			
Virginia	4						5	X	X	PUC	Varies		
Washington	2	2		2	2	1		X	X	PUC	\$6,500		

Legend: PI=pilot; IN=industry; PU=public; MB=maritime background; GO=government official; OT=other; NR=no restriction; n=non-voting; pro=prohibited (specific prohibition on such persons being members); Stat=statutory (set by legislature); bi=biennially; PUC=Public Utility Commission

Regulatory Complaint Process



Approved at BBP mtg 6/15/18

DRAFT AGENDA
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and are not to be construed as regulation or official Board position.
DRAFT AGENDA

14. State Corporation Commission Rate Increase Request

----- Forwarded message -----

From: **VMA Events** <events@vamaritime.com>

Date: Fri, Jul 24, 2020 at 10:06 AM

Subject: VMA Symposium Cancelled - What you need to know

To: <kate.Nosbisch@dpor.virginia.gov>

Symposium FAQ & Announcements



Make sure to visit VAmaritime.com/Symposium for the most recent updates!

Coronavirus & VMA's September 22-24 Events

After extensive consideration of the current landscape related to the COVID-19 pandemic and the health and safety of our members, event participants, staff, and overall community, the Virginia Maritime Association (VMA) has made the difficult decision to cancel the International Trade Symposium, Annual Banquet, and the other connected events that had been rescheduled for September 22-24 in Norfolk.

Please join us May 12-14, 2021 for the 18th Annual International Trade Symposium!

The following outlines what current registrants and sponsors can expect as we move these events forward to May 12-14, 2021:

- **Current Registrations:** The VMA will carry all current registrations forward to the May dates. VMA will refund 100% of the event registration paid, for those unable to attend the May dates, provided VMA receives a refund request in writing by April 25, 2021.
- **Sponsorships:** Our team will be reaching out directly to sponsors to confirm and provide additional details.
- **Hotel Rooms:** The VMA cannot alter an attendee's existing hotel reservations.

Please contact your airline and hotel providers as soon as possible to make alternative arrangements or cancellations.

- o **Hilton | The Main** - A special room rate of \$165 is being offered to all attendees who make their reservation before April 25, 2021 at Hilton Norfolk The Main hotel. Reservations received after April 25, 2021 will be on a rate and availability only basis. In order to get this special rate, please register on-line at:
https://www.hilton.com/en/hi/groups/personalized/O/ORFWAHH-AIT-20210510/index.jhtml?WT.mc_id=POG
- o **The Norfolk Marriott Waterside** room block details forthcoming.

If you have any questions, please take a look at our FAQ page <https://www.vamaritime.com/mpage/ITSannouncement>. It will contain the most up to date information as we go through this process together.

We thank you for your support and understanding during this unprecedented situation, and VMA will use the additional time to continue to improve upon our plans for these always popular and highly rated events. We look forward to seeing you in May.

Sincerely,

David White
Executive Vice President
Virginia Maritime Association
www.VAmaritime.com



Questions?

Jennifer Parham
jennifer@vamaritime.com
757-628-2663

Connect:



Hosted By:

**Department of Professional and Occupational Regulation
Statement of Financial Activity**

**Board for Branch Pilots
954190**

2020-2022 Biennium

July 2020

	July 2020 Activity	Biennium-to-Date Comparison	
		July 2018 -	July 2020 -
Cash/Revenue Balance Brought Forward			140
Revenues	0	0	0
Cumulative Revenues			140
Cost Categories:			
Board Expenditures	326	280	326
Board Administration	18	19	18
Administration of Exams	0	0	0
Enforcement	0	0	0
Legal Services	0	0	0
Information Systems	5	6	5
Facilities and Support Services	3	1	3
Agency Administration	8	9	8
Other / Transfers	0	0	0
Total Expenses	359	316	359
Transfer To/(From) Cash Reserves	(359)	0	(359)
Ending Cash/Revenue Balance			140

Cash Reserve Beginning Balance	21,205	0	21,205
Change in Cash Reserve	(359)	0	(359)
Ending Cash Reserve Balance	20,846	0	20,846

Number of Regulants	
Current Month	41
Previous Biennium-to-Date	44

17. Other Business

18. Conflict of Interest/Travel Vouchers

19. Adjourn