

Comment

Mike Moore

Owner

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Comment Information

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Details

Comments

I represent the Pacific Merchant Shipping Association whose members call the west coast and utilize pilot services. in Grays Harbor, the pilots have federal pilotage endorsements and are state licensed pilots. The Grays Harbor pilotage district is defined by Washington State and is a compulsory pilotage ground with tariff levels set by the State of Washington. We are fully aware of the unique circumstances in Grays Harbor. The drop off in traffic nearly 20 years ago led to a transition from independent contractor pilots to Port of Grays Harbor employees. Currently, there is not enough traffic to provide full time work for 2 pilots but the port can't manage with just one pilot. And, in order to train and provide a pilot at all times they now have a trainee in addition to their 2 pilots. So, with low vessel call activity levels, the Port is forced to overstaff the number of pilots. In addition, there are other operational costs paid by revenue generated by the pilotage tariff. The port therefore has to either take funds from other sources or increase pilotage tariff until traffic levels grow which will then allow for tariff reductions. The port does have other port call costs that can be adjusted to address competitiveness issues. The other option is for the port to renegotiate their agreement with pilots to recognize the lower workload levels they are at.

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