

PUGET SOUND PILOTS' RESPONSE TO BENCH REQUESTS 1 - 2

DATE PREPARED: August 27, 2020	WITNESS: Capt. Ivan Carlson
DOCKET: TP-190976	RESPONDER: Puget Sound Pilots
REQUESTER: WUTC	

BENCH REQUEST NO. 1: Please provide any written documents that describe PSP's dispatch process, including but not limited to all dispatch and ordering policies, and all dispatch data from the dispatch system software for the test year time period.

RESPONSE TO BENCH REQUEST NO. 1:

Not all dispatch practices have been reduced to writing. Those that have been are reflected in PSP's Operating Rules, which have been filed as Exhibit EVB-9X, PSP's Bylaws, which have been filed as Exhibit EVB-5X, and in various Dispatch Memos, which are being produced with the file label "BR1 - Dispatch Memos.pdf" and bates numbers PSP_007917-007938." Please note that dispatch memos sometimes reference fatigue management rules that were subsequently superseded. In practice, dispatchers are directed to apply current rest rules rather than superseded rest rules without the issuance of an updated dispatch memo.

PSP's Ordering Policies are contained in Exhibit EVB-8X.

PSP's dispatch data from the Coe Dispatch System for the test year is being produced in excel format with the file label "BR1 - PSP dispatch records 7-1-18 through 6-30-19.xlsx" and bates label PSP_007939. Due to the unavailability of a confidentiality protective order, to protect the privacy interests of pilots, each pilot's name has been substituted with a unique code. Should the Commission determine that individual pilot names are necessary to complete its adjudication, PSP is happy to work with the Commission to find a solution to protect pilots' privacy interests while also providing that information.

For clarity, PSP is also producing its Waterways Guidelines, which were referenced in the hearing testimony of Capt. von Brandenfels, with file label "BR1 - PSP Guidelines April 15, 2020.pdf" and bates numbers PSP_007940-007955.

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REQUESTER: PMSA	

BENCH REQUEST NO. 2: Please provide the number of mandatory pilot retirements in 2020, 2021, and 2022. Of those mandatory retirements, how many callback days has each pilot accumulated as of 8/13? Additionally, please identify the number of currently licensed pilots who are or will be nearing retirement and have accumulated callback days and may become unavailable for assignment due to burning call back days for each year of the proposed 3-year rate period.

RESPONSE TO BENCH REQUEST NO. 2:

LIC. NO.	Number of Callback Days as of 8-13-20	Date turning 70	Retirement Status
116	198	3/8/2021	Currently burning callback days and surrendered license, commenced burning callback days on 10-15-19
145	59	9/4/2024	Currently burning callback days and surrendered license, commenced burning callback days on 10-15-19
121	216	4/24/2020	Surrendered license at 70, currently burning callback days
190	39	7/25/2020	Surrendered license at 70, currently burning callback days
123	172	9/26/2020	Must surrender license when 70
126	436	4/27/2021	Must surrender license when 70
175	72	8/9/2022	Must surrender license when 70