

Exh. SM-3
TP-190976
Witness: Stephan Moreno

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

WASHINGTON UTILITIES AND
TRANSPORTATION COMMISSION,
Complainant,

v.

PUGET SOUND PILOTS,
Respondent.

DOCKET NO. TP-190976

**EXHIBIT TO
REBUTTAL TESTIMONY OF
STEPHAN MORENO**

Mr. Sevall's answer to PMSA Data Request 17

ON BEHALF OF PUGET SOUND PILOTS

JULY 13, 2019

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION STAFF
RESPONSE TO DATA REQUEST

DATE PREPARED: June 23, 2020
DOCKET: TP-190976
REQUESTER: PMSA

WITNESS: Scott Sevall
RESPONDER: Scott Sevall
TELEPHONE: (360) 664-1230

DATA REQUEST NO. 17:

With respect to the new rate design, as described the “proposed tariff has two main rates; a gross tonnage rate and a service time rate. ... The gross tonnage rate operates much like a base rate and the service time rate operates much like the usage rate.” (Exh. SS-1T, p. 19) And, the “base rate and specific line item rates were designed to cover the costs associated with the income statement. The service time charge is calculated specifically to cover the TDNI.” (Exh. SS-1T pp. 20-21) Would it be a correct restatement of UTC Staff’s proposal that the gross tonnage revenues are intended to cover PSP operating expenses and administrative overhead and that the “usage rate” revenues charged by the hour of pilotage services delivered are a service time rate intended to compensate each pilot’s DNI earned for each assignment completed?

RESPONSE:

The tariff rates are intended to cover the complete cost of marine pilotage operations. I believe a correct restatement of Staff’s proposal is “the gross tonnage revenues are estimated to cover PSP operating expenses and administrative overhead and that the ‘usage rate’ revenues, charged per hour of pilotage services delivered, are a service time rate estimated to compensate for pilot time.”