



Vote No on HB 2695A

Pilots Oppose Bill to Lower Safety Standards

Crossing a bar can be treacherous business. Experienced pilots, familiar with currents and weather patterns, help ships and barges reach port safely. House Bill 2695A would allow some vessels to bypass the use of pilots, raising serious safety questions on Oregon's coastline.

The Columbia River Pilots and the Coos Bay & Yaquina Pilots both oppose HB 2695A.

The Coos Bay & Yaquina Pilots have extensive experience navigating treacherous entrances to Coos Bay. Because of the dangers associated with the bar crossing at the mouth of Coos Bay, these pilots prevent potentially catastrophic accidents that can occur when captains with little-to-no experience with the terrain attempt to enter Coos Bay on their own.

HB 2695A would exempt large US-flag tug and barge combinations up to 10,000 tons from the requirement to use a pilot certified by the Oregon Board of Maritime Pilots (OBMP) if they are coming from British Columbia.

Rather than the stricter safety standards for licensing by the OBMP, HB 2695A would simply require a federal mariner license, meaning that pilots entering Coos Bay from British Columbia could be navigating the hazards associated with the bar for the very first time. In a turbulent marine environment such as the mouth of Coos Bay, conditions are constantly changing.

While the Pilots appreciate competitive pressures facing many Oregon, cutting costs shouldn't come at the expense of safety. Local knowledge that is vital in avoiding accidents that could result in loss of life or cargo, and could potentially create environmental hazards.

Contact: Tess Milio - 626-484-8387 - tessm@cfmpdx.com

QUALIFICATIONS COMPARISON SUMMARY

Coos Bay Pilots (State License, Unlimited, Unrestricted)

- Licensed by USCG as Master with Radar Observer endorsement, and served as Master at least 2 years, or served at least 5 years as unlimited State pilot on another pilotage ground.
- Federal First Class Pilot's Endorsement for Coos Bay Pilotage grounds (must satisfy all requirements listed under heading "Federal First Class Pilot Endorsement," below).
- 100 Coos Bay Bar crossings (25 at night) under supervision by a State licensed pilot.
- 25 docking/undocking's and 25 trips through each of the bridges under supervision by a State licensed pilot.
- Letter from all Coos Bay Pilots certifying applicant has necessary local knowledge and ship handling skills. Pass written local knowledge test administered by State.
- Recency: Many trips over Coos Bay Pilotage grounds for every year a State licensed pilot (currently averaging 50 to 60 transits annually). Supervised retraining trips required if absent more than 180 days.
- Continuous oversight by the OBMP, including annual medical oversight and cyclical refresher training requirements (manned model training, bridge resources management, etc.)
- Independent professional with no vessel or company loyalties or pressures; accountable to State and USCG.

Federal First Class Pilot Endorsement

- Licensed by USCG as Master or mate.
- 12 round trips over Coos Bay Pilotage grounds.
- Draw detailed chart of Coos Bay; including shoals, water depths, all aids to navigation, bridge heights, etc.). Pass written test on all aids to navigation; buoys, lights, and range boards.
- Recency: One round trip in 5 years.
- Occasional oversight by USCG.
- Subject to direction by vessel employer (not independent).

"Acting As" Pilot Requirements

- Licensed by USCG as Master or mate.
- 4 round trips over Coos Bay Pilotage grounds (1 at night).
- Recency: One round trip in 5 years.
- Subject to direction by vessel employer (not independent).

As allowed by HB2695

- Licensed as Master or Mate of towing vessels.
- Local knowledge: None required.
- Recency: None required.
- Subject to direction by towing company employer (not independent).

Contact: Tess Milio - 626-484-8387 - tessm@cfmpdx.com