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Oregon Board of Maritime Pilots

Remarks to Transportation Policy Committee.
08 February, 2017

1. Introduction.
2. Greetings to the Board.
3. Brief Discussion the Role of the Ship Pilot.
 - a. The fundamental difference between ship and aircraft pilots.
 - b. Provide local expertise necessary to move ships safely to and from port, through a complex marine transportation environment.
 - c. Facilitate marine commerce.
4. Brief Discussion of the Role of the Oregon Board of Maritime Pilotage (OBMP)
 - a. 3 Oregon Pilotage Grounds: Columbia River, Columbia Bar, and Coos & Yaquina Bays
 - b. OBMP exists under the State PUC. 9 member volunteer board.
 - c. Task 1: Assure safe and efficient pilotage services.
 - d. Task 2: Set training standards and oversee pilot licensing.
 - e. Task 3: Administer tariffs for all three pilotage grounds.
5. History of this issue in front of OBMP.
 - a. Bill HB 2695 is not requested by OBMP. It is stakeholder-initiated legislation.
 - b. The situation at the heart of the issue: The same identical US flag tug, crew, barge, and cargo does not requires a pilot if coming from Port Angeles, WA – but does if coming from Port Alberni, BC.
 - c. OBMP received its first correspondence on this issue on 15 April 2016.
 - d. OBMP was asked by a stakeholder if any resolution to this issue was possible via the administrative rules. Board counsel advised us that it was not, since such a resolution could be in conflict with the agency's authorizing statutes.
 - e. The stakeholder advised us that he would pursue a statutory solution.
6. OBMP Stance on HB 2695.
 - a. The OBMP is taking no stance on HB 2695.
7. Offer of assistance and support to the Committee.

- a. Please inform us if Committee members need any additional information.
- b. Please inform us if Committee members need any addition contacts.

8. Thanks to the Committee.