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TEMPORARY ADMINISTRATIVE ORDER
INCLUDING STATEMENT OF NEED & JUSTIFICATION

BMP 18-2024

CHAPTER 856
PUBLIC UTILITY COMMISSION
OREGON BOARD OF MARITIME PILOTS

FILED

11/26/2024 8:42 AM
ARCHIVES DIVISION
SECRETARY OF STATE
& LEGISLATIVE COUNSEL

FILING CAPTION: Allow docking and undocking observations to occur while holding a state training license.

EFFECTIVE DATE: 11/26/2024 THROUGH 01/31/2025

AGENCY APPROVED DATE: 11/21/2024

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NEED FOR THE RULE(S):

The rule change was recommended by the Training Course Monitor for the Columbia River Bar because the opportunity for trainees to meet the requirement has been reduced as ship patterns have changed.

JUSTIFICATION OF TEMPORARY FILING:

During the 11/21/2024 meeting, the Board approved a temporary rule changing the language in this rule to allow docking and undocking experience to accrue under a training license rather than under a federal pilotage endorsement. The rule change does not reduce the overall required experience to qualify as a pilot but allows a longer period to obtain the required experience. The Columbia River Bar Pilots currently have one pilot in training who is affected. Without this rule change implemented as a temporary rule, their qualification time will be extended by months, possibly up to half a year. This will result in an insufficient number of pilots. Failure for the pilot to progress through his training will reduce the number of qualified pilots leading to an increase in fatigue deviations and a reduction in safety and/or the availability of pilots. Failure to adopt a temporary rule will result in less efficient and less safe pilotage. A sufficient number of pilots is critical to ensure that ships move without delay and fatigue standards can still be met. Delaying ships, even by an hour, can result in tens of thousands of dollars in direct penalties, in addition to creating cascading effects that reduce efficiency in the transportation system. Moving pilots through their licensing progression is critical to ensure that the \$29 million economic activity supported by shipping on the Columbia River continues to flow safely and smoothly. It is important to note that the Oregon Board of Maritime Pilots is comprised of three groups, public members with no current maritime interests, pilot associations and industry stakeholders. The motion for this rule passed unanimously, meaning that it is supported by both the pilots and the industry groups most directly affected by the rulemaking.

DOCUMENTS RELIED UPON, AND WHERE THEY ARE AVAILABLE:

Rules Committee recommendation from 10/3/2024 and Board meeting recommendation from 11/21/2024. Both notes are available from the Board Administrator and recordings are available on the board's website.

AMEND: 856-015-0014

RULE TITLE: Pilot Licensing Requirements - Columbia River Bar Pilotage Ground

RULE SUMMARY: Amending rule to allowing docking or undocking observations to occur while holding a state training license; instead of requiring a federal pilotage endorsement.

RULE TEXT:

When applying for an original license on the Columbia River Bar pilotage ground the applicant shall:

- (1) Hold a valid license issued by the U.S. Coast Guard as "Unlimited Master any oceans — any tonnage", endorsed for Radar Observer.
- (2) Hold a valid Columbia River Bar trainee license issued by the Board.
- (3) Make a minimum of one hundred (100) crossings of the Columbia River Bar under the supervision of a state-licensed Columbia River Bar pilot. These crossings shall be made while holding a valid federal pilot endorsement.
- (4) Document having been on board and observed a minimum of ten (10) ships docking or undocking from the Astoria Port Docks, Tongue Point, and other facilities. These observations shall be made while holding a state training license.
- (5) Document having made at least twenty-five percent (25%) of the minimum one hundred (100) crossings of the Columbia River Bar during the hours of darkness.

STATUTORY/OTHER AUTHORITY: ORS 776.115

STATUTES/OTHER IMPLEMENTED: ORS 776.300