

I N D E X

THE BOARD OF PILOT COMMISSIONERS
OF THE PORTS OF HARRIS COUNTY, TEXAS

June 18, 2020

Minute No.	Event/Action
	Chairman Campo convened the virtual meeting of the Board of Pilot Commissioners
	Minutes
(PB-2020-0618-01)	Approve the Minutes of the Board of Pilot Commissioners Meeting – March 26, 2020
	Appearances
(PB-2020-0618-02)	Chairman Campo asked if there were any public comments; there were none
	Chairman Campo introduced Captain Robert Thompson, Houston Pilots Association, to provide a status update
	Staff Reports
(PB-2020-0618-03a)	Chairman Campo recognized Captain Woodring, to provide a quick update
(PB-2020-0618-03b)	Chairman Campo recognized Captain Gavis, to provide a quick update
	General
(PB-2020-0618-04)	Deliberation and possible action regarding the following: Pilot Board Transition Committee update Request that the Port Commission approve a three-month extension to the Amended Interlocal Agreement with the Port of Houston Authority regarding the performance of certain governmental functions and services Requests for Proposals (RFPs) and Request for Qualifications (RFQs) for Pilot Board support roles

Acceptance of resignation (effective June 30, 2020) of Captain Marcus Woodring as Chairman of the Pilot Board Application Review Committee (ARC) and Pilot Board Investigation and Recommendation Committee (PBIRC) and appointment of successor(s)

- (PB-2020-0618-05) Recommendation for renewal of Branch Pilot Commission in and for the Houston Ship Channel and Galveston Bar: Captain Sean P. Arbogast
- (PB-2020-0618-06) Recommendation for renewal of Branch Pilot Commission in and for the Houston Ship Channel and Galveston Bar: Captain Robert V. Arthur Jr.
- (PB-2020-0618-07) Recommendation for renewal of Branch Pilot Commission in and for the Houston Ship Channel and Galveston Bar: Captain John M. Bratcher
- (PB-2020-0618-08) Recommendation for renewal of Branch Pilot Commission in and for the Houston Ship Channel and Galveston Bar: Captain Sherri L. Hickman
- (PB-2020-0618-09) Recommendation for original Branch Pilot Commission in and for the Houston Ship Channel and Galveston Bar: Captain Bradley S. Albrecht
- (PB-2020-0618-10) Recommendation for original Branch Pilot Commission in and for the Houston Ship Channel and Galveston Bar: Captain Donald C. Buckley Jr.
- (PB-2020-0618-11) Recommendation for original Branch Pilot Commission in and for the Houston Ship Channel and Galveston Bar: Captain Ramin J. Hatami

Adjourn Meeting

**Board of Pilot Commissioners for Harris County Ports
Public Meeting**

**Houston, Texas
June 18, 2020**

A public meeting of the Board of Pilot Commissioners for Harris County Ports (the “Pilot Board”) was convened on June 18, 2020 at 11:00 a.m. by a WebEx webinar. The following commissioners and others were present:

Ric Campo, Chairman
Michel Bechtel, Commissioner
Frances Castañeda Dyess, Commissioner
Roland Garcia, Commissioner
Capt. Reginald McKamie, Commissioner
Darrell Morrison, Commissioner
Captain M. Tyler Gavis – Secretary and Compliance Coordinator
Erik Eriksson, General Counsel
Captain Marcus Woodring, Chairman, Pilot Board Investigation and Recommendation Committee (PBIRC) and Application Recommendation Committee (ARC)

Chairman Campo convened the meeting of the Pilot Board by welcoming everyone in attendance and announced that he was glad that everyone could join the meeting.

(PB-2020-0618-01) Minutes

Chairman Campo advised he would move to item B on the agenda, “Approval of Minutes, March 26, 2020 Public Meeting.” He explained his process whereby he would ask for someone to make a motion. and would then ask for any negative votes; if there were none, the item would pass. He noted that he had been handling items this way in other meetings. Chairman Campo then called for a motion to approve the minutes. Commissioner Morrison moved for approval and Chairman Campo asked if there were any negative votes; there were none. The minutes were approved as written.

(PB-2020-0618-02) Appearances

Chairman Campo asked Mr. Eriksson if there were any public comments; there were none.

Chairman Campo asked Captain Thompson to provide a quick status update on the Houston Pilots regarding the slowdown, as well as COVID-19 protocols. Captain Thompson advised that things were going well but noted business was down 10% from last year. He reported that the first quarter of the year through March went extremely well, as March was the third-busiest month ever; however, due to COVID-19 and the oil crisis, business had since fallen off to the point that, where a normal average was about 63 ships a day, the average was now down to about 54 ships a day.

Captain Thompson advised that a few pilots who had called to notify him they were around friends that tested positive for Covid-19 were directed to a teleconference with the Pilots' doctor on hand to determine if testing was needed; so far there had been no positive results. He also noted that one of the pilot boat operators had tested positive for Covid-19 and the pilots were now in the process of testing the crew, cleaning the boat, and tracking down which pilots may have been around the area of operations to determine if testing them was needed. Captain Thompson reiterated that so far however everything was looking okay.

Chairman Campo commented that he felt good about the way the Pilots were handling the situations, based on the detailed protocol that has been shared with him multiple times. He noted that it was important to ensure there were no outbreaks in the most critical group that operated ships in the port, the Houston Pilots. Chairman Campo added that he appreciated the diligence and assistance that has been put in place to ensure everyone was safe.

Chairman Campo asked if there were any questions for Captain Thompson; there were none.

Chairman Campo noted that he wanted to re-emphasize some big items before the staff reports: the Pilot Board was moving forward with complying with the state mandate of disconnecting the Port Authority and Pilot Commission. He further noted that the onset of the COVID-19 stay-home orders had slowed things down a bit, and advised the Transition Committee had made some good progress which would be discussed later in the meeting. Chairman Campo also advised that the fundamental objective was to create an independent Pilot Commission, noting the Pilot Board was on the right track to do so, and while at the same time ensuring the transition was smooth and seamless, in order to continue to create a positive business environment for the overall port.

Chairman Campo moved on to note that some very good things had happened since the last meeting with respect to the channel. He advised that it had been anticipated that the chief of the U.S. Army Corps of Engineers (USACE) would sign the Chief's Report and pass it to the Assistant Secretary of the Army, who would ultimately pass it to Congress to be included in the next Water Resources Development Act (WRDA), and General Semonite had signed the report in April and it had been passed to the Assistant Secretary of the Army. Chairman Campo added that the report took five years to prepare and cost over \$11 million, half-funded each by the USACE and the Port Authority.

The process was right on schedule and the WRDA bill will be marked up in the first week of July by the Transportation and Infrastructure Committee of the House of Representatives. The deepening and widening project had also been included in the Senate bill. A significant amount of time had been spent with the congressional delegation to

ensure they understand what was needed, as well as ensuring that the project was incorporated into WRDA. Chairman Campo concluded by noting that the ultimate question was whether Congress would act, and if so, would the President sign it. He noted however that it was good news that COVID-19 had not negatively impacted the deepening and widening project at this point.

Chairman Campo continued by commenting that funding mechanisms had slowed down. He had been having conversations with Vincent DiCosimo about moving forward with the funding proposal of the Coalition for a Fair and Open Port, but it was likely that the proposal would not receive a significant amount of traction until the end of summer when people were back to normal.

Chairman Campo concluded that he thought things were in really good shape and opened the floor for questions or comments. Following Commissioner Garcia's congratulatory remarks on the deepening and widening of the channel, Chairman Campo thanked him and added that he was proud of the Port Authority team for not missing a step, despite having to work remotely.

(2020-0618-03) Staff Reports

(a) Chairman Campo recognized Captain Woodring to provide a quick update on the ARC and the PBIRC.

Captain Woodring advised that the ARC continued to meet remotely using WebEx or Zoom. He noted there were four renewals and three original Branch Pilot commissions on the agenda. He further explained that the original Branch Pilots were deputies completing their three-year apprenticeship with the Houston Pilots who were becoming fully state-licensed for the first time. He added that the ARC held a meeting the prior week where there was one renewal, two original Branch Pilots, and two applicants to enter the Pilot Pool.

He explained that the Pilot Commission did not approve the people that enter the Pilot Pool, but rather the ARC reviews their credentials, to ensure they are qualified to become a pilot prior to being placed into the Pilot Pool. There were currently 80-90 people in the Pilot Pool and as pilots saw an opening coming up or a retirement on the horizon they reached into the Pilot Pool to select two, three, or maybe four candidates a year to enter into the three-year apprenticeship deputy program, and thereafter they receive an original Branch Pilot commission.

Captain Woodring also provided a report on the PBIRC noting that a subcommittee meeting was held to review nine cases dated from as early as November, which was a normal caseload. Out of the nine cases, eight were closed to file and one would require a

full hearing. Captain Woodring advised that Captain Gavis was gathering information and a date would be set for the hearing at some time in the future.

Following Chairman Campo's inquiry, Captain Woodring advised that he did not recall the name of the case involving the grounding of a containership, and noted if he had the name of the vessel he could look it up to see where it ended up on the roster.

He further noted that the subcommittee was comprised of five of the nine members of the PBIRC, and advised that its primary goal was to review cases for any possibilities of pilot error, as they were looking for prudent seamanship. Any issue that related to mechanical failure were not pilot issues and were normally closed to file, as there was no culpability on the pilot's part. The subcommittee reviewed cases where decision making might come into question as to whether prudent seamanship was exercised.

The case in review was related to an outbound vessel that was meeting other vessels: the decision making of the pilot needed to be explored.

Chairman Campo noted that his understanding was that the containership that was run aground, was not damaged, and was removed fairly quickly with no major negative impact on channel traffic. He advised that his reason for bringing it up was that he thought it was important for new commissioners to think about and understand that the accident happened because dredging was not completed, but could have been completed if the USACE had a bigger budget and a better funding mechanism to dredge in the part of the channel where the ship ran aground.

Chairman Campo added that the good news was that this year the USACE was granted more than double the funding from last year for channel maintenance, i.e. approximately \$79 million compared to \$30 million in the past. Part of the reasoning for additional funding was to get ahead of dredging for the deepening and widening project hopefully beginning next year.

Chairman Campo then asked Captain Thompson if he wanted to comment, and Captain Thompson replied that he believed the cases would be heard once Captain Gavis gathered all of the evidence. He further commented on what went wrong in the case, suggesting that it was a large draft vessel that he thought had a miscalculated where the water was located.

Captain Gavis added that the case that Captain Thompson referenced had not been reviewed, as he was waiting on more information from the Coast Guard and noted it would be on the next agenda.

Commissioner McKamie raised his concern regarding diversity within the Houston Pilots. He noted as far as the percentage of African Americans, the Pilot Board was worse now than when Captain Paul Brown became a Houston Pilot. In response to Commissioner McKamie's inquiry on outreach, Chairman Campo advised he would allow Captain Thompson to provide comment.

Chairman Campo added that the current protest environment, along with the awful circumstances that fostered that movement, with the slaying of George Floyd and other amazingly awful situations, had created a real moment of opportunity to review and improve the idea of diversity throughout the port as a whole. Chairman Campo also advised that he would discuss addressing diversity and inclusion at the upcoming Port Commission meeting, and noted it would not be just a new program or new diversity officer, but a rethinking of how recruitment was done, as well as how to raise and create the ladder of opportunity for a more diverse port complex. He noted that the Pilots were one piece of it, although there was a broader issue that needed to be addressed and the Port Authority would address it in a big way. The Pilot Commission as well as the Pilots needed to address the issue, understanding that it would not happen overnight but should be a focused new effort in building the base up. He reiterated that he thought this was a good opportunity for a wake-up call to everyone at the port including the Pilots and others.

Captain Thompson commented that the Port Authority had started two maritime high schools in Houston at least ten years ago, adding that children must be groomed at a young age to make them aware that these opportunities were available. He also noted that scholarships were given to minority students as well as underprivileged students to attend major maritime colleges in the United States, to help them through school, and letting them know that jobs were available. Captain Thompson advised that unfortunately Houston Pilot opportunities were not entry-level positions, as it took at least six years on the license from deck officer to qualify for the Pilot Pool. He remarked that the Pilots provide close to \$100,000 in scholarships.

Further discussion ensued on the types of licensing that would qualify a person for the Pilot Pool, and Commissioner McKamie suggested a training program to bring people up to speed. He also advised that from looking at the numbers, the Pilot Board could do better with diversity through outreach. Chairman Campo agreed that the Pilot Board could do better, and must do better, noting that something different needed to be done, with a broad focus that people would buy into now, rather than continuing how it had been in the past.

- (b) Chairman Campo recognized Captain Gavis to provide a quick update.

Captain Gavis addressed the last point by noting that the Houston Pilots were heavily engaged in the San Jacinto College-sponsored Maritime Youth Expo, and he had also attended many times.

Captain Gavis advised that he received a call from an individual at the Secretary of State's office to alert him of a significant delay in processing Branch Pilot commissions. As a result, it was important to continue to get commissions approved and allow more time than normal for processing them.

Captain Gavis also advised that the name of the containership that Chairman Campo referenced earlier in the meeting was the CMA CGM Dhalia, and that the case would be reviewed at the next PBIRC subcommittee meeting. He then opened the floor for questions.

In response to Commissioner Garcia's inquiry, Captain Thompson advised that scholarship money was given to each school and the school then portioned the money out to minority and under-privileged children.

Chairman Campo suggested preparing a report on current the function in terms of outreach, programs, and money, to provide detail as to which schools receive scholarship funds and how they were distributed within schools. He further noted that the report could be distributed at the next Pilot Board meeting, and a more robust conversation could be held on how to improve, as well as what needed to be done to build a more diverse workforce. Captain Thompson commented that he would be able to gather the requested information, and have it sent to the commissioners for review.

Commissioner McKamie recommended formation of a committee working hand-in-hand with the pilots with an emphasis on increasing diversity and outreach, as well as reviewing the requirements of a training program to increase the numbers. He noted that he was aware there were people out there that could do the job, and further recommended another function of the committee would be to look at how pilots were being brought on board as a step prior to becoming a Deputy Pilot. Chairman Campo commented that he thought forming the committee was fine and advised the commissioners to consider if they would like to be on the committee, and then send a message to either him or Mr. Eriksson to move forward.

(2020-0618-04) General Matters

Chairman Campo moved to Item E on the agenda and asked Commissioner Garcia, Chairman of the Pilot Board Transition Committee, to provide a quick update. Commissioner Garcia noted that the Transition Committee had made good progress and recognized Mr. Eriksson, Captain Woodring, and Captain Gavis for helping to prepare and

formulate Requests for Proposals (RFPs) and Requests for Qualifications (RFQs). He further noted that a lot of thought and attention had gone into the requirements for each document. Commissioner Garcia wanted to recommend approval of the current forms of RFPs and RFQs provided to the full commission. He covered the contents, which included solicitations for the Executive Director, Marine Investigator, and General Counsel. He noted he wanted to be proactive with outreach and advertising, and then issue the solicitations. Commissioner Garcia advised that he expected responses within 30 days for the committee to evaluate and make selections, after which a better idea of costs could be determined and which would lead to funding discussions. Commissioner Garcia asked for a recommendation for approval of the RFP and RFQ forms to begin publication, advertising, and collecting responses.

Chairman Campo called for a motion to approval Item E-3 on the agenda, "Requests for Proposals (RFPs) and Requests for Qualifications (RFQs) for Pilot Board support roles." Commissioner Garcia moved for approval, seconded by Commissioner Bechtel. MOTION PASSED.

Following Commissioner Morrison's inquiry, Chairman Campo advised that his understanding was that the Executive Director could be a firm or a person within a firm. He provided an example of organizations that hire management companies to manage day-to-day operations, and would be designated as the part-time Executive Director. He noted that he did not think it needed to be a specific individual and did not know if the Executive Director position was a full-time position, as it was more of a coordination of the efforts of multiple persons. Chairman Campo further commented that he did not see it as full-time based on his knowledge of the Houston Pilot Board's operations, and that he believed it was more of a firm rather than a full-time person function. Commissioner Morrison commented that he assumed the position was for an individual and suggested to keep it as it was.

Commissioner McKamie commented that he recalled discussion on having one person as the Executive Director oversee all business in a full-time position due to the significance and importance of the Pilot Board. Following further discussion, Commissioner Garcia concurred and suggested to revise the RFP to include an individual or company for clarity purposes. Chairman Campo endorsed keeping the maximum flexibility and noted it was fine if the committee ultimately decided to hire a full-time person. He also suggested collecting proposals from groups in and around the port that could provide services, or perhaps multiple services, rather than just one person who would then make the decision.

Mr. Eriksson confirmed that he would modify the language for clarity purposes in the Executive Director RFP to state that the Executive Director could be an individual, firm, or designated individual within a firm. Commissioner Dyess commented there may

still be flexibility once the RFPs were received, and based on what the budget was, the position might be part-time and the other positions might be hourly. She suggested doing it right the first time, as it was all new to the committee, who may be looking at it from different ends, and urged keeping in mind the budget and financials along with the roles of the three or four RFPs going out.

Chairman Campo reverted to Item E-2 on the agenda, "Request that the Port Commission approve a three-month extension to the amended Interlocal Agreement with the Port of Houston Authority regarding the performance of certain governmental functions and services."

Chairman Campo noted that Commissioner Garcia had raised a concern in discussion with him whether there was enough time, and had made the request to extend the agreement to the end of the year. Chairman Campo observed that he was generally okay with the decision, though other commissioners may not be, as they were more concerned as the legislative session approached that persons may think the Port Authority was dragging its feet in contravention to the wishes of the state to separate the two groups. Chairman Campo advised that he wanted to be true to the discussions that have been held in the past to ensure there were no slips that would create a negative impact on the pilots or on what they do. He added that he thought flexibility was needed and advised that he would add another extension through December to the upcoming Port Commission agenda but he was not sure if it would be agreed to.

Chairman Campo called for a motion to amend the Interlocal Agreement through the end of December. Commissioner McKamie moved for approval, seconded by Commissioner Dyess. Mr. Eriksson noted that this motion authorized the Pilot Board to approve the amendment, and Chairman Campo reiterated that the challenge was Port Commissioner concerns, but that he would convey to them that the Transition Committee was doing a great job in moving forward, and the timing was strictly related to COVID-19 and the challenges surrounding the pandemic.

Commissioner Garcia thanked Chairman Campo for his understanding and patience, noting that the Transition Committee was being thoughtful, diligent, and careful with the process to ensure that it was done right. Chairman Campo expressed his appreciation and advised that the motion for Item E-2 PASSED.

Chairman Campo moved on to Item E-4 on the agenda, "Acceptance of resignation (effective June 30, 2020) of Captain Marcus Woodring as Chairman of the Pilot Board Application Review Committee (ARC) and Pilot Board Investigation and Recommendation Committee (PBIRC) and appointment of successor(s)."

Chairman Campo commented that the resignation was a function of being as transparent as possible with disconnecting Port Authority employees from the Pilot Commission. He advised that given the extension of the Interlocal Agreement, Captain Woodring would withdraw his resignation. Commissioner Garcia expressed his thanks to Captain Woodring for agreeing to assist through the end of the year. Captain Woodring commented that it was no burden and noted he was honored to continue to serve in order to meet the spirit of the legislation. He also added that he hoped to be retained on the committee even if he was not the chairman. Chairman Campo advised that no action was needed.

Chairman Campo moved to Item E-5.

The Pilot Board considered each Request for Pilot Board Action (“RPBA”) attached to these minutes as Exhibit “A.”

(PB-2020-0618-05) RPBA E5 was presented, moved by Commissioner Garcia for approval, seconded by Commissioner Morrison. Chairman Campo, and Commissioners Bechtel, Dyess, Garcia, and McKamie voted Aye. Nays none. RPBA E5 PASSED.

(PB-2020-0618-06) RPBA E6 was presented, moved by Commissioner Garcia for approval, seconded by Commissioner Morrison. Chairman Campo, and Commissioners Bechtel, Dyess, Garcia, and McKamie voted Aye. Nays none. RPBA E6 PASSED.

(PB-2020-0618-07) RPBA E7 was presented, moved by Commissioner Garcia for approval, seconded by Commissioner Morrison. Chairman Campo, and Commissioners Bechtel, Dyess, Garcia, and McKamie voted Aye. Nays none. RPBA E7 PASSED.

(PB-2020-0618-08) RPBA E8 was presented, moved by Commissioner Garcia for approval, seconded by Commissioner Morrison. Chairman Campo, and Commissioners Bechtel, Dyess, Garcia, and McKamie voted Aye. Nays none. RPBA E8 PASSED.

(PB-2020-0618-09) RPBA E9 was presented, moved by Commissioner Garcia for approval, seconded by Commissioner Morrison. Chairman Campo, and Commissioners Bechtel, Dyess, Garcia, and McKamie voted Aye. Nays none. RPBA E9 PASSED.

(PB-2020-0618-10) RPBA E10 was presented, moved by Commissioner Garcia for approval, seconded by Commissioner Morrison. Chairman Campo, and Commissioners Bechtel, Dyess, Garcia, and McKamie voted Aye. Nays none. RPBA E10 PASSED.

(PB-2020-0618-11) RPBA E11 was presented, moved by Commissioner Garcia for approval, seconded by Commissioner Morrison. Chairman Campo, and Commissioners Bechtel, Dyess, Garcia, and McKamie voted Aye. Nays none. RPBA E11 PASSED.

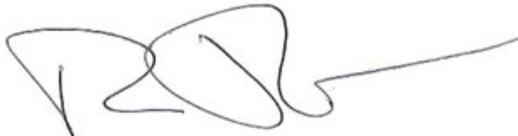
In response to Commissioner McKamie's inquiry on funding, Chairman Campo advised that should be a responsibility of the Transition Committee. He further noted that the Transition Committee should engage Captain Thompson and the pilots to debate on how the Pilot Board should be funded. He also suggested an analysis on costs or cost expectations in the current format. Following further discussion, Chairman Campo recommended coming back with proposals after discussion between the Transition Committee and the Pilots, as funding needed to be addressed in conjunction with the RFPs and RFQ. Commissioner Mckamie expressed his thanks to Chairman Campo for the guidance and noted that the bottom line was that nothing could be done without funding.

Commissioner Garcia recalled that the Transition Committee had previous discussions on funding, and there were multiple views of the matter. He further noted that it was quite enlightening to hear from the various stakeholders in attendance and suggested another brainstorming meeting, as the industry members had great viewpoints. Commissioner Garcia also remarked that it would be helpful if Captain Thompson could have a discussion with his leadership to recommend ideas and options, as he believed the pilots would have a significant amount of information to share. He noted that while the committee was moving forward, the process was still critical and should be figured out quickly with fees and rates assessed that could lead to hearings.

Chairman Campo concurred and asked to ensure there was a broad group of people reached when posting the next Transition Committee meeting, including the Port Bureau, which represented a broad constituency of the port. In response to Commissioner Garcia's request, Captain Gavis agreed to assist in coordinating the next meeting, and added that he would also coordinate with Captain Thompson to schedule something in the near future.

At 11:55 a.m., Chairman Campo adjourned the Pilot Board meeting.

The above is a correct copy of the Minutes of the June 18, 2020 meeting of the Board of Pilot Commissioners for Harris County Ports.



Ric Campo, Chairman



Tyler Gavis, Secretary

E. PILOT MATTERS

Subject

2. Authorize and request the Port Commission approve a three-month extension to the Amended Interlocal Agreement with the Port of Houston Authority regarding the performance of certain governmental functions and services.

Recommended Action

The Board of Pilot Commissioners for Harris County Ports (Pilot Board), at its June 18, 2020 meeting, authorize and request the Port Commission approve a three-month extension to the Amended Interlocal Agreement with the Port of Houston Authority (Port Authority) for the performance of certain governmental functions and services, and further authorize the Secretary of the Pilot Board to do any and all things in his opinion reasonable or necessary to give effect to the foregoing.

Category:

Pilot Matters

Department:

Pilot Administration

Staff Contact:

Tyler Gavis

Background:

Beginning in 1923, the regulation of pilot services by the Pilot Board was an adjunct to the Port Authority's state-mandated exercise of control over the channels and waterways within Port Authority limits. The cooperation between the Port Authority and the Pilot Board in performing their respective functions has been beneficial to both the Port Authority and the Pilot Board and improved the efficiency and effectiveness of the Pilot Board's regulatory efforts. Since that time, Port Commissioners served as Pilot Board members as well.

In order to formalize the cooperation of the two entities, interlocal agreements have been adopted between them, providing for the use of Port Authority staff time and resources to assist the Pilot Board in carrying out its duties. Both parties are authorized under the Texas Government Code Section 791 (the Interlocal Cooperation Act) to enter into interlocal contracts for such services.

As a result of a new appointment process provided in S.B. 1915 enacted by the 86th Legislature in 2019, following the resignation of Port Commissioners from the Pilot Board, the current separately-appointed Pilot Board members have succeeded to its governance.

Staff Evaluation/Justification:

An Amended Interlocal Agreement was adopted on December 11, 2019 by both entities, to continue the existing cooperative arrangements and permit the newly-seated Pilot Board members to implement new procedures for carrying out the Pilot Board's statutory duties, prior to termination of the agreement in March 31, 2020. The Pilot Board subsequently exercised its option to extend this period through June 30, 2020.

At this time the transition process has not been completed, and accordingly staff recommends that the Pilot Board enter into an extension through September 30, 2020 of the Amended Interlocal Agreement with the Port Authority for the performance of governmental functions and services by the Port Authority to assist the Pilot Board, including use of Port Authority staff, time, and resources, and for the funding of certain expenses of the Pilot Board.

E. PILOT MATTERS

Subject

5. Recommendation for renewal of Branch Pilot Commission in and for the Houston Ship Channel and Galveston Bar: Captain Sean P. Arbogast

Access:

Public

Type:

Action

Recommended Action

The Board of Pilot Commissioners for Harris County Ports (the Pilot Board), at its June 18, 2020 meeting, recommend to the governor the commission renewal of Captain Sean P. Arbogast as Branch Pilot for the Houston Ship Channel and Galveston Bar for a four-year term effective August 22, 2020, and further authorize the Secretary of the Pilot Board to do any and all things in his opinion reasonable or necessary to give effect to the foregoing.

Public Content

Category:

Pilot Matters

Department:

Pilot Administration

Staff Contact:

M. Tyler Gavis

Background:

The Application Review Committee (ARC) of the Pilot Board considers whether applicants meet the statutory and regulatory requirements for pilots on the Houston Ship Channel and Galveston Bar. Among other things, applicants undergo a physical examination to determine if an applicant is in good mental and physical health in order to perform the duties of pilotage on the Houston Ship Channel and Galveston Bar, and an investigation including a criminal background check and the applicant's accident history is conducted.

Staff Evaluation/Justification:

Captain Sean P. Arbogast has applied for commission renewal as Branch Pilot for the Houston Ship Channel and Galveston Bar. The application included proof of continued education training in Legal Aspects of Piloting, Fatigue Management for Pilots, COLREG- Collision Regulations for Pilots, Emergency Shiphandling for Pilots, BRM-P Bridge Resource Management for Pilots, Post Panamax Vessels: New Challenges for Pilots, Escort Tug Operations for Pilots, and a letter on his behalf from the Houston Pilots with evidence of his ability to enter into a faithful performance bond in the amount of \$25,000 payable to the governor.

After an assessment of his qualifications and the documents filed with his application, the ARC determined that Captain Sean P. Arbogast meets the requirements of Chapter 66 of the Texas Transportation Code, Houston Pilots Licensing and Regulatory Act, Section 66.041, and the Rules and Regulations Governing Pilots and Pilotage on the Houston Ship Channel and Galveston Bar.

Accordingly, the ARC respectfully submits to the Pilot Board the application of Captain Sean P. Arbogast for commission renewal as Branch Pilot for the Houston Ship Channel and Galveston Bar. Such commission is for a four-year term.

E. PILOT MATTERS

Subject

6. Recommendation for renewal of Branch Pilot Commission in and for the Houston Ship Channel and Galveston Bar: Captain Robert V. Arthur Jr.

Access:

Public

Type:

Action

Recommended Action

The Board of Pilot Commissioners for Harris County Ports (the Pilot Board), at its June 18, 2020 meeting, recommend to the governor the commission renewal of Captain Robert V. Arthur Jr. as Branch Pilot for the Houston Ship Channel and Galveston Bar for a four-year term effective August 24, 2020, and further authorize the Secretary of the Pilot Board to do any and all things in his opinion reasonable or necessary to give effect to the foregoing.

Public Content

Category:

Pilot Matters

Department:

Pilot Administration

Staff Contact:

M. Tyler Gavis

Background:

The Application Review Committee (ARC) of the Pilot Board considers whether applicants meet the statutory and regulatory requirements for pilots on the Houston Ship Channel and Galveston Bar. Among other things, applicants undergo a physical examination to determine if an applicant is in good mental and physical health in order to perform the duties of pilotage on the Houston Ship Channel and Galveston Bar, and an investigation including a criminal background check and the applicant's accident history is conducted.

Staff Evaluation/Justification:

Captain Robert V. Arthur Jr. has applied for commission renewal as Branch Pilot for the Houston Ship Channel and Galveston Bar. The application included proof of continued education training in Radar Observer (recertification), Fatigue Management for Pilots, and a letter on his behalf from the Houston Pilots with evidence of his ability to enter into a faithful performance bond in the amount of \$25,000 payable to the governor.

After an assessment of his qualifications and the documents filed with his application, the ARC determined that Captain Robert V. Arthur Jr. meets the requirements of Chapter 66 of the Texas Transportation Code, Houston Pilots Licensing and Regulatory Act, Section 66.041, and the Rules and Regulations Governing Pilots and Pilotage on the Houston Ship Channel and Galveston Bar.

Accordingly, the ARC respectfully submits to the Pilot Board the application of Captain Robert V. Arthur Jr. for commission renewal as Branch Pilot for the Houston Ship Channel and Galveston Bar. Such commission is for a four-year term.

E. PILOT MATTERS

Subject

7. Recommendation for renewal of Branch Pilot Commission in and for the Houston Ship Channel and Galveston Bar: Captain John M. Bratcher

Access:

Public

Type:

Action

Recommended Action

The Board of Pilot Commissioners for Harris County Ports (the Pilot Board), at its June 18, 2020 meeting, recommend to the governor the commission renewal of Captain John M. Bratcher as Branch Pilot for the Houston Ship Channel and Galveston Bar for a four-year term effective August 22, 2020, and further authorize the Secretary of the Pilot Board to do any and all things in his opinion reasonable or necessary to give effect to the foregoing.

Public Content

Category:

Pilot Matters

Department:

Pilot Administration

Staff Contact:

M. Tyler Gavis

Background:

The Application Review Committee (ARC) of the Pilot Board considers whether applicants meet the statutory and regulatory requirements for pilots on the Houston Ship Channel and Galveston Bar. Among other things, applicants undergo a physical examination to determine if an applicant is in good mental and physical health in order to perform the duties of pilotage on the Houston Ship Channel and Galveston Bar, and an investigation including a criminal background check and the applicant's accident history is conducted.

Staff Evaluation/Justification:

Captain John M. Bratcher has applied for commission renewal as Branch Pilot for the Houston Ship Channel and Galveston Bar. The application included proof of continued education training in Restricted Visibility Navigation for Pilots, ECDIS- Electronic Chart Display Information System, Manned Model Shiphandling- Ultra Large Containerships – Barbours Cut, PPU Electronic Navigation System Training, Emergency Shiphandling for Pilots, Post Panamax Vessels: New Challenges for Pilots, Escort Tug Operations for Pilots, Manned Model Shiphandling, Fatigue Management for Pilots, Radar Observer (recertification), COLREG- Collision

Regulations for Pilots, Tractor Tug Use for Pilots, BRM-P Bridge Resource Management for Pilots, and a letter on his behalf from the Houston Pilots with evidence of his ability to enter into a faithful performance bond in the amount of \$25,000 payable to the governor.

After an assessment of his qualifications and the documents filed with his application, the ARC determined that Captain John M. Bratcher meets the requirements of Chapter 66 of the Texas Transportation Code, Houston Pilots Licensing and Regulatory Act, Section 66.041, and the Rules and Regulations Governing Pilots and Pilotage on the Houston Ship Channel and Galveston Bar.

Accordingly, the ARC respectfully submits to the Pilot Board the application of Captain John M. Bratcher for commission renewal as Branch Pilot for the Houston Ship Channel and Galveston Bar. Such commission is for a four-year term.

E. PILOT MATTERS

Subject

8. Recommendation for renewal of Branch Pilot Commission in and for the Houston Ship Channel and Galveston Bar: Captain Sherri L. Hickman

Access:

Public

Type:

Action

Recommended Action

The Board of Pilot Commissioners for Harris County Ports (the Pilot Board), at its June 18, 2020 meeting, recommend to the governor the commission renewal of Captain Sherri L. Hickman as Branch Pilot for the Houston Ship Channel and Galveston Bar for a four-year term effective October 26, 2020, and further authorize the Secretary of the Pilot Board to do any and all things in his opinion reasonable or necessary to give effect to the foregoing.

Public Content

Category:

Pilot Matters

Department:

Pilot Administration

Staff Contact:

M. Tyler Gavis

Background:

The Application Review Committee (ARC) of the Pilot Board considers whether applicants meet the statutory and regulatory requirements for pilots on the Houston Ship Channel and Galveston Bar. Among other things, applicants undergo a physical examination to determine if an applicant is in good mental and physical health in order to perform the duties of pilotage on the Houston Ship Channel and Galveston Bar, and an investigation including a criminal background check and the applicant's accident history is conducted.

Staff Evaluation/Justification:

Captain Sherri L. Hickman has applied for commission renewal as Branch Pilot for the Houston Ship Channel and Galveston Bar. The application included proof of continued education training in Manned Model Shiphandling- Ultra Large Containerships – Barbours Cut, Post Panamax Vessels: New Challenges for Pilots, Escort Tug Operations for Pilots, ECDIS- Electronic Chart Display Information System, Brownwater/ Bluewater Coordination Course, Error Detection & Use of Advanced Radar Techniques in Restricted Waters, Manned Model Shiphandling, Emergency Shphandling for Pilots, PPU Electronic Navigation System Training,

Fatigue Management for Pilots, COLREG- Collision Regulations for Pilots, and a letter on her behalf from the Houston Pilots with evidence of her ability to enter into a faithful performance bond in the amount of \$25,000 payable to the governor.

After an assessment of her qualifications and the documents filed with her application, the ARC determined that Captain Sherri L. Hickman meets the requirements of Chapter 66 of the Texas Transportation Code, Houston Pilots Licensing and Regulatory Act, Section 66.041, and the Rules and Regulations Governing Pilots and Pilotage on the Houston Ship Channel and Galveston Bar.

Accordingly, the ARC respectfully submits to the Pilot Board the application of Captain Sherri L. Hickman for commission renewal as Branch Pilot for the Houston Ship Channel and Galveston Bar. Such commission is for a four-year term.

E. PILOT MATTERS

Subject

9. Recommendation for original Branch Pilot Commission for the Houston Ship Channel and Galveston Bar: Captain Bradley S. Albrecht.

Access:

Public

Type:

Action

Recommended Action

The Board of Pilot Commissioners for Harris County Ports (the Pilot Board), at its June 18, 2020 meeting, recommend to the governor the original commission of Captain Bradley S. Albrecht as Branch Pilot for the Houston Ship Channel and Galveston Bar for a four-year term effective September 22, 2020, and further authorize the Secretary of the Pilot Board to do any and all things in his opinion reasonable or necessary to give effect to the foregoing.

Public Content

Category:

Pilot Matters

Department:

Pilot Administration

Staff Contact:

M. Tyler Gavis

Background:

The Application Review Committee (ARC) of the Pilot Board considers whether applicants meet the statutory and regulatory requirements for pilots on the Houston Ship Channel and Galveston Bar. Among other things, applicants undergo a physical examination to determine if an applicant is in good mental and physical health in order to perform the duties of pilotage on the Houston Ship Channel and Galveston Bar, and an investigation including a criminal background check and the applicant's accident history is conducted.

Staff Evaluation/Justification:

Captain Bradley S. Albrecht has applied for original commission as Branch Pilot for the Houston Ship Channel and Galveston Bar. The application included proof of continued education training in PPU Electronic Navigation, ARPA- Automatic Radar Plotting Aids, Legal Aspects of Piloting, Fatigue & Lifestyle Management for Pilots, Radar Observer (recertification), BRM-P Bridge Resource Management for Pilots, Restricted Visibility Navigation for Pilots, and a letter on his behalf from the Houston Pilots with evidence of his ability to enter into a faithful performance bond in the amount of \$25,000 payable to the governor.

After an assessment of his qualifications and the documents filed with his application, the ARC determined that Captain Bradley S. Albrecht meets the requirements of Chapter 66 of the Texas Transportation Code, Houston Pilots Licensing and Regulatory Act, Section 66.033, and the Rules and Regulations Governing Pilots and Pilotage on the Houston Ship Channel and Galveston Bar.

Accordingly, the ARC respectfully submits to the Pilot Board the application of Captain Bradley S. Albrecht for original commission as Branch Pilot for the Houston Ship Channel and Galveston Bar. Such commission is for a four-year term.

E. PILOT MATTERS

Subject

10. Recommendation for original Branch Pilot Commission for the Houston Ship Channel and Galveston Bar: Captain Donald C. Buckley Jr.

Access:

Public

Type:

Action

Recommended Action

The Board of Pilot Commissioners for Harris County Ports (the Pilot Board), at its June 18, 2020 meeting, recommend to the governor the original commission of Captain Donald C. Buckley Jr. as Branch Pilot for the Houston Ship Channel and Galveston Bar for a four-year term effective November 13, 2020, and further authorize the Secretary of the Pilot Board to do any and all things in his opinion reasonable or necessary to give effect to the foregoing.

Public Content

Category:

Pilot Matters

Department:

Pilot Administration

Staff Contact:

M. Tyler Gavis

Background:

The Application Review Committee (ARC) of the Pilot Board considers whether applicants meet the statutory and regulatory requirements for pilots on the Houston Ship Channel and Galveston Bar. Among other things, applicants undergo a physical examination to determine if an applicant is in good mental and physical health in order to perform the duties of pilotage on the Houston Ship Channel and Galveston Bar, and an investigation including a criminal background check and the applicant's accident history is conducted.

Staff Evaluation/Justification:

Captain Donald C. Buckley Jr. has applied for original commission as Branch Pilot for the Houston Ship Channel and Galveston Bar. The application included proof of continued education training in PPU Electronic Navigation, ARPA- Automatic Radar Plotting Aids, Fatigue & Lifestyle Management for Pilots, Legal Aspects of Piloting, BRM-P Bridge Resource Management for Pilots, Restricted Visibility Navigation for Pilots, Radar Observer (recertification), and a letter on his behalf from the Houston Pilots with evidence of his ability to enter into a faithful performance bond in the amount of \$25,000 payable to the governor.

After an assessment of his qualifications and the documents filed with his application, the ARC determined that Captain Donald C. Buckley Jr. meets the requirements of Chapter 66 of the Texas Transportation Code, Houston Pilots Licensing and Regulatory Act, Section 66.033, and the Rules and Regulations Governing Pilots and Pilotage on the Houston Ship Channel and Galveston Bar.

Accordingly, the ARC respectfully submits to the Pilot Board the application of Captain Donald C. Buckley Jr. for original commission as Branch Pilot for the Houston Ship Channel and Galveston Bar. Such commission is for a four-year term.

E. PILOT MATTERS

Subject

11. Recommendation for original Branch Pilot Commission for the Houston Ship Channel and Galveston Bar: Captain Ramin J. Hatami

Access:

Public

Type:

Action

Recommended Action

The Board of Pilot Commissioners for Harris County Ports (the Pilot Board), at its June 18, 2020 meeting, recommend to the governor the original commission of Captain Ramin J. Hatami as Branch Pilot for the Houston Ship Channel and Galveston Bar for a four-year term effective October 18, 2020, and further authorize the Secretary of the Pilot Board to do any and all things in his opinion reasonable or necessary to give effect to the foregoing.

Public Content

Category:

Pilot Matters

Department:

Pilot Administration

Staff Contact:

M. Tyler Gavis

Background:

The Application Review Committee (ARC) of the Pilot Board considers whether applicants meet the statutory and regulatory requirements for pilots on the Houston Ship Channel and Galveston Bar. Among other things, applicants undergo a physical examination to determine if an applicant is in good mental and physical health in order to perform the duties of pilotage on the Houston Ship Channel and Galveston Bar, and an investigation including a criminal background check and the applicant's accident history is conducted.

Staff Evaluation/Justification:

Captain Ramin J. Hatami has applied for original commission as Branch Pilot for the Houston Ship Channel and Galveston Bar. The application included proof of continued education training in PPU Electronic Navigation, Tractor Tug Operations for Pilots, Legal Aspects of Piloting, Fatigue & Lifestyle Management for Pilots, BRM-P Bridge Resource Management for Pilots, Restricted Visibility Navigation for Pilots, and a letter on his behalf from the Houston Pilots with evidence of his ability to enter into a faithful performance bond in the amount of \$25,000 payable to the governor.

After an assessment of his qualifications and the documents filed with his application, the ARC determined that Captain Ramin J. Hatami meets the requirements of Chapter 66 of the Texas Transportation Code, Houston Pilots Licensing and Regulatory Act, Section 66.033, and the Rules and Regulations Governing Pilots and Pilotage on the Houston Ship Channel and Galveston Bar.

Accordingly, the ARC respectfully submits to the Pilot Board the application of Captain Ramin J. Hatami for original commission as Branch Pilot for the Houston Ship Channel and Galveston Bar. Such commission is for a four-year term.