



Port of Corpus Christi

Pilot Board

Tuesday, June 10, 2014 8:00 AM

NOTICE OF MEETING

The Port Commission (“Commission”) of the Port of Corpus Christi Authority (“PCCA”) will hold a Pilot Board on **Tuesday, June 10, 2014, at 8:00 AM**, at the Congressman Solomon P. Ortiz International Center, 402 Harbor Drive, Corpus Christi, Texas..

Persons with disabilities who plan to attend this meeting and who may need auxiliary aids or services are requested to contact Sherry DuBois at 885-6174 at least 48 hours in advance so that appropriate arrangements can be made.

Si usted se dirige a la junta y cree que su inglés es limitado, habrá un intérprete inglés español en la reunión de la junta para ayudarle.

Members of the audience will be provided an opportunity to address the Port Commission. Please speak into the microphone located at the podium and state your name and address. Your presentation will be limited to three minutes.

PUBLIC NOTICE is given that the Commission may go into executive session at any time during the meeting to discuss matters listed on the agenda when authorized to do so by the provisions of Section 418.183 or Chapter 551 of the Texas Government Code. In the event the Commission elects to go into executive session regarding any agenda item, the presiding officer will publicly announce the section or sections of the Texas Government Code authorizing the executive session.

The agenda for the meeting is as follows:

1. Call meeting of the Pilot Board to order and receive conflict of interest affidavits.
2. Approve the minutes of the Pilot Board meeting held on May 13, 2014. 3
3. Comments from the public. *(Each speaker will be limited to three minutes).* 11
4. Receive an update report from Capt. Joe Harrington, Chairman of the South Texas Waterways Advisory Committee (STWAC), regarding the status of the committee's work. 12
5. Acknowledge receipt of two letters from Capt. John Williams, Presiding Officer of the Aransas-Corpus Christi Pilots, to John LaRue concerning the proposed Work-Rest Requirements for the Aransas-Corpus Christi Pilots. 13
6. Hear comments concerning the proposed Work-Rest Requirements for the Aransas-Corpus Christi Pilots. 17
7. Consider and possibly adopt the proposed Work-Rest Requirements for the Aransas-Corpus Christi Pilots. 19
8. Take any other action the Pilot Board deems appropriate concerning the proposed Work-Rest Requirements for the Aransas-Corpus Christi Pilots. 20
9. Adjourn.

**OFFICIAL MINUTES OF PILOT BOARD MEETING
MAY 13, 2014**

The Board of Pilot Commissioners for the Port of Corpus Christi Authority (the “Pilot Board”) met on Tuesday, May 13, 2014, at 8:00 a.m., at the Congressman Solomon P. Ortiz International Center, 402 Harbor Drive, Corpus Christi, Texas.

Commissioners Present: Ms. Judy Hawley
Mr. Richard Borchard
Mr. Charles Zahn
Mr. Al Jones
Ms. Barbara Canales

Absent: Mr. David P. Engel

Staff Present: Mr. John LaRue
Mr. Frank Brogan
Mr. Tony Alejandro
Mr. David Krams
Mr. John Pasch
Ms. Sherry DuBois
Mr. Tyler Fuhrken
Ms. Sarah Garza
Mr. Bland Chamberlain
Mr. Bennie Benavides

Others Present: Mr. Leo J. Welder, Jr.

Others Present: Capt. John Williams
Capt. Jay Rivera
Aransas/CC Pilots Assn.
Ms. Lillian Riojas
Capt. Joe Harrington
Valero Refining
Mr. Roger TenNapel
Flint Hills Resources
Mr. Mike Usher
Port of Houston Authority
Mr. Erich Stein
USCG
Mr. Chris Ramirez
Caller-Times
Mr. David Cave
CITGO
Mr. David Fields
Gulf Compress
Mr. Elbert Ocanas
CITGO

I.

Chair Hawley called the meeting to order and asked for any conflict of interest affidavits. None were submitted.

II.

On motion made by Mr. Borchard and seconded by Mr. Jones, the minutes of the Pilot Board meeting held on April 8, 2014 were approved in the form presented to the meeting.

III.

Chair Hawley asked for comments from the public. Elbert Ocanas, legal counsel representing CITGO, made the following comments: (1) he asked that CITGO be allowed to comment on the Pilot Board's proposed work-rest rules when these rules are discussed by the Pilot Board instead of during the public comment period; and (2) he recommended that the Pilot Board consider engaging an expert to advise the Pilot Board with respect to the proposed work-rest rules.

IV.

The Pilot Board received a report from Capt. Joe Harrington, Chairman of the South Texas Waterways Advisory Committee (STWAC), regarding the status of the work of STWAC's ad hoc committee on the proposed Fatigue Management Guidelines for the Aransas-Corpus Christi Pilots.

V.

On motion made by Mr. Zahn and seconded by Mr. Jones, the Pilot Board acknowledged receipt of a letter dated April 25, 2014, from Capt. John Williams, Presiding Officer of the Aransas-Corpus Christi Pilots and Chairman of STWAC's ad hoc committee, regarding the proposal to add the Duties of Additional Pilots to the Pilot Board's Rules and Regulations Governing Pilots and Pilotage on the Corpus Christi Ship Channel

VI.

The Pilot Commissioners then discussed the proposed Duties of Additional Pilots, in the form presented to the meeting. Upon motion duly made and seconded, the Pilot Board approved AN ORDER OF THE BOARD OF PILOT COMMISSIONERS FOR THE PORT OF CORPUS CHRISTI AUTHORITY REGARDING THE DUTIES OF ADDITIONAL PILOTS in the form attached to these minutes as Exhibit A.

VIII.

There being no further business, the meeting adjourned at 8:15 a.m.

EXHIBIT A

**AN ORDER OF
THE BOARD OF PILOT COMMISSIONERS
FOR THE PORT OF CORPUS CHRISTI AUTHORITY
REGARDING THE DUTIES OF ADDITIONAL PILOTS**

Whereas, the *Rules and Regulations Governing Pilots and Pilotage on the Corpus Christi Ship Channel* attached hereto as Attachment One (“Pilotage Rules and Regulations”) were approved and adopted by the Board of Pilot Commissioners for the Port of Corpus Christi Authority (“Pilot Board”) in accordance with Chapter 70, Texas Transportation Code, effective as of August 1, 2013; and

Whereas, the Pilot Board wishes to amend the Pilotage Rules and Regulations by renumbering current Section IV of the Pilotage Rules and Regulations as Section V and adding a new Section IV thereto regarding the duties of additional pilots when a vessel transiting the Corpus Christi Ship Channel requires the services of two or more pilots; and

Whereas, notice of the proposed new rule has been given and posted in accordance with the requirements of Section 70.021 of the Texas Transportation Code;

NOW, THEREFORE, BE IT RESOLVED by the Pilot Board that:

Section 1. The Pilot Board hereby amends the Pilotage Rules and Regulations by renumbering current Section IV of the Pilotage Rules and Regulations as Section V.

Section 2. Pursuant to the power and authority granted to the Pilot Board in Section 70.016 of the Texas Transportation Code, the Pilot Board hereby amends the Pilotage Rules and Regulations by adding and adopting a new Section IV thereto to read as follows:

IV DUTIES OF ADDITIONAL PILOTS (Added May 13, 2014)

This Section IV applies only when a Vessel transiting the Corpus Christi Ship Channel requires the services of two or more Pilots. The additional Pilot(s) will assist in gaining, maintaining and assessing situational awareness, problem solving, and decision making throughout the transit. This will enable the conning Pilot to not become overloaded such that situational awareness can be maintained at all times allowing the conning Pilot to concentrate on the conduct of the Vessel in the waterway.

Only one Pilot will be conning a Vessel at any given time. It will be communicated to the Bridge Team during the Master Pilot Exchange which Pilot will be conning and which Pilot(s) will be assisting. It will be subsequently communicated to the Bridge Team when the conning Pilot and the additional Pilot(s) exchange duties. The additional Pilot(s) will be engaged throughout the transit and may assist any time needed as outlined below:

Boarding / Communications with crew:

- Assist during Master-Pilot Exchange.
- Evaluation of Vessel's navigation equipment.
- Review Under Keel Clearance (UKC) issues.
- Arrange traffic meeting situations.

Transit of waterway:

- The additional Pilot(s) may be stationed at different locations on the Vessel to aid with any visibility/deck obstruction issues.
- Assess any hazards to the safe navigation of the Vessel.
- Monitor position of Vessel in the channel.

Docking / Undocking:

- Assist during docking, undocking, close quarter situations, and turning.
- Positioning of Vessel at berth / liaising with dock personnel.
- Coordinate with line handlers.

Accident Avoidance and Response:

- Replace conning Pilot in case of incapacitation.
- Handle communications with authorities.
- Coordinate damage control and spill mitigation.
- Coordinate tug assist.

Section 3. The foregoing amendments to the Pilotage Rules and Regulations shall become effective as of the 13th day of May, 2014.

IT IS ACCORDINGLY SO ORDERED this 13th day of May, 2014.

Judy Hawley
Presiding Officer of the Pilot Board

ATTACHMENT ONE

RULES AND REGULATIONS
GOVERNING
PILOTS AND PILOTAGE ON THE CORPUS CHRISTI SHIP CHANNEL
EFFECTIVE AUGUST 1, 2013

I GENERAL

The Rules and Regulations (“Rules”) contained herein are adopted by the Board of Pilot Commission for the Port of Corpus Christi Authority to carry out the Port of Corpus Christi Pilots Licensing and Regulatory Act, Chapter 70, Texas Transportation Code.

For purposes of these Rules, the following definitions apply:

- “CCSC” means the Corpus Christi Ship Channel
- “Cut A” means the CCSC from Port Aransas to Ingleside.
- “Cut B” means the CCSC from Ingleside to the Harbor Bridge.
- “Inner Harbor” means the CCSC westward of the Harbor Bridge.
- “Tanker” means any Vessel carrying, or designed to carry, liquid cargoes in bulk.
- “Category One Tanker” means a Tanker with the following dimensions:
 - Greater than 748 feet (227.99 meters) Length Over All (LOA), and
 - Greater than 120 feet (36.58 meters) Beam (Width), and
 - Greater than 40.9 feet (12.47 meters) Draft.
- “Category Two Tanker” means a Tanker with the following dimensions:
 - Greater than 748 feet (227.99 meters) LOA, and either
 - Greater than 120 feet (36.58 meters) Beam, or
 - Greater than 40.9 feet (12.47 meters) Draft.

II LIMITATIONS AND RESTRICTIONS

Draft Restrictions

The Maximum Draft for any Vessel transiting the CCSC will be 45 feet (13.72 meters), and with a positive tide reading.

Combined Beam Restrictions

The following Combined Beam Restrictions will apply to all Vessels:

- Within Cut A, the permissible combined beam for passing Vessels is 265 feet (80.77 meters).
- Within Cut B, the permissible combined beam for passing Vessels is 215 feet (65.53 meters).
- Within the Inner Harbor, at the location of the ADM and Citgo Docks, the permissible combined beam for passing Vessels (including combined beam of Vessels berthed at ADM and Citgo Docks) is 357 feet (108.81 meters).

Daylight Only Passage Restrictions

The following vessels are subject to *Daylight Only Passage Restrictions*:

- All Vessels greater than 900 feet (274.32 meters) Length Over All (LOA)
- All Vessels greater than 130,000 Deadweight Tonnage (DWT)
- All Vessels greater than 250 feet (76.20 meters) transiting “Dead Ship”
- All Vessels subject to USCG Letter of Deviation requiring Tug Escort
- All Vessels with greater than 26 feet (7.92 meters) trim, when passing under the Harbor Bridge
- All Category One Tankers

The following applies to all Vessels subject to *Daylight Only Passage Restrictions* as per these Rules:

- Inbound Passages are restricted to Pilot boarding no earlier than ½ hour before Sunrise, and no later than the times detailed below for the various locations.
- Outbound Passages are restricted to Pilot boarding no earlier than Sunrise, and no later than the times detailed below for the various locations.
 - From Viola Basin - 5 ½ hours before Sunset
 - From Tule Basin - 5 hours before Sunset
 - From Chemical Basin - 4 ½ hours before Sunset
 - From Avery Basin - 4 hours before Sunset
 - From Main Basin - 3 ½ hours before Sunset
 - From Ingleside - 2 ½ hours before Sunset

One Way Traffic Restrictions

The following Vessels will be restricted to One Way Traffic within Cut B:

- All Vessels greater than 900 feet (274.32 meters) Length Over All (LOA)

- All Vessels greater than 130,000 Deadweight Tonnage (DWT)
- All Vessels greater than 250 feet (76.20 meters) transiting “Dead Ship”

The following Vessels will be restricted to One Way Traffic within both Cut A and Cut B:

- All Category One Tankers when transiting at night

Two Pilot Requirements

The following Vessels are required to retain the services of two Pilots for the transit:

- All Vessels greater than 900 feet (274.32 meters) Length Over All (LOA)
- All Vessels greater than 130,000 Deadweight Tonnage (DWT)
- All Vessels greater than 250 feet (76.20 meters) transiting “Dead Ship”
- All Vessels subject to USCG Letter of Deviation requiring Tug Escort
- All Vessels with greater than 26 feet (7.92 meters) trim, when passing under Harbor Bridge
- All Vessels with a beam of greater than 120 feet (36.58 meters), when transiting the Inner Harbor, at the ADM and Citgo Docks, when both docks are occupied
- All Category One and Two Tankers when transiting at night

Additional Requirements

All Vessels greater than 1,600 Gross Tons shall have available a functional AIS Pilot Plug.

All Aransas – Corpus Christ Pilots shall be provided with a Portable Pilot Unit for use during the transit.

III VARIANCES

Any Vessel subject to *Daylight Only Passage Restrictions* may transit the CCSC at night, with Two Pilots onboard, subject to the approval of both the Harbor Master and the Aransas – Corpus Christi Pilots Association.

Any Vessel may be exempted from *One Way Traffic Procedures* for all (or part) of the transit of the CCSC, subject to the approval of both the Harbor Master and Aransas – Corpus Christi Pilot’s Association.

Any Vessel exceeding the parameters of these Rules may be subject to various restrictions, including additional pilots, *Daylight Only Passage Restrictions*, *One Way Traffic Procedures*, mandatory Tug assistance, or be denied entry.

These Rules are based on normal traffic patterns and typical weather/tidal conditions. Variances from these Rules may be imposed at times by Federal, State or local authorities because of weather, prevailing channel conditions, or other reasons.

IV GENERAL CONDITIONS

These Rules shall apply to all Vessels transiting the CCSC, regardless of whether the vessel is transiting under federal pilotage authority, or with a state-licensed, Aransas – Corpus Christi Pilot onboard.

In obeying and construing these Rules, due regard shall be had to all dangers of navigation and recognition is hereby given to the responsibility of the individual Pilot to exercise judgment as to any special circumstance which may render a departure from the Rules contained herein necessary in order to avoid immediate danger.

Nothing in these Rules obligates an individual pilot to move a vessel when, in that pilot's opinion, it is unsafe to do so. These Rules made in the interest of safety. They are not intended to limit or supersede the on-scene discretion of an individual Pilot or ship's Master as they navigate vessels on the CCSC. The Pilot and Master on the vessel are best situated to evaluate the specific situation confronting a Vessel and determine a proper course of action. Situations may arise in which actions that depart from or conflict with these Rules may be necessary to address special circumstances or avoid immediate danger. The Pilot, with approval of the ship's Master, may determine a variance from the Rules is appropriate without prior written request or approval.

Every foreign Vessel and every American Vessel engaged in foreign trade, including Vessels being moved dead, when underway on the CCSC shall employ an Aransas-Corpus Christi Pilot holding a valid commission or appointment as a Branch or Deputy Pilot.

AGENDA ITEM NO. 3

No Attachment

AGENDA ITEM NO. 4

No Attachment

John P. LaRue
Executive Director
Secretary - Board of Pilot Commissioners
Port of Corpus Christi
PO Box 1541
Corpus Christi, TX 78403

Subj: Aransas Corpus Christi Pilots Work-Rest Requirements

Mr. LaRue,

The enclosed Work-Rest requirements have been prepared for the Board of Pilot Commissioners for the Port of Corpus Christi Authority to outline the Aransas-Corpus Christi Pilots' fatigue mitigation procedures.

There are no statutory work/rest regulations applicable to harbor pilots. These work-rest requirements were promulgated by the Aransas-Corpus Christi Pilots after taking into consideration various International and United States laws, regulations, and criteria that apply to watch standers/mariners, but not Harbor Pilots, including the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers ("STCW"), the 2010 Manila Amendments to STCW, the Oil Pollution Act of 1990, the Code of Federal Regulations, the United States Code, and the United States Coast Guard and National Transportation Board reports regarding fatigue's effects on mariners.

The recommended standard by the NTSB for harbor pilots is 14 hours worked in a 24 hour period. The STCW standard for watch keepers/ships' crew is 13 hours worked in a 24 hour period and requires one rest period to be at least 6 hours long. The OPA-90 standard for watch keepers/ships' crew on tank vessels is 12 hours worked in a 24 hour period, with no more than 36 hours in a 72 hour period and no more than 15 hours in a single day.

The above mentioned criteria are captured by the enclosed work-rest requirements while providing a simple and practical method for protecting a non-watch standing and non-sea going Aransas-Corpus Christi harbor pilot from fatigue.

The Aransas-Corpus Christi Pilots' work-rest requirements consider job duration and rest in order to mitigate acute fatigue and allow for recovery.

The hours worked by a pilot shall be documented by the pilot and verifiable by the Board of Pilot Commissioners.

Sincerely,

Presiding Officer
Aransas Corpus Christi Pilots

Aransas-Corpus Christi Pilots

Work-Rest Requirements

A pilot's maximum work hours are 13 hours in any 24 hour period.

Work is defined as the time a pilot is performing his or her duties as a State commissioned and licensed pilot.

After a Pilot has completed 13 hours of work in any 24 hour period, he or she is entitled to ten hours of rest. A Pilot who works 13 hours in the preceding 24 hour period will not be dispatched to a vessel until the ten hour off duty period has been satisfied. In any 24 hour period the pilot must have at least one 6 hour uninterrupted rest period.

The pilot has the duty to refuse an assignment if the pilot deems himself or herself insufficiently rested or unfit.

The hours worked by a pilot shall be documented by the pilot and verifiable by the Board of Pilot Commissioners.

The requirement for rest periods listed above need not be maintained in the case of emergent and unforeseen overriding operational conditions specific to a vessel's transit and where the ability to relieve a pilot is deemed impossible or impracticable.

ARANSAS - CORPUS CHRISTI PILOTS

P.O. BOX 2767, CORPUS CHRISTI, TEXAS 78403
(361) 884-5899 • FAX (361) 884-1659

June 5, 2014

Mr. John P. LaRue
Executive Director
Port of Corpus Christi
Secretary - Board of Pilot Commissioners
PO Box 1451
Corpus Christi, TX 78403

Subj: Pilot Work-Rest Requirements

Mr. LaRue,

I write on behalf of the Aransas Corpus Christi Pilots to express our support for the Work-Rest Requirements as recommended by the South Texas Waterways Advisory Committee (STWAC) and subsequently posted by the Board of Pilot Commissioners (Board) within the May 30th Notice of Proposed Rules.

As previously described to the Board, the International Maritime Organization (IMO)¹ and the U.S. Coast Guard have made clear that the work-rest standards established by the IMO within the Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) do not apply to compulsory maritime pilots who are not assigned as part of a ship's crew (e.g., State-licensed compulsory pilots). Even though the STCW standards do not specifically cover State pilots, the standards do provide a sound and an authoritative basis on which to establish Work-Rest requirements for the Aransas Corpus Christi Pilots. STCW was the primary reference used by the pilots in the development of their original submission to the Board, as well as the basis the STWAC used to conduct its review. Utilizing STCW as a basis for the Work-Rest requirements was also the preference voiced by other non-pilot members of the STWAC.

The IMO established the current STCW work-rest standards after completing a comprehensive, multi-year review of the entire STCW, including the existing shipboard fatigue mitigation regulations. This comprehensive review included not only the gathering of the most up-to-date information about fatigue and work-rest requirements, but also input from the 170 IMO member-countries. In addition, this comprehensive review was guided by input and suggestions from the dozens of non-governmental organizations and inter-governmental organizations that attend IMO meetings to represent various segments of the marine industry, including mariners and ship owners/operators. The United States is a member of the IMO and sent delegations comprised of members of the U.S. Coast Guard, National Transportation Safety Board, Maritime Administration, state maritime colleges, marine industry, maritime labor unions, and the American Pilots' Association to take part in the IMO meetings at which the hours of work and rest standards contained within STCW were established.

¹ The IMO is the United Nations specialized agency with international standard-setting authority and responsibility for the safety and security of shipping and the prevention of marine pollution by ships.

The revised STCW work-rest requirements that resulted from the IMO's comprehensive review were also influenced considerably by the International Labor Organization (ILO).² Specifically, during its review and amendment process, the IMO sought to align the work-rest requirements of the STCW with those contained in the ILO's Maritime Labor Convention (MLC). The fatigue mitigation standards contained in the MLC were themselves developed over several years through the ILO's "tripartite" organizational structure³ and were based on considerable study and research by the ILO and its member countries.

The Work-Rest requirements approved by STWAC and presently proposed by the Board are concise, practical, and best apply the STCW standards that were established for watch-standers and crew-members living on ships to non-watch standing and non-crew member State Pilots providing an "on demand" service tailored to the unique aspects of the Port of Corpus Christi. We have attempted to meet the port users' round the clock service demands by adopting the best baseline for fatigue we could find that applied to mariners, the STCW.

The significant increase in traffic on our water way arising from Eagle Ford Shale production has posed challenges to our operation. We are meeting these challenges by taking some significant steps. As the Board is aware, we are adding to our pilot work force and presently have four additional Deputy Pilots at various stages within our training regimen. After over a year of study and consideration we are moving ahead and investing in a comprehensive computerized tool that has been implemented with significant success by other State pilot associations. This system will allow us to more efficiently manage all the various aspects of our operation such as vessel scheduling, tracking, and dispatching. We are presently collaborating with software engineers and in the final stages of development. One of the many benefits this system will provide to us is an extra layer of assurance that only sufficiently rested pilots are assigned to each vessel. We would be interested in preparing for the Board a presentation that demonstrates all the capabilities of this new system once it is fully implemented.

We also have looked to the other demands presented by the increase in traffic by investing in additional office space, infrastructure, and additional full time personnel. We are making all these changes to keep our service abreast of a rapidly growing port so that we can continue doing our part protecting this important waterway.

As always, the Aransas Corpus Christi Pilots stand by to address any concerns or questions the Board may have regarding pilotage on the Corpus Christi and La Quinta Ship Channels.

Sincerely,



John A. Williams
Presiding Officer
Aransas Corpus Christi Pilots

cc John Pasch - Port of Corpus Christi Deputy Director of Operations

² The ILO is a nearly one hundred year old organization devoted to promoting internationally labor rights. Its principal aim is to promote rights at work, encourage employment opportunities, enhance social protection and strengthen dialogue on work-related issues.

³ The unique tripartite structure of the ILO gives an equal voice to workers, employers and governments to ensure that the frequently diverse views of these interests are closely reflected in labor standards and in shaping company and government policies.

CITGO Corpus Christi Refinery

1802 Nueces Bay Blvd.
Corpus Christi, Texas 78407



June 5, 2014

Via Hand Delivery

John P. LaRue
Executive Director, POCC
222 Power St.
Corpus Christi, TX 78401

Dear Mr. La Rue,

Attached please find CITGO's submission in response to the Board of Pilot Commissioners of the Port of Corpus Christi Authority (the "Pilot Board") Notice of Proposed Rules for the Aransas-Corpus Christi Pilots. We understand that the Pilot Board is considering adopting the Work-Rest Requirements submitted by the South Texas Waterways Advisory Committee ("STWAC") and will be holding a public meeting for that purpose. CITGO asks that the redlined revisions on the attached submission be considered as an alternative to the submission of STWAC. CITGO also asks that it be given an opportunity to present these revisions and our methodology behind them at the public meeting.

Sincerely,

A handwritten signature in black ink, appearing to read "E. Ocañas", written over a faint circular stamp.

Elbert Ocañas
Senior Corporate Counsel
CITGO – Corpus Christi Refinery

PORT OF CORPUS CHRISTI
ENGINEERING DEPT.

2014 JUN -5 PM 3:00

RECEIVED

DRAFT 12 MARCH 2014

Aransas-Corpus Christi Pilots

Work-Rest Requirements

A pilot's maximum work hours are 13 total hours in any 24 hour period.

Work is defined as the time a pilot is performing his or her duties as a State commissioned and licensed pilot.

The duties of a State commissioned and licensed pilot include: 1) call out time to a vessel which commences when a pilot receives a dispatch call for a vessel, and includes any tasks necessary to prepare for piloting services, and travel to the vessel, 2) pilot services aboard a vessel, 3) return travel by pilot boat from the vessel to shore, and any travel time necessary to return to the pilot's vehicle, and 4) attendance at any meetings related to piloting services.

After a Pilot has completed 13 total hours of work in any 24 hour period, he or she is required ~~entitled~~ to take ten consecutive hours of rest. A Pilot who works 13 total hours in the preceding 24 hour period will not be dispatched to a vessel until the ten hour restoff duty period has been satisfied. Regardless of the number of hours worked, in any 24 hour period, the pilot must have at least one consecutive 6 hour uninterrupted rest period.

The pilot has the duty to refuse an assignment if the pilot deems himself or herself insufficiently rested or unfit.

The hours worked by a pilot shall be documented by the pilot and verified by the Board of Pilot Commissioners for the Port of Corpus Christi Authority.

The requirement for rest periods listed above need not be maintained in the case of emergent and unforeseen overriding operational conditions specific to a vessel's transit and where the ability to relieve a pilot is deemed impossible or impracticable. When the required rest period is not met due to an emergent and unforeseen overriding operational condition, the pilot must receive additional rest equivalent to the rest that was lost.

Aransas-Corpus Christi Pilots

Work-Rest Requirements

A pilot's maximum work hours are 13 hours in any 24 hour period.

Work is defined as the time a pilot is performing his or her duties as a State commissioned and licensed pilot.

After a Pilot has completed 13 hours of work in any 24 hour period, he or she is entitled to ten hours of rest. A Pilot who works 13 hours in the preceding 24 hour period will not be dispatched to a vessel until the ten hour off duty period has been satisfied. In any 24 hour period the pilot must have at least one 6 hour uninterrupted rest period.

The pilot has the duty to refuse an assignment if the pilot deems himself or herself insufficiently rested or unfit.

The hours worked by a pilot shall be documented by the pilot and verifiable by the Board of Pilot Commissioners.

The requirement for rest periods listed above need not be maintained in the case of emergent and unforeseen overriding operational conditions specific to a vessel's transit and where the ability to relieve a pilot is deemed impossible or impracticable.

AGENDA ITEM NO. 8

No Attachment