The Pilots’ Perspective and Role
Reconstituting Sabine Neches Waterway:
Managing Ship Traffic and Vessel Movements
while preserving Navigational Safety
What is a Harbor Pilot?

- A State and Federally licensed mariner tasked with **safely** navigating vessels from open sea to their berth in port and back again.
Sabine Pilots Association
Mission

- Maintain Waterway Safety & Environmental Integrity
- Promote Commerce & Waterway Efficiency by Managing/Scheduling Vessel Movements
- Service Public Ports of Beaumont, Port Arthur & Orange
- Service Private Oil, Bulk, Repair Terminals

www.sabinepilots.com
Sabine Pilots 2019

• 28 Full Branch Pilots
• 13 Pilots in Training
  - 2 Senior Deputies
  - 3 Junior Deputies
  - 4 Apprentices
  - 4 Testing (USCG) Apprentices

• Training Program: Three years and Four Months
  Four Months USCG Testing
  Apprentice for 1 year
  Deputy Pilot 2 years

• Commissioned by Governor of Texas
• USCG Federal License with 1st Class Pilotage
• Extensive Maritime Experience
• Simulation Training, ARPA/Radar, ECDIS
Sabine Neches Waterway

- Nation’s 3rd largest waterway by tonnage
- #1 bulk liquid cargo waterway in the nation
- The largest LNG exporter in the United States
- Refines a minimum of 13% of America’s daily fuel consumption
- Stores 55% of the nation’s strategic oil reserves
Sabine Neches Waterway

- Home of the nation’s #1 commercial military onload port
- Refineries along ship channel produce 60 percent of the nation’s commercial jet fuel and the majority of U.S. military jet fuel
- Current annual economic benefits of the waterway to Jefferson County include more than $13 billion and more than 128,000 permanent jobs
Daily Traffic on SNWW

Ship moves: 24
Inland Tows: 137

<table>
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<tr>
<th>Year</th>
<th>Ship Calls</th>
<th>Moves</th>
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<tr>
<td>2016</td>
<td>2518</td>
<td>5646</td>
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Anticipated closure
Storm Preparation
- Coordinate with USCG COTP to evacuate the port/secure vessels remaining
  - Whiskey, X-ray, Yankee, Zulu Port Closure System

Emergency Closure
- Respond to the casualty and isolate from other channel traffic...VTS safety zones/restrictions
- Deal with other traffic already in transit...lay berth, anchorages, return to sea....
- Assist with salvage or clean up as necessary

Critical Parties/Organizations
- United States Coast Guard, County Sheriff and Law Enforcement
  - COTP, Captain of the Port
  - VTS, Vessel Traffic Service, Point of Contact: Director
  - Station Sabine/ATON, Aids to Navigation Team
- Sabine Pilots
  - Pilot President/Presiding Officer and Committee
  - Dispatch Office
- United States Army Corps of Engineers, USACOE
- Texas General Land Office (TGLO) and Contractor Response Companies
- Harbor Tug Companies
- Southeast Texas Waterway Advisory Council, SETWAC
- Maritime Community and all stakeholders
Reconstituting Waterway

Channel assessment
-Work with USACOE to survey the entire channel and identify problem areas concerning shoaling or obstructions.
-Work with USCG ATON group to inventory all navigation aids and status of same
  -Concentrate on restoring critical ATON, working off predetermined needs list
-Work with terminals on assessing infrastructure condition and needs

Make a Plan
-Coordinate with VTS to set up PCT (Port Coordination Team) Conference Calls
-Collect input from stakeholders on critical needs
  -Terminals/Agents communicate with Sabine Pilot Dispatch Office
  -Normal tools for traffic coordination/monitoring may not be available
    -Phone land lines......VtOnline....
-In concert with COTP, plan vessel movements in a controlled, methodical manner
  -This includes coordination with inland operators
  -**Safety is key**.....do not make a tough situation worse....

Carry out the Plan
-Work closely with COTP, VTS to ramp up traffic carefully based on prevailing factors
  -Daylight restrictions contingent on ATON restoration***PPU
  -Limit vessel drafts until surveys are confirmed with recon/feedback from the pilots
-Methodically build back up to normal traffic flow
-Keep Stakeholders informed
- Establish and nurture relationships before the big one happens
- Communication with accurate information is vital
- Identify key Point of Contact (POC) for each terminal and organization
- Take care of your people
- Stay flexible and have plan B, C, D.....ready
- Learn and remember...every major event is different, but there are similar take aways