

Date of Hearing: April 6, 2022

ASSEMBLY COMMITTEE ON APPROPRIATIONS

Chris Holden, Chair

AB 2056 (Grayson) – As Amended March 11, 2022

Policy Committee: Transportation

Vote: 12 - 1

Urgency: Yes

State Mandated Local Program: No

Reimbursable: No

SUMMARY:

Relative to the San Francisco Bar Pilot, this bill includes within “the costs of obtaining new pilots boats” the costs of repowering existing pilot boats or the acquisition of new pilot boats to meet the requirements of any commercial harbor craft emissions rule adopted by the Air Resources Board (ARB).

FISCAL EFFECT:

No state costs. The only direct fiscal effect of this bill will be to expand eligible uses of revenue generated by an existing surcharge on the fee paid by harbor craft entering or exiting Monterey Bay and the Bays of San Francisco, San Pablo and Suisun, and thier tributaries.

COMMENTS:

- 1) **Background and Purpose.** Bar pilots and inland pilots are responsible for steering an arriving vessel through the Golden Gate Bridge of San Francisco Bay, the bay waters, and adjoining navigable waters, which include San Pablo Bay, Monterey Bay, Suisun Bay, the Sacramento and San Joaquin Rivers, and thier tributaries. For example, for vessels intending to pass through the Golden Gate, as a vessel approaches the "SF" buoy 12 miles west of the Golden Gate Bridge, a bar pilot boards the ship and takes navigational control, guiding the ship to berth. The bar pilots are governed by the Board of Pilot Commissioners (BOPC)

To fund bar pilot operations in their entirety, state law requires vessels entering or exiting Monterey Bay and the Bays of San Francisco, San Pablo and Suisun, and their tributaries to pay certain fees and surcharges, known as the bar pilotage rate. One such surcharge funds the costs of obtaining new pilot boats and of funding design and engineering modifications to extend the service life of exiting pilot boats, excluding costs for repair or maintenance. This bill expands the eligible uses of surcharge revenue to include the costs of repowering existing pilot boats or the acquisition of new pilot boats to meet the requirements of any commercial harbor craft emissions rule adopted by ARB. As the author explains, this change is to “ensure that pilot vessels are able to meet the proposed commercial harbor craft amendments [to ARB regulations], whilst contributing to the state’s overall emission reduction goals.”

This bill is sponsored by the San Francisco Bar Pilots, and Cruise Lines International Association and the Pacific Merchant Shipping Association, both of whom represent payers of the bar pilots fees and surcharges.

- 2) **Prior Legislation.** AB 807 (Grayson), Chapter 172, Statutes of 2021, increased the bar pilotage rate, as specified, adds new temporary movement fees for cost recovery related to maintenance and capital improvement costs, and makes various changes to the BOPC catastrophic cost recovery process.

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