



July 31, 2025

*Submitted via online comment portal: <https://sppr.ecology.commentinput.com?id=HihgcrTsY>*

Washington State Board of Pilotage Commissioners  
2901 Third Avenue, Suite 500  
Seattle, WA 98121

RE: Tug Escort Rulemaking Comments

Dear WA State Board of Pilotage Commissioners,

On behalf of the Lummi Nation, we thank the WA State Board of Pilotage Commissioners for the opportunity to comment on the proposed Tugboat Escort Rulemaking. The Lummi Nation is a sovereign federally recognized Indian tribe and signatory to the Point Elliot Treaty of 1855 which protects our right to fish in our usual and accustomed areas. The Lummi Nation considers it of highest priority to protect and preserve natural resources that are part of our tradition and are required to sustain and enhance the quality of life of the Lummi people.

While we support the inclusion of increased mitigation steps (Alternative C in the DEIS) to prevent a catastrophic oil spill in the Puget Sound, we also acknowledge that we are already experiencing adverse impacts to our treaty-reserved fisheries due to the increased vessel traffic since the . The Lummi Nation appreciates the policy objectives to respect treaty-protected fishing rights and resources and intent to minimize vessel traffic impacts to tribal treaty fishing areas. The Lummi Nation supports the expansion of tugboat requirements and the additional functional and operational requirements including involuntary slowdowns during peak migration periods for salmon and orcas. We urge the inclusion of mandatory tribal consultation regarding the development of risk models to identify preventive measures and mitigating actions to address potential impacts to tribal treaty fishing rights.

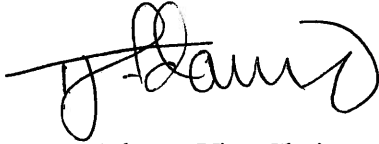
As noted, the Lummi Nation is already experiencing serious adverse impacts to our treaty-reserved fisheries. These impacts are in the forms of:

- loss of access to our usual and accustomed grounds and stations (fishing areas) – vessel interference/obstruction with vessel access
- loss of fishing gear from vessel strikes and the like
- loss of harvest opportunity and economic hardship for fishers from loss of catch / income due to both of the above
- economic hardship – gear replacement can cost tens of thousands of dollars annually per fisher
- danger to tribal fishers and fishing vessels from vessel traffic.

Increased vessel traffic can only be expected to exacerbate these intolerable impacts. With these unresolved issues before us, the Lummi Nation will submit a request a formal government-to-

government consultation to begin the process for developing solutions to these problematic impacts. We appreciate the opportunity to comment on the proposed rulemaking.

Sincerely,

A handwritten signature in black ink, appearing to read "T. Adams", with a stylized flourish at the end.

Terrence Adams, Vice Chairman  
Lummi Indian Business Council