

2000 INTERNATIONAL MARITIME PILOTS ASSOCIATION

THE ROLE OF PILOTAGE

IN THE MARINE TRANSPORTATION SYSTEM

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01 MAY, 2000

INTRODUCTION

ALOHA!

REP ABERCROMBIE, SECRETARY GENERAL O'NEIL, CAPT
POULOIT, CAPTAIN SPARKS, SECRETARY GENERAL
CUTMORE, IMPA MEMBERS - LADIES AND GENTLEMEN. IT
IS INDEED A DISTINCT PLEASURE AND HONOR TO BE A
SPEAKER AT YOUR 15TH IMPA CONGRESS. MY RESPECTS
AND THANKS TO CAPTAINS POULOIT, SPARKS, WATSON,
AND LYMAN FOR INVITING ME. COMPLIMENTS TO ALL
THOSE WHO WORKED HARD FOR THIS EVENT. HAWAII IS
ALWAYS A TERRIFIC LOCATION TO VISIT. I BRING YOU
GREETINGS FROM THE COMMANDANT OF THE U.S. COAST
GUARD, ADM JIM LOY WHO WITH AN ENVIOUS TEAR IN HIS
EYE, DIRECTED ME TO REPRESENT HIM.

THE COAST GUARD ENJOYS A VERY GOOD WORKING RELATIONSHIP WITH THE AMERICAN PILOTS' ASSOCIATION AND IMPA. I'VE WORKED CLOSELY WITH MANY OF YOU AT THE PORT, NATIONAL AND INTERNATIONAL LEVEL. WE'VE WORKED MANY DIFFICULT ISSUES TO A MUTUALLY SATISFACTORY END – AND THERE WILL BE MORE, I EXPECT AS WE WORK TOGETHER ON OUR MUTUAL INTERESTS IN MARITIME SAFETY AND PROTECTION OF THE ENVIRONMENT.

YOUR WORK WITH THE COAST GUARD TOWARD THOSE COMMON INTERESTS IS COMMENDABLE AND ESSENTIAL IF WE ARE TO MAINTAIN SAFE WATERWAYS. THANK YOU ALL FOR YOUR EFFORTS IN THAT AREA.

ROLE OF PILOTAGE

TODAY I WILL BRIEFLY COMMENT ON THE ROLES OF PILOTAGE, REVIEW SOME CURRENT COAST GUARD/PILOT EFFORTS WITH POTENTIAL INTERNATIONAL INTEREST AND DISCUSS SOME FUTURE TRENDS. I BELIEVE MY COMMENTS WILL COMPLEMENT SOME OF THOSE TO BE HEARD LATER, AND REFLECT YOUR THEME- THE FUTURE IS NOW. PILOTAGE HAS ALWAYS BEEN A VITAL LINK IN THE MARINE TRANSPORTATION SYSTEM AND NAVIGATION SAFETY IN THE UNITED STATES.

PILOTS WERE SAFELY GUIDING SHIPS INTO PORT AREAS LONG BEFORE OUR AIDS TO NAVIGATION SYSTEM AS WE KNOW IT TODAY; AND OFTEN IT WAS THE ONLY MEANS TO PROVIDE FOR SAFE NAVIGATION FROM THE SEA INTO PORT AREAS.

PILOTAGE REMAINS A VITAL COMPONENT IN A BROADER, MORE COMPLEX NAVIGATION SAFETY SYSTEM. STATISTICALLY, SOMETHING LIKE 80% OF MARINE CASUALTIES ARE CAUSED BY HUMAN ELEMENT FAILURE. SO BY IMPROVING HUMAN ELEMENT PERFORMANCE WE CAN PREVENT UP TO 80% OF THE CASUALTIES. PILOTAGE IS AN ASSET – A POSITIVE INFLUENCE ON THE HUMAN ELEMENT. AND PILOTS PROVIDE LOCAL KNOWLEDGE NOT ONLY TO VISITING SHIP MASTERS BUT ALSO TO THE COAST GUARD AND GREATER PORT COMMUNITY.

IN ADDITION TO THE PRACTICE OF PILOTING, PILOTS AND THE AMERICAN PILOT ASSOCIATION HAVE BEEN ACTIVELY INVOLVED IN NUMEROUS INITIATIVES ASHORE THAT ARE IMPROVING NAVIGATION SAFETY AS WELL AS FACILITATING COMMERCE IN OUR PORTS AND ON OUR WATERWAYS.

I WOULD LIKE TO HIGHLIGHT A FEW OF THOSE HERE.

THE COAST GUARD, THE MARITIME ADMINISTRATION AND APA JOINTLY SPONSORED A WORKSHOP IN JULY 1997 ON THE *MASTER-PILOT INFORMATION EXCHANGE* OUT OF WHICH A CONSENSUS WAS REACHED THAT THERE SHOULD BE SOME STANDARDS SET THAT WOULD REFLECT THE MINIMUM INFORMATION EXCHANGE REQUIRED BETWEEN MASTERS AND PILOTS. THERE WAS ALSO A GREAT DEAL OF DISCUSSION ON PASSAGE PLANNING BY PILOTS AND MASTERS.

THESE WORKSHOP RECOMMENDATIONS WERE INCORPORATED INTO A U.S. PAPER SUBMITTED TO THE 29TH SESSION OF IMO'S STW SUB-COMMITTEE IN JANUARY 1998. AND THESE RESULTS WILL CONTINUE TO INFLUENCE THE DEVELOPMENT OF A NEW IMO RESOLUTION ON PILOTAGE, BUILDING ON AN EXISTING RESOLUTION 485. [STW IS NOW IN THE 31ST SESSION. THE 32ND SESSION WILL CONSIDER A REVISED DRAFT RESOLUTION COORDINATED BY IMPA.]

RESOLUTION 485: TRAINING, QUALIFICATIONS AND
OPERATIONAL PROCEDURES FOR MARITIME PILOTS OTHER
THAN DEEP SEA PILOTS.

ISSUES

- ESTABLISHMENT BY COMPETENT AUTHORITY OF ENTRY REQUIREMENTS FOR NEW PILOTS.
- CLASSIFICATION OF
- CLASSIFICATION OF DUTIES OF COMPETENT AUTHORITY TO MAINTAIN OR DEVELOP STATISTICS, INVESTIGATIONS
- AMENDMENT OF SYLLABUS FOR PILOT CERTIFICATION.
- SPECIFIC EMERGENCIES TO BE ADDRESSED BY PILOTAGE TRAINING.
- GUIDELINES FOR VOYAGE PLANNING
- BRIDGE PROCEDURES GUIDELINES.

FUNDAMENTALLY, WE IN THE U.S. CONTINUE TO EXPRESS THE VIEW THAT PILOTAGE REGULATION IS AN INTERNAL ISSUE. WE WELCOME VOLUNTARY GUIDELINES BUT DO NOT SUPPORT CREATING MANDATORY INTERNATIONAL REQUIREMENTS IN STCW.

A SECOND HIGHLIGHT HAS BEEN THE ACTIVE AND INTEGRAL PARTICIPATION OF PILOTS IN LOCAL HARBOR SAFETY COMMITTEES, AND COAST GUARD ADVISORY COUNCILS, SPECIFICALLY THE MERCHANT PERSONNEL ADVISORY COMMITTEE (MERPAC) AND THE NAVIGATION SAFETY ADVISORY COUNCIL (NAVSAC). THESE GROUPS ARE CHARTERED BY THE U.S. SECRETARY OF TRANSPORTATION TO ADVISE THE COMMANDANT OF THE COAST GUARD ON PERSONNEL AND NAVIGATIONAL SAFETY MATTERS.

PILOTS PLAY VITAL LEADERSHIP ROLES IN THESE COMMITTEES AND THEIR SUB-COMMITTEES.

OF PARTICULAR NOTE, PILOTS LED THE MERPAC STUDY OF SOLO BRIDGE WATCHKEEPING AT NIGHT WHICH RESULTED IN A REPORT STRONGLY OPPOSING SUCH PRACTICE. THAT REPORT PROVIDED A SOUND BASIS FOR OUR ARGUMENT AT MSC 69 TO CEASE THE PRACTICE. WE BELIEVE THAT THE FUTURE IS NOT NOW RELATIVE TO THAT ISSUE.

PILOTS HAVE ALSO PARTICIPATED IN THE PROCESS OF DEVELOPING ELECTRONIC CHARTING THROUGH THEIR MEMBERSHIP ON NAVSAC, PARTICIPATION AT A WORKSHOP PUT ON BY THE LAKE CARRIERS ASSOCIATION, AND IMPA'S INVOLVEMENT AT IMO.

STATE PILOT ORGANIZATIONS AROUND THE COUNTRY HAVE BEEN ON THE CUTTING EDGE OF ELECTRONIC CHARTING AND THE USE OF LAPTOP COMPUTERS. I PERSONALLY HAD THE OPPORTUNITY TO SEE A DEMONSTRATION OF THE DELAWARE BAY AND RIVER PILOTS' IMPRESSIVE WORK. AND I UNDERSTAND THAT YOUR AGENDA INCLUDES SUCH A DISCUSSION.

PILOTS HAVE BEEN AND WILL CONTINUE TO BE HEAVILY INVOLVED IN OUR PORTS AND WATERWAYS SAFETY SYSTEM PROJECT – ALSO KNOWN AS PAWSS – AT BOTH THE NATIONAL LEVEL AND IN LOCAL PORTS SUCH AS NEW ORLEANS. THIS INITIATIVE FOCUSES ON THE DEVELOPMENT OF AIS AND AN AIS BASED VTS AND SEEKS TO IMPROVE EVERYONE'S ABILITY TO BETTER MANAGE VESSEL TRAFFIC. ALTHOUGH THIS PROJECT FOCUSES ON U.S. PORTS, IT REFLECTS, SUPPORTS AND IS SUPPORTED BY THE WORK OF IMO TO DEVELOP INTERNATIONAL AIS STANDARDS AND CARRIAGE REQUIREMENTS.

AIS WILL SIGNIFICANTLY EXPAND THE INFORMATION AVAILABLE TO THE MARINER – THE HUMAN ELEMENT. ULTIMATELY, AIS HAS POTENTIAL, THROUGH IMPLEMENTATION OF A BROAD CARRIAGE REQUIREMENT, TO ADDRESS MANY TRAFFIC PROBLEMS BY IMPROVING THE MARINER’S AWARENESS OF SURROUNDING VESSELS – WHETHER IN A VTS AREA OR NOT – THROUGH SHIP TO SHIP TRANSMISSIONS. THE UPCOMING SESSION OF THE IMO MSC WILL ADDRESS CARRIAGE REQUIREMENTS AND PHASE IN PERIODS.

A VERY SUPERB COMPLEMENT TO AIS IN THE U.S. IS THE NOAA PORTS SYSTEM-PHYSICAL OCEANOGRAPHIC REAL TIME INFORMATION-CURRENTS AND TIDE. MR. JIM DIXON FROM NOAA IS ON THE AGENDA TO PROVIDE THE DETAILS FOR YOU.

PILOT ASSOCIATIONS THAT OPERATE BETWEEN THE GULF OF MEXICO AND BATON ROUGE IN THE LOWER MISSISSIPPI RIVER ARE ACTIVELY PARTICIPATING IN TESTING CARRY ABOARD AIS TRANSPONDERS. THIS TEST BEGAN WITH A COAST GUARD LEASE OF 50 TRANSPONDERS. IT'S THE FIRST FIELD IMPLEMENTATION OF TRUE AIS IN THE U.S.

I AM PLEASED TO NOTE THAT THE NEW ORLEANS PROTOTYPE IMPLEMENTATION IS ON SCHEDULE. THE PILOTS DESERVE GREAT CREDIT FOR THEIR PART IN THE DESIGN OF A USER ORIENTED SYSTEM. THIS SYSTEM WILL EVENTUALLY BECOME THE FOUNDATION OF THE LOWER MISSISSIPPI RIVER AIS-BASED VTS

THERE HAS BEEN SOME DISCUSSION IN THE U.S. THAT AIS PROVIDES SO CALLED “ALL WEATHER” CAPABILITY - THE ABILITY TO OPERATE IN ZERO VISIBILITY; AND, THAT SOME AUTHORITY - U.S. COAST GUARD - SHOULD CONSIDER DESIGNING PORTS WITH AIS AS SUCH. OF COURSE TODAY, THE DECISION TO OPERATE A VESSEL IN REDUCED VISIBILITY RESTS WITH PILOT AND MASTER. ALTHOUGH AIS, CONTEMPORARY RADAR VTS, OTHER AIDS, WIDEN THE WINDOW FOR OPERATIONS, WE ARE CONCERNED THAT SUCH A DECLARATION WOULD UNDERMINE YOUR AUTHORITY AS PILOTS AND PUT UNDUE PRESSURE ON MASTERS AND PILOTS TO GET UNDERWAY WHEN THEY BELIEVE IT IMPRUDENT TO DO SO.

WE VIEW THE BALANCE OF SAFETY, ENVIRONMENTAL PROTECTION AND FACILITATION OF COMMERCE AS A FINE INTERACTIVE BALANCE – ACTIVITY IN ONE AREA IMPACTS THE OTHERS.

VISUALIZE AN EQUILATERAL TRIANGLE – ONE SIDE REPRESENTS SAFETY, ONE SIDE REPRESENTS ENVIRONMENT AND THE THIRD SIDE REPRESENTS FACILITATION OF COMMERCE.

WE WORK TO KEEP THAT TRIANGLE IN BALANCE. ANY ACTION INVOLVING ONE SIDE DEMANDS CONSIDERATION OF THE EFFECT ON THE OTHERS.

LET ME TELL YOU HOW WE'RE FACING THE FUTURE IN THAT RESPECT.

MTS

OVER THE LAST 2 YEARS, THE U.S. COAST GUARD HAS LEAD AN INITIATIVE IN THE U. S. INVOLVING A PARTNERSHIP WITH 16 OTHER GOVERNMENT AGENCIES AND A HOST OF INDUSTRY AND PUBLIC INTEREST GROUPS INCLUDING THE APA. OUR SENIOR PARTNERS ARE NOAA, MARAD, AND U.S. ARMY CORPS OF ENGINEERS.

THIS INITIATIVE IS ENTITLED THE MARINE TRANSPORTATION SYSTEM – PORTS, WATERWAYS AND INTERMODAL CONNECTIONS –MTS FOR SHORT.

MTS CAME ABOUT BECAUSE OF OUR CONCERN FOR THE FUTURE
– CONCERN THAT THE U.S. MTS BE ABLE TO SUPPORT THE
LEVELS OF MARITIME TRAFFIC AND NEED FOR
INTERMODAL CONNECTIONS EXPECTED IN THE 21ST
CENTURY IN A SAFE, SECURE, ENVIRONMENTALLY SOUND
AND EFFICIENT, COMPETITIVE MANNER, FOR A VARIETY
OF USERS – COMMERCIAL AND RECREATIONAL.

WHY ARE WE CONCERNED?

CONSIDER SOME TRENDS - MOST NOT LIMITED TO U.S. - THAT
HAVE POTENTIAL TO INCREASE BOTH PROBABILITY AND
CONSEQUENCE.

- CONTAINER SHIPS CONTINUE TO GROW IN SIZE AND
BUNKER CAPACITY;
- PASSENGER CRUISE SHIPS CONTINUE TO GROW IN
CAPACITY;
- HIGH SPEED FERRIES AND OTHER HIGH SPEED CRAFT ARE
PROLIFERATING
- PASSENGER VESSELS OF ALL TYPES ARE INCREASING IN
NUMBER AS ARE RECREATIONAL VESSELS
- TECHNOLOGY CONTINUES TO AUGMENT OR REPLACE
CREW BUT IS NOT ALWAYS SAILOR FRIENDLY

- THE HUMAN ELEMENT-RECRUITMENT AND RETENTION OF SEAFARERS IS BECOMING MORE DIFFICULT WITH A GROWING GAP IN OFFICER AVAILABILITY – 16,000 NOW WORLDWIDE, ACCORDING TO THE RECENT BIMCO/ISF STUDY AND LIKELY TO GROW.
- WORLD MARITIME TRADE IS EXPECTED TO DOUBLE OR TRIPLE IN VOLUME OVER THE NEXT 20-30 YEARS. WHICH WILL CERTAINLY HEIGHTEN THE PROBABILITY OF A CASUALTY AND UNDERMINE THE SEAFARER SHORTAGE. AT THE SAME TIME PUBLIC TOLERANCE FOR LOSS OF LIFE OR POLLUTION IS ZERO AND GETTING LESS.

ALL OF THESE TRENDS, AND YOU CAN CITE OTHERS, PRESENT ENORMOUS CHALLENGES FOR THE U.S. DOMESTICALLY AND INTERNATIONALLY.

IMO LEADERSHIP TOWARD SAFER SEAS, CLEANER SEAS HAS BEEN EFFECTIVE – DEPENDING WHERE YOU LOOK, PASSENGER VESSEL OPERATIONS ARE SAFER, OIL SPILLS HAVE DECLINED.

INDUSTRY LEADERSHIP HAS BEEN JUST AS VITAL AND EFFECTIVE.

STCW AND ISM AS WELL AS AMENDMENTS TO SOLAS AND OTHER INSTRUMENTS – AND MORE IMPORTANTLY, FULL

IMPLEMENTATION OF INTERNATIONAL INSTRUMENTS
WILL KEEPS US MOVING TOWARD SAFER, CLEANER SEAS.

BUT, THOSE TRENDS I MENTIONED CREATE A MOVING TARGET
THAT IS EVER MORE DIFFICULT TO KEEP IN OUR SIGHTS.

HOW DO WE COPE? HOW DO WE HIT THE TARGET?

WELL, ADM LOY SPEAKS OF THREE POWERFUL FORCES OR
PRINCIPLES HAVE BEEN AT WORK THAT HAVE BROUGHT
US TO WHERE WE ARE TODAY IN TERMS OF MARITIME
SAFETY AND PROTECTION OF THE ENVIRONMENT -
LEADERSHIP – INNOVATION – COOPERATION.

ITS BEEN SAID THAT A LEADER IS ONE WHO SEES MORE THAN
OTHERS SEE, WHO SEES FARTHER THAN OTHER SEE, AND
SEES BEFORE THEY DO. VISION.

I BELIEVE THAT'S CHARACTERISTIC OF THE GOVERNMENT AND
INDUSTRY LEADERSHIP THAT HAS GOTTEN US TO WHERE
WE ARE TODAY AND MUST BE A MODEL FOR US AS WE
LOOK TO THE FUTURE.

THAT LEADERSHIP WAS ALSO INNOVATIVE; APPROACHING
PROBLEMS FROM A NEW DIRECTION, REALIZING THAT
NEW RISKS AND COMPLEXITIES ASSOCIATED WITH

EXISTING RISKS MAY CALL FOR NEW STRATEGIES; NOT JUST REVIEWING AND UPDATING WHAT WORKED IN THE PAST UNTIL THE PROCESS SNAPS. THE EMPHASIS ON THE HUMAN ELEMENT IS AN EXAMPLE OF INNOVATION.

WE MUST DEVELOP INNOVATIVE APPROACHES BOTH TO THE PROBLEMS WE ANTICIPATE AND THE ONES THAT CATCH US BY SURPRISE. AND HOPEFULLY, IF WE WORK TO SEE MORE, FARTHER, AND BEFORE, THOSE SURPRISES WILL BE MINIMIZED.

COOPERATION – THE STANDARDS AND PRACTICES THAT HAVE IMPROVED MARITIME SAFETY, BOTH REGULATORY AND NON-REGULATORY SOLUTIONS, WERE THE RESULT OF COOPERATIVE AGREEMENTS TO IMPLEMENT INNOVATIONS THAT WERE ENABLED BY VISIONARY LEADERSHIP.

I'VE MENTIONED A FEW AREAS WHERE WE ARE COOPERATING TODAY TO DEVELOP INNOVATIVE SOLUTIONS FOR THE PROBLEMS WE SEE NOW AND IN THE FUTURE AND MUCH MORE THAN THAT IS GOING ON. WE MUST KEEP THE BROAD PRINCIPLES OF LEADERSHIP, INNOVATION AND COOPERATION ALWAYS IN MIND AS WE ATTEMPT TO KEEP THAT MOVING TARGET OF EVER SAFER SEAS/CLEANER SEAS IN OUR SIGHTS.

THE FUTURE IS NOW – AND LEADERSHIP, INNOVATION AND COOPERATION IS NEEDED IN LARGER DOSES, MORE THAN EVER, I APPLAUD IMPA AND THE LEADERSHIP ROLE IT PLAYS ALONG WITH IMO, MEMBER GOVERNMENTS AND THE REST OF INDUSTRY AND NON GOVERNMENT ORGANIZATIONS. AND I LOOK FORWARD TO WORKING WITH YOU TO MEET THE CHALLENGES OF THE FUTURE THROUGH INNOVATION AND EVEN CLOSER COOPERATION. THANK YOU! MAHALO! ALOHA!

I NOW HAVE ONE MORE OFFICIAL FUNCTION THAT I'VE BEEN ASKED TO PERFORM:

I HEREBY DECLARE THE
15TH CONGRESS OF THE
INTERNATIONAL MARITIME PILOTS' ASSOCIATION
TO BE OPEN