

2000 APA BIENNIAL CONVENTION
NEW ORLEANS, LOUISIANA
"THE ROLE OF PILOTAGE AND THE
APA/COAST GUARD PARTNERSHIP"
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OCTOBER 31, 2000

GOOD MORNING CAPTAIN SPARKS, CAPTAIN NEELEY,
CONVENTION CO-CHAIRS (CAPTAINS DELASTINGIR,
CLAYTON, LORINO, AND GILLIS), LADIES AND
GENTLEMEN, IT IS A PLEASURE FOR ME TO BE HERE AT
THE 2000 APA BIENNIAL CONVENTION, TO BE WITH APA
AGAIN AND TO BE IN NEW ORLEANS. I LOOK FORWARD
TO SPEAKING TO YOU TODAY ABOUT THE ROLE OF
PILOTAGE, PILOT INVOLVEMENTS IN THE MTS, AND OUR
DEVELOPING COAST GUARD/PILOT PARTNERSHIP, ALONG
WITH SOME IDEAS ABOUT OUR PRIORITIES FOR THE
FUTURE.

ROLE OF PILOTAGE

FIRST, SOME BACKGROUND THOUGHTS -

THE IMPORTANT ROLE OF PILOTAGE WITHIN THE MARINE
TRANSPORTATION SYSTEM WAS WELL STATED BY THE
U.S. SUPREME COURT IN A 1947 DECISION:

QUOTE - PILOTS ARE...INDISPENSABLE COGS IN THE
TRANSPORTATION SYSTEM OF EVERY MARITIME
ECONOMY. THEIR WORK PREVENTS TRAFFIC
CONGESTION AND ACCIDENTS WHICH WOULD IMPAIR
NAVIGATION IN AND TO THE PORTS. IT AFFECTS THE
SAFETY OF LIVES AND CARGO, THE COST AND TIME
EXPENDED IN PORT CALLS...UNQUOTE.

HISTORICALLY, THE COAST GUARD HAS ENJOYED A VERY
GOOD WORKING RELATIONSHIP WITH THE AMERICAN
PILOTS' ASSOCIATION. I'VE WORKED CLOSELY WITH
MANY OF YOU AT THE PORT, NATIONAL AND
INTERNATIONAL LEVELS. 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 - I'LL
PROBABLY HEAR ABOUT SOME TODAY - ALONG WITH
OUR SUCCESSES..

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.

TODAY, PILOTAGE REMAINS A VITAL COMPONENT IN A BROADER, MORE COMPLEX NAVIGATION SAFETY SYSTEM. STATISTICALLY, SOMETHING LIKE 80% OF ALL 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 STCW 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. THE IMO SUB-COMMITTEE ON SAFETY NAVIGATION IS STILL WORKING ON THE OPERATIONAL ASPECTS OF THE RESOLUTION, INCLUDING THE EXCHANGE OF INFORMATION BETWEEN THE MASTER AND THE PILOT. THEREFORE, THE STCW SUB-COMMITTEE MAY NOT BE ABLE TO COMPLETE ITS WORK ON THE TRAINING ASPECTS AT ITS 32ND SESSION IN JANUARY OF 2001 - AND IT WILL LIKELY CONTINUE.

APA HAS PROVIDED VITAL EXPERT ASSISTANCE AND MEMBERSHIP IN OUR IMO DELEGATION TO HELP ADDRESS THIS ISSUE.

FUNDAMENTALLY, WE IN THE U.S. CONTINUE TO EXPRESS THE VIEW THAT PILOTAGE REGULATION IS AN INTERNAL ISSUE INAPPROPRIATE FOR BROAD INTERNATIONAL REGULATIONS - AND OUR CONTINUED EFFORTS AT THE IMO WILL REFLECT THAT VIEW.

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 - WITH CAPT ALLISON ROSS OF THE MD PILOTS CHAIRING NAVSAC AND CAPT ANDY MCGOVERN OF THE SANDY HOOK PILOTS CHAIRING MERPAC, AND NUMEROUS PILOTS SERVE AS MEMBERS.

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 INCLUDING NEW ORLEANS. PILOTS TOOK PART IN DEFINING OUR NATIONAL STANDARDS FOR VTS; THEY HAVE BEEN ACTIVE IN DEFINING REQUIREMENTS FOR VTS NEW ORLEANS AND WILL SOON PARTICIPATE IN THE DAY TO DAY OPERATION OF THE NEW ORLEANS VTS. CAPTAIN DOUG GRUBBS IS TO BE THANKED FOR HIS LONG AND PROACTIVE INVOLVEMENT AND SUPPORT. HE HAS BEEN THE ONE CONSTANT FACTOR.

IN OTHER PORTS, PILOTS HAVE BEEN ACTIVE PARTICIPANTS IN THE 22 LOCAL RISK ASSESSMENTS WE'VE CONDUCTED IN SUPPORT OF THE PAWSS PROJECT. PAWSS FOCUSES ON THE DEPLOYMENT 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 AND OTHER BODIES 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. I UNDERSTAND THAT MIKE SOLLOSI FROM MY OFFICE WILL PROVIDE AN UPDATE AT THE NAVIGATION TECHNOLOGY MEETING TOMORROW AND ALSO AT A SESSION ON NOVEMBER 2ND.

AIS IS AN ELEMENT OF OUR LARGER MORE COMPREHENSIVE MTS PROJECT. LET ME GIVE YOU AN MTS UPDATE.

MTS

OVER THE LAST 3 YEARS, THE U.S. COAST GUARD HAS LED 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.

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 MUST 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?

- THE U.S. IS THE WORLD'S LARGEST TRADING NATION WITH 95% INTERNATIONAL TRADE BY WATER;
- CONTAINER SHIPS CONTINUE TO GROW IN SIZE AND BUNKER CAPACITY - 8700 TEU UNDER CONTRACT - MAERSK CONTEMPLATING 12K TEU;
- 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.

IN ORDER TO ADDRESS THESE CONCERNS, THE COAST GUARD AND THE MARITIME ADMINISTRATION, ALONG WITH THE ARMY CORPS OF ENGINEERS, NOAA, EPA, AND SEVERAL OTHER FEDERAL AGENCIES HAVE ENGAGED IN REGIONAL LISTENING SESSIONS. A NATIONAL MTS CONFERENCE FORMED A CONGRESSIONALLY MANDATED MTS TASK FORCE, WHICH DEVELOPED A REPORT TO CONGRESS - DELIVERED IN SEPTEMBER OF 1999 - AND RECENTLY HELD SEVEN REGIONAL DIALOG SESSIONS TO BEGIN FOCUSING ON REGIONAL COORDINATION.

THE FOCUS OF THIS ACTIVITY WAS TO ENGAGE MTS STAKEHOLDERS IN DEVELOPING AN AGENDA OF ISSUES THAT NEED TO BE ADDRESSED LOCALLY, REGIONALLY, AND NATIONALLY TO ACHIEVE OUR MTS VISION: *"THE U.S. MARINE TRANSPORTATION SYSTEM WILL BE THE WORLD'S MOST TECHNOLOGICALLY ADVANCED, SAFE, SECURE, EFFICIENT, EFFECTIVE, ACCESSIBLE, GLOBALLY COMPETITIVE, DYNAMIC AND ENVIRONMENTALLY RESPONSIBLE SYSTEM FOR MOVING GOODS AND PEOPLE."*

THIS REQUIRES A GREAT DEAL OF COORDINATION AT THE NATIONAL, REGIONAL, AND LOCAL LEVELS. AT THE NATIONAL LEVEL, THERE ARE TWO COORDINATING BODIES - THE INTERAGENCY COMMITTEE FOR THE MTS (ICMTS) WITH 17 FEDERAL AGENCY MEMBERS AND THE MTS NATIONAL ADVISORY COUNCIL COMPOSED OF NON-FEDERAL MEMBERS.

AT THE LOCAL LEVEL THERE ARE NUMEROUS HARBOR SAFETY-LIKE COMMITTEES (HSC) AROUND THE COUNTRY THAT FILL THE COORDINATION ROLE. WE HAVE HELD TWO NATIONAL HSC CONFERENCES IN NEW YORK TO SHARE BEST PRACTICES AND DEVELOP GUIDELINES FOR HSC'S WITH ANOTHER BEING PLANNED FOR NEXT YEAR ON THE WEST COAST. CAPTAIN ANDY MCGOVERN HAS HELPED DEVELOP BOTH EVENTS AS THE CO-CHAIR OF THE NEW YORK HSC. JACK SPARKS, PAUL KIRCHNER, MIKE WATSON, AND OTHERS HAVE ALSO BEEN PARTICIPANTS. AS A RESULT WE'VE LAUNCHED A WEBSITE AND PUBLISHED A NVIC PROVIDING GUIDANCE ON HSC'S. IN THE GREAT LAKES, AND ALONG THE SOUTHEAST, REGIONAL COORDINATING COMMITTEES HAVE FORMED TO ADDRESS MTS ISSUES.

SO OUTSIDE OF COORDINATION, WHAT ELSE IS HAPPENING? LET'S GO BACK TO THE VISION AND I'LL BRIEFLY TELL YOU WHAT WE ARE DOING IN THE AREAS OF TECHNOLOGY, SAFETY, SECURITY, EFFICIENCY, AND ENVIRONMENTAL MANAGEMENT AND HOW IT MAY APPLY TO YOU. FIRST,

TECHNOLOGY: WE ARE WORKING TO DEVELOP A MARINE INFORMATION HUB, WHICH WILL PROVIDE REAL-TIME INFORMATION TO THE MARINER, ENABLING HIM TO MAKE SAFER DECISIONS ON THE WATERWAY. THE FIRST STEP IS TO DETERMINE THE INFORMATION REQUIREMENTS OF THE MARITIME COMMUNITY AND THE DATA AVAILABLE FOR POTENTIAL INCLUSION INTO AN INTEGRATED MARITIME INFORMATION SYSTEM. WE REFER TO THIS AS A MARITIME INFORMATION ANALYSIS AND IT IS CURRENTLY UNDERWAY. WE HAVE HIRED A CONTRACTOR TO DO THIS ANALYSIS WHICH INCLUDES A SURVEY AND IS EXPECTED TO BE COMPLETED BY NOVEMBER OF THIS YEAR.

THE COAST GUARD WILL SHARE THE FINDINGS WITH THE INTERAGENCY COMMITTEE ON THE MTS AND THE MTS NATIONAL ADVISORY COUNCIL, AS WELL AS WITH HSC'S AND REGIONAL COORDINATING COMMITTEES. NEXT,

SAFETY: IN OUR EFFORTS TO ELIMINATE SUBSTANDARD SHIPPING, THE COAST GUARD HAS PRIMARILY FOCUSED OUR ENERGY ON IMPROVED METHODS TO IDENTIFY POOR-QUALITY VESSELS (TARGETING SCHEMES), AND TO ENFORCE COMPLIANCE WITH INTERNATIONAL AND U.S. STANDARDS.

THE QUALITY OF VESSELS VISITING U.S. PORTS HAS
DRAMATICALLY IMPROVED OVER THE LAST 6 YEARS,
AND HUNDREDS OF VESSELS ARE TYPICALLY FOUND
WITH FEW OR NO DEFICIENCIES AT ALL. SO, AS A NEW
INITIATIVE, WE INTEND TO REWARD THE HIGH-
QUALITY SHIPS, AND PROVIDE INCENTIVES TO
ENCOURAGE OTHER VESSELS TO DO MORE THAN JUST
MEET MINIMUM SAFETY AND ENVIRONMENTAL
REQUIREMENTS. THIS INITIATIVE IS CALLED QUALSHIP
21. GENERALLY, WE HOPE THAT THIS EFFORT WILL
IMPROVE LEVELS OF SAFETY AND ENVIRONMENTAL
PROTECTION.

AS I MENTIONED, WE WILL OFFER INCENTIVES - PRINCIPALLY
SIGNIFICANTLY LESS COAST GUARD ACTIVITY ON THE
VESSEL WHEN IT IS IN A U.S. PORT WHICH WILL
FACILITATE THE MOVEMENT OF CARGO AND SHORTEN
DELAYS.

EFFICIENCY: A SAFE PORT IS AN EFFICIENT PORT WITH MINIMAL DISRUPTIONS AND DELAYS TO TRAFFIC MOVEMENT. NOW, LET'S TALK ABOUT EFFICIENCY. THE PORTS AND WATERWAYS SAFETY ASSESSMENT (PAWSA) EVALUATES THE RISKS PLAGUING OUR NATION'S PORTS AND WATERWAYS THROUGH OPEN DIALOGUE WITH WATERWAY USERS AND PORT STAKEHOLDERS. THE ULTIMATE GOAL OF PAWSA WAS NOT ONLY TO ESTABLISH A BASELINE OF PORTS FOR CONSIDERATION FOR VESSEL TRAFFIC MANAGEMENT (VTM) IMPROVEMENTS, BUT TO PROVIDE THE CAPTAIN OF THE PORT (COTP) AND PORT COMMUNITY WITH AN EFFECTIVE TOOL FOR EVALUATING RISK AND WORKING TOWARD LONG TERM SOLUTIONS TO MITIGATE THAT RISK.

TO DATE, THE COAST GUARD HAS SPONSORED 22 PAWSA'S NATIONWIDE INCLUDING PUERTO RICO. THE ASSESSMENTS HAVE BEEN WELL RECEIVED BY INDUSTRY.

BEYOND ITS PRIMARY PURPOSE OF IDENTIFYING RISK AND RISK MITIGATORS, PAWSA PROVIDES A FORUM FOR PORT COMMUNITIES TO ESTABLISH NEW HARBOR SAFETY COMMITTEES (HSC) OR SUPPORT ONGOING EFFORTS OF EXISTING HSCS IN PORT RISK AND VESSEL TRAFFIC MANAGEMENT. OVER THE NEXT SEVEN MONTHS, COAST GUARD HEADQUARTERS WILL FACILITATE PAWSA'S IN SEVEN ADDITIONAL PORTS. HOWEVER, AS WE HAVE GAINED EXPERIENCE AND AS SUPPORTING GUIDANCE AND TOOLS HAVE IMPROVED THE PROCESS, PAWSA IS NEARLY AT A POINT WHERE IT CAN BE USED BY A FIELD UNIT WITH MINIMAL OUTSIDE SUPPORT. THUS, THE COAST GUARD WILL LOOK TO MOVE THE PROCESS DOWN TO THE LOCAL COTP LEVEL FOR IMPLEMENTATION IN THE REMAINING 25 COTP ZONES, WITH SUPPORT FROM HEADQUARTERS. PAWSA SUPPORTS THE MTS IN THE PORT SAFETY AND MOBILITY AREAS.

SECURITY: THE FINAL REPORT OF THE INTERAGENCY COMMISSION ON CRIME AND SECURITY IN U.S. SEAPORTS HAS BEEN PUBLISHED. THERE IS PENDING LEGISLATION IN THE SENATE, AND JUST A FEW WEEKS AGO THE COMMANDANT OF THE COAST GUARD, ADM LOY, TESTIFIED BEFORE THE SENATE COMMERCE COMMITTEE IN WASHINGTON ON THIS SUBJECT.

THE REPORT RECOGNIZES THE COAST GUARD IN ITS HISTORIC ROLE AS THE LEAD PORT SECURITY AGENCY, AND ALSO AS ONE OF MANY STAKEHOLDERS IN THIS AREA.

THE REPORT IDENTIFIES A LACK OF ADEQUATE SECURITY FOR CRITICAL MTS INFRASTRUCTURE, WHICH CAN POTENTIALLY AFFECT OUR ENTIRE ECONOMY. THE REPORT CONTAINS A SOLID PRESCRIPTION FOR MAKING OUR PORTS SECURE, GUARANTEEING OUR ECONOMIC AND NATIONAL SECURITY, AND REDUCING PORT CRIME.

THE SEAPORT COMMISSION RECOGNIZED THE VALUE OF THE LEADERSHIP AND EXPERIENCE OF THE NATIONAL MTS COORDINATING BODIES I MENTIONED EARLIER -- THE PRIVATE SECTOR ADVISORY COUNCIL AND THE FEDERAL INTERAGENCY COMMITTEE -- AND RECOMMENDED THAT THEY DEVELOP IMPLEMENTATION PLANS FOR SEVERAL IMPORTANT PROPOSALS STATED IN THE REPORT.

THE COMMISSION ALSO RECOGNIZED THAT ADDITIONAL RESOURCES ARE NEEDED TO IMPLEMENT MANY OF ITS RECOMMENDATIONS. RESOURCE INTENSIVE EXAMPLES INCLUDE IMPLEMENTING INFRASTRUCTURE IMPROVEMENTS TO ALLOW FOR INTERAGENCY SYSTEMS INTEGRATION, AND PURSUING THE “MODEL PORT CONCEPT” THROUGH WHICH BEST PRACTICES OF MARINE TERMINAL OPERATORS ARE SHARED, AND VOLUNTARY MINIMUM-SECURITY GUIDELINES ARE DEVELOPED. ADDITIONALLY, RESOURCES ARE NEEDED TO CONDUCT RECURRING VULNERABILITY ASSESSMENTS AND REGULAR PORT SECURITY EXERCISES. AND FINALLY, THE

ENVIRONMENT: THE COAST GUARD HAS BEEN WORKING CONCURRENTLY WITH THE INTERNATIONAL COUNCIL OF CRUISE LINES AND OTHER CONCERNED FEDERAL AGENCIES TO ADDRESS GREY WATER/BLACK WATER POLLUTION FROM CRUISE SHIPS. IN AUGUST OF THIS YEAR, THE COAST GUARD HOSTED A FORUM ON CRUISE SHIP ENVIRONMENTAL MANAGEMENT IN YORKTOWN, VA, WITH ATTENDEES FROM THE USCG, FLAG STATES, CLASSIFICATION SOCIETIES, ICCL MEMBERS, CRUISE SHIP OPERATORS, AND OTHER CONCERNED FEDERAL AGENCIES. THE GOAL OF THE WORKSHOP WAS TO EDUCATE ATTENDEES ON THE INTERNATIONAL SAFETY MANAGEMENT CODE AND OTHER ENVIRONMENTAL PROTECTION MANAGEMENT SCHEMES.

THE ENVIRONMENTAL ISSUE OF THE FUTURE IS THE PREVENTION OF THE INTRODUCTION OF AQUATIC NUISANCE SPECIES, OR ANS, INTO OUR NATIONS WATERS. BALLAST WATER EXCHANGES ARE NOW MANDATORY IN THE GREAT LAKES AND ON THE HUDSON RIVER. VOLUNTARY GUIDELINES FOR BALLAST WATER EXCHANGE AND MANDATORY REPORTING REQUIREMENTS HAVE BEEN ESTABLISHED FOR OTHER AREAS.

THE SECRETARY OF TRANSPORTATION IS REQUIRED TO SUBMIT A REPORT TO CONGRESS BY JANUARY 2002 ASSESSING VESSEL COMPLIANCE WITH THE REPORTING REQUIREMENT AND VOLUNTARY GUIDELINES. THIS REPORT WILL ASSESS THE EFFECTIVENESS OF THE GUIDELINES AIMED TO PREVENT THE INTRODUCTION AND SPREAD OF ANS IN U.S. WATERS. IF THE GUIDELINES ARE FOUND TO BE INEFFECTIVE, THE SECRETARY IS REQUIRED TO MAKE THE VOLUNTARY PROGRAM MANDATORY AND ENFORCE IT WITH CIVIL AND CRIMINAL PENALTIES.

THE U.S. WILL ALSO ENGAGE IN FOREIGN NEGOTIATIONS TO ADDRESS ANS AT THE IMO'S MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC) IN 2002.

NOW, LET ME TELL YOU ABOUT OUR PRIORITIES FOR THE NEAR FUTURE. I WOULD LIKE TO OFFER THESE AREAS THAT WE SEE AS THE HIGHEST RISK FOR THE FUTURE OR WHERE WE SEE LARGE GAINS TO BE MADE TO ENSURE SAFER SEAS, CLEANER SEAS.

- PASSENGER VESSEL SAFETY - WE WILL BEGIN WORK AT MSC 73 IN NOVEMBER TO EXAMINE SAFETY OF PASSENGER VESSELS CONSIDERING AN INCREASE IN PASSENGER CAPACITY.
- AQUATIC NUISANCE SPECIES - MOVING AHEAD WITH A DIPLOMATIC CONFERENCE ON BALLAST WATER.
- SEAFARER RECRUITMENT, RETENTION, AND QUALIFICATION - FINDING PEOPLE WHO WANT TO BE SEAFARERS AND ENSURING THEIR COMPETENCE - KEEPING STCW CURRENT AND RELEVANT.
- REASSESSING THE SOURCES OF RISK OF OIL AND HAZMAT POLLUTION - TANKERS HAVE A DRAMATICALLY IMPROVED SPILL RECORD. AS WE LOOK TO THE FUTURE WE MUST DETERMINE IF OUR PREVENTION EFFORTS RELATIVE TO CARGO OIL, BUNKERS, PIPELINES, AND OIL HANDLING FACILITIES ARE RIGHTLY PROPORTIONED. I WOULD SUGGEST THAT BUNKERS AS A SOURCE NEEDS MUCH MORE ATTENTION.

- CRUISE SHIP GREY WATER/BLACK WATER - WE ARE FINDING A HIGH FECAL COLIFORM BACTERIA COUNT IN BOTH THAT IS UNACCEPTABLE.
- FISHING VESSEL SAFETY - TOO MANY FISHERMEN STILL DIE - IN THE U.S. IT'S 6 TIMES THE DEATH RATE IN THE REST OF MARITIME INDUSTRY - THE WORST OF ANY OCCUPATION.
- MARITIME SECURITY - MAKING OUR SHIPS SECURE FROM TERRORISTS, PIRACY, STOWAWAYS, AND SMUGGLERS.

ALTHOUGH WE SOME GREAT ACCOMPLISHMENTS IN THESE AREAS THUS FAR - YET, WE HAVE MUCH WORK LEFT TO BE DONE. I BELIEVE THAT FURTHER GAINS CAN BE MADE THROUGH GOVERNMENT/INDUSTRY LEADERSHIP, INNOVATION, AND 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.

THE FUTURE IS NOW – AND LEADERSHIP, INNOVATION AND COOPERATION ARE NEEDED IN LARGER DOSES, MORE THAN EVER.

YOUR APA LEADERSHIP IN ESTABLISHING OUR APA/USCG PARTNERSHIP AGREEMENT HAS THE POTENTIAL TO CREATE COOPERATION TO SEEK FURTHER INNOVATIONS AT THE NATIONAL AND PORT LEVELS.

APA/COAST GUARD PARTNERSHIP

IN MOST PORTS IN THE UNITED STATES, THERE IS A STRONG, COOPERATIVE WORKING RELATIONSHIP BETWEEN THE COAST GUARD AND THE LOCAL PILOTS' ASSOCIATION. THE CONTRIBUTION TO PORT AND WATERWAY SAFETY IS DIRECTLY PROPORTIONAL TO THE STRENGTH OF THIS WORKING RELATIONSHIP.

SOMETIMES, HOWEVER, THE RELATIONSHIP IS NOT AS EFFECTIVE AS IT COULD - SHOULD - BE. SOMETIMES THERE IS A MISCONCEPTION OF THE ROLES AND RESPONSIBILITIES OF ONE OTHER.

MAINTAINING AND, WHERE APPROPRIATE, IMPROVING THIS WORKING RELATIONSHIP IS IMPORTANT FOR ENSURING THE CONTINUED SAFETY AND RELIABILITY OF THE U.S. MTS AND IS THE CONCURRENT RESPONSIBILITY OF BOTH THE COAST GUARD AND THE PILOTS' ASSOCIATIONS. THE NEW ORLEANS VTS PROJECT IS JUST ONE GOOD EXAMPLE OF A STRONG, LOCAL WORKING RELATIONSHIP AND I BELIEVE THAT ADMIRAL PLUTA WILL DISCUSS THIS IN MORE DETAIL.

IN 1998, THE APA AND THE COAST GUARD ESTABLISHED A FORMAL PARTNERSHIP AGREEMENT AS PART OF AN ONGOING EFFORT TO IMPROVE THEIR WORKING RELATIONSHIP. THE PRIMARY OBJECTIVES OF THIS PARTNERSHIP ARE TO "PROMOTE VESSEL SAFETY AND TO PREVENT DAMAGE TO THE ENVIRONMENT FROM COMMERCIAL VESSEL INCIDENTS."

IN ORDER TO EVEN FURTHER IMPROVE THE PILOT/COAST GUARD RELATIONSHIP, I AM NOW PLEASED TO ANNOUNCE THE NEW APA/COAST GUARD PARTNERSHIP PROJECT TO ADDRESS ONE OF THE PRIMARY REASONS WHY THE WORKING RELATIONSHIP IS NOT AS SOLID AS IT SHOULD BE - THAT LACK OF UNDERSTANDING OF EACH ORGANIZATION'S RESPECTIVE ROLES.

THE INTENT OF THE PROJECT IS TO IDENTIFY AND DOCUMENT THE ATTRIBUTES THAT CONTRIBUTE TO A STRONG WORKING RELATIONSHIP BETWEEN LOCAL PILOTS' ASSOCIATIONS AND THE COAST GUARD. IT WILL ALSO DOCUMENT THE RESPONSIBILITIES OF THE PILOT AND THE COAST GUARD, AND IT WILL SEEK TO IMPROVE THE COAST GUARD'S UNDERSTANDING OF THE RELATIONSHIP BETWEEN THE LOCAL PILOTS' ASSOCIATION AND THE STATE BOARD OF PILOTS/PILOTS COMMISSION. THE PROJECT WILL ALSO STRIVE TO CLARIFY THE RELATIONSHIP BETWEEN THE COAST GUARD AND THE STATE BOARD OF PILOTS/PILOTS COMMISSION.

THE PURPOSE FOR DOCUMENTING THE INFORMATION IS TO PROVIDE THE CAPTAIN OF THE PORT OR PRESIDENT OF A PILOT ASSOCIATION A BETTER UNDERSTANDING OF HIS/HER COUNTERPART'S RESPONSIBILITIES AND ROLE WITHIN THE MTS. IT IS ANTICIPATED THAT PROVIDING SUCH INFORMATION WILL BE OF PARTICULAR VALUE TO A NEW COTP OR NEW LEADER OF A LOCAL PILOTS' ASSOCIATION.

THE PROJECT WILL NO DOUBT IDENTIFY EXISTING OR POTENTIAL PROBLEMS IN THE RELATIONSHIP BETWEEN THE COAST GUARD AND THE LOCAL PILOTS' ASSOCIATION IN SOME AREAS. THE PROJECT WILL NOT IDENTIFY WHERE THE PROBLEMS EXIST; HOWEVER, IT WILL SEEK TO IDENTIFY WHY THEY EXIST AND HOW THEY COULD BE CONSTRUCTIVELY RESOLVED. SUCH EFFORTS ARE CRUCIAL TO IMPROVING OUR RELATIONSHIP.

TODAY, I'VE MENTIONED JUST A FEW AREAS WHERE WE ARE COOPERATING 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 SHIPPING/CLEANER OCEANS IN OUR SIGHTS.

AT THIS POINT, I'D LIKE TO RECOGNIZE AN INDIVIDUAL WHOSE LEADERSHIP, INNOVATION, AND COOPERATION AS PRESIDENT OF THE APA HAVE TRULY BEEN AN INSPIRATION TO US ALL, AND WHO WAS INVOLVED IN MANY OF THE INITIATIVES THAT I MENTIONED. CAPT JACK SPARKS, WOULD YOU PLEASE COME FORWARD? **[READ DISTINGUISHED PUBLIC SERVICE AWARD]**

THANK YOU.