

**REPORT ON PILOTAGE
DEVELOPMENTS IN
CANADA**

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**APA NORTH ATLANTIC TRUSTEES MEETING
Port Everglades
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It's a great pleasure to be here, participating in the annual meeting of the North Atlantic Trustees. I believe meetings like these always represent an excellent opportunity to discuss issues of common concern, improve cooperation and collaboration between pilot groups and, at the end of the day, help promote pilotage as the best way to ensure safe marine transportation.

We meet at a time of continuing economic uncertainty. Recovery from the great downturn that began in the summer of 2008 has been slower and, in many ways, more difficult than expected. Job losses have been huge, trade between nations has declined significantly, while government deficits have grown to amounts that would have been unimaginable only two or three years ago.

Despite recent indications that there is finally light at the end of the tunnel, we are nevertheless going through the worst global financial crisis in over half a century and no one is sure where it is all going to take us.

Of course, when the global economy suffers, the marine industry, as if in lock-step, suffers right along with it. Few industries feel the effects of a bad economy faster or harder than the shipping industry does.

In Canada, marine traffic was down in 2009 in all regions. This meant there were fewer pilotage assignments although the number of pilot positions has remained stable.

In fact, this stability extends to the pilotage system as a whole, not just to the number of pilots active on Canadian waterways.

Since assuming the position of President of the Canadian Marine Pilots' Association last October, I have made a point of meeting with representatives of the shipping industry and government officials. This has been useful from the point of view of being able to test the mood about pilotage and I am happy to report a renewed confidence in the Canadian pilotage system.

Pilotage went through a rather rough period between 2006 and 2008, with many questioning whether or not significant changes were required. This situation has been turned around, largely due to some excellent work by pilots themselves – in terms of political advocacy, the quality of their performance on the bridge and the development of more constructive relationships with users.

The challenge for CMPA and its members going forward is to build on this success, strengthening the ties we have with industry and continuing to discharge our professional responsibilities in an exemplary manner.

A significant issue which will surely test the ability of pilots to defend the system is the question of the exemption of Canadian vessels from pilotage in the Great Lakes.

Some shipowners believe they should have the right to determine whether or not their officers are qualified for pilotage certificates. In our view, the law reserves this responsibility for only the Great Lakes Pilotage Authority itself and great damage to the system could result from any deviation from this principle.

CMPA is devoting considerable energy to this matter because we believe it goes to the heart of the principle that pilotage must be both regulated and carried out in a truly independent manner.

I very much enjoyed participating in your meeting and I found the discussions useful. Next year in Halifax, Canadian pilots will hold their third national Congress. I hope many of you will be able to join us for what promises to be an excellent conference and another great occasion for good fellowship.

In the meantime, on behalf of all Canadian marine pilots, I wish you every success.