



L'ASSOCIATION DES PILOTES MARITIMES DU CANADA
CANADIAN MARINE PILOTS' ASSOCIATION

**REPORT ON PILOTAGE
DEVELOPMENTS IN
CANADA**

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**WEST COAST PILOTS' MEETING
Alaska
April, 2011**

As always, it's a great pleasure to participate in this meeting. I find it's a great opportunity for us to share information, improve collaboration and learn from each other's experiences.

2010 was a very important year from the point of view of economic recovery in the Canadian marine transportation sector. Overall, traffic at the country's ports returned to levels we had not seen since before the economic downturn. Leading the way, were the ports of the Pacific Gateway, Vancouver and Prince Rupert.

And as you know, when traffic at the ports picks up, pilots are happy!

Great Lakes region – pilotage certification of Canadian masters

Without a doubt, the single most important pilotage issue that the CMPA has been involved in, over the last two to three years has been the certification of Canadian masters and officers in the Great Lakes region and, more specifically, who should have responsibility for determining the competency of candidates applying for pilotage certificates.

In the Great Lakes, domestic shipowners have argued for 40 years that they should have the right to determine for themselves whether or not their ships' officers are qualified to hold a certificate and thus avoid boarding a pilot.

Marine pilots, on the other hand, have argued that both the law and public safety require that competency be determined by the independent regulator.

A seemingly-endless round of stakeholder meetings, convened by Transport Canada and the Great Lakes Pilotage Authority, was finally concluded last November when the last consultation took place in Ottawa. The result was a commitment by the Government to ensure that the proposed amendments to the Great Lakes Pilotage Regulations and the practices ensuing from them would provide that the Authority be the real decision-maker regarding the issuance of pilotage certificates.

This reflects the position strongly advocated by the CMPA, and obtaining such a commitment from the Authority and the Government was a great victory.

However, I must admit that, after a 40-year debate, we will remain a little nervous until we have had the time to fully review the final wording of these amendments and all related documents.

3rd CMPA Congress, July 5-9, Halifax, Nova Scotia

The CMPA Congress – which comes around only every three years – is a very important event on our calendar. It's a great opportunity for pilots to play host to virtually the entire marine sector, including port and pilotage authorities, shipping lines, government officials, suppliers and politicians. It's also a great learning experience; the program is filled with well-qualified speakers participating on panels exploring interesting topics.

The theme of the Congress is "**Beyond the Bridge: Pilots in the Larger World**", the idea being to take us out of our daily experience and jobs to examine subjects that have much wider implications while still being important to us as pilots.

These include the prospects for the world economy and global trade, regulation in a free market, the role of the International Maritime Organization and how public policy is shaped. Of course, we cannot lose sight of who we are and what we do. So, there will be panels on pilot liability, e-Navigation, and on specific navigational challenges we face during the course of our duties.

If it is possible to fit the Congress into your agenda this summer, please do. You will be warmly welcomed and it will be well-worth your while!

Canada – EU trade negotiations

Canada is currently in negotiations with the European Union to conclude a free-trade agreement. As you might imagine, there are all kinds of demands on the table from both sides as negotiations reach their climax. Of particular interest to us is the European demand that EU citizens be given the same status as Canadians in respect of pilotage certification.

If adopted, this could mean that many vessels from Europe currently required to board pilots might not have to. That, in itself, is enough reason for Canadian pilots to oppose the demand, but what makes it especially objectionable is the fact that reciprocity for Canadians would be severely compromised by such European barriers as language requirements and the absence of pilotage exemption certificates in some jurisdictions.

E-Navigation

The issue of the role of e-Navigation in the delivery of pilotage services may well turn out to be the single most important question that pilots face worldwide over the next decade. Because of this, pilots in Canada and internationally have made sure to take every possible opportunity to participate in discussions on this subject and to forcefully put forward our point of view.

In November, I made a presentation to the IMO session in London on e-Navigation from a pilotage perspective, describing not only how marine pilots are participating in the implementation of e-Navigation initiatives but also how e-Navigation should be used to improve pilotage rather than diminish or replace it.

At a subsequent IMO meeting I attended in January, explicit recognition was made of the crucial role that decision-making from the bridge played and the importance of e-Navigation initiatives supporting that role rather than supplanting it.

I also represented IMPA at the meeting of the European Maritime Pilots' Association e-Nav working group in January. I must say, in this case, there was some need to do homework inside our own profession and I think progress was made in this regard. The European Maritime Pilots' Association now seems to be more in sync with the IMPA view that e-Navigation should work in harmony with pilotage to ensure safer navigation.

Meanwhile back in Canada, in February, the Chair of the CMPA technical committee, Capt. Kevin Vail, from B.C. and several of our other colleagues, participated in the Shipping Federation's Mariners' Workshop in Montreal, which focused a great deal on the implementation of the Canadian Coast Guard's e-Navigation strategy. It is early days in the implementation but it was important that we be there and be seen as constructive participants in the process.

➤ Minister of Transport

The Honourable Chuck Strahl announced earlier this month that he would not seek re-election to Parliament. And with the elections now set for the beginning of May, this means that, when a new government is sworn in, we will have our fourth Minister of Transport in four years and our third within the last year!

This also means that we will likely have to, again, introduce ourselves over the coming months to a new set of decision-makers and make sure that they appreciate the role pilots play in ensuring safe and efficient marine transportation.

➤ *Stay Clear to Stay Afloat!*

The boating safety video which the CMPA spearheaded, both in terms of obtaining government funding and producing, had its public debut in January at the annual Montreal Boat Show. Using simulator technology operated by the Lower St. Lawrence Pilots in Quebec City, the video seeks to raise the awareness of boaters regarding the risks associated with navigating in proximity

to commercial vessels. The video has been very well-received and we are now in the process of ensuring it reaches as many people as possible. If you care for a copy, just let me know. It can also be viewed on the CMPA's website and on youtube.

Thank you!