

**BALTIC PILOTAGE AUTHORITIES COMMISSION****31<sup>ST</sup> CONFERENCE****GDYNIA 30<sup>TH</sup> MAY 2012****Information Session:****10 minutes****North European Deep Sea Pilotage Authorities NEDSPA**

1. Good afternoon Ladies and Gentlemen. I am Captain Duncan Glass, Director of Pilotage for Trinity House in London – the licensing authority for Deep Sea Pilots in the UK. Thank you President, and BPAC Members for inviting me to attend your Conference again this year. I will now give you an update on the North European Deep Sea Pilotage Authorities.
2. As you will recall, NEDSPA was formed following an event I arranged and hosted at Trinity House in London, on Deep Sea Pilotage in European waters in November 2008, and was attended by many of the 8 pilotage authorities surrounding the English Channel, North Sea and Skagerrak, as well as stakeholder and interested parties.
3. It was agreed that regular meetings were generally unnecessary, but that email correspondence should be established between the licensing authorities in the 8 NEDSPA Countries: Norway, Sweden, Denmark, Germany, The Netherlands, Belgium, France and the United Kingdom.
4. This has been successful and information has been exchanged on an occasional basis – especially with regard to the revision of IMO Resolution A.486 *“Recommendation on the use of adequately qualified Deep Sea Pilots in the North Sea, English Channel and Skagerrak”*.
5. I have already presented to you on the outcome of recent events at the IMO MSC and we all share the disappointment that the Annex on risk assessment which we introduced to the Revised Resolutions will not now be considered by NAV when they discuss updating Res. A.480 and Res. A.486 in 2013

May I now present a number of developments being progressed by the three Trinity Houses in the UK – as the Deep Sea Pilotage Authorities: -

**Electronic Charts**

- The paper chart evolved over many centuries and has been an essential part of navigation since the earliest voyages of exploration. As the chart evolved it has clearly displayed all the information that a navigator required in prosecuting his voyage. Electronic charts, on the other hand, have been developed in a haphazard way over the last 15 years, predominantly by technicians and manufacturers without sufficient consultation or input from the end user. Consequently, it was not until 2008 that the

International Maritime Organisation (IMO) eventually mandated the carriage of Electronic Charting and Information Systems (ECDIS) for carriage by all commercial vessels over 10,000gt by 2018.

- The Navigation Directorate of Trinity House has maintained a fully corrected folio of all relevant Admiralty paper charts – for the waters of England, Wales, the Channel Islands, and adjacent seas - for centuries, and a Charting Officer was responsible for the provision of up-to-date charts for all Trinity House responsibilities, including the Examiners Committee, Corporate and Lighthouse Boards, Operations Directorate, Admiralty Court and Pilotage.
- I sit as a Nautical Assessor in the Admiralty Court in London and have the honour to advise the Admiralty Judge on practical maritime matters. In a case last year the Admiralty Court was, for the first time, fitted with large screens and audio equipment, and the data from the Voyage Data Recorders (VDR) of both ships involved in a serious collision – at full speed (42 knots combined) – was replayed many times in court and no witnesses were called! The digital age has changed court proceedings dramatically.
- The development and availability of the Admiralty Raster Chart System (ARCS) during the early part of this new century made it possible for the Navigation Directorate, and consequently all of Trinity House, to convert to electronic charts and, after a period of running alongside paper charts, now provide the charting solutions necessary for all our activities. This was achieved by the end of 2007, and since that time has proven invaluable in providing digital charting information as the platform for many applications to be acquired and developed.
- However, the challenge has been to carry out our responsibilities using electronic charts in place of paper. In examination and annual revalidation of deep sea pilots, as well as for Nautical Assessors to the Admiralty Court, the conversion to the use of electronic charts has created new ways of working and a number of new developments.
- The syllabus for the examination of deep sea pilots – as set down in the Antwerp Rules of 1976 – obviously requires repeated reference to the relevant chart and has, since 1514 when Trinity House was first given responsibilities for pilotage, hitherto been reliant on Admiralty paper charts. In moving all activities to electronic charts it has necessitated a considerable change in the manner in which examinations are conducted for deep sea pilots as well as other responsibilities.
- A suitable examination procedure using electronic charts has recently been agreed by all three members of The Association of Deep Sea Pilotage Authorities (ADSPA) of the United Kingdom – the Trinity Houses of London, Hull and Newcastle – whilst adhering to the syllabus as prescribed in the Antwerp Rules. The examination, which has always been oral only, is conducted using a large plasma screen. The Trinity House

Examining Board members use laptops to display the charts – with links to larger scale where necessary – on the big screen as they ask the questions and seek to draw the maximum information from the candidate. We have recently examined and licensed non-UK nationals – so long as they have Certificates of Equivalent Competency and all the other qualifying criteria.

- A common set of questions is under review by the three Authorities in order that there is no difference in the conduct of the deep sea pilot examination between them. The electronic charts for display on the screen are also common to all examinations and are corrected to date to ensure the integrity of the exam. We would be very pleased to have access to the BPAC education module to consider alongside the Antwerp Rules.
- The ARCS Charts are also used at the Annual Revalidation interviews, for all licensed deep sea pilots, when they attend for renewal of their certificates in January of each year. The Navigation Directorate provides on-line ARCS charts through their server in order that any chart for the area can be accessed and displayed during the interview. Apart from discussing with each licensed pilot the acts he has undertaken during the year, it is an essential 'user consultation' for the Examining Board, all of whom are members of the Examiners Committee responsible for prescribing the aids to navigation provided by the Trinity House Service for general navigation around the UK.
- The opportunity is also taken to discuss with pilots current onboard practices and the use electronic charting systems by watch-keepers. There are many concerns regarding the plethora of different systems and the time it will take for all vessels to be fitted. The greatest concern is with regard to anomalies with the equipment and software, and the UK Maritime and Coastguard Agency (MCA) has issued a Marine Information Note (MIN406) requesting that mariners report operating anomalies identified within ECDIS. We are emphasising this to deep sea pilots at revalidation interviews.
- Added to the difficulties in transition from paper charts to ECDIS onboard, is the lack of suitable training among the bridge teams. Amendments to the STCW Convention at the Manila conference in 2010 will require Certificate of Competence (CoC) holders to have completed ECDIS training when they next revalidate their CoC after the 1<sup>st</sup> January 2012. Therefore it can take five more years before all watch-keepers have been trained to use ECDIS. This also applies to deep sea pilots, who must have a valid CoC. But I am pleased to say that many pilots are undertaking training at their earliest opportunity, helped by the bursary grant, of £600, that the Corporation of Trinity House in London is providing towards to cost of the ECDIS Course for every deep sea pilot licensed in the UK.

### **Online Returns**

- Another aspect of the digital age that we have recently applied to deep sea pilotage, is the online submission of pilot returns. The Rules and Regulations of the UK ADSPA state that every holder of a Deep Sea Certificate shall submit to the Authority, details

relating to his work as a Deep Sea Pilot on the approved type of Deep Sea Pilotage Note issued by the Authority.

- The normal procedure is that every pilot submits a written return by mail on a monthly basis. This provides the Authority with necessary information regarding the acts undertaken and features at the annual revalidation interview. It is, however, a considerable amount of paper that requires administration. In providing a means whereby the pilots can fill-in their return online through a protected area of the Trinity House website, we overcome the burden of the paper system (average 600 paper returns per year) and provide the Authority with the means of viewing, interrogating and filtering the information submitted online by the pilots on a monthly basis. An added benefit of this online activity is that we hold the personal details of every pilot in a secure area of the pilot pages. Thus replacing the card index records previously used.
- We believe that many more options for taking advantage of the digital age will present themselves in due course. Examination, revalidation, recording and reporting are the first four aspects that we have applied to our responsibilities for pilotage.

Many thanks for inviting me to represent the UK and North European Deep Sea Pilotage Authorities – NEDSPA, and for your kind attention.