

Maine Pilotage Commission



MaineDOT ~ Room 227 Conference Room
June 30, 2016

Minutes of Meeting

In compliance with MSRA 38 § 85 and in fulfillment of the Commission's duties addressed in MSRA 38 § 90, a meeting of the Maine Pilotage Commission was held on June 30, 2016 in Augusta, Maine.

Administration:

Maine Pilotage Commission Members constituting a quorum were:

Captain Charles Weeks	– Chair of the Commission
Captain David Gelinas	– Pilot Member
Captain Mark Klopp	– Pilot Member
Mr. Tom Dobbins	– Maritime Industry Member
Captain Shawn Moody	– Maritime Industry Member
Mr. Brian Downey	– Pilotage Commission Administrator

Maine Pilotage Commission Interested Parties present were:

Captain Skip Strong	– Penobscot Bay and River Pilot
Captain Adam Philbrook	– Penobscot Bay and River Pilot
Captain David Smith	– Penobscot Bay and River Pilot

Maine DOT staff present were:

Mr. John Henshaw	– Executive Director, Maine Port Authority
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Agenda Item 1 – Call to Order

Captain Weeks opened the meeting at 1030, acknowledged a quorum, and facilitated introductions around the room.

Amendments and Carry-Over Items: There were no carry over items from the April 29, 2016 meeting. Captain Strong requested to add one agenda item to discuss the current shipping climate as an interested party; hearing no objections, it was thus:

RESOLVED to amend the agenda to include the regional shipping climate under Agenda Item Seven. Hearing no other amendments, Agenda Item One was closed.

Agenda Item 2 – Approval of April 29, 2016 Commission Meeting Minutes

After considering the content of the April 29, 2016 meeting minutes, Captain Moody motioned to accept the minutes. Mr. Dobbins seconded the motion; and hearing no objections or abstentions it was thus:

RESOLVED to approve the minutes of the April 29, 2016 Maine Pilotage Commission meeting.

Agenda Item 3 – Training Update

Following the Commission's review and comment on the first draft of the three-year training plan the revised plan was submitted to the Commission for consideration. The plan is contingent upon a renewal of the Maine Pilot Commission's Memorandum of Understanding with the Maine Department of Environmental Protection. Maine DEP manages the Ground & Surface Waters Clean-up & Response Fund as outlined in 38 MRS § 551. The preventative training plan cannot be executed as designed without the fund contribution.

Mr. Downey revised the draft to reflect the suggested edits and changes requested by the Commission. Since the last meeting, Mr. Downey had been engaged with several quality training providers, including MITAGS, Maine Maritime Academy, Maritime Pilot Institute, and Maritime Simulation Institute to gather information and broker comprehensive training packages for Maine's pilots. The final draft of the plan was reviewed in detail with the Commission to ensure consistency with the needs of the Commission to ensure safety and pilot proficiency. Through continued dialogue with the Commission, the following training was agreed upon and will be organized in the next three year cycle, pending continued funding from the Ground & Surface Waters Clean-up & Response Fund.

Recommended training for the next three-year cycle includes:

Year 1 - 2016

Course 1: Bridge Resource Management for Pilots (BRM-P) - 2 day course affords pilots the opportunity to refresh on navigation team management. The BRM-P course follows a format recommended by the American Pilots Association and is designed specifically for pilots. The course does not require simulation and can be availed to the entire pool of pilots in a classroom environment. The training will be split between Maine Maritime Academy and a venue to be selected in the Portland area. Since this will likely be a set cost course, the Commission may offer it to other commercial mariners operating in Maine, as well as the New Hampshire pilots, provided they contribute a 25% co-pay. Earlier, discussion of Searsport and Eastport simulation was revisited but was collectively decided by the Commission members not to be included with this round of training. This training will be offered in the Fall or early winter of 2016.

Year 2 – 2017

Course 1: Azi-Pod for Pilots - 2 day course affords pilots the opportunity to learn and enhance unique maneuvering techniques and characteristics of an Azi-pod propulsion system. The course follows a format recommended by the American Pilots Association and is designed specifically for pilots. The course divides the time between lectures and simulator work. This course will likely be offered only through

MITAGS on-site, although, Mr. Downey will continue to investigate the possibility of conducting the course locally at Maine Maritime Academy. This course will only be offered to pilots who have not yet received Azi-Pod training. This course will not be offered outside of the pool of pilots.

Course 2: Emergency Ship Handling Manned Model Course - 3 day (24-hour) manned model program focuses on integrating E-pilot methods with tug use and connects the theory of large ship operations to actual practice in a scaled environment using manned models. The course places pilots in challenging and high stress situations with various equipment failures and operational dilemmas, in a safe and controlled environment, that are too unsafe to train on an actual ship in operation. This represents among the highest level training available to pilots. This course will only be offered to pilots who have not yet received Azi-Pod training. This course will not be offered outside of the pool of pilots.

Course 3: National Transportation Safety Board, Marine Investigation Course - 5 day course will emphasize senior level instruction regarding marine investigation considerations, methods, techniques, as well as, applicable laws and policies surrounding casualty investigations. This course will be availed to Mr. Dobbins and any other Commission member who has not received formal investigation training. It is anticipated that this course will be offered in September of 2017 but a convening date has not yet been published.

Year 3 – 2018

Course 1: Reduced Visibility Course – 1 day course will emphasize Navigation Rules of the Road in reduced visibility including sound signals and light arrangements, safe speeds, passing arrangements, etc. Further, navigation skills will be tested including maximizing ECDIS, Portable Piloting Units, RADAR, and parallel indexing techniques. This course will be intended to be designed and taught by Maine Maritime Academy staff. This course has the ability to reach up to 30 students (Pilots, Docking Masters, tug boat operators, and ferry captains) with direct impacts to Maine's waterways.

Commission Comment

After Commission discussion it was:

DIRECTED that Mr. Downey finalize the draft training document into a formal submission and start executing the plan. Additionally, Mr. Downey will engage with Maine DEP to promote the need of an MOU renewal and continuation of the Ground & Surface Waters Clean-up & Response Fund.

Agenda Item 4 – Clean-up & Response Fund Review Board

Mr. Downey discusses a change in the management of Maine DEP funding. The Maine Coastal & Inland Surface Cleanup Fund has been combined by legislation with the Groundwater Oil Clean up Fund, and is now referred to as the Maine Ground & Surface Waters Clean-up & Response Fund through 38 MRS § 551. A new Board, (Clean-up & Response Fund Review Board) has replaced the role of the former MOSAC. There is a provision for one member of the new Board who is a licensed state pilot or licensed merchant marine officer to be appointed by the Speaker of the House of Representatives. A seat on the Board would present an opportunity for the pilots to describe their role and benefits to the citizens of Maine that Maine pilots provide, including protection of the environment. The assembled members requested a few weeks to consider who may be nominated for formal appointment.

Agenda Item 5 – Ocean Plan

Mr. Downey discussed the May 25 release of the Draft Northeast Regional Ocean Plan. He also outlined the formation of the Port Safety Forum's Ocean Planning Committee which will examine the Draft Ocean Plan on behalf of the Port Safety Forum. As such, the electronic link to the draft plan was distributed to the entire Port Safety Forum via e-mail as well as Maine pilotage groups. The plan may be accessed via <http://neoplan.org/plan/>. Parties may independently review the draft plan and electronically submit their own comments no later than 5:00 PM on July 25 using the link above. Alternatively, parties may submit their comments to the Port Safety Forum Ocean Planning Committee for inclusion in the Forum's consolidated comment document. Ocean Planning Committee comments should be sent no later than July 10 to brian.downey@marinecs.com.

Agenda Item 6– Financial

Cash Report: Mr. Downey reported on **Marine Accounts** which has a current balance of \$11,770.13. License income and insurance expenses flow through this account.

Total cash received since April 29, 2016:

- Total Cash Receipts: Zero

Cash disbursements since April 29, 2016:

- Board Travel: \$525.60;
- Correcting Journal: \$216.58;

Training Fund Balance: The **Pilotage Training Account** currently has a balance of \$39,003.25.

Total receipts since April 29, 2016:

- Zero.

Agenda Item 7 – Other/Miscellaneous

Bar Harbor: There was limited discussion regarding the possibility of the new International High Speed Ferry making Bar Harbor a port call. It was reiterated from the April 29 meeting that the Maine statutes have been changed to require pilotage (including international ferries).

Commission Status: Mr. Downey reviewed upcoming Commission expirations as follows:

- Mr. Tom Dobbins: August 2016
- Captain Gelinias: October 2016
- Captain Worth: October 2016 (submitted renewal package)

Photos: Mr. Downey is currently compiling the Annual Pilotage Commission Report and requested photos of pilots at work.

Regional Shipping Climate: Captain Strong addressed the Commission, as an Interested Party, to provide a brief summary of the current state of shipping in Maine. In short, vessel arrivals and pilotage moves are down significantly below historical numbers. Shipping volume to Searsport and Bucksport are on a significant downward trend while cruise ship volumes appear to be stable in Bar Harbor, albeit seasonal. Cianbro has discussed production from their Brewer facility which would require a certain amount of Penobscot River traffic but no visible motion has been made. Captain Klopp confirmed and supported the comments indicating similar downward trends in the Port of Portland. As such, pilotage firms are feeling significant financial strain to maintain high quality service with such low demand. Further, without an economic up-turn there was some concern about attracting and retaining quality pilot candidates in the next 5 – 10 years.

Verified Tasks: Mr. Downey reviewed tasking that was initiated during the meeting including:

- Mr. Downey will start to execute the Training Plan starting with an exported BRM-P course to be offered by MITAGS in November and/or December 2016.

Agenda Item 8 – Adjourn

The meeting was adjourned by the Chair of the Commission, Captain Charles Weeks at 1150.

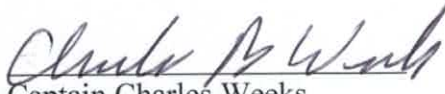
Next Meeting:

The next meeting will be set for November 17, 2016, 1030 MaineDOT Building.

Respectfully submitted:



Brian J. Downey Jr.
Maine Pilotage Commission Administrator



Captain Charles Weeks
Chair, Maine Pilotage Commission