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**Report of the 12th Session of the IALA Pilotage Authority Forum**

**May 22 to 24, 2012**

***Executive Summary***

* There were 7 attendees at this session of the PAF;
* The Forum considered 14 input papers;
* ISPO and IMPA declined to attend this meeting of the PAF;
* The forum produced 6 output papers, including:
  + input for the 2014 – 2018 Work Programme (PAF12/output/2);
  + draft revised terms of reference (PAF12/output/3);
  + revised PAF report on best practice for Competent Pilotage Authorities (PAF12/output/4);
  + a Liaison Note to the e-NAV Committee on pilotage user requirements (PAF12/output/5);
  + a proposal to hold a seminar during PAF13 (PAF12/output/6).
* The forum considered aspects of SMCP (sections 8.2 and 8.3) and supports the VTS Committee’s suggestion of an overhaul;
* There is considerable support within the forum for the use of simulation in pilot training, certification and pilotage exemption certification (PEC);
* The forum noted a US NTSB report recommendation that the USCG should: ‘Facilitate and promote regular meetings for representatives of pilot oversight organizations to communicate information regarding pilot oversight and piloting best practices.’ (section 7.4);
* Discussion on Deep Sea Pilotage (section 8.6)

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|  |  |
| --- | --- |
| Pilotage Authority Forum (PAF)  12th Session | 24 May, 2012 |

Report of the 12th Session of the IALA Pilotage Authority Forum

# General

The 12th meeting of the **Pilotage Authority Forum** was held from 22 to 24 May 2012, at IALA, with Arve Dimmen as the Chairman. The Secretary for the meeting was Mike Hadley.

Apologies were received from:

|  |  |  |
| --- | --- | --- |
| **NAME** | **ORGANIZATION** | **COUNTRY** |
| Eric van Dijk | Loodswezen | The Netherlands |
| Aleksi Uttula | FMA | Finland |
| Paul Wasserman | USCG | United States of America |

The chairman welcomed all the participants at the meeting. Having presented the Secretary-General’s apologies for his absence at IMO MSC, he then briefly reviewed the plan for the week.

## Approval of the agenda

The agenda (paper PAF12/1/1 rev2) was reviewed and after some amendments were made, adopted.

# Briefings

Mike Hadley provided information on health and safety and administrative matters, including details for accessing the ftp server and the wireless internet service.

The Chairman thanked the Secretary for the information provided.

# Review of Action Items from last meeting

Input paper PAF12/3/1 rev1 refers. All action items were reviewed and the following comments were noted:

Action 1 (The Secretariat is requested to forward the draft Guideline 1080 for Competent Pilotage Authorities (PAF11/output/2) to the IALA Council for approval) is complete.

Action 2 (The Secretariat is requested to forward the report of PAF11 (PAF11/output/1) to the IALA Council, to note) is complete

Action 3 (The Chairman of PAF is requested to liaise with ISPO about their future involvement with PAF) is complete. After consideration, ISPO have declined to be present at formal meetings of the PAF.

Action 4 (Frank Gottlieb is requested to invite representatives of key pilot authority / pilotage service provider stakeholders to a meeting during PAF12 (provisional date 30 October 2012)) is on going. Arrangements are due to be discussed at the meeting.

Action item

Frank Gottlieb is requested to invite representatives of key pilot authority / pilotage service provider stakeholders to a meeting during PAF12 (provisional date 30 October 2012).

Action 5 (The Chairman is requested to forward a copy of the draft Guideline 1080 for Competent Pilotage Authorities (PAF11/output/2) to the Council member for the Netherlands) is complete.

# Reports from other bodies

## IALA Council – 52nd Session (December 2011)

Note was taken of the Council’s request for PAF to forward its input for the 2014 – 2018 Work Programme by October 2012 and the comments regarding the work of the Pilotage Authority Forum. Specifically it noted that:

* it is worth continuing the work at the level of Competent Pilotage Authorities, on the basis that pilotage is an assistance external to the ship and thus falls within IALA’s scope of work;
* the draft Guideline submitted to the Council had been revised and that its title had been changed.

# Review of input papers

The list of input papers (PAF12/3/1 rev2) was reviewed and their disposition for consideration and / or action agreed. Specific attention was paid to PAF12/12/1 (Terms of Reference) and it was agreed that they did need revising (see agenda item 8.1).

# Reports from participants

All the participants reported on developments in their jurisdiction.

## USCG

It was reported that:

* a reorganisation is complete and a pamphlet showing the activities and points of contact for CP-5PW was provided to each attendee;
* Paul Wasserman will retire in August 2012;
* a safety review of pilotage in the Great lakes, covering the past 10 years, had shown no major incidents, loss of life or oil spills;
* pilots’ rates, for the Great Lakes, are determined in comparison with the wages of masters and chief mates operating in the Great Lakes and published by the USCG, after public review and comment;
* there are 40 – 45 pilots on the Great Lakes, split into 3 districts.

## Denmark

Due to the demise of the Danish Maritime Safety Authority (DaMSA) DANPILOT now comes under the Ministry. The Danish Maritime Authority is now the Competent Pilotage Authority.

As a result of an incident where a vessel struck a bridge and following risk assessment, the length of vessels for which compulsory pilotage applies will be reduced from 80m to 53m in the vicinity of Aalborg.

New rules for the issuing of pilotage certificates are being prepared.

Following a decision to be taken in the summer / autumn of 2012 there may a change to the Danish Pilotage Act.

## Finland

A departmental reorganisation has combined all forms of transport under one agency.

The current government has said that it will not propose competition in pilotage; FINPILOT, therefore, retains a monopoly.

Foreign interest in gaining a PEC, now that it has been opened up to the use of English, seems to be mainly arising from The Netherlands, Germany, Russia and Poland.

See also agenda item 7.2.

## Sweden

Sweden currently has 217 pilots.

A problem, whereby, in some areas, there are insufficient icebreaker crew members in summer and too many pilots in winter is being reviewed and it is anticipated that it could be resolved by recruiting new personnel on more flexible contracts.

The work on a new Pilot Act seems to have lost momentum.

## Norway

Norway currently has 294 pilots.

A review group has been formed by the government to look at the Pilotage Service, which is considered expensive by the users. The review is planned to run for one year.

More effective ways of conveying pilots to vessels are being investigated.

## IALA

The Secretary briefed the meeting about the planned re-organisation for IALA personnel and structure of IALA, including the World-Wide Academy (WWA). It was noted that pilotage training would fall under the WWA.

# Presentations

4 presentations were made. Presentations / videos used form part of the output from the meeting.

## Project Mona Lisa

A short video was used by Lennart Forsstrom to outline the objectives of the project, which include greater maritime surveillance and control, enhanced provision of assistance from ashore, the automatic checking of deck officers’ certificates. There was a short discussion about the prospects for achieving compulsory status for the project’s objectives.

## Use of simulation

Paper PAF12/8/1 refers.

As part of an overall presentation from TraFi, Valtteri Laine gave an overview of the use being made of simulation and ship models in pilotage training and testing, PEC examination and general exemptions, as a mitigation measure for the introduction of English for PEC holders. It covered the requirements of the ship models, the trainees, bridge resource management and the various examinations. However, there is also a practical pilotage examination.

It was estimated that over 100 people have been through this training system. A PEC is estimated to cost €5K and re-evaluation is required every 5 years.

## Svalbard compulsory pilotage

Hans Morten Midtsand, outlined the general pilot arrangements in Svalbard, including the back ground to recent decisions about compulsory pilotage. The decision was taken in 2011 and there will be a staged implementation, starting in July 2012 and going on into the 2013 and 2014 sailing seasons. PECs can be applied for in accordance with normal Norwegian regulations.

The declared routes, generally 2-4 nm wide were shown. The arrangements for pilots and associated costs were described, briefly, and the pilot boarding areas shown. The vessels requiring compulsory pilotage were stated.

The reasoning behind the new rules, including the remoteness of the land, were discussed.

## NTSB report - Collision of Tankship *Eagle Otome* with Cargo Vessel *Gull Arrow*

Rajiv Khandpur talked the meeting through the NTSB report (Paper PAF12/7/2), which deals with issues of pilotage oversight, procedures when using two pilots and pilot fatigue. Of special interest was the recommendation that the USCG should:

‘Facilitate and promote regular meetings for representatives of pilot oversight organizations to communicate information regarding pilot oversight and piloting best practices.’

Further discussion was held on the issue of pilot incident data access / availability.

# Detailed work plan for the week

The work plan for the week (PAF12/1/2) was reviewed and approved.

## Terms of Reference (ToR)

Following instruction from the IALA Council at its 52nd session, the terms of reference were reviewed and amended (PAF12/output/3). During this process, it was realised that it was unnecessary to have amplified the definition of Competent Pilotage Authority in the PAF report on best practice for Competent Pilotage Authorities and it was proposed that Council be requested to approve the change of definition to that contained in IMO Resolution A.960(23), i.e.

*‘Competent pilotage authority means the national or regional governments legally responsible for the provision of a pilotage system.’*

Whereas the report had previously provided the definition as:

*‘The Competent Pilotage Authority is the authority made responsible, in whole or in part, by an Administration for the regulation and administration of pilotage to ensure a safe, timely, and efficient pilot service in defined pilotage areas.’*

Action

The Secretariat is requested to forward the draft revised PAF terms of reference (PAF12/output/3) to the Council for consideration.

The Secretariat is requested to forward the revised PAF report on best practice for Competent Pilotage Authorities (PAF12/output/4) to the Council for approval.

## SMCP for Tugs

Following an accident during a tug operation, in which communications may have played a part, Norway considered the need for using standard English phrases and discovered that there was nothing provided in SMCP (IMO Resolution A.918(22). A similar initiative had also been embarked on by International Harbour Masters’ Association (IHMA) in 2006 / 7 and may still be ‘work in progress’ by the International Tugmasters’ Association (ITA).

With a view to possibly working on the content of SMCP, it was decided that the IMO Resolution be reviewed by the forum and that previous or on going initiatives be investigated and that any on-going initiatives should be supported.

## SMCP revision

The forum noted that the VTS Committee is recommending to the Council that IMO should be encouraged to conduct an overall review of SMCP. The forum supports this view, particularly with regard to the pilotage section A.1-4, and would be willing to assist in a review of the pilotage section.

## Use of simulators for PEC training & certification

Discussion followed the presentation at agenda item 7.2. Whilst recognising the need to retain a practical examination, it was decided that the use of simulation for training and examination of PEC applicants should be encouraged, in order to facilitate assessment of the skill and knowledge of applicants under various conditions. The forum is planning to review the process of granting of PECs during the 2014 – 2018 Work Programme.

## Issues in e-Navigation

Issues involving e-Navigation were identified in sections 9.4 (in particular 9.4.1) of the PAF report on best practice for Competent Pilotage Authorities. I was agreed that these should be extracted and forwarded to the e-NAV Committee with a request to establish whether they are covered in the user requirements and it so how. If not covered the forum is prepared to assist the e-NAV Committee in including them. A Liaison Note was drafted (PAF12/output/5).

Action

The Secretariat is requested to forward the Liaison Note on Pilotage issues in e-Navigation to the e-NAV Committee.

### AIS application specific message (ASM)

This topic was considered to have been subsumed into agenda item 8.5.

### Implication of IHO registry for pilotage

The forum considered that it had insufficient knowledge about the implications of its possible involvement in the IHO Registry and how it could be used to display such objects as pilotage passage plans, pilot boarding areas and other relevant information, as stated in section 9.4 of the PAF report on best practice for competent Pilotage Authorities. It was requested that the possibility of advice being available to the forum at PAF13 be investigated.

Action

The Secretariat is requested to investigate the provision of advice on the IHO registry at PAF13.

### Transfer of pilotage passage plans

This topic was considered to have been subsumed into agenda item 8.5.

## Deep Sea Pilotage

PAF12/8/5 refers.

The discussion opened with the statement that the current arrangements for Deep Sea Pilotage are at the national level, with some nations having no specified minimum qualification requirements. Although lightly loaded in some areas, the expectation is that the requirement for Deep Sea Pilotage will increase due to pressure from insurers / charterers. It was also recognised that there will be difficulties caused by the fact that Deep Sea Pilotage takes place in international waters.

There are two known IMO Recommendations covering the North Sea (A.480(12)) and the Baltic (A.486(12)); amendments to the latter have been resisted at MSC90.

There was discussion about the need to offer guidance on minimum qualification requirements and the possible need for a model course. However, it was recognised that it would be difficult to allow other nations to authorise Deep Sea Pilotage in local waters due to data protection issues.

It was recognised that Trinity House (North Sea) and the Baltic Pilotage Authority Commission (BPAC) hold bi-lateral meetings.

In determining the way ahead, it was agreed that there should be an investigation into:

* where Deep Sea Pilotage is practised;
* what regulation governs the use of Deep Sea Pilotage;
* why MSC rejected the proposal to update IMO recommendations almost 30 years old;

It was also agreed that it would be necessary to see what, if any action, arises from NAV58.

Action

Sweden is requested to carry out an investigation into the Deep Sea Pilotage issues identified and report to PAF13.

It was suggested that issues identified in Deep Sea Pilotage should be raised at the next meeting of the BPAC.

Action

Frank Gottlieb is requested to raise the discussions at PAF12 regarding Deep Sea Pilotage at the next meeting of the BPAC.

It was agreed that the matter would be further discussed at PAF13.

# Draft Guideline for Competent Pilotage Authorities

In discussion about the forum’s terms of reference, it was agreed that a definition of Competent Pilotage Authority used in the report should be brought into line with that stated in IMO Resolution A-960(23). The result was PAF12/output/4 (see section 8.1 for action).

# Future Work Programme (2014 – 2018)

Based on work carried out at PAF11, a submission for input to the 2014 – 2018 Work Programme was drafted (PAF12/output/2), using the proforma developed by the ANM Committee and which was recently approved for general Committee use at PAP23.

Action

The Secretariat is requested to forward the draft input for the 2014 – 2018 Work Programme (PAF12/output/2) to the Council, for consideration.

# Review of output and working papers

The output papers were reviewed and their disposition agreed.

# Any other business

## Seminar

With a view to completing Action 5 from PAF11, it is intended that a seminar be held during PAF13 for representatives of invited organisations. This will be a one-day event, provisionally planned for 30 October 2012. The aim will be to promote the ‘PAF report on best practice for Competent Pilotage Authorities’ and conduct outreach towards relevant organisations, as called for in the forum’s ToR. The invited organisations will be requested to present their views on how PAF could contribute to pilotage oversight, generally. As well as the presentation of the report on best practice, there will be a discussion on the impact of e-Navigation on pilotage authorities.

A draft invitation letter, for signature by the Secretary-General, was developed (PAF12/WP1) and will be refined inter-sessionally by the proposed Steering Group. Assuming approval of the request to hold the seminar, it is anticipated that it will be despatched shortly after the June Council meeting and responses will be requested by 1 September.

Action

The Secretariat is requested to co-ordinate the finalising of the invitation letter (PAF12/WP1), the invitation list.

If the seminar proposal is approved, the Secretariat is requested to despatch the seminar invitation letter to the selected invitees.

# Date and venue for next meeting

The next meeting (PAF13) will be held between 29 October & 1 November 2012 at IALA. A one day seminar for specific invitees and aimed at promoting the PAF will be organised for 30 October

It is intended that the following meeting (PAF14) will be held at IALA between 27 - 30 May 2013 and will be the only meeting that year.

# Review of session report

The report of the meeting (PAF12/output/1) was reviewed and approved by the Forum.

Action item

The Secretariat is requested to forward the report of PAF12 (PAF12/output/1) to the IALA Council, to note.

# Closing of the meeting

The Chairman thanked the members for their hard work and then wished everyone a safe journey home.

# List of Annexes

1. Agenda

A copy of the agenda is at Annex A.

1. Participants

A list of participants is at Annex B.

1. Input Papers

A list of input papers is at Annex C.

1. Output and Working papers

A list of output and working papers is at Annex D.

1. Action Items

A list of action items is at Annex E.

1. Agenda

**12th Meeting of the Pilotage Authority Forum (PAF)**

The 12th meeting of the **PAF** will be held from 22 – 25 May, 2012, at IALA, Saint Germain en Laye, France.

The opening plenary will commence at 1400 on Tuesday 22 May, and the closing plenary will end at approximately 1300 on Friday 25 May.

**AGENDA**

1. Approval of the agenda
2. Briefings
   1. Health & Safety & Administration
3. Review of action items from last meeting
4. Review of input papers
5. Reports from other bodies:
   1. IALA Council – 52nd Session, December 2011
6. Reports from participants (Local / country reports)
7. Presentations
   1. Mona Lisa
   2. Svalbard compulsory pilotage
   3. Simulation
   4. NTSB pilotage recommendations
8. Detailed work plan for the week
   1. Terms of Reference
   2. SMCP for tugs
   3. SMCP revision
   4. Use of simulators for training & certification
   5. Issues in e-Navigation
      1. AIS application specific message (ASM)
      2. Implication of IHO registry for pilotage
      3. Transfer of pilotage passage plans
   6. Deep Sea Pilotage
9. Guide to best practice for Competent Pilotage Authorities
10. Future Work Programme (2014 – 2018)
11. Review of output and working papers
12. Any Other Business
13. Date and venue of next meeting
14. Review of session report
15. PAF12 Participants

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1. Input Papers

**PAF12**

**22 to 25 May, 2012**

**All papers are posted on the FTP server and the website**

**Items highlighted are not on the Committee website.**

1. Approval of the agenda

|  |  |  |  |
| --- | --- | --- | --- |
| **Number** | **Title / Author (if required)** | **Presented by:** | **Posting** |
| PAF12/1/1 | Agenda | A Dimmen (AD) | 1 |
| PAF12/1/2 rev1 | Draft Programme for week | AD | 2 |

1. Briefings
2. Review of action items from last meeting

|  |  |  |  |
| --- | --- | --- | --- |
| **Number** | **Title / Author (if required)** | **Presented by:** | **Posting** |
| PAF12/3/1 | Action Items from PAF11 | AD / IALA | 1 |

1. Review of input papers

|  |  |  |  |
| --- | --- | --- | --- |
| **Number** | **Title / Author (if required)** | **Presented by:** | **Posting** |
| PAF12/4/1 rev2 | List of Input Papers (finalised at meeting) | AD/IALA | 2 |

1. Reports from other bodies

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Number** | | **Title / Author (if required)** | **Presented by:** | **Posting** |
| PAF12/5/1 | IALA Council 52nd Session | | AD | 1 |
| PAF12/5/2 |  | |  |  |

1. Reports from participants

|  |  |  |
| --- | --- | --- |
| **Number** | **Title / Author (if required)** | **Posting** |
| PAF12/6/1 |  |  |

1. Presentations

|  |  |  |
| --- | --- | --- |
| **Number** | **Title / Author (if required)** | **Posting** |
| PAF12/7/1 | US NTSB report - Collision of Tankship *Eagle Otome* with Cargo Vessel *Gull Arrow* | At meeting |

1. Detailed Work Plan for the week

|  |  |  |
| --- | --- | --- |
| **Number** | **Title / Author (if required)** | **Posting** |
| PAF12/8/1 | Training, examination and practical pilotage assessment required for issue of Pilot Licences, Pilotage Exemption Certificates and Exemptions | At meeting |
| PAF12/8/2 | IHMA paper on Tug SMCP | At meeting |
| PAF12/8/3 | IHMA letter about Tug SMCP to IMPA, ETA, BTA | At meeting |
| PAF12/8/4 | NCA standard phrases for tugs | At meeting |
| PAF12/8/5 | BPAC rules | At meeting |

1. Guide to Best Practice for Competent Pilotage Authorities

|  |  |  |
| --- | --- | --- |
| **Number** | **Title / Author (if required)** | **Posting** |
| PAF12/9/1 |  |  |

1. Future Work Programme (2014 – 2018)

|  |  |  |
| --- | --- | --- |
| **Number** | **Title / Author (if required)** | **Posting** |
| PAF12/10/1 | ANM Format for the 2014 – 2018 Work Programme | 2 |

1. Review of output and working papers
2. Any Other Business

|  |  |  |
| --- | --- | --- |
| **Number** | **Title / Author (if required)** | **Posting** |
| PAF12/12/1 | PAF Terms of reference | 2 |

**Information Papers**

|  |  |  |
| --- | --- | --- |
| **Number** | **Title / Author (if required)** | **Posting** |
| PAF12/INF/1 | Marine Transportation Systems CG-5PW (brochure) | At meeting |

1. Date and venue of next meeting
2. Review of session report
3. List of Output and Working Papers

Output documents are submitted for review by a body other than the Forum initiating the document.

|  |  |  |
| --- | --- | --- |
| Number | Title | Status |
| PAF12/output/1 | Draft Report | To Council to note |
| PAF12/output/2 | Items for 2014 - 2018 Work Programme | To Council to consider |
| PAF12/output/3 | Draft revised Terms of Reference | To Council to consider |
| PAF12/output/4 | Draft revised PAF report on best practice for Competent Pilotage Authorities | To Council to approve |
| PAF12/output/5 | Liaison Note to the e-NAV Committee on user requirements | To e-NAV12 |
| PAF12/output/6 | PAF seminar proposal | To Council to approve |

Working papers are documents that will remain within the Forum for further review.

|  |  |  |
| --- | --- | --- |
| Number | Title | Status |
| PAF12/WP1 | Draft seminar invitation letter |  |

1. Action Items

Action Items for the IALA Secretariat

1. The Secretariat is requested to forward the draft revised PAF terms of reference (PAF12/output/3) to the Council for consideration. 7
2. The Secretariat is requested to forward the revised PAF report on best practice for Competent Pilotage Authorities (PAF12/output/4) to the Council for approval. 7
3. The Secretariat is requested to forward the Liaison Note on Pilotage issues in e-Navigation to the e-NAV Committee. 8
4. The Secretariat is requested to investigate the provision of advice on the IHO registry at PAF13. 8
5. The Secretariat is requested to forward the draft input for the 2014 – 2018 Work Programme (PAF12/output/2) to the Council, for consideration. 9
6. The Secretariat is requested to co-ordinate the finalising of the invitation letter (PAF12/WP1), the invitation list. 10
7. If the seminar proposal is approved, the Secretariat is requested to despatch the seminar invitation letter to the selected invitees. 10
8. The Secretariat is requested to forward the report of PAF12 (PAF12/output/1) to the IALA Council, to note. 10

Action Items for Members

1. Frank Gottlieb is requested to invite representatives of key pilot authority / pilotage service provider stakeholders to a meeting during PAF12 (provisional date 30 October 2012). 5
2. Sweden is requested to carry out an investigation into the Deep Sea Pilotage issues identified and report to PAF13. 9
3. Frank Gottlieb is requested to raise the discussions at PAF12 regarding Deep Sea Pilotage at the next meeting of the BPAC. 9