



Harbor Pilots 101

Know the Facts...

- ✓ There are 11 separate pilot companies in Florida that provide piloting services to the 14 seaports. All harbor pilots are tested, licensed and disciplined by the Department of Business & Professional Regulation.
- ✓ Harbor pilots work as a team and possess intimate local knowledge of their ports. Ship captains do not. They are the ship owners' representatives. Local, state, and federal authorities depend on the harbor pilots' expertise for seaport expansion projects, new ship operations and port security.
- ✓ Harbor pilots receive specialized training in narrow channel shiphandling and seaport efficiency. This custom two- to three-year training program also requires every harbor pilot to draw the nautical chart from memory.
- ✓ Appointing and training new harbor pilots is a four-year process. The question is not how many pilots are needed today, but how many will be needed in 2018 and beyond.
- ✓ New harbor pilots leave behind jobs and careers in order to start specialized training. They often uproot their families in order to live and work in their port district.
- ✓ Harbor pilots are not crew members. They do not answer to the ship owner or the ship's captain. Harbor pilots exercise independent judgment, while ship captains are beholden to the mandates of private employers. Harbor pilots represent the public and protect the state's investments in infrastructure.
- ✓ Harbor pilots are not employees of the port, of the state or of tugboat companies. Harbor pilots are self-employed and subject to all business risks, including physical injury, civil and criminal liability, and investments in infrastructure and training.

- ✓ Unpiloted cruise ships have run aground and collided with other ships and objects, despite the experience of their captains, their advanced technology and their maneuvering capabilities. The unpiloted *Costa Concordia* was one of the most technologically advanced cruise ships afloat, yet it grounded and sank off the coast of Italy, resulting in the tragic loss of 32 lives. The unpiloted *Bahamas Celebration* operated frequently into the Port of Palm Beach from the Bahamas, yet hit the rocks and nearly sank with hundreds of Floridians onboard in 2014.
- ✓ Pilotage fees account for about 2 percent of a cruise ship's total port costs, which are about 10 percent of operating costs.
- ✓ Harbor pilots maintain custom pilot boats, employ staff, and invest in infrastructure and equipment necessary to provide around-the-clock safe, reliable and efficient service.
- ✓ Harbor pilots provide superior service to all ships. The harbor pilots are on station 24-7-365. They are available on short notice. This costs Florida taxpayers *nothing*.
- ✓ The Florida Legislature decided that regulation, rather than competition, would better serve to protect the public health, safety, and welfare when it comes to the safe navigation of vessels in and out of Florida Ports: "Piloting is an essential service critical to the safety of the environment, the citizens and the economic interests of the community, and therefore it must not be left open to market forces."

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