

# SAFETY CAMPAIGN



2017



# OUR MISSION

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IMPA represents the international community of pilots. We use the resources of our membership to promote effective safety outcomes in pilotage as an essential public service.

## BELIEFS

- 1 The public interest is best served by a fully regulated and cohesive pilotage service free of commercial pressure.
- 2 There is no substitute for the presence of a qualified pilot on the bridge.
- 3 IMO is the prime authority in matters concerning safety of international shipping.
- 4 All states should adopt a responsible approach based on proven safety strategies in establishing their own regulations, standards and procedures with respect to pilotage.
- 5 Existing and emerging information technologies are capable of enhancing on-board decision making by the maritime pilot.



## FOREWORD

For a Maritime Pilot, embarking and disembarking a ship is an extremely hazardous undertaking. The method of operation has changed very little over many generations. However, consistently a remarkably large percentage of vessels still fail to comply with Solas Regulation V/23 and IMO Resolution A. 1045(27) which sets out mandatory compliance standards for those arrangements.

Vessels continue to be constructed that do not comply with basic standards; Many fake ladders are sold to unsuspecting vessels; Classification Societies certify non-compliant arrangements; Port State Control officers sign off vessels on the

basis of certificates without even sighting the ladders; inadequate, and even sometimes dangerous, boarding arrangements are prepared by poorly motivated crews often without officer supervision. Yet shipowners, charterers and Masters still expect pilots to board vessels without delay, in all weathers, putting their safety at risk.

Pilot ladders are an extremely simple and inexpensive means of allowing a pilot to embark and disembark a vessel at sea. Compliance is neither complicated nor expensive. Yet, in 2017 it is sad to say that pilots are still being injured and killed whilst embarking ships.







# PARTICIPANTS

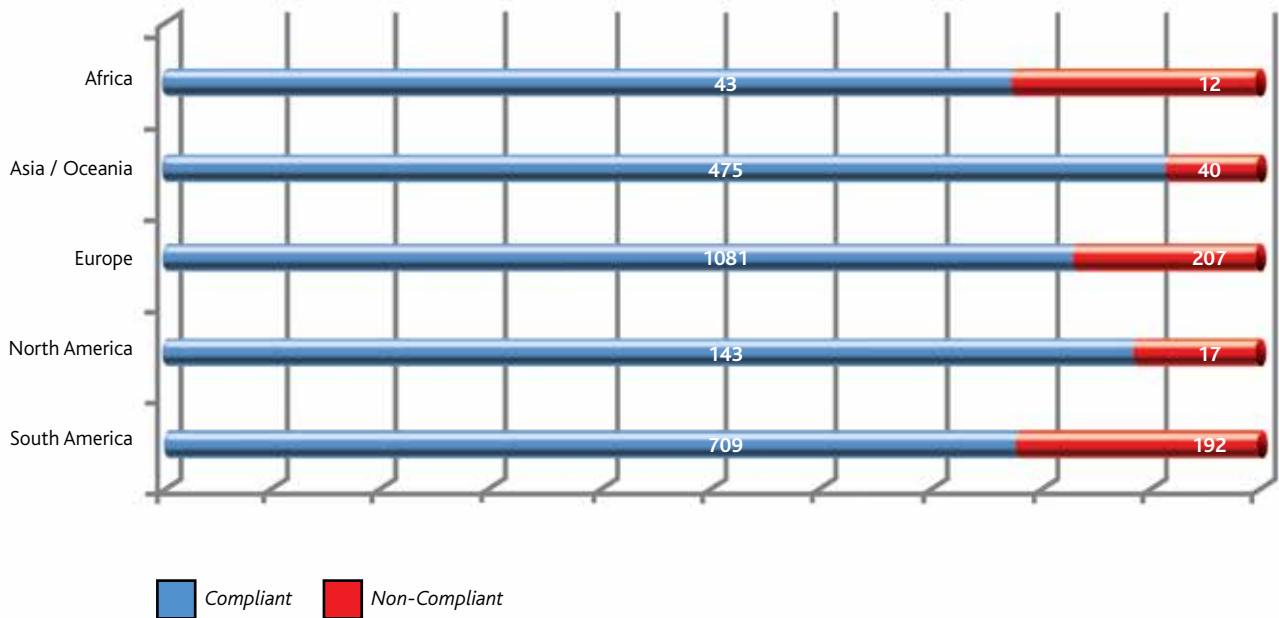
The chart below shows 2,919 returns from participating IMPA members which have been grouped into 5 geographical areas. The total non-compliance is shown as a percentage of total returns from each region and as a total.

COUNTRY	TOTAL RETURNS	COMPLIANT	NON COMPLIANT	NON COMPLIANT AS %
Africa	55	43	12	21.81
Asia / Oceania	515	475	40	7.76
Europe	1288	1081	207	16.07
North America	160	143	17	10.62
South America	901	709	192	21.30
<b>TOTAL</b>	<b>2919</b>	<b>2451</b>	<b>468</b>	<b>16.03</b>

Right: Picture by Rodge Musselwhite



## COMPLIANCE BY REGION



# VESSEL TYPE

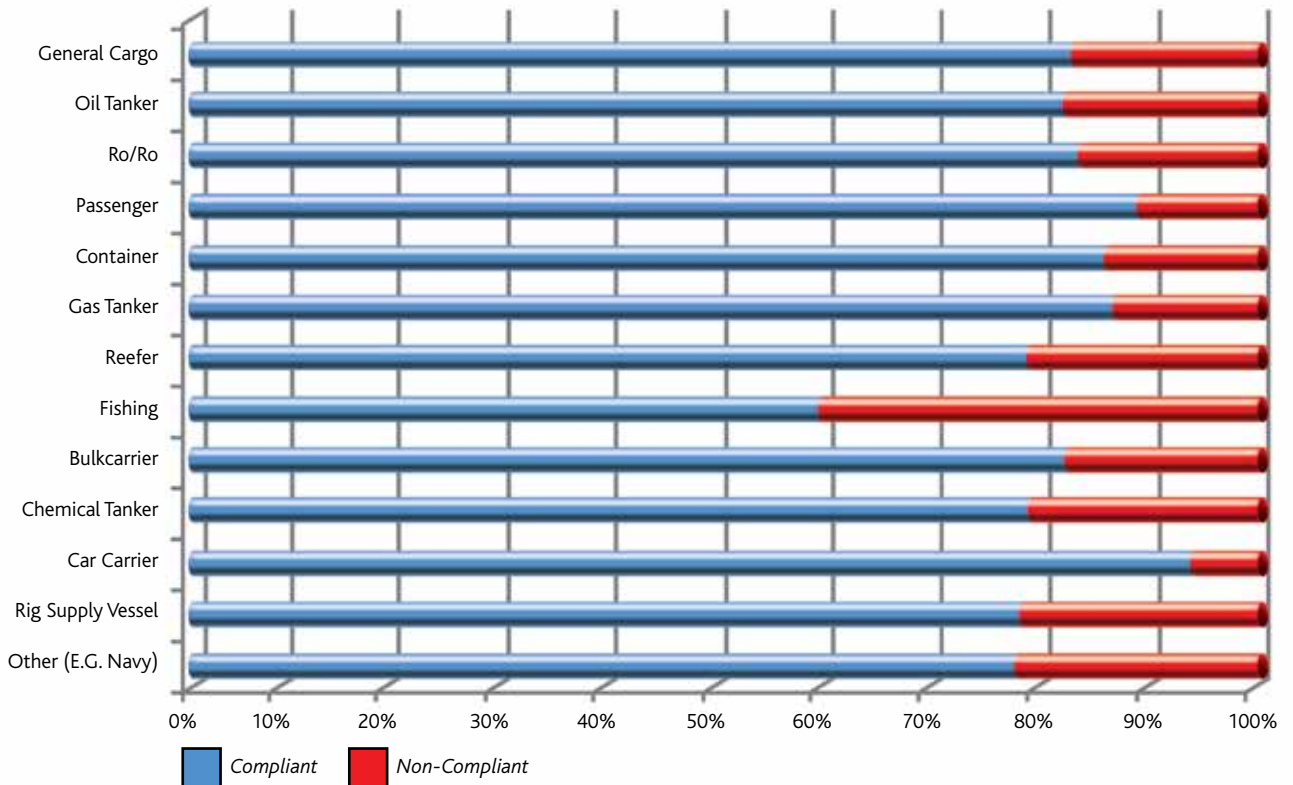
The following chart shows a break down of all returns by vessel type. Both the number and the percentage of non-compliant vessels by type are shown.

VESSEL TYPE	TOTAL NUMBER OF VESSELS	COMPLIANT	NON COMPLIANT	NON COMPLIANT AS %
General Cargo	525	436	89	16.95
Oil Tanker	383	316	67	17.49
Ro/Ro	105	88	17	16.19
Passenger	139	124	15	10.79
Container	736	634	102	13.86
Gas Tanker	131	114	17	12.98
Reefer	19	15	4	21.05
Fishing	10	6	4	40
Bulkcarrier	427	353	74	17.33
Chemical Tanker	193	153	40	20.73
Car Carrier	73	69	4	5.48
Rig Supply Vessel	111	87	24	21.62
Other (E.G. Navy)	100	78	22	22

Right: Picture by Rodge Musselwhite



## COMPLIANCE BY VESSEL TYPE





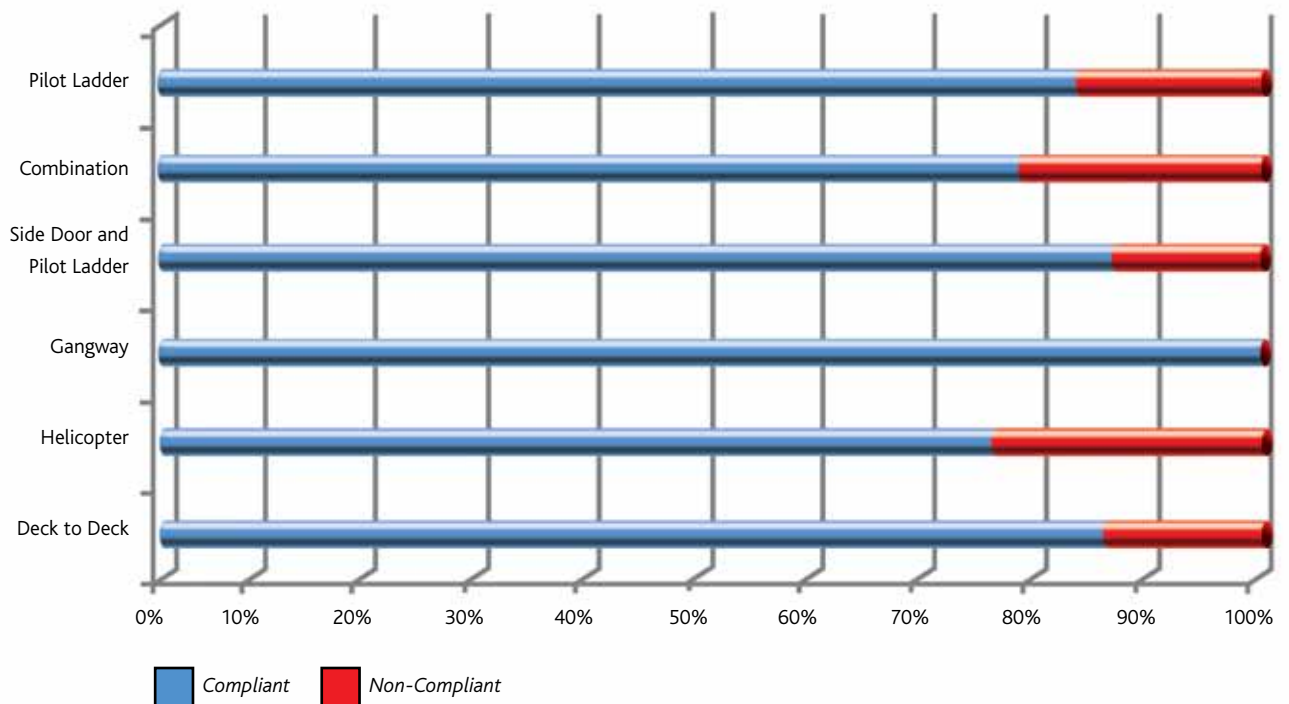
## COMPLIANCE BY MEANS OF TRANSFER

The following chart shows a breakdown of all returns by means of transfer. Both the number and the percentage of non-compliant means of transfer by type are shown.

MEANS OF TRANSFER	TOTAL NUMBER	COMPLIANT	NON COMPLIANT	NON COMPLIANT AS %
Pilot Ladder	1897	1601	296	15.6
Combination	625	496	129	20.64
Side Door and Pilot Ladder	275	241	34	12.36
Gangway	44	44	0	0
Helicopter	26	20	6	23.08
Deck to Deck	114	99	15	13.16
<b>TOTAL</b>	<b>2981</b>	<b>2501</b>	<b>480</b>	



COMPLIANCE BY MEANS OF TRANSFER







# NON-COMPLIANCE BY TYPE OF DEFECT

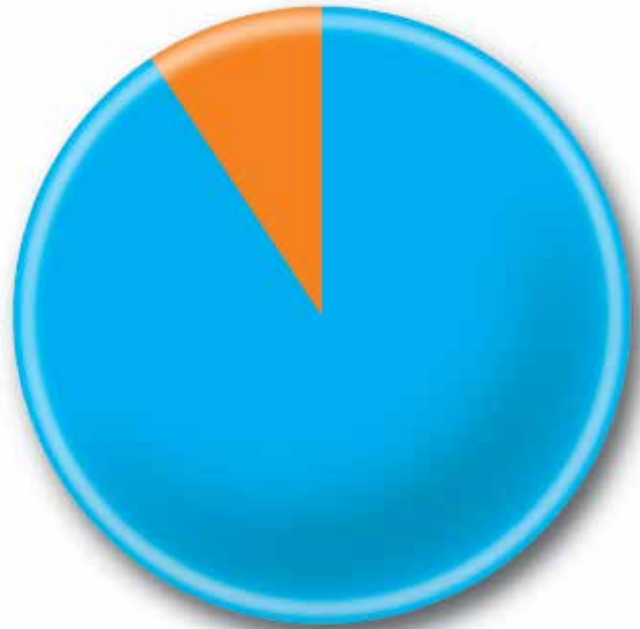
The first pie chart shows the percentage of the defects that were reported to the Authority. The second pie chart shows non-compliance by type of defect. Both the number and percentage are shown.

**DEFECTS REPORTED TO AUTHORITY**

<b>TOTAL NUMBER OF NON-COMPLIANT SHIPS IN SURVEY</b>	<b>468</b>
Number of defects reported to Authority	50
% of non-compliant ships reported	10.68


*% of non-compliant ships not reported* 


*% of non-compliant ships reported* 





**NON-COMPLIANCE BY TYPE OF DEFECT**

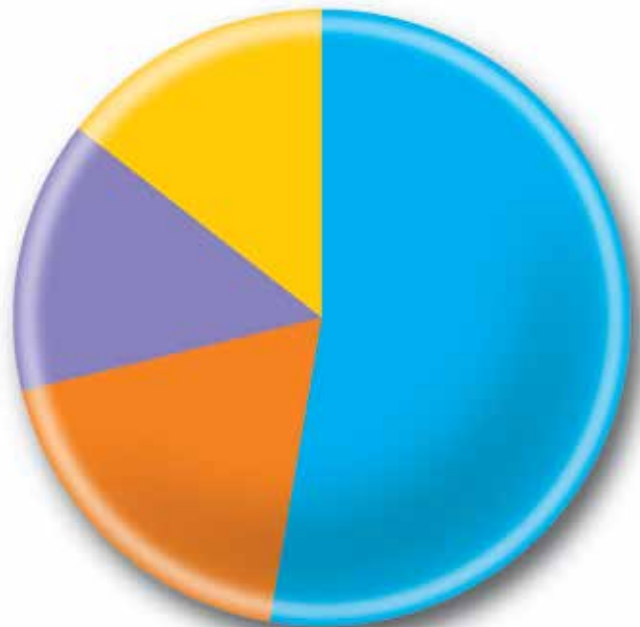
NON-COMPLIANCE BY TYPE OF DEFECT	TOTAL	AS %
Pilot ladder	303	53.35
Bulwark/Deck	106	18.66
Combination	70	12.32
Safety Equipment	89	15.67
<b>TOTAL</b>	<b>568</b>	

*Pilot Ladder* 

*Bulwark/Deck* 

*Combination* 

*Safety Equipment* 



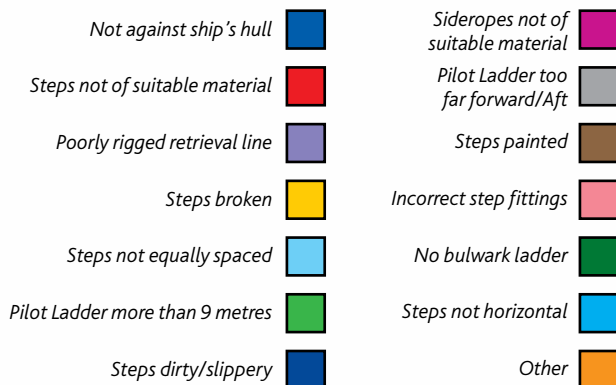
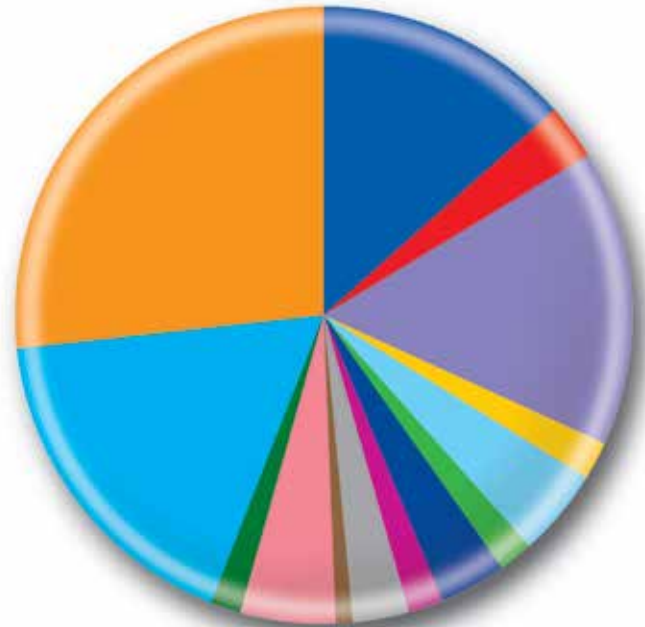


# NON-COMPLIANCE BY TYPE OF DEFECT

The first pie chart shows the types of defects of the pilot ladder. Both the number and percentage are shown. The second pie chart shows the types of defects of the bulwark / deck arrangements. Both the number and percentage are shown.

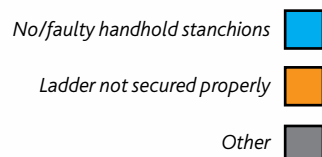
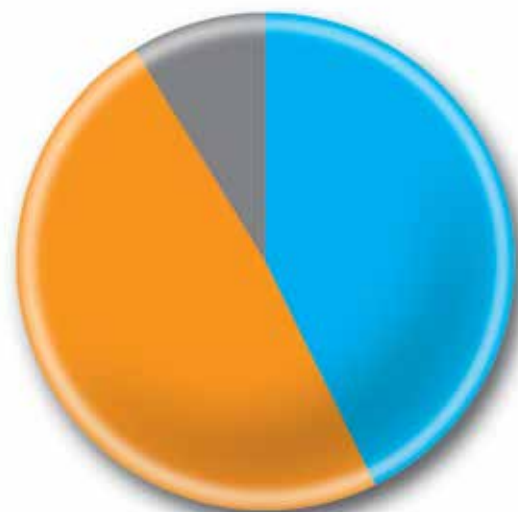
DEFECTS OF PILOT LADDER	TOTAL	AS %
Not against ship's hull	52	13.3
Steps not of suitable material	11	2.81
Poorly rigged retrieval line	61	15.6
Steps broken	8	2.05
Steps not equally spaced	18	4.6
Pilot Ladder more than 9 metres	7	1.79
Steps dirty/slippery	14	3.58
Sideropes not of suitable material	7	1.79
Pilot Ladder too far forward/Aft	12	3.07
Steps painted	3	0.77
Incorrect step fittings	20	5.12
No bulwark ladder	6	1.53
Steps not horizontal	68	17.39
Other	104	26.6
<b>TOTAL</b>	<b>391</b>	

DEFECTS OF PILOT LADDER



DEFECTS OF BULWARK / DECK	TOTAL	AS %
No/faulty handhold stanchions	49	41.88
Ladder not secured properly	57	48.72
Other	11	9.4
<b>TOTAL</b>	<b>117</b>	

DEFECTS OF BULWARK / DECK

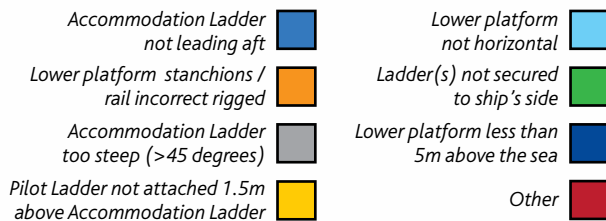




# NON-COMPLIANCE BY TYPE OF DEFECT

The first pie chart shows the combination defects. Both the number and percentage are shown. The second pie chart shows the safety equipment defects. Both the number and percentage are shown.

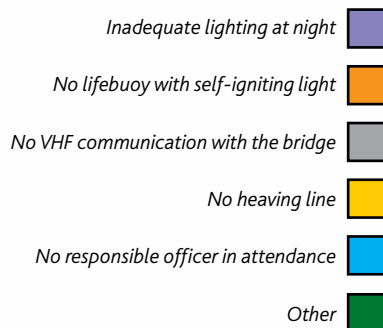
COMBINATION DEFECTS	TOTAL	AS %
Accommodation Ladder not leading aft	3	1.8
Lower platform stanchions / rail incorrect rigged	11	6.59
Accommodation ladder too steep (>45 degrees)	7	4.19
Pilot Ladder not attached 1-5m above Accommodation Ladder	45	26.95
Lower platform not horizontal	17	10.18
Ladder(s) not secured to ship's side	46	27.54
Lower platform less than 5m above the sea	29	17.37
Other	9	5.39
<b>TOTAL</b>	<b>167</b>	



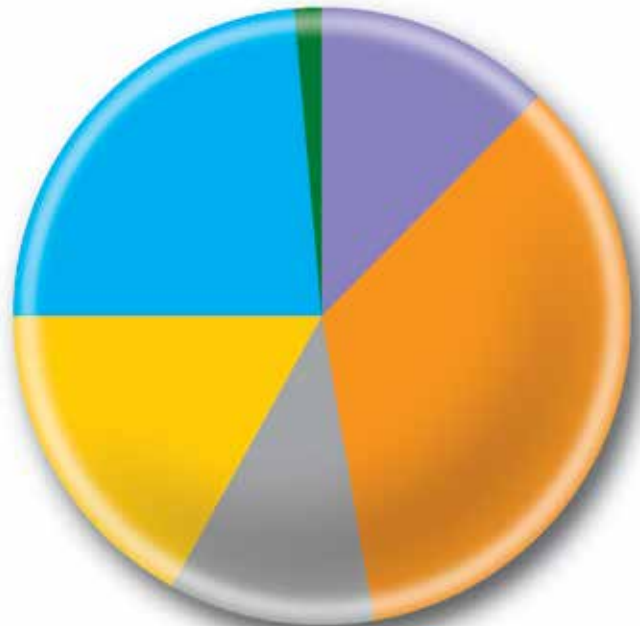
COMBINATION DEFECTS



SAFETY EQUIPMENT DEFECTS	TOTAL	AS -%
Inadequate lighting at night	19	13.97
No lifebuoy with self-igniting light	44	32.35
No VHF communication with the bridge	18	13.24
No heaving line	21	15.44
No responsible officer in attendance	32	23.53
Other	2	1.47
<b>TOTAL</b>	<b>136</b>	



SAFETY EQUIPMENT DEFECTS



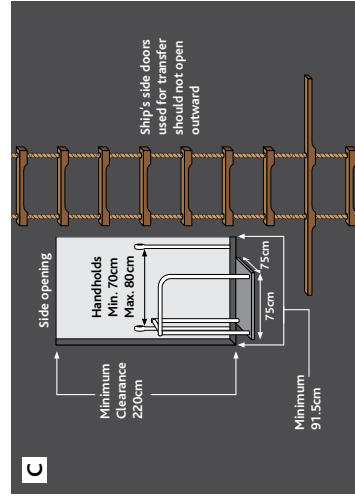
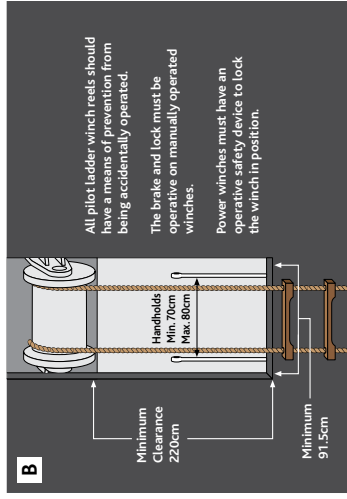
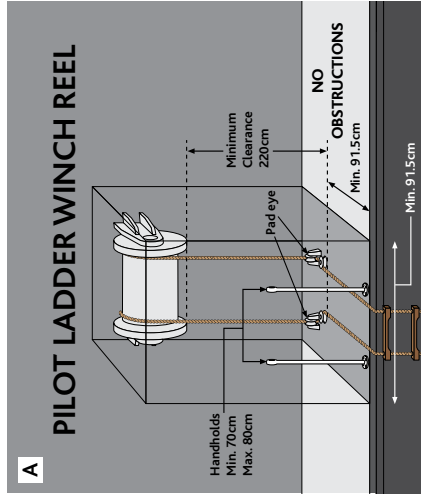
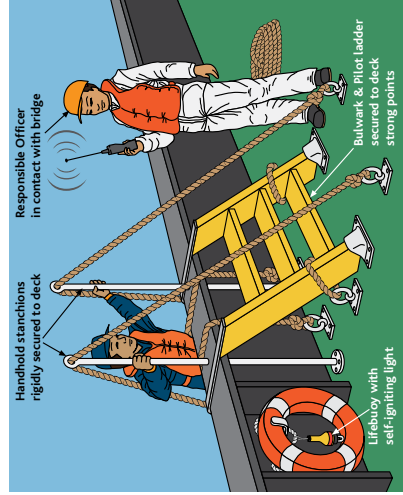
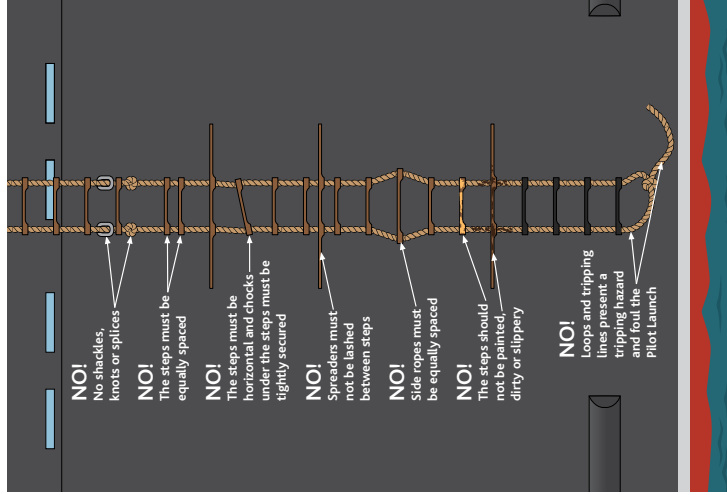
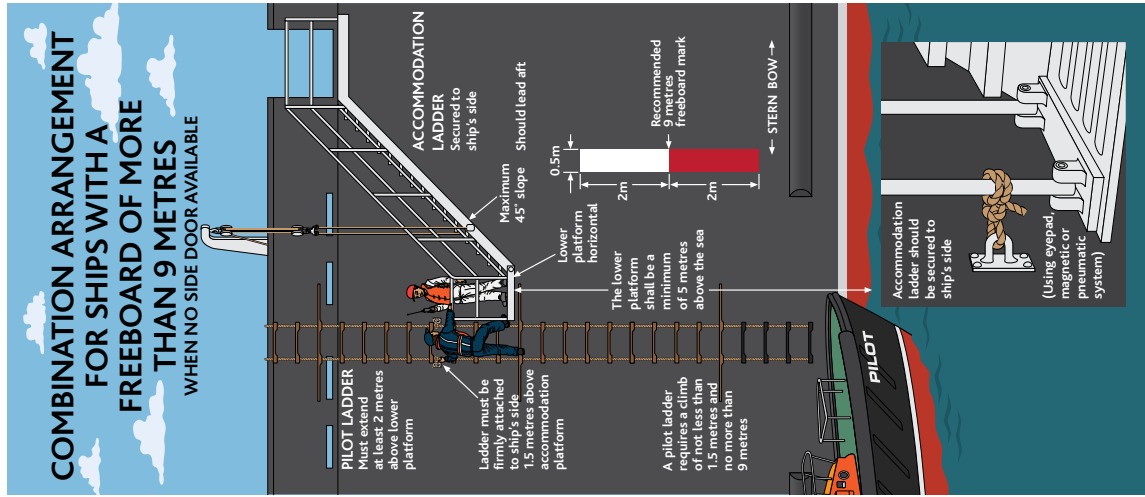
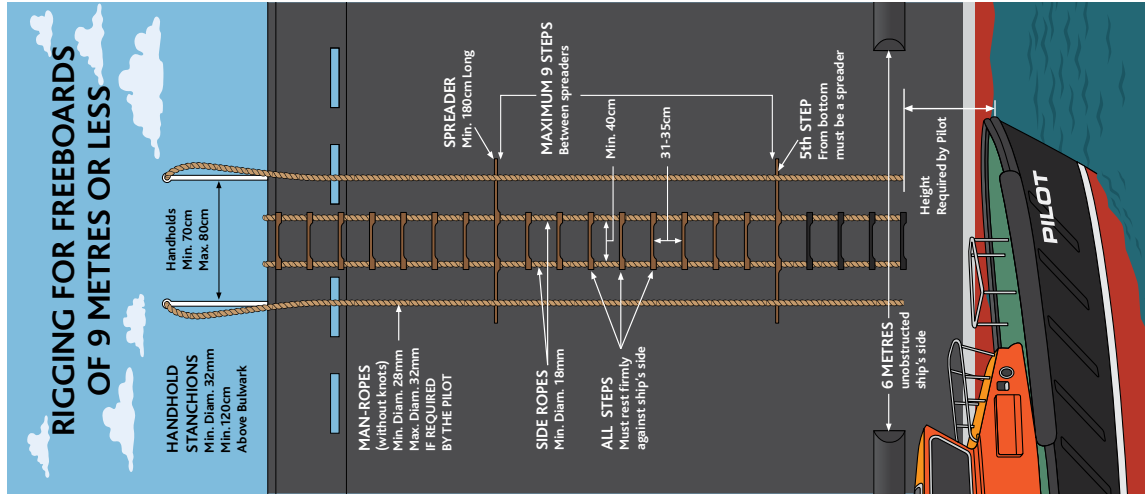
# REQUIRED BOARDING ARRANGEMENTS FOR PILOT



In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)

INTERNATIONAL MARITIME PILOTS' ASSOCIATION

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