

SAFETY CAMPAIGN



2016



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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

Worldwide, day and night, pilots are required to board and disembark from all types of vessels in all types of weather in all seasons. This dangerous operation is vital so that pilots can ensure that vessels enter and leave port safely and efficiently, utilising expert local knowledge and ship handling skills, in the most hazardous and complicated part of the vessel's voyage.

Safe pilot transfers are a partnership between the pilots and vessels being served.

Pilots certainly have their part to play by wearing the proper personal safety equipment and complying with international, national and local safety requirements and making proper safety critical judgments during the transfer operation. The majority of pilots are recruited from a seagoing background, and they have a natural empathy with ships. Consequently, they often have a 'can do' attitude to boarding vessels even when conditions are poor or when they encounter defective ladders. Their empathy with ships' masters also extends to a reluctance to report defects to the authorities, a fact borne out by the low percentage of identified defects that are reported.

Recognising the hazardous nature of pilot transfers, in 2012, IMO introduced measures through SOLAS 23 Regulation V/23 & IMO Resolution A1045(27) to revise the transfer arrangements provided by seagoing vessels.

It is the industry's responsibility to ensure these pilot transfer risks are reduced as much as possible by supplying compliant ladders and ensuring the process is undertaken in line with SOLAS.

The deteriorating standard of seamanship is of concern, resulting in ladders being improperly secured. The use of deck tongues and shackles to secure ladders in preference to proper lashings, whilst of convenience to the ships' crews, means that the integrity of the ladders is now

reliant on weak step fittings designed to prevent steps from twisting, rather than the strength of the side ropes, whose weight bearing capacity is prescribed by the regulations.

A source of confusion to the seafarer and surveyors is the difference in terminology used by ISO 799 and SOLAS. Measures need to be taken to ensure that both standards compliment each other.

Self-certification by pilot ladder manufacturers is of great concern to IMPA as increasingly when pilots challenge the compliance of a ladder with SOLAS, a certificate is produced, for a piece of equipment which is quite clearly not compliant. Inspections need to focus on the basis of compliance, rather than relying on correctly produced paperwork.

IMPA held its annual Pilot Ladder Safety Survey this year from 1st to 14th October 2016. The purpose of the survey is to monitor compliance levels and draw to the industry's attention the defects that pilots encounter when boarding and disembarking vessels.

Statistics produced by our many surveys over the years sadly demonstrate that non-compliance steadily remains between 15 and 20 percent. This year is no different in that respect.

The statistics this year were sadly brought into focus on the 5th day of our survey. On 5th October 2016 a London pilot was killed whilst boarding a vessel in London UK. An investigation is currently underway to determine the causes of this tragedy as we go to print, so we are unable to share the reasons behind this accident. Regardless of the cause, it should serve to remind us all that it is not the statistics that are important but the safety of the pilots who work hard to ensure the continued efficiency of the industry.





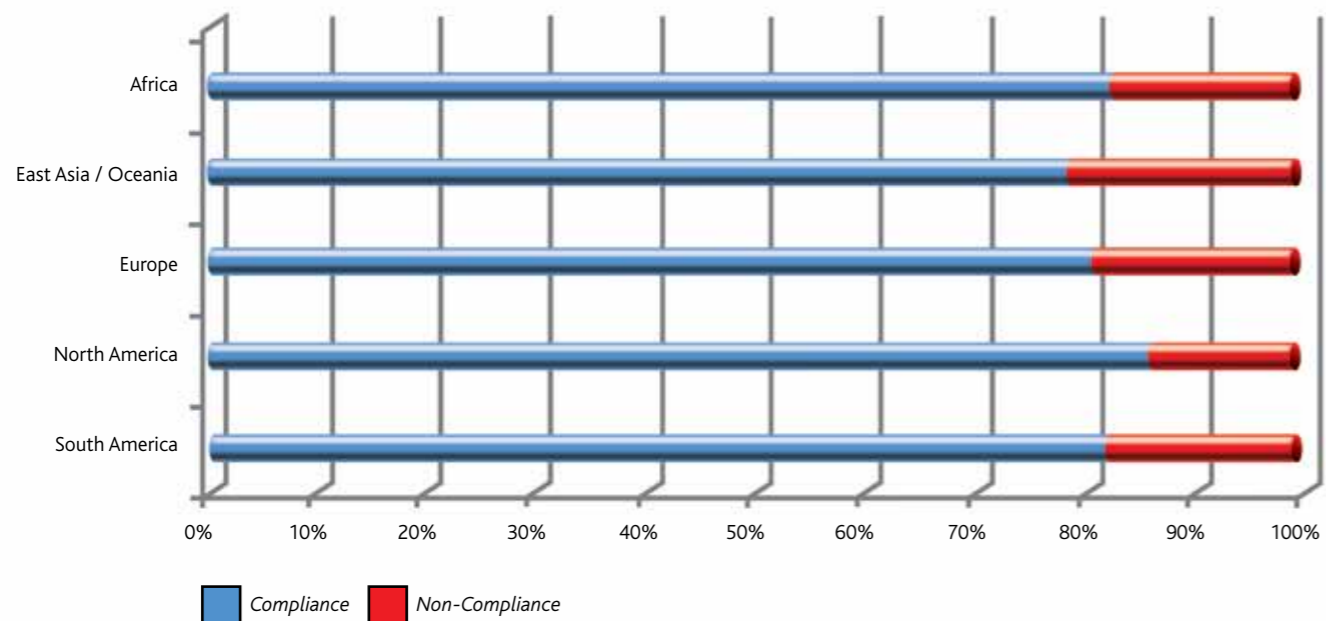
PARTICIPANTS

The charts below show 2,709 returns from participating IMPA members which have been grouped into 5 geographical areas. The total noncompliance is shown as a percentage of total returns from each region and as a total.

COUNTRY	TOTAL RETURNS	COMPLIANCE	NON COMPLIANCE	NON COMPLIANCE AS %
Africa	25	21	4	16.00
East Asia / Oceania	420	335	85	20.24
Europe	1636	1343	293	17.91
North America	127	111	16	12.60
South America	501	418	83	16.57
TOTAL	2709	2228	481	17.76



COMPLIANCE BY REGION



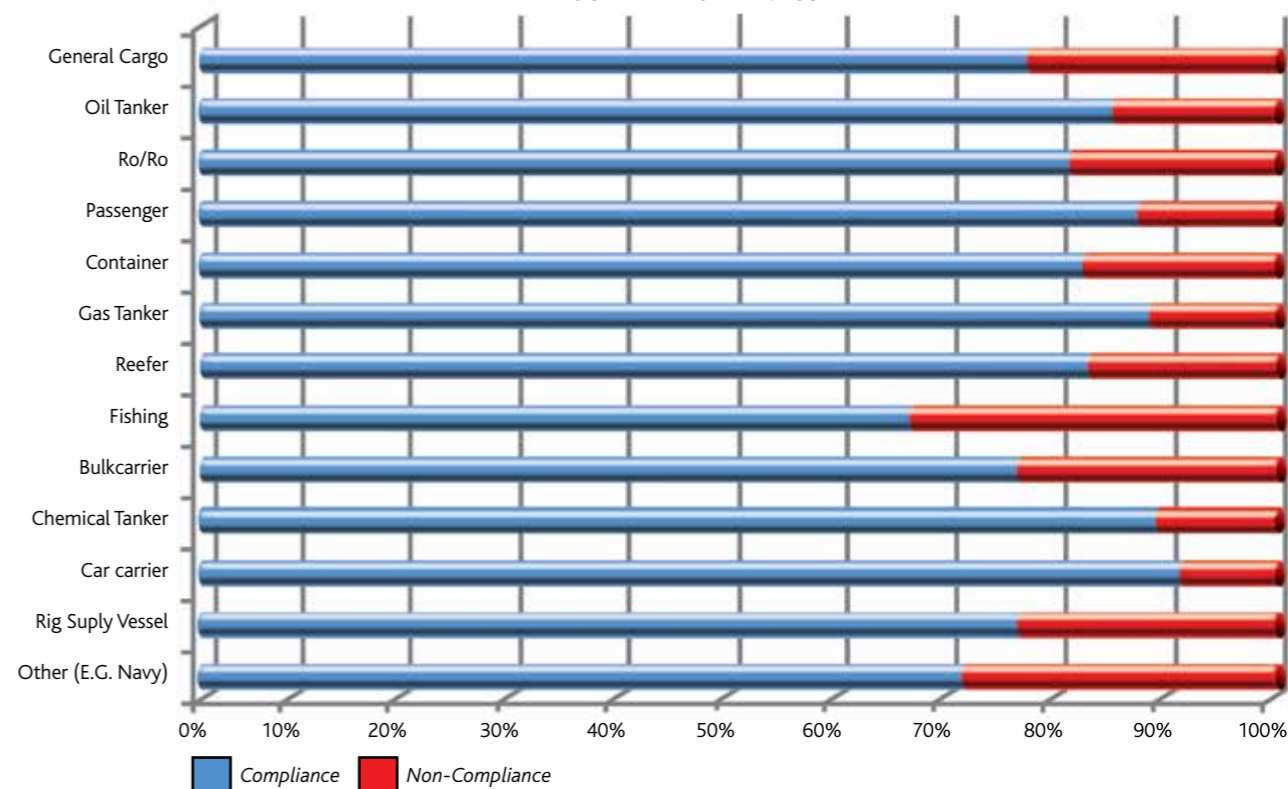
VESSEL TYPE

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

VESSEL TYPE	TOTAL NUMBER OF VESSELS	COMPLIANCE	NON COMPLIANCE	NON COMPLIANCE AS %
General Cargo	532	415	117	21.99
Oil Tanker	326	279	47	14.42
Ro/Ro	142	116	26	18.31
Passenger	216	190	26	12.04
Container	682	565	117	17.16
Gas Tanker	81	72	9	11.11
Reefer	24	20	4	16.67
Fishing	9	6	3	33.33
Bulkcarrier	328	252	76	23.17
Chemical Tanker	182	163	19	10.44
Car Carrier	85	78	7	8.24
Rig Supply Vessel	91	70	21	23.08
Other (E.G. Navy)	103	74	29	28.16



COMPLIANCE BY VESSEL TYPE





COMPLIANCE BY MEANS OF TRANSFER

The following chart shows a breakdown of all returns by means of transfer.

MEANS OF TRANSFER	TOTAL NUMBER	COMPLIANCE	NON COMPLIANCE	NON COMPLIANCE AS %
Pilot Ladder	1832	1511	321	17.52
Combination	429	329	100	23.31
Side Door and Pilot Ladder	295	260	35	11.86
Gangway	65	56	9	13.85
Helicopter	58	44	14	24.14
Deck to Deck	120	101	19	15.83

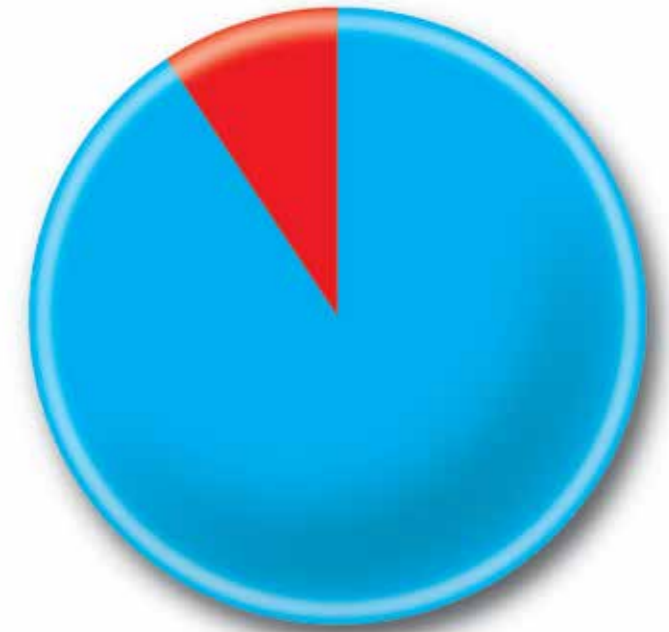


NON-COMPLIANCE BY TYPE OF DEFECT

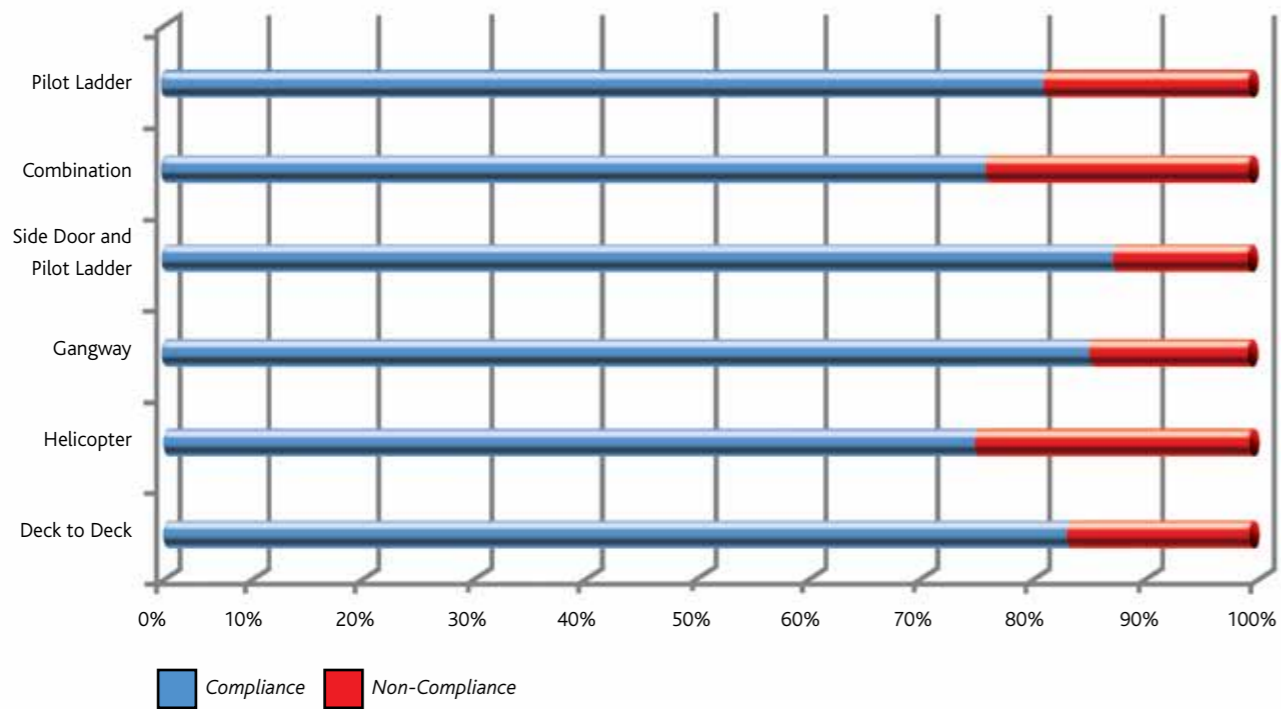
TOTAL NUMBER OF NON-COMPLIANT SHIPS	481
Number of defects reported to Authority	50
% of non-compliant ships reported	10.4

Total number of non-compliant ships in survey reported ■
 Number of defects reported to Authority ■

DEFECTS REPORTED TO AUTHORITY



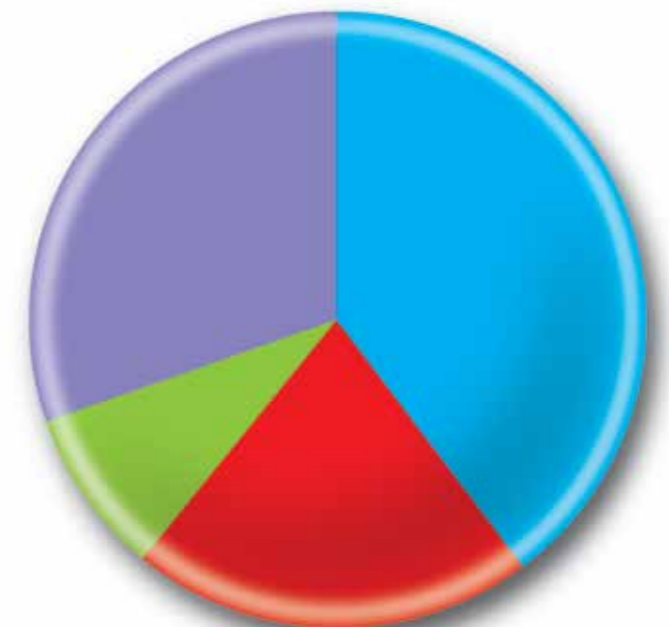
COMPLIANCE BY MEANS OF TRANSFER



NON-COMPLIANCE BY TYPE OF DEFECT

NON-COMPLIANCE BY TYPE OF DEFECT	TOTAL	AS %
Pilot ladder	278	43.23
Bulwark/Deck	127	19.75
Combination	52	8.55
Safety Equipment	186	30.59

Pilot Ladder ■
 Bulwark/Deck ■
 Combination ■
 Safety Equipment ■





NON-COMPLIANCE BY TYPE OF DEFECT

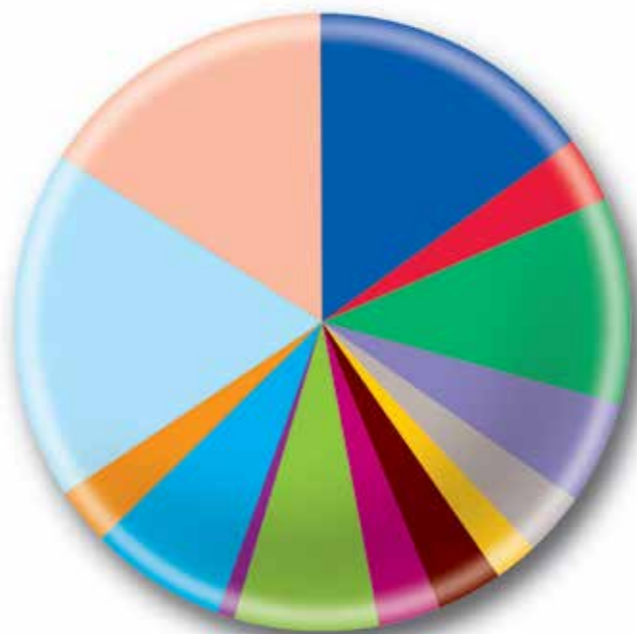
DEFECTS OF PILOT LADDER	TOTAL	AS %
Not against ship's hull	62	15.2
Steps not of suitable material	13	3.19
Poorly rigged retrieval line	44	10.78
Steps broken	23	5.64
Steps not equally spaced	13	3.19
Pilot Ladder more than 9 metres	9	2.21
Steps dirty/slippy	15	3.68
Sideropes not of suitable material	13	3.19
Pilot Ladder too far forward/Aft	31	7.6
Steps painted	3	0.74
Incorrect step fittings	30	7.35
No bulwark ladder	12	2.94
Steps not horizontal	75	18.38
Other	65	15.93

Not against ship's hull		Sideropes not of suitable material	
Steps not of suitable material		Pilot Ladder too far forward/Aft	
Poorly rigged retrieval line		Steps painted	
Steps broken		Incorrect step fittings	
Steps not equally spaced		No bulwark ladder	
Pilot Ladder more than 9 metres		Steps not horizontal	
Steps dirty/slippy		Other	

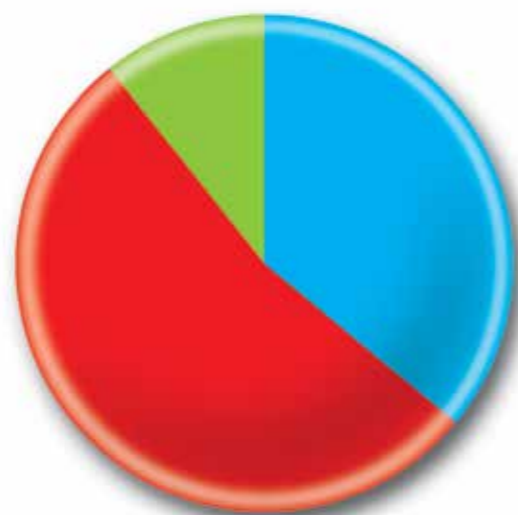
NON-COMPLIANCE BY TYPE OF DEFECT	TOTAL	AS %
No/faulty handhold stanchions	50	36.5
Ladder not secured properly	72	52.55
Other	15	10.95

No/faulty handhold stanchions	
Ladder not secured properly	
Other	

DEFECTS OF PILOT LADDER



DEFECTS OF BULWARK / DECK



NON-COMPLIANCE BY TYPE OF DEFECT

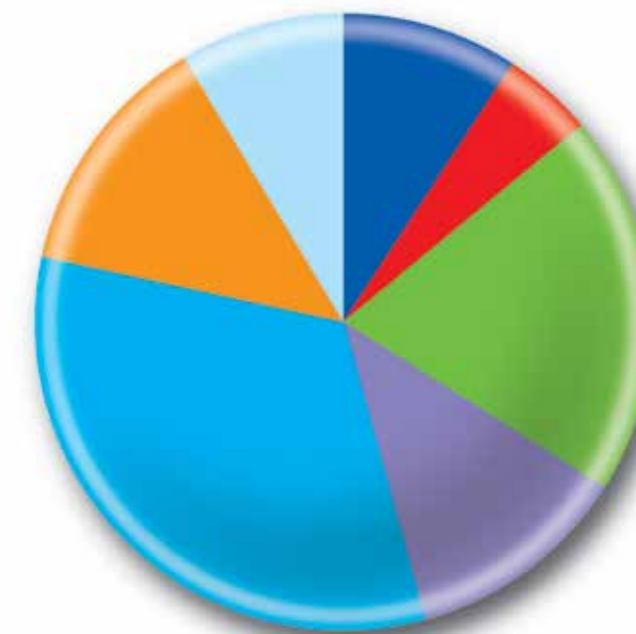
COMBINATION DEFECTS	TOTAL	AS %
Lower platform stanchions/rail incorrect rigged	12	9.3
Accommodation ladder too steep (>45 degrees)	6	4.65
Pilot ladder not attached 1.5m above accommodation ladder	26	20.16
Lower platform not horizontal	15	11.63
Ladder(s) not secured to ship's side	42	32.56
Lower platform less than 5 metres above the sea	17	13.18
Other	11	8.53

Lower platform stanchions / rail incorrect rigged		Ladder(s) not secured to ship's side	
Accommodation ladder too steep (>45 degrees)		Lower platform less than 5 metres above the sea	
Pilot Ladder not attached 1.5m above accommodation ladder		Other	
Lower platform not horizontal			

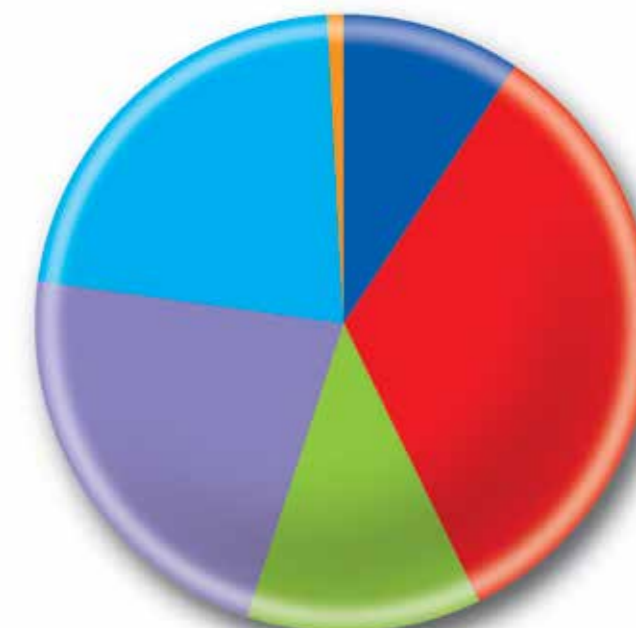
SAFETY EQUIPMENT DEFECTS	TOTAL	AS %
Inadequate lighting at night	31	9.72
No lifebuoy with self-igniting light	106	33.23
No VHF communication with the bridge	38	11.91
No heaving line	70	21.94
No responsible officer in attendance	72	22.57
Other	2	0.63

Inadequate lighting at night	
No lifebuoy with self-igniting light	
No VHF communication with the bridge	
No heaving line	
No responsible officer in attendance	
Other	

COMBINATION DEFECTS



SAFETY EQUIPMENT DEFECTS



REQUIRED BOARDING ARRANGEMENTS FOR PILOT



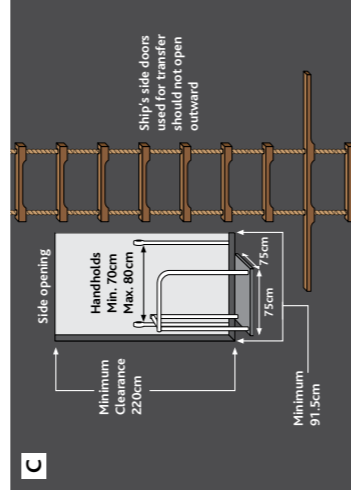
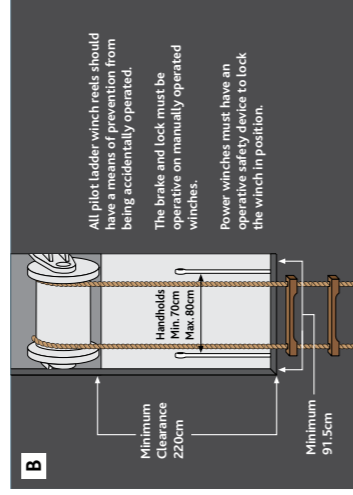
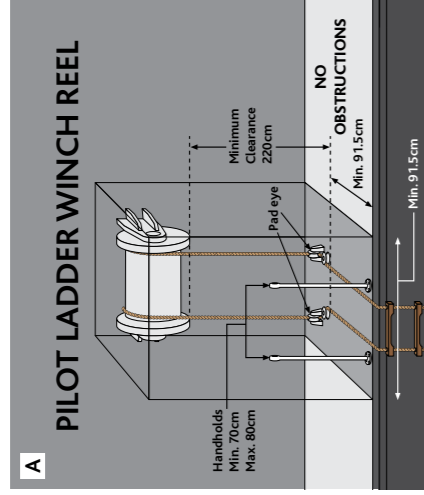
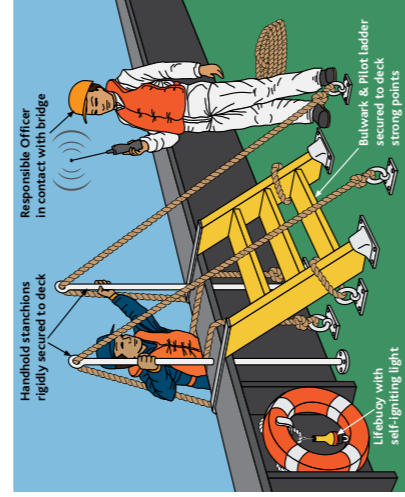
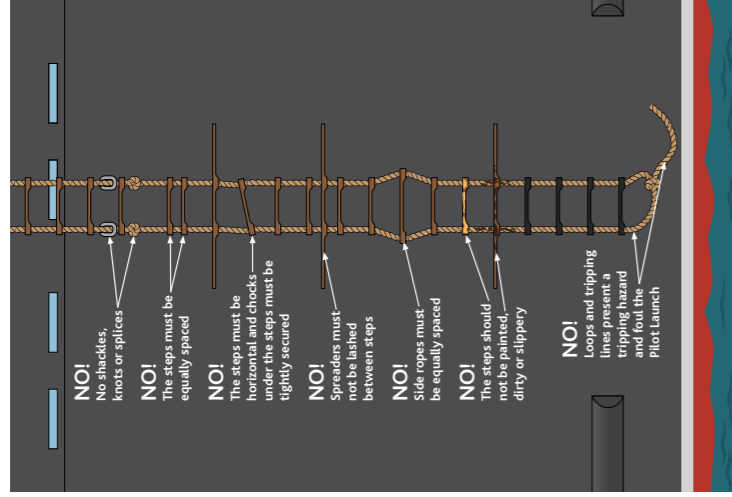
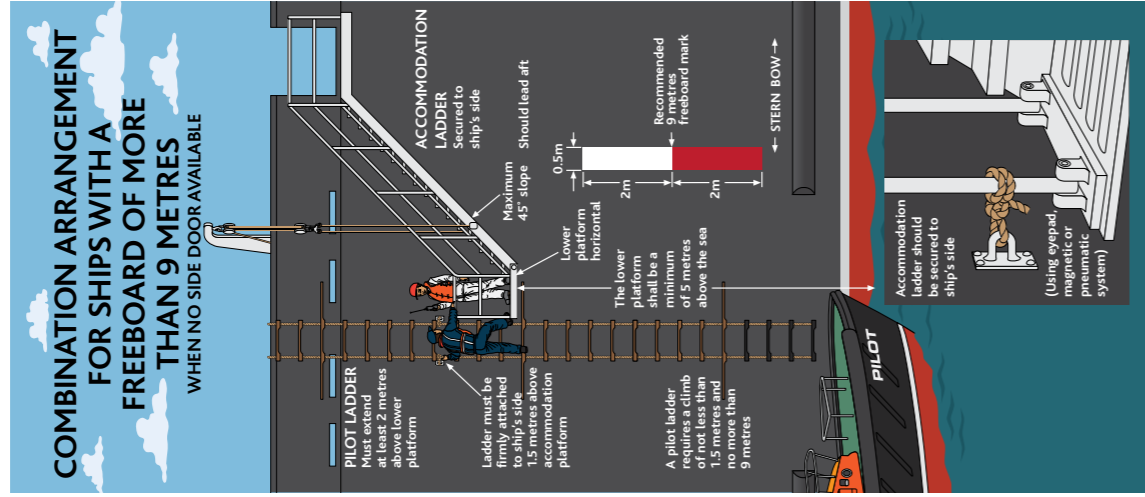
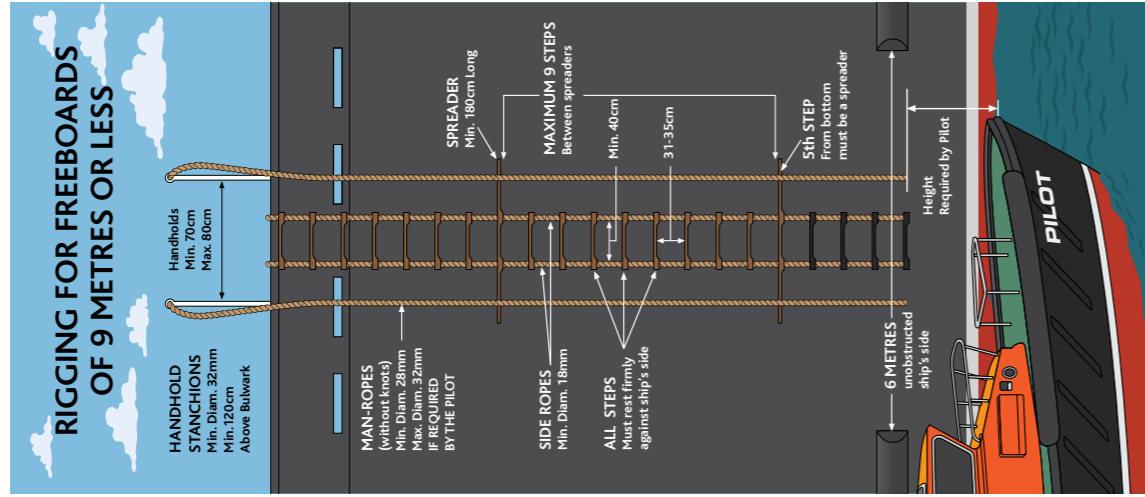
In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)

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This document and all IMO Pilot-related documents are available for download at: <http://www.impahq.org>





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