INTERNATIONAL MARITIME ORGANIZATION

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SUB-COMMITTEE ON STANDARDS OF TRAINING AND WATCHKEEPING
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Agenda item 4

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TRAINING AND CERTIFICATION OF MARITIME PILOTS AND REVISION OF RESOLUTION A.485(XII)

Note by the International Maritime Pilots' Association (IMPA)

SUMMARY

Executive summary:	This paper contains a revised draft Annex I of resolution A.485(XII)
Action to be taken:	Paragraph 4
Related documents:	STW 31/WP.6, STW 31/4, STW 29/WP.6, annex 6, NAV 45/WP.3.

1 At STW 31 IMPA offered to co-ordinate the development of a revised draft Annex I to resolution A.485(XIII) for consideration at STW 32 and this offer was welcomed by the Sub-Committee.

2 This document therefore contains amendments which take account of comments made by a number of Flag States and NGOs at STW 31.

3 This document also takes account of the comments made in section 4.5.1-5 of the Sub-Committee's report.

Action requested of the Sub-Committee

4 The Sub-Committee is invited to consider revised Annex I as attached.

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ANNEX

REVISED ANNEX 1 OF RESOLUTION A.485 (XII)

DRAFT RECOMMENDTION ON TRAININGAND CERTIFICATION REQUIREMENTS FOR MARITIME PILOTS OTHER THAN DEEP-SEA PILOTS

1 SCOPE

1.1 It is recognised that pilotage requires specialised knowledge and experience of a specific area and that States with many diverse waterways and ports have found it appropriate to administer pilotage on a regional or local basis.

1.2 The maritime pilots referred to in this Recommendation do not include deep-sea pilots or shipmasters or crew who are certificated or licensed to carry out pilotage duties in particular areas.

1.3 Governments should encourage the establishment or maintenance of competent pilotage authorities to administer safe and efficient pilotage systems.

2 COMPETENT PILOTAGE AUTHORITY

2.1 Competent pilotage authority means either the Administration itself, or regional, local groups or organisations that by law or tradition, administer or provide a pilotage system. Administrations should inform competent pilotage authorities of the provisions of this document and encourage their implementation.

2.2 The assessment of the experience, qualifications and suitability of an applicant for certification or licensing, as a pilot, is the responsibility of each competent pilotage authority.

2.3 The competent pilotage authority in co-operation with the national and local pilots' associations should:

.1 establish the entry requirements and develop the standards for obtaining a certificate or licence in order to perform pilotage services within the area under its jurisdiction;

.2 enforce the maintenance of developed standards;

.3 specify whatever prerequisites, experience or examinations are necessary to ensure that applicants for certification or licensing as pilots are properly trained and qualified.

3 PILOTAGE CERTIFICATE OR LICENCE

3.1 Every pilot should hold an appropriate pilotage certificate or licence issued by the competent pilotage authority. In addition to stating the pilotage area for which it is issued, the certificate or licence should also state any requirements or local limitations which the competent

pilotage authority may specify such as maximum size, draught or tonnage of vessels which the holder is qualified to pilot.

4 MEDICAL FITNESS

4.1 Each pilot should satisfy the competent pilotage authority that his or her medical fitness particularly regarding eyesight, hearing, and physical fitness meets the standards required for certification of masters, and officers in charge of a navigational watch under the international Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1995, or such other standards as the administration considers appropriate.

5 TRAINING, CERTIFICATION OR LICENSING STANDARDS

5.1 The training and certification or licensing standards is the responsibility of the competent authority. The standards should at least be sufficient to enable pilots to carry out their duties safely and efficiently.

5.2 Standards for initial training should be designed to develop in the trainee pilot the skills and knowledge determined by the competent pilotage authority to be necessary for obtaining a pilot certificate or license. The training should include, practical experience gained under the close supervision of experienced pilots. This practical experience gained on vessels under actual piloting conditions may be supplemented by simulation, both computer and manned model, classroom instruction, or other training methods.

5.3 Every pilot should be trained in bridge resource management with an emphasis on the exchange of information that is essential to a safe transit. This training should include situations that require the pilot to assess particular situations and conduct an exchange of information with the master and/or officer in charge of navigational watch. Maintaining an effective working relationship between the pilot and the bridge team in both routine and emergency conditions should be covered in training. Emergency condition should include loss of steering, loss of propulsion, and failures of radar, vital systems and automation, in a narrow channel or fairway.

5.4 Initial and continuing training in the master-pilot information exchange should also cover:

.1 regulatory requirements governing the exchange;

.2 recognition of language, cultural, psychological and physiological impediments to effective communication and interaction and techniques for overcoming these impediments; and

.3 best practices in the specific pilotage area.

5.5 Competent pilotage authorities should be encouraged to provide updating and refresher training conducted for certified or licensed pilots to ensure the continuation of their proficiency and updating of their knowledge, and could include the following;

.1 courses to improve proficiency in English language where necessary;

.2 sessions to enhance the ability to communicate with local authorities and other vessels in the area;

.3 meetings with local authorities and other responsible agencies to envisage emergency situations and contingency plans;

.4 refresher or renewal courses in bridge resource management for pilots to facilitate communication and information exchange between the pilot and the master, to increase efficiency on the bridge.

.5 simulation exercises which may include radar training and emergency shiphandling procedures;

.6 courses in shiphandling training centres using manned models;

.7 seminars on new bridge equipment with special regard to navigation aids;

.8 sessions to discuss relevant issues connected with the pilotage service including laws, rules and regulations particular to the pilotage area;

.9 personal safety training;

.10 personal techniques for survival at sea; and

.11 emergency first aid including cardio-pulmonary resuscitation (CPR) and hypothermia remediation.

6 CONTINUED PROFICIENCY

6.1 In order to ensure the continued proficiency of pilots and updating of their knowledge, the competent pilotage authority should satisfy itself, at regular intervals not exceeding five years, that all pilots under its jurisdiction:

.1 continue to possess recent navigational knowledge of the local area to which the certificate of licence applies;

.2 continue to meet the medical fitness standards of paragraph 4 above; and

.3 possess knowledge of the current international, national and local laws, regulations and other requirements and provisions relevant to the pilotage area or duties.

6.2 Possession of knowledge required by subparagraphs 6.1.1 and 6.1.3 may be proved by an appropriate method such as personal service records, completion of continuing professional development courses or by an examination.

6.3 Where a pilot in cases of absence from duty, for whatever reason, is lacking recent experience in the pilotage area, the competent pilotage authority should satisfy itself that the pilot regains familiarity with the area on his or her return. If the lack of experience has been due to absence on account of serious ill-health, there should also be a re-evaluation of the pilot's medical fitness.

7 SYLLABUS FOR PILOTAGE CERTIFICATION OR LICENSING

7.1 In the syllabus, area means the waters for which the applicant is to be certified or licensed. Each applicant for a pilot certificate or license should demonstrate that he or she has necessary knowledge of the following:

.1 limits of local pilotage areas;

.2 International Regulations for Preventing Collisions at Sea, 1972 as amended, and also such other national and local navigational safety and pollution prevention rules as may apply in the area;

.3 system of buoyage in the area;

.4 characteristics of the lights and their angles of visibility and the fog signals, racons and radio beacons and other electronic aids in use in the area;

.5 names, positions and characteristics of the light vessels, buoys, beacons, structures and other marks in the area;

.6 names and characteristics of the channels, shoals, headlands and points in the area;

.7 bridge and similar obstruction limitations including air draughts.

.8 depths of water throughout the area, including tidal effects and similar factors;

.9 general set, rate, rise and duration of the tides and use of the tide tables and real-time and current data systems, if available, for the area;

.10 proper courses and distances in the area;

.11 anchorages in the area;

.12 shiphandling for piloting, anchoring, berthing and unberthing, manoeuvring with and without tugs, and emergency situations;

.13 communications and availability of navigational information;

.14 systems of radio navigational warning broadcasts in the area and the type of information likely to be included;

.15 traffic separation schemes, vessel traffic services and similar vessel management systems in the area;

.16 bridge equipment and navigational aids;

17 use of radar and other electronic devices; their limitations and capabilities as navigation and collision avoidance aids. Radar plotting;

.18 manoeuvring behaviour of the types of ships expected to be piloted and the limitations imposed by particular propulsion and steering systems;

.19 factors affecting ship performance such as wind, current, tide, channel configuration, water depth, bottom, bank and ship interaction including squat;

.20 use and limitation of various types of tugs;

.21 the English language to a standard adequate to enable the pilot to express communications clearly;

.22 IMO Standard Marine Communication Phrases;

.23 Master-Pilot Relationship, Pilot Card, operational procedures;

.24 pollution prevention;

.25 emergency and contingency plans for the area; and

.26 any other relevant knowledge considered necessary.