

SAFETY CAMPAIGN



2021



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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.

IMPA Safety Survey 2021

The 2021 Annual IMPA Pilot Ladder Survey again highlights persistent non-compliance with SOLAS Regulations V/23 and associated supporting IMO Assembly Resolutions.

During 2021, the maritime industry has shown tremendous fortitude and resilience in operating when faced with Coronavirus pandemic.

Vessels have rapidly introduced justifiable precautions when the health and safety of their crews has been threatened, and these justifiable measures have been maintained throughout this challenging period. It is a credit to the industry that the introduction of such safety measures is so complete that it is now seen as normal procedures to socially distance, wear face masks and to sanitise your hands frequently. The ready adoption of such safety measures has allowed mariners to operate safely, keeping open supply chains while many other parts of society have been locked down.

In contrast to rapid implementation of new biosecurity measures, IMPA regrettably has to report that high levels of non-compliance with long established SOLAS regulations remain broadly in line with previous surveys. Progress is not happening. Still pilots are being injured and still lives are being lost during pilot transfer operations.

Whenever you go on a vessel you are met with a multitude of posters promoting safe practices, such as enhanced PPE etc... Yet still pilot ladders and pilot transfer arrangements are offered in a poor state or incorrectly rigged. As with biosecurity, there needs to be a sea-change in safety culture regarding pilot boarding arrangements, recognizing that accidents can cause serious injuries or fatalities. This safety culture needs to be generated on the vessels themselves. The ships crews can only work with the material they are given, so owners need to ensure that the ladders comply with agreed industry standards SOLAS and ISO 799, and that crews are properly trained in their deployment under the supervision of a responsible officer.

Pilots are not idly standing by waiting for the issue to resolve itself. Social media is being used to share photographs and details of non-compliant vessels. Pilots are becoming more aware of the issue and many are refusing to use non-compliant arrangements. Often when a ladder is refused due to its poor state, a compliant 'spare' ladder, that is normally saved for inspections, is miraculously retrieved for use to avoid delays. Many national pilot organizations have now developed their own apps, which allow pilots to report deficiencies. The reports are simultaneously sent to the national pilot organization, port authorities and port state control. This information can easily be shared with other pilotage organizations. A vessel should not be surprised to find that if they have a deficient ladder, for that deficiency to be relayed to the port state control inspector and pilots at their next port, before they arrive. If you think the cost of a compliant pilot transfer arrangement is expensive, compare it with the cost of a delayed berthing or even a diversion to another port.

Nobody should face the risk of serious injury or loss of life when going to work. Pilotage services are provided around the world to promote the safety of shipping and assist the ships during the most hazardous part of their voyage. The very least that the pilot should expect is a boarding arrangement that is safe to use. It is now the norm for a pilot having had to climb a dangerous non-compliant ladder to be faced with a request to sanitise his hands upon reaching the deck. The irony is not lost on pilots.

If the same fortitude to introducing biosecurity measures was used to uphold current SOLAS Regulations, the issue of non-compliant pilot transfer arrangements would be seriously diminished.

IMPA warmly welcomes Concentrated Inspection Campaigns (CIC) from some flag states and other NGOs. It demonstrates that within the industry the issue is being recognised and they are prepared to take steps to resolve the problem. IMPA sincerely hopes that these efforts will produce significant improvements in the future.





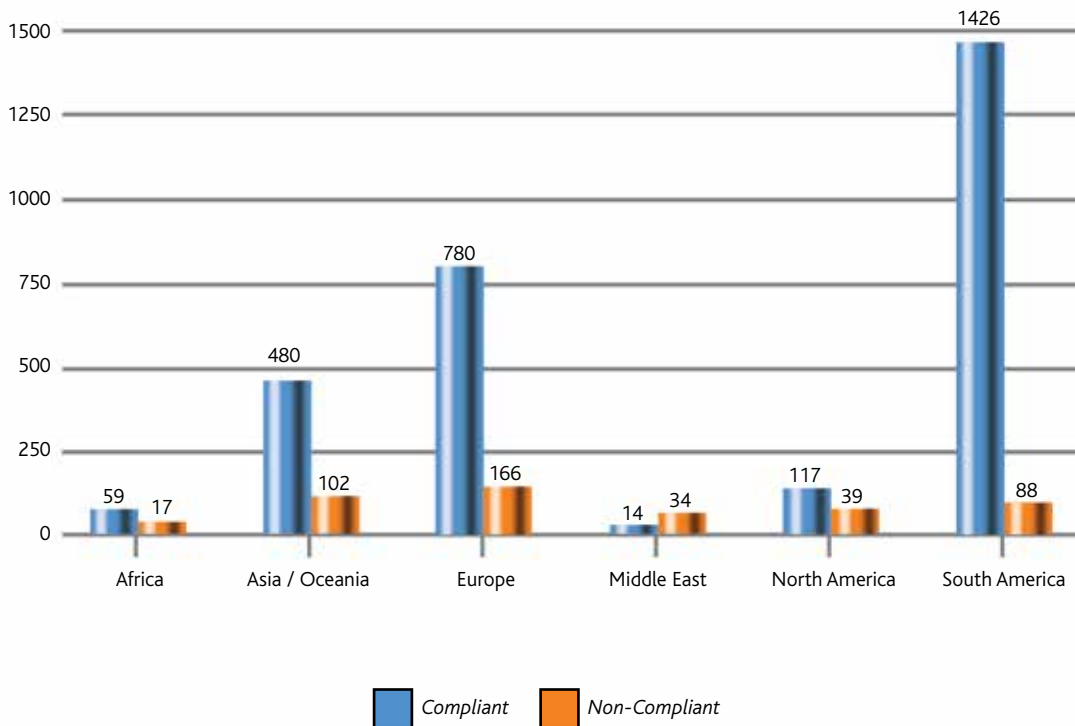
PARTICIPANTS

The chart below shows 3,322 returns from participating IMPA members which have been grouped into 6 geographical areas.

COUNTRY	TOTAL RETURNS	COMPLIANT	NON COMPLIANT	NON COMPLIANT AS %
Africa	76	59	17	22.37
Asia / Oceania	582	480	102	17.53
Europe	946	780	166	17.55
Middle East	48	14	34	70.83
North America	156	117	39	25.00
South America	1514	1426	88	5.81
TOTAL	3322	2876	446	13.43



COMPLIANCE AND NON-COMPLIANCE BY REGION



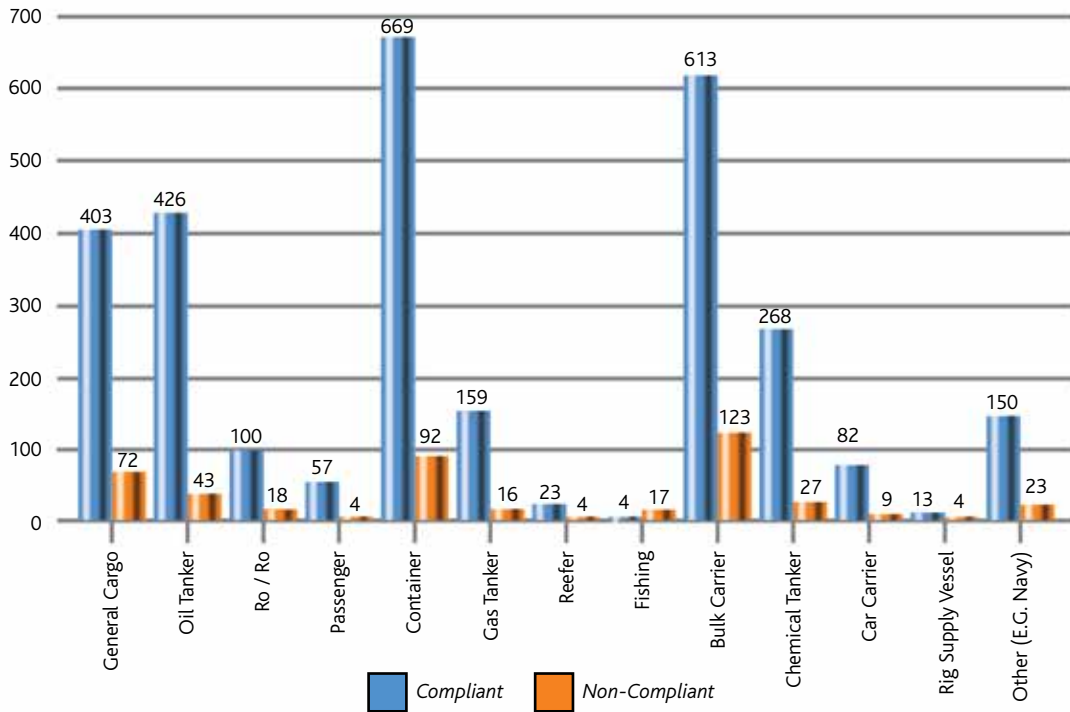
VESSEL TYPE

The following chart shows a breakdown of all returns by vessel type.

VESSEL TYPE	TOTAL NUMBER OF VESSELS	COMPLIANT	NON COMPLIANT	NON COMPLIANT AS %
General Cargo	475	403	72	15.16
Oil Tanker	469	426	43	9.17
Ro/Ro	118	100	18	15.25
Passenger	61	57	4	6.56
Container	761	669	92	12.09
Gas Tanker	175	159	16	9.14
Reefer	27	23	4	14.81
Fishing	21	4	17	80.95
Bulkcarrier	736	613	123	16.71
Chemical Tanker	295	268	27	9.15
Car Carrier	91	82	9	9.89
Rig Supply Vessel	17	13	4	23.53
Other (E.G. Navy)	173	150	23	13.29



COMPLIANCE AND NON-COMPLIANCE BY VESSEL TYPE





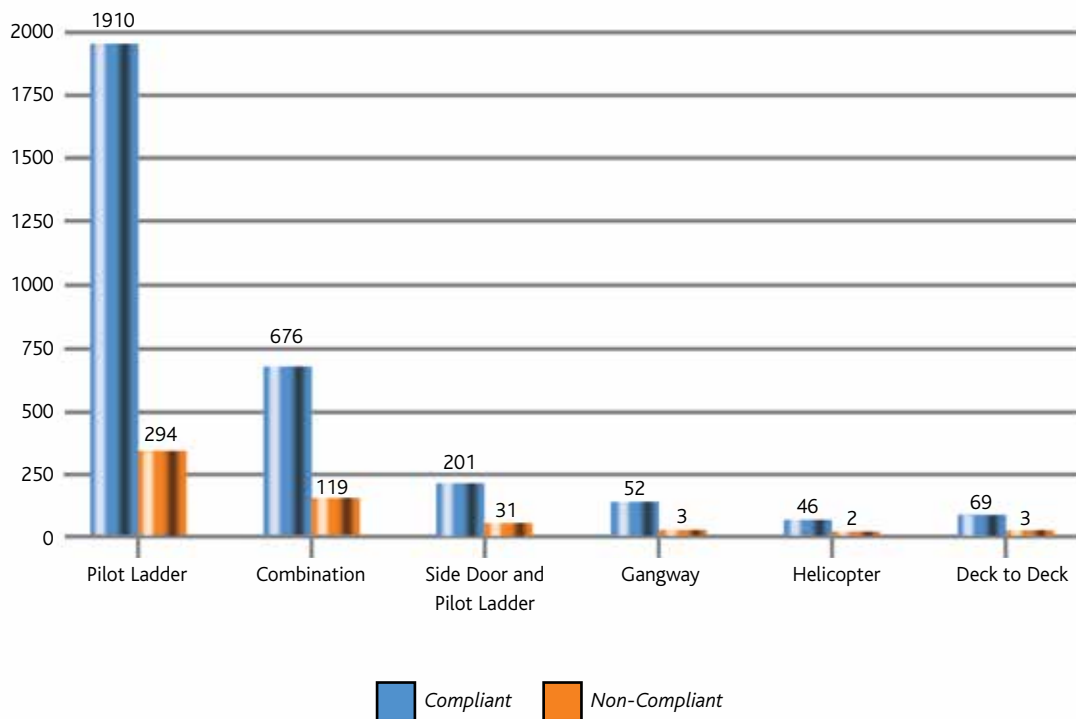
MEANS OF TRANSFER

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

MEANS OF TRANSFER	TOTAL NUMBER	COMPLIANT	NON COMPLIANT	NON COMPLIANT AS %
Pilot Ladder	2204	1910	294	13.34
Combination	795	676	119	14.97
Side Door and Pilot Ladder	232	201	31	13.36
Gangway	55	52	3	5.45
Helicopter	48	46	2	4.17
Deck to Deck	72	69	3	4.17



COMPLIANCE AND NON-COMPLIANCE BY MEANS OF TRANSFER





NON-COMPLIANCE BY TYPE OF DEFECT

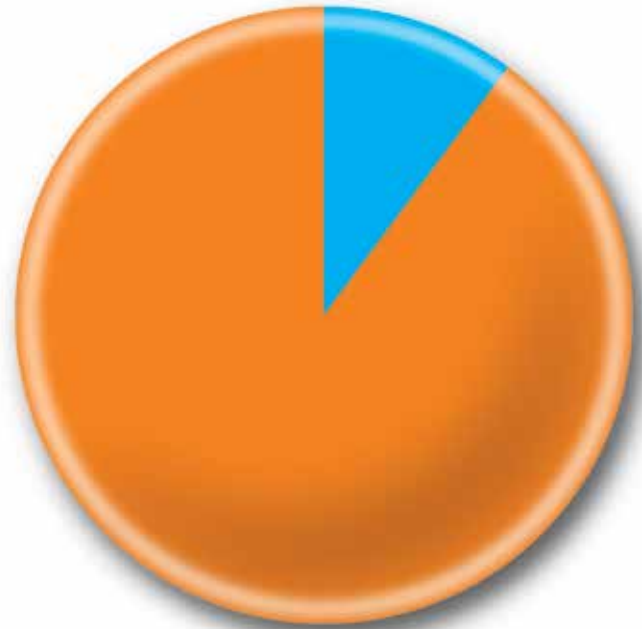
The first pie chart shows the percentage of the defects that were reported and not reported to the Authority. The second pie chart shows non-compliance by type of defect. Both the number and percentage are shown.

DEFECTS REPORTED TO AUTHORITY

TOTAL NUMBER OF NON-COMPLIANT SHIPS IN SURVEY REPORTED	446
Number of defects reported to Authority	46
% of non-compliant ships reported	10.31
% of non-compliant ships not reported	89.69


% of non-compliant ships reported 


% of non-compliant ships not reported 





NON-COMPLIANCE BY TYPE OF DEFECT

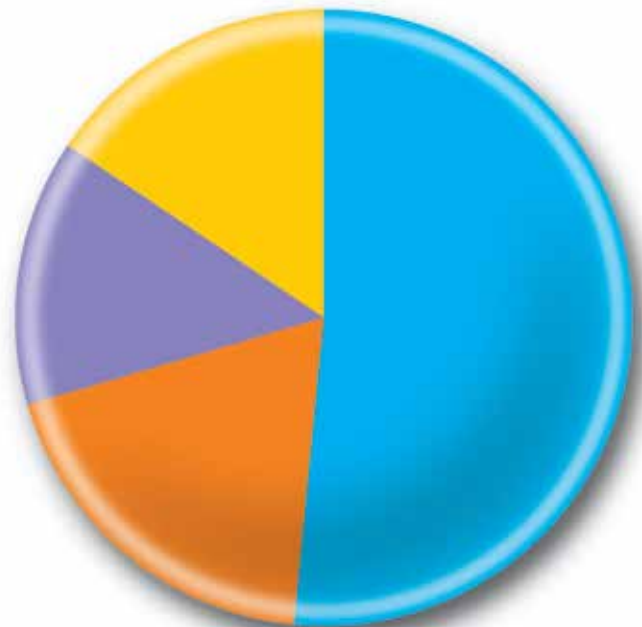
NON-COMPLIANT BY TYPE OF DEFECT	TOTAL	AS %
Pilot ladder	310	51.32
Bulwark/Deck	116	19.21
Combination	82	13.58
Safety Equipment	96	15.89
TOTAL	604	

Pilot Ladder 

Bulwark/Deck 

Combination 

Safety Equipment 



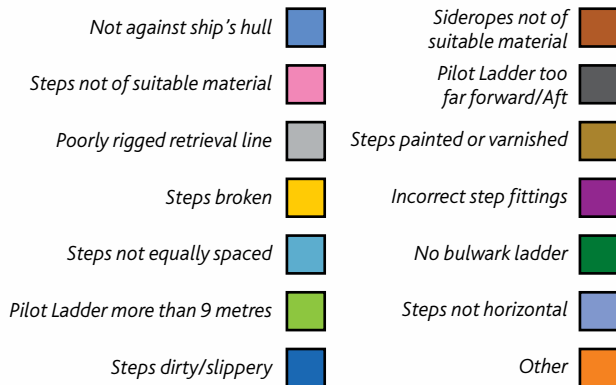
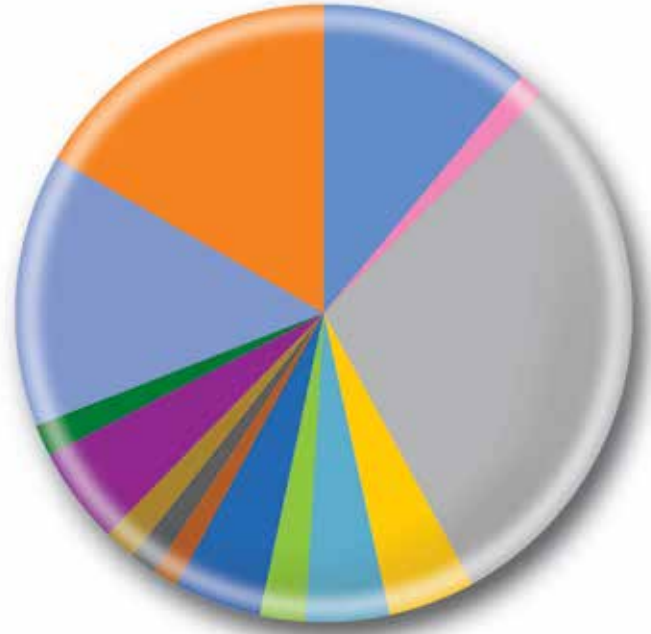


NON-COMPLIANCE BY TYPE OF DEFECT

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.

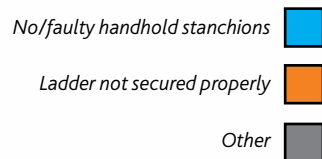
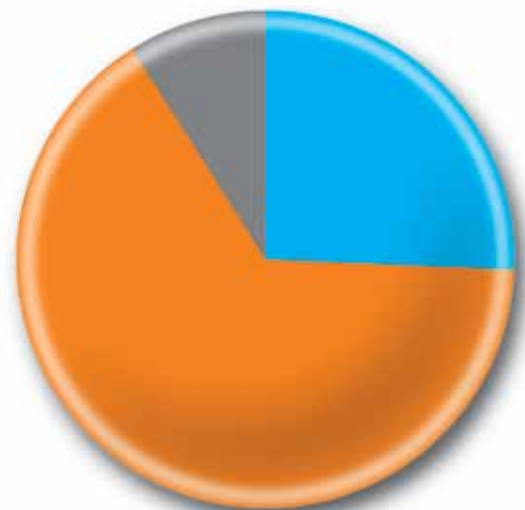
DEFECTS OF PILOT LADDER	TOTAL	AS %
Not against ship's hull	47	11.22
Steps not of suitable material	5	1.19
Poorly rigged retrieval line	125	29.83
Steps broken	18	4.3
Steps not equally spaced	19	4.53
Pilot Ladder more than 9 metres	9	2.15
Steps dirty/slippery	19	4.53
Sideropes not of suitable material	5	1.19
Pilot Ladder too far forward/Aft	7	1.67
Steps painted or varnished	6	1.43
Incorrect step fittings	22	5.25
No bulwark ladder	6	1.43
Steps not horizontal	60	14.32
Other	71	16.95
TOTAL	419	

DEFECTS OF PILOT LADDER



DEFECTS OF BULWARK / DECK	TOTAL	AS %
No/faulty handhold stanchions	34	25.56
Ladder not secured properly	87	65.41
Other	12	9.02
TOTAL	133	

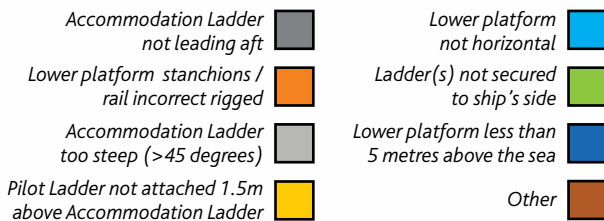
DEFECTS OF BULWARK / DECK



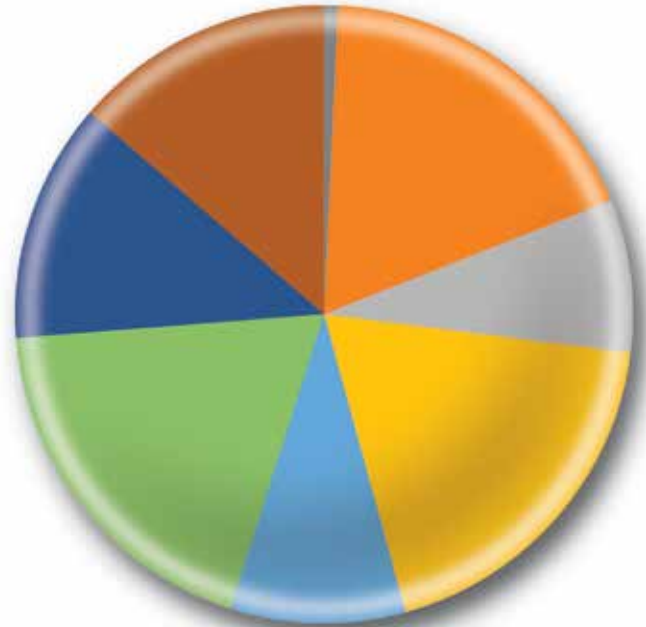
NON-COMPLIANCE BY TYPE OF DEFECT

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.

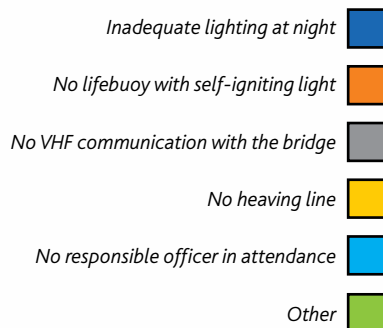
COMBINATION DEFECTS	TOTAL	AS %
Accommodation Ladder not leading aft	1	0.65
Lower platform stanchions / rail incorrect rigged	28	18.3
Accommodation ladder too steep (>45 degrees)	12	7.84
Pilot Ladder not attached 1.5m above Accommodation Ladder	29	18.95
Lower platform not horizontal	14	9.15
Ladder(s) not secured to ship's side	29	18.95
Lower platform less than 5 metres above the sea	19	12.42
Other	21	13.73
TOTAL	153	



COMBINATION DEFECTS



SAFETY EQUIPMENT DEFECTS	TOTAL	AS %
Inadequate lighting at night	22	14.47
No lifebuoy with self-igniting light	42	27.63
No VHF communication with the bridge	26	17.11
No heaving line	21	13.82
No responsible officer in attendance	38	25
Other	3	1.97
TOTAL	152	



SAFETY EQUIPMENT DEFECTS



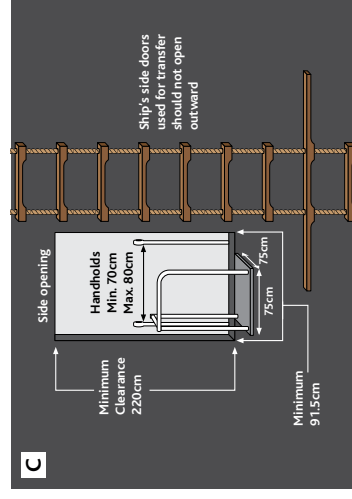
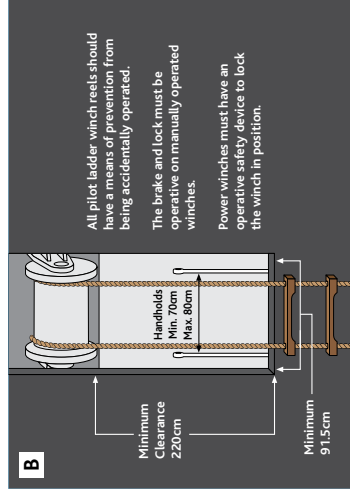
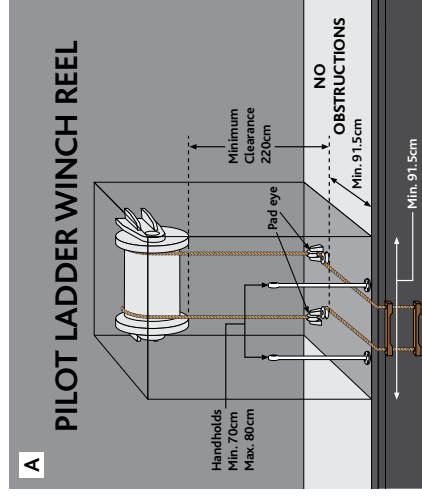
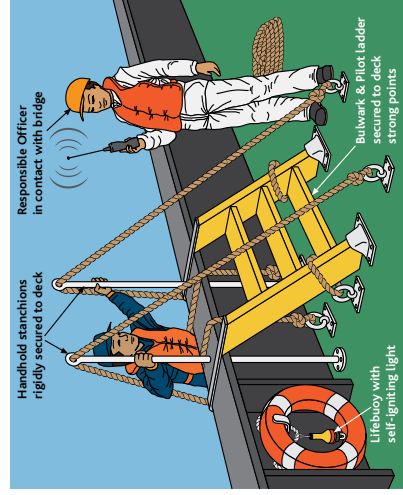
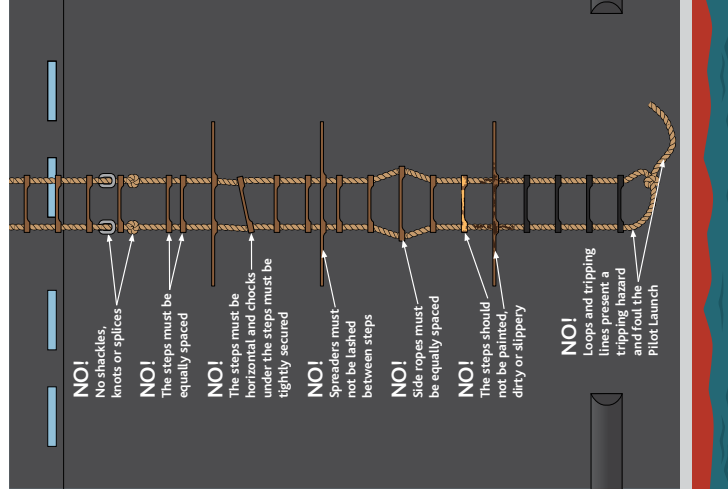
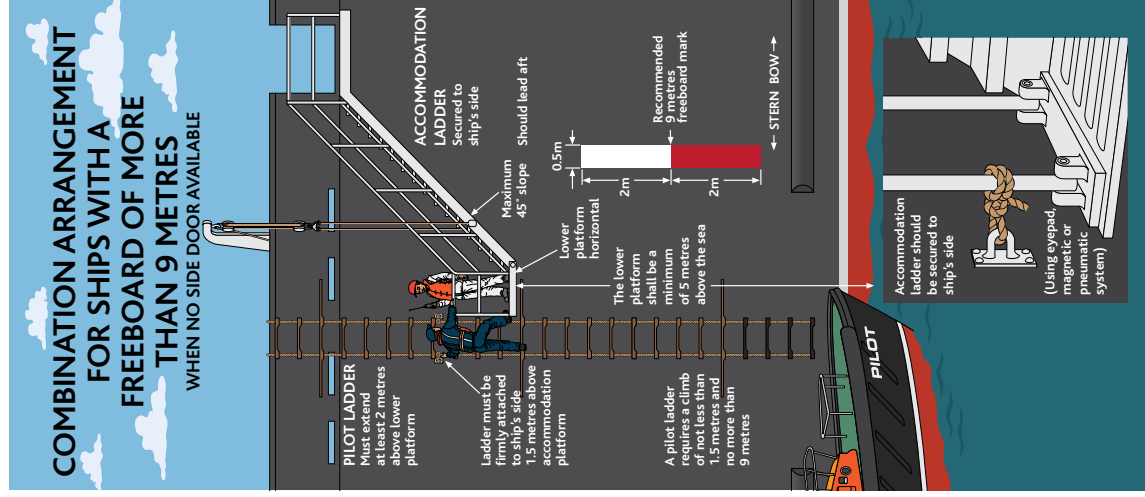
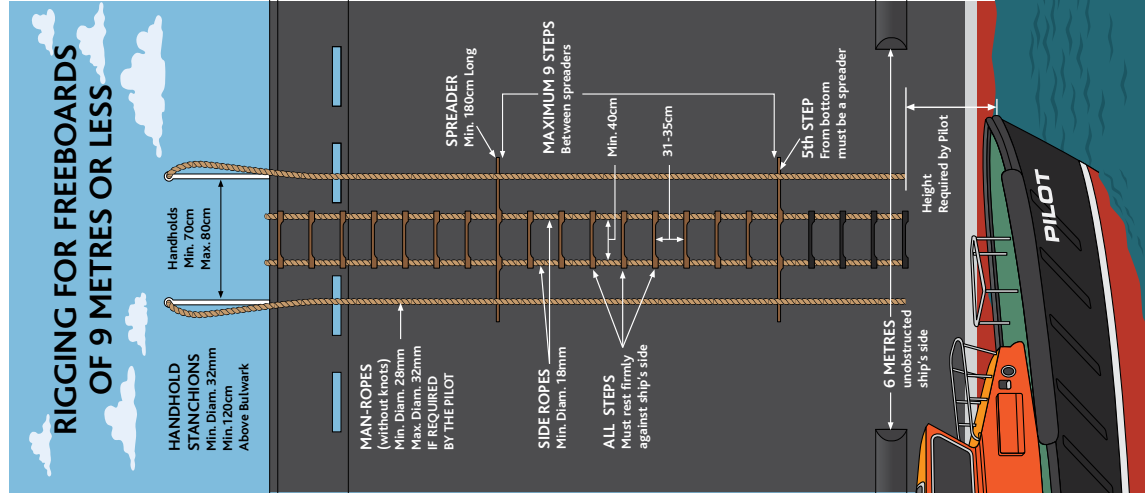
REQUIRED BOARDING ARRANGEMENTS FOR PILOT



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

INTERNATIONAL MARITIME PILOTS' ASSOCIATION

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