

SAFETY CAMPAIGN



2020



INTRODUCTION

CONTENTS

- 2 Near miss on a Pilot Ladder
- Beliefs
- 3 Foreword
- 4 Participants
- 5 Vessel Type
- 6 Means of Transfer
- 7-9 Non-Compliance by Type of Defect
- 10 Required Boarding Arrangements for Pilot
- 11 IMPA Officers and Secretariat

NEAR MISS ON A PILOT LADDER

The 1st of October is always an important date for me as it marks the start of the IMPA Pilot ladder survey, this year was a marked with my own near miss on a Pilot ladder when one of the side ropes parted above my head just as I was about to place my hand on it.

It was day light, 20 miles out in the Southern North Sea hanging on one side rope 5 mtrs above the sea. I heard a shout from the deck hand below me "Hang on we are coming

back in", my thoughts at the time was "up or down". I decided to climb down carefully to the Pilot boat. The deck hand assisted me back on board and the skill of the Launch Coxswain in manoeuvring the Pilot boat back alongside prevented a serious outcome. Hanging on one side rope above the North Sea certainly highlights the danger of our job but also the importance of the data gathered in the IMPA annual survey.

Captain Hywel J Pugh



Ladder liberally splattered with 'red lead' paint which should have immediately condemned it.

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 2020

Minimum acceptable standards related to maritime safety are prescribed by the SOLAS Convention. SOLAS regulation V/23 and associated supporting IMO Assembly Resolution A.1045(27) as amended by Resolution 1108(29) and MSC.1/Circ.1428 specifically address pilot ladders. These standards have been adopted by IMO and, by association all Maritime Nations and all Non-Governmental Maritime Organisations.

Annual IMPA Pilot Ladder Surveys repeatedly demonstrate a consistent level of non-compliance with SOLAS regulation V/23. The 2020 survey returned a record number of reports; disappointingly results remain broadly in line with previous surveys. Furthermore, lives are still being lost.

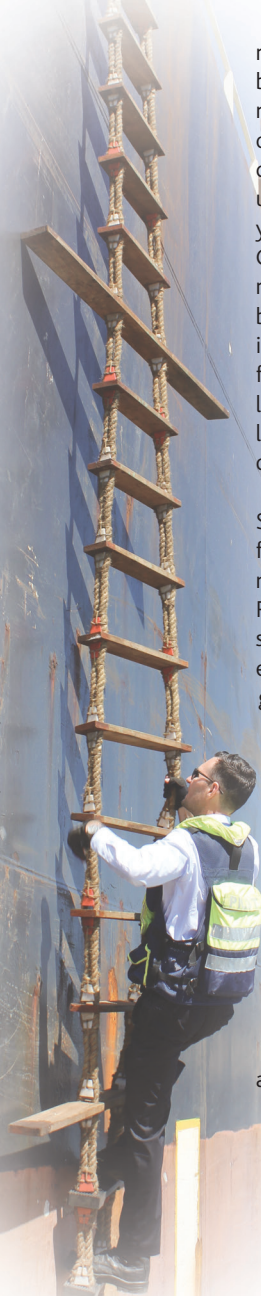
Every year pilots are killed whilst embarking or disembarking via pilot ladders. One particular death this year highlights the persistent indifference of the industry as a major causal factor. A pilot fell to his death trying to board a ship which presented a proscribed pilot boarding arrangement. Many pilots question why this ship was allowed to trade.

Regrettably, we continue to find an unacceptable proportion of the world's maritime fleet failing to provide safe pilot boarding arrangements. Would such a non-compliance rate with

respect to fire extinguishers in an office be acceptable? Would a similar rate of non-compliance for lifesaving appliances on a vessel be tolerable? We all take considerable measures to avoid having to use firefighting and lifesaving appliances, yet rightly insist that they must meet Convention requirements. Why then, with regard to pilot ladders, which we expect to be used on a daily basis, is the maritime industry so heedless? It is not uncommon for a pilot, having refused a non-compliant ladder, to be then offered a compliant ladder that the Master normally keeps to one side for Port State Control inspections.

Sadly, the maritime industry repeatedly fails to implement its own agreed minimum standards. The adoption of IMO Resolutions is not "job done!" It is "job started!" All stakeholders should ensure that the recommendations and guidelines in Resolutions and circulars are adhered to.

Keeping mariners safe should not be seen as an optional extra in a modern maritime industry. Ship's Masters, Owners and all regulatory bodies have their part to play. All the photographs of non-compliant arrangements in this report were taken by pilots during the short period of the survey, all of them have had the approval of the Master, Shipowner, Flag State, Port State and Classification Society.





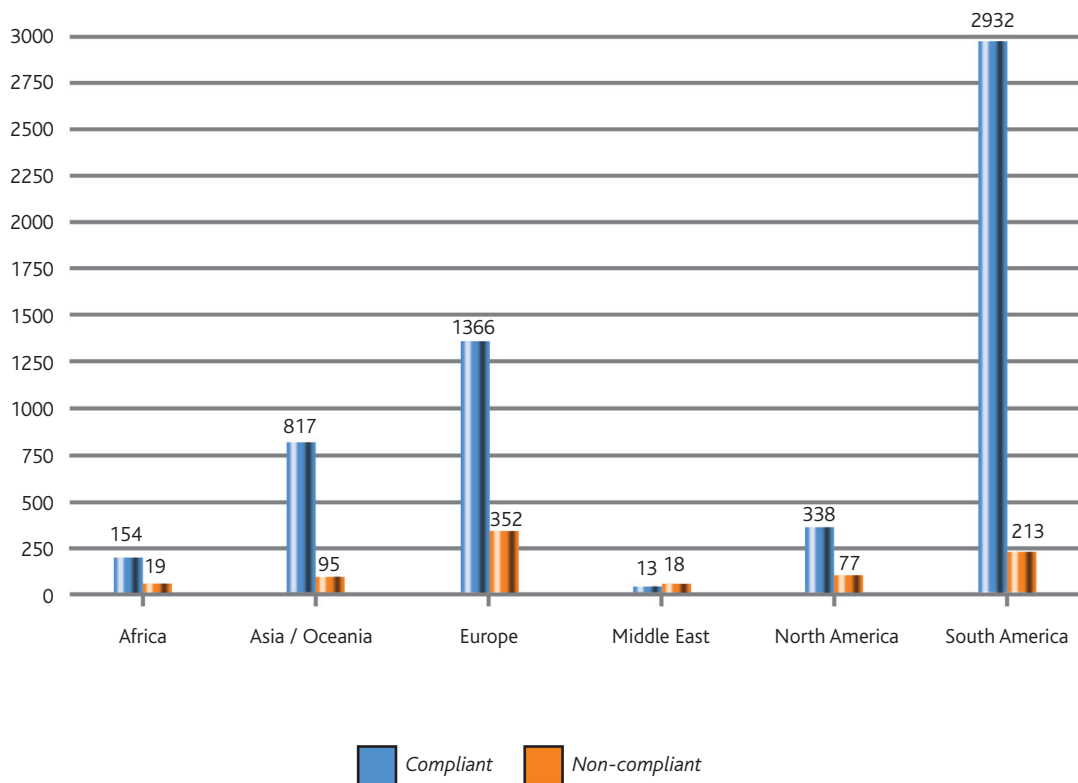
PARTICIPANTS

The chart below shows 6,394 returns from participating IMPA members which have been grouped into 6 geographical areas.

COUNTRY	TOTAL RETURNS	COMPLIANT	NON COMPLIANT	NON COMPLIANT AS %
Africa	173	154	19	10.98
Asia / Oceania	912	817	95	10.42
Europe	1718	1366	352	20.49
Middle East	31	13	18	58.06
North America	415	338	77	18.55
South America	3145	2932	213	6.77
TOTAL	6394	5620	774	12.11



COMPLIANCE AND NON-COMPLIANCE BY REGION



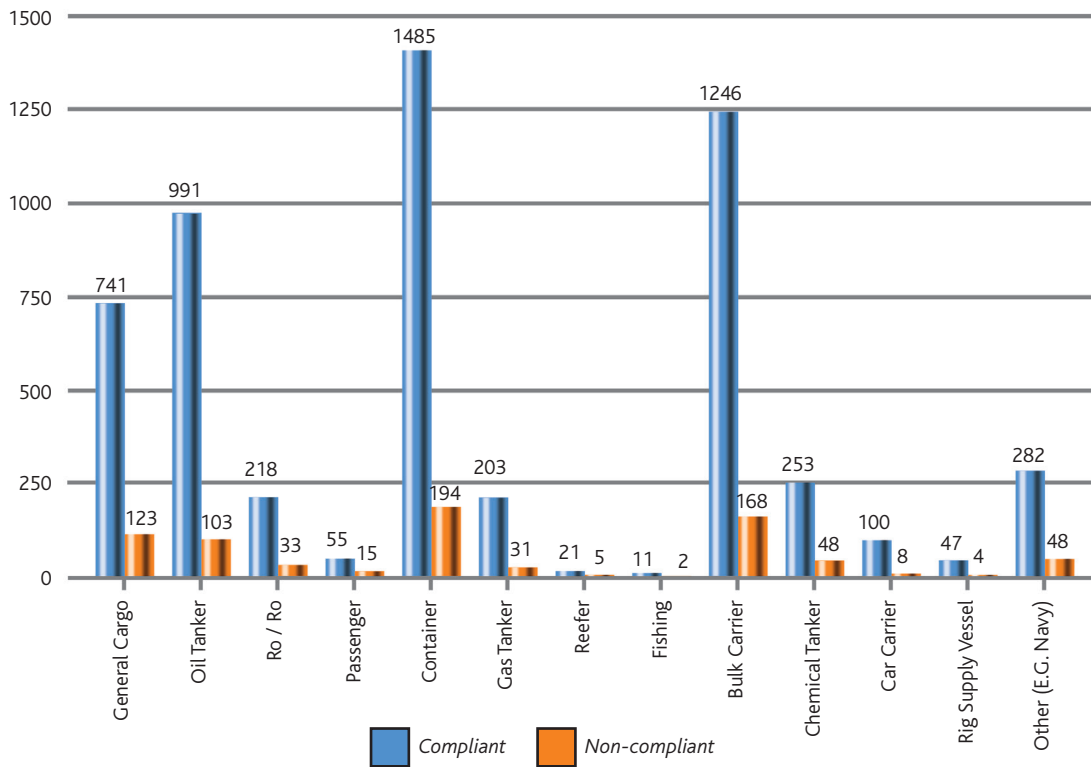
VESSEL TYPE

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	864	741	123	14.24
Oil Tanker	1094	991	103	9.41
Ro/Ro	251	218	33	13.15
Passenger	70	55	15	21.43
Container	1679	1485	194	11.55
Gas Tanker	234	203	31	13.25
Reefer	26	21	5	19.23
Fishing	13	11	2	15.38
Bulkcarrier	1414	1246	168	11.88
Chemical Tanker	301	253	48	15.95
Car Carrier	108	100	8	7.41
Rig Supply Vessel	51	47	4	7.84
Other (E.G. Navy)	330	282	48	14.55



COMPLIANCE AND NON-COMPLIANCE BY VESSEL TYPE





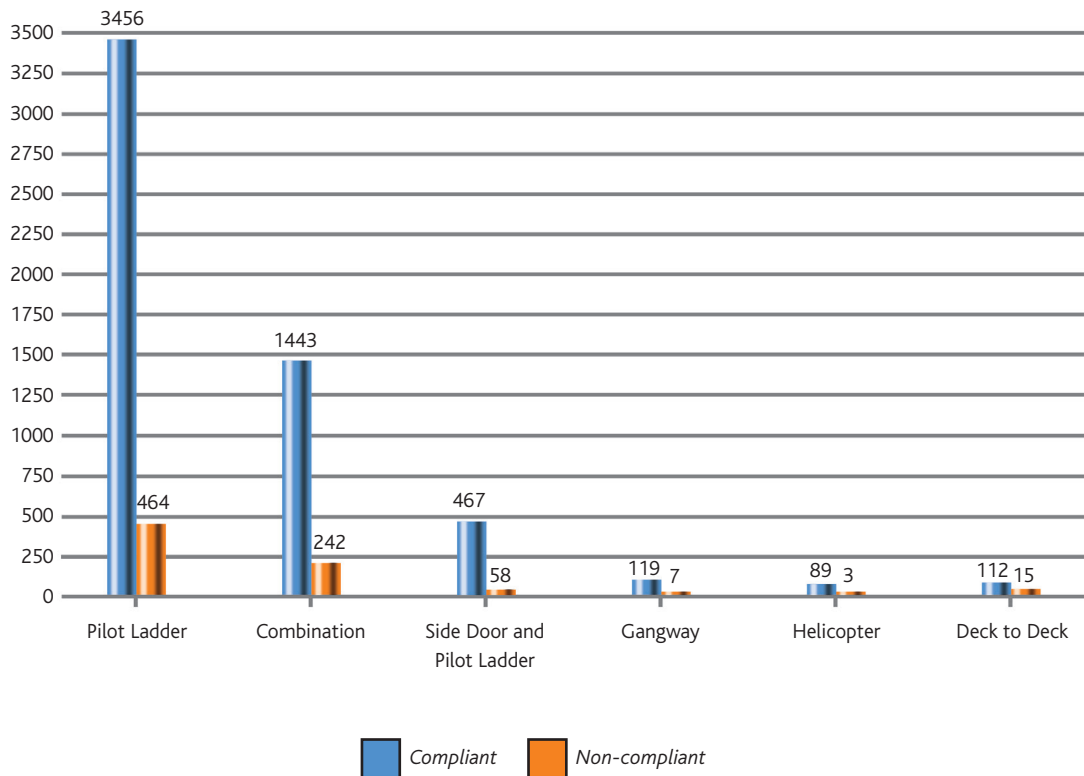
MEANS OF TRANSFER

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	3920	3456	464	11.84
Combination	1685	1443	242	14.36
Side Door and Pilot Ladder	525	467	58	11.05
Gangway	126	119	7	5.56
Helicopter	92	89	3	3.26
Deck to Deck	127	112	15	11.81
TOTAL	6475	5686	789	



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	774
Number of defects reported to Authority	96
% of ships reported	12.4
% of ships not reported	87.6


% of ships reported 


% of ships not reported 





NON-COMPLIANCE BY TYPE OF DEFECT

NON-COMPLIANT BY TYPE OF DEFECT	TOTAL	AS %
Pilot ladder	492	50.51
Bulwark/Deck	228	23.41
Combination	141	14.48
Safety Equipment	113	11.6
TOTAL	974	

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	69	10.36
Steps not of suitable material	5	0.75
Poorly rigged retrieval line	138	20.72
Steps broken	22	3.3
Steps not equally spaced	29	4.35
Pilot Ladder more than 9 metres	5	0.75
Steps dirty/slippery	29	4.35
Sideropes not of suitable material	8	1.2
Pilot Ladder too far forward/Aft	17	2.55
Steps painted	19	2.85
Incorrect step fittings	34	5.11
No bulwark ladder	7	1.05
Steps not horizontal	121	18.17
Other	163	24.47
TOTAL	666	

DEFECTS OF PILOT LADDER



- | | | | |
|---------------------------------|--|------------------------------------|--|
| 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/slippery | | Other | |

DEFECTS OF BULWARK / DECK	TOTAL	AS %
No/faulty handhold stanchions	44	17.39
Ladder not secured properly	183	72.33
Other	26	10.28
TOTAL	253	

DEFECTS OF BULWARK / DECK



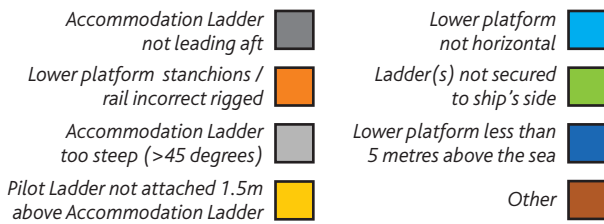
- | | |
|-------------------------------|--|
| No/faulty handhold stanchions | |
| Ladder not secured properly | |
| Other | |



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.

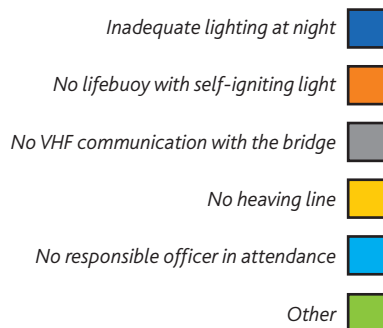
COMBINATION DEFECTS	TOTAL	AS %
Accommodation Ladder not leading aft	2	0.81
Lower platform stanchions / rail incorrect rigged	32	12.96
Accommodation ladder too steep (>45 degrees)	22	8.91
Pilot Ladder not attached 1-5m above Accommodation Ladder	59	23.89
Lower platform not horizontal	31	12.55
Ladder(s) not secured to ship's side	51	20.65
Lower platform less than 5 metres above the sea	26	10.53
Other	24	9.72
TOTAL	247	



COMBINATION DEFECTS



SAFETY EQUIPMENT DEFECTS	TOTAL	AS %
Inadequate lighting at night	36	21.43
No lifebuoy with self-igniting light	49	29.17
No VHF communication with the bridge	10	5.95
No heaving line	36	21.43
No responsible officer in attendance	31	18.45
Other	6	3.57
TOTAL	168	



SAFETY EQUIPMENT DEFECTS



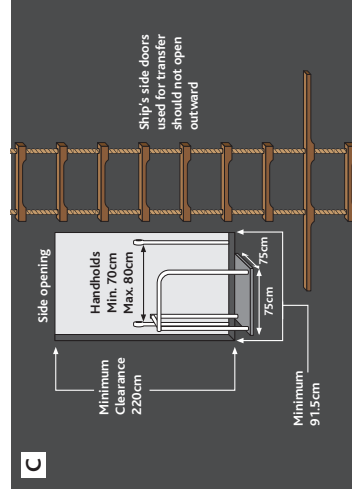
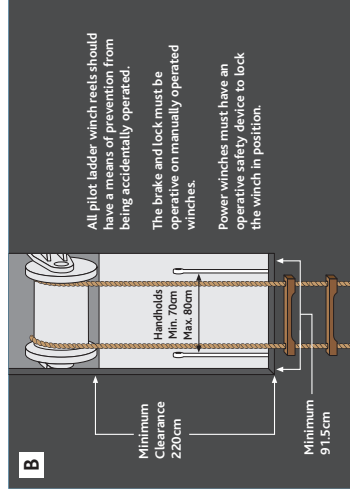
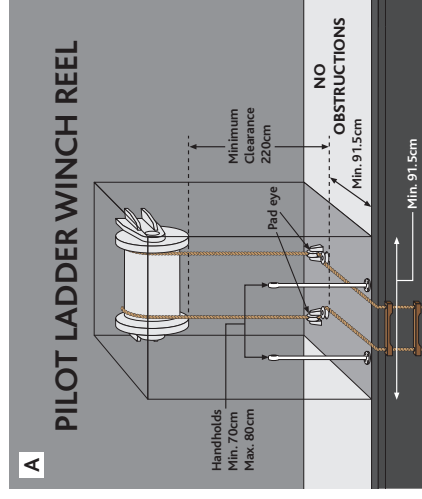
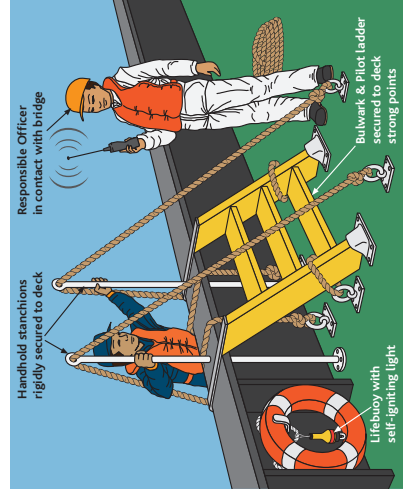
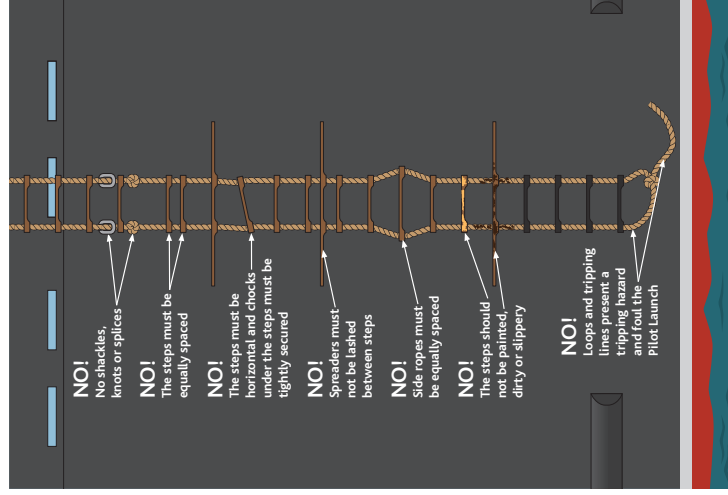
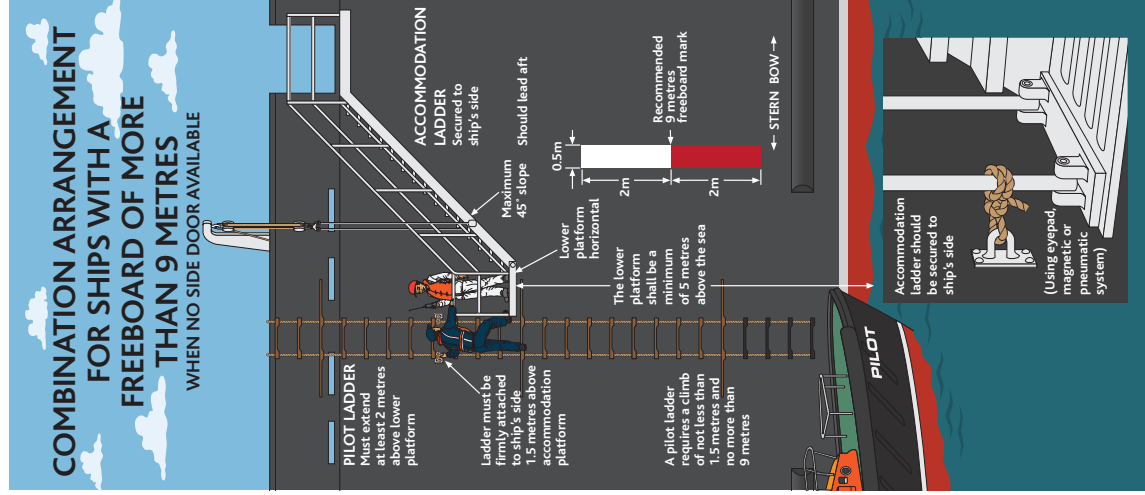
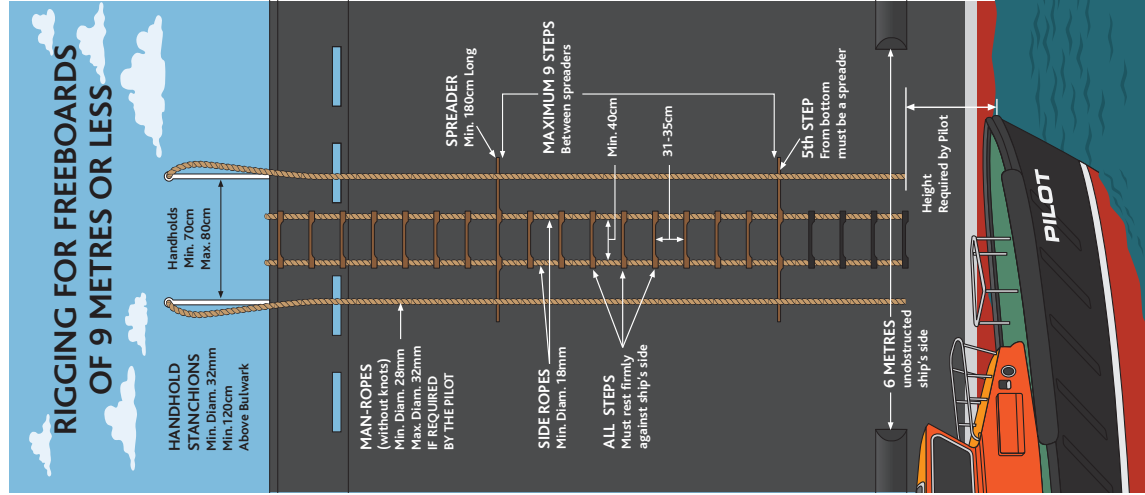
REQUIRED BOARDING ARRANGEMENTS FOR PILOT



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

INTERNATIONAL MARITIME PILOTS' ASSOCIATION

H.Q.S. "Wellington" Temple Stairs, Victoria Embankment, London WC2R 2PN Tel: +44 (0)20 7240 3973 Email: office@impahq.org
 This document and all IMO Pilot-related documents are available for download at: <http://www.impahq.org>



THE INTERNATIONAL MARITIME PILOT'S ASSOCIATION

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International Maritime Pilots' Association (IMPA)

HQS Wellington, Temple Stairs, Victoria Embankment, London WC2R 2PN

Telephone: +44 20 7240 3973

Email: office@impahq.org Website: www.impahq.org