

SUB-COMMITTEE ON IMPLEMENTATION
OF IMO INSTRUMENTS
6th session
Agenda item 4

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**LESSONS LEARNED AND SAFETY ISSUES IDENTIFIED FROM THE ANALYSIS
OF MARINE SAFETY INVESTIGATION REPORTS**

Safe pilotage practice

Submitted by the International Maritime Pilots' Association (IMPA)

SUMMARY

<i>Executive summary:</i>	This document comments on and provides an overview on lessons learned and safety issues identified from the analysis of marine safety investigation reports regarding recent incidents involving ultra large containerships (ULCSs) whilst under pilotage
<i>Strategic direction, if applicable:</i>	6
<i>Output:</i>	6.4
<i>Action to be taken:</i>	Paragraph 8
<i>Related document:</i>	Resolution A.960 (23), annex 2

Background

1 IMPA has been following closely certain incidents involving ultra large containerships (ULCSs) in port/pilotage areas, which have resulted in injury to port workers and included damage to the ship, port and cargo-handling infrastructure.

The way forward

2 Section 5 of annex 2 of the *Recommendations on Training and Certification and on Operational Procedures for Maritime Pilots other than Deep-Sea Pilots* (resolution A.960(23)), relates to the master – pilot information exchange before the piloting/berthing procedure commences.

3 Accordingly, as a first step, it is suggested that all pilotage authorities should ensure that pilots are fully familiar with the recommendations outlined in annex 2 of resolution A.960(23).

4 It is important for port and pilotage authorities to drive home the message to pilots and ship operators on the imperative need for an exchange of information between the master and the pilot and for the bridge team to take an active role in the ship's navigation in support of the pilot.

5 The other practical issues that are of relevance are:

- .1 inter-port rivalry for handling of ever larger ships may compromise safety judgments and propose ships movements that involve excessive risk owing to inadequate under keel clearance (UKC), channel width, safe turning basins, or other necessary navigation infrastructure;
- .2 machinery failure;
- .3 rudders with small surface areas and software managed engines to improve fuel economy make ship manoeuvring ever more difficult;
- .4 absence and shortage of adequate number of assist tugs of suitable power for the size of the ships being handled; and
- .5 escort tugs and/or powerful tugs for steering/pushing a ship away from a developing incident area.

6 From a closer review of a recent Marine Accident Investigation Branch (MAIB) report of such incidents, some pertinent issues outlined above in paragraphs 5.1 to 5.5 relating to operational pilotage/berthing matters are of relevance. In terms of planning and execution of the ships' movement, there is always the important need for a master – pilot information exchange (resolution A.960(23), annex 2, section 5) and for the bridge team to take an active role in the ships' navigation in support of, and cooperation with, the pilot.

7 There is also a pressing need for coordination in management of pilotage and port operations in respect of ULCSs. This is the norm in most major container ports. Impractical Key Performance Indicators (KPIs) for pilotage/berthing movements and their corresponding relationship to financial incentives can lead to unfortunate incidents/accidents.

Action requested of the Sub-Committee

8 The Sub-Committee is invited to take note and action as appropriate, taking into consideration the following:

- .1 IMPA is of the view that compliance with the very basic elements of safe pilotage practice outlined above merit careful consideration including an expert review by the Working Group on Analysis of Marine Safety Investigation Reports, if established; and
- .2 it is hoped that the relevant expert recommendations can then be shared as deemed appropriate globally by IMPA with pilotage authorities to improve operational safety and to enhance safe berthing procedures in ports.