

1. Background

The House of Commons Transport Committee published report HC840 Marine Pilotageⁱ on 7 March 2013. Amongst its conclusions (p3):

“There are no national standards defining what qualifications someone needs before becoming a marine pilot or what training they should undertake to remain authorised. Industry-led national occupational standards have recently been agreed. We expect the Government to use its influence to persuade harbour authorities not initially keen to accept the national standards to sign up. If national standards are not adopted by harbour authorities which have authorised pilots the case for legislation on this matter will be compelling.”

The Government’s response HC79ⁱⁱ published on 16 May 2013 concluded that (p2-3):

“Given the continued commitment and activity of ports in relation to safety, the Government considers that a light-touch regulatory environment, with the emphasis on an industry-led approach to achieving effective safety arrangements, is a proportionate response to the risks to navigation. We consider that those who work in the maritime sector, whether ports or shipping, employers or employees, are best placed to determine good practice and support common improvement.

Ports have sponsored the development of NOS for the industry (including standards for pilotage) by PSS, which is a clear demonstration of their support for the use of NOS ... the Guide to Good Practice commends the use of NOS developed by PSS, thus setting a clear expectation that all ports should be applying them where appropriate.

The industry’s target for making the maritime pilot certificate available is the end of 2015, and the Government supports that target. This certificate will be an important output and it is vital to get it right. PSS is currently working on the development of the harbourmaster certificate scheme ... learning from the development of the harbourmaster certificate will be invaluable to expediting the production of the maritime pilot certificate, and should enable the target of 2015 to be met. The certificates will be directly based on NOS and, again, the Guide to Good Practice will be used as a means to encourage adoption of the scheme by Competent Harbour Authorities (CHAs).”

2. Purpose of having the proposed industry sponsored national Marine Pilotage certificate

2.1. Competent Harbour Authority or Individual Pilots’ Association

The certificate will enable a Competent Harbour Authority (CHA) or Individual Pilots’ Association (IPA) to show that their training and authorisation procedures are consistent with the Marine Pilotage National Occupational Standards (NOS), meet the Marine Pilotage parts of the PMSC guide to good practice and are consistent with the principles of IMO Resolution A960 "Recommendations on Training and Certification of Maritime Pilots other than Deep Sea Pilots"

2.2. Individual Marine Pilots

The certificate will enable individual pilots to show that they have completed training, been assessed against and met the standards of the Marine Pilotage NOS, met those elements of the PMSC guide to

good practice related to Marine Pilotage and been trained and certificated in line with the principles of IMO Resolution A960

In both cases this will have been shown via an independent, auditable process.

3. Endorsement of the scheme

The scheme will only be viable if it is endorsed by the MCA, consequently all aspects will be open to thorough inspection at any stage by the MCA. An Operating Body for the national marine pilotage certificate will be responsible for ensuring sufficient management controls are in place for the MCA to endorse. The certificate will also be endorsed by UKMPA and PSS.

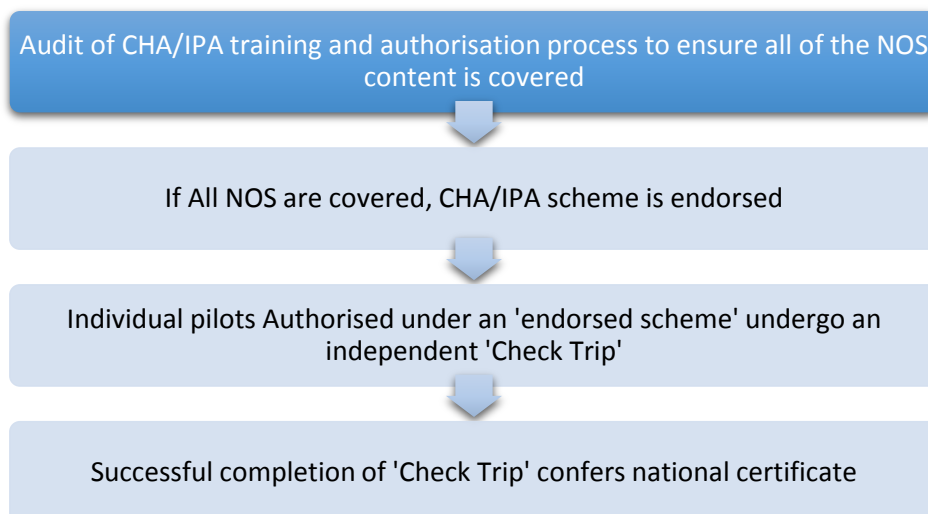
4. How it would work

There will be two routes; one to endorse a CHA or IPA training scheme and one to assess individual pilots who are not in an endorsed training scheme

4.1. Endorsing (CHA and IPA) Training Schemes

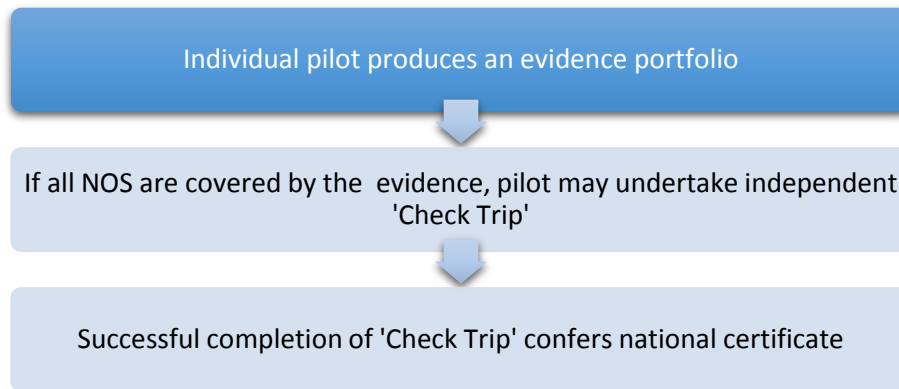
An audit process will be put into place to ensure that all of the Performance (P) and Knowledge (K) content of the Marine Pilotage NOS are covered by a CHA/IPA's: entry, training and assessment requirements. Once a CHA/IPA scheme is endorsed, its authorised pilots may complete an independently assessed 'check trip'. Successful completion of the check trip will confer the national certificate to the individual pilot.

Pathway One - Endorsement of CHA/IPA scheme



4.2. Individual pilot scheme

If the CHA/IPA scheme is not endorsed, there will be a process by which the individual pilot can provide an evidence portfolio and have a check trip



4.3. Check trips

No pilot will get a national certificate without having had a check trip. Similar to a driving test selected key parts of the NOS will be assessed on the Check Trip, but not the entire NOS content.

5. Assessment

5.1. Mandatory NOS

The provision of evidence covering all of the NOS content except that relating to Tug operations will be mandatory¹. Only CHA/IPA and pilots that cover all of the NOS (except Tugs) will be able to obtain national certification.

5.2. Existing Marine Qualifications

Certificate of Competence STCW Regulation 11/2 Master Unlimited or STCW Regulation 11/2 Chief Mate Unlimited² will be accepted as evidence of meeting certain parts of the NOS performance, knowledge and understanding. Other qualifications will not be accepted as accredited prior learning.

5.3. Stages of assessment

There will be two stages of assessment:

- a quality assurance assessment which will look and feel more like an audit to establish that the CHA/IPA training scheme or individual pilot portfolio has covered all of the mandatory NOS content
- on-job assessment on the Check Trip

5.4. Quality Assurance

¹ Where Tugs are employed, the CHA/IPA or individual pilot will be able to get an extra Tug endorsement

² MGN 92 Certificate of competency deck, p3 - <https://www.gov.uk/government/publications/mgn-92-certificate-of-competency-deck>

There will be assessment proforma, assessor QA training and assessor Check Trip training. There will also be an external verifier role with associated training. As a minimum assessors must be formally qualified and authorised pilots, have conducted an act of pilotage within the previous 12 months and have completed the assessor training. Only authorised pilots will be able to conduct check trip assessments.

CHA/IPAs will not be able to conduct the QA or Check Trip assessment themselves. Assessors will be independent.

Only CHA/IPA schemes that include practical on-job training and assessment delivered by an authorised pilot as part of their syllabus will be eligible for a national certificate.

6. Recertification

A national marine pilotage certificate will be valid for 5 years from date of issue. A pilot who has achieved the national certificate and is at future dates re-validated by the CHA within 5 years will have their national marine pilotage certificate automatically re-validated at the same time. Certification date will run in parallel with their CHA authorisation. This will continue until the pilot is no-longer authorised. CHA/IPA endorsed schemes will be re-assessed/endorsed at a period not greater than 5 years.

7. Governance and Certification

An Operating Body for the national marine pilotage certificate scheme will be set up, composed of employer and UKMPA members. The Operating Body will manage the scheme, liaise with MCA and handle items such as appeal processes etc. Record keeping, will be managed by the Organising Body. The MCA may sit on the Operating Body or observe meetings and records at their discretion.

ⁱ [Link HC840](#)

ⁱⁱ [Link HC79](#)