MAIN CAUSES OF TUG INCIDENTS

• TOO HIGHER SPEED FOR GIVEN CIRCUMSTANCES
• OUT OF POSITION AT THE WRONG TIME
• POOR OR LACK OF COMMUNICATION BETWEEN THOSE INVOLVED
RESULTING IN THE FOLLOWING

• CAPSIZING
• GIRTING
• COLLISION
• DOWN FLOODING - SINKING
HIGH SPEED = HIGH CONSEQUENCES IF IT GOES WRONG
INDIRECT TOWAGE NEEDS TO HAVE HIGHER SPEED THAN CONVENTIONAL TOWING OPERATIONS
PILOTS CAN HELP REDUCE THE LEVEL OF RISK

• PILOTS CAN PLAY A BIG PART IN REDUCING RISK LEVEL DURING SHIP ASSIST TOWAGE
• WHO CONTROLS THE SPEED OF THE OPERATION?
• WHO DECIDES WHICH BERTHING/SAILING PLAN TO USE?
• WHO DECIDES THE COMPOSITION OF AVAILABLE TUGS?
• WHO DECIDES THE POSITION OF TUGS?
• LET'S NOW DISCUSS HOW THE SITUATION COULD BE IMPROVED TO LOWER RISK
DEALING WITH THE ROOT CAUSE

• SPEED
• SPEED
• SPEED, IT’S THE NUMBER 1 ROOT CAUSE OF MAJOR INCIDENTS
• LACK OF FAMILIARISATION
• IMPROVE COMMUNICATION, NOT JUST ON THE JOB, POSSIBLY AT PILOT/TUG MASTER LIAISON MEETINGS
• ASCERTAIN BETTER UNDERSTANDING AND KNOWLEDGE
• COMMIT TO HOLD REGULAR MEETINGS WITH OPEN DIALOG BETWEEN TUG MASTERS AND PILOTS, INCLUDE OTHER RELEVANT STAKEHOLDERS LIKE VTS, OPS, HARBOUR MASTERS, WHENEVER POSSIBLE.
• ALL SOUNDS EASY, BUT IN REALITY IT HAS ALWAYS PROVEN DIFFICULT TO SUSTAIN.
LIAISON MEETINGS IMPROVE COMMUNICATION

• REQUIRE REAL COMMITMENT FROM ALL STAKEHOLDERS
• FORUM TO SHARE AND DISCUSS PREVIOUS INCIDENTS WHAT WENT WELL AND WHAT DID NOT
• SEEK GUIDANCE CONCERNING THE CAPABILITIES AND LIMITATIONS OF TUGS IN THEIR PORT OF OPERATION
• IMPROVE COMMUNICATION ON AND OFF THE WATER
• BETTER UNDERSTANDING OF SAFER ALTERNATIVES WITH REGARDS TO TRADITIONAL POSITIONS – COMBINATIONS - BERTHING/SAILING PATTERNS
Latest high speed berthing manoeuvre

Thank you any further questions?