

SAFETY CAMPAIGN



2018



OUR MISSION

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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.

Right and below: Compounding the danger to Pilots of non-SOLAS compliant Boarding Arrangements, is the efforts of some Administrations to force Pilots to use Elderly or Unsuitable vessels (like Tugs) to executive transfers. These two examples are both from Europe.



Please Note:

All the cover photographs were taken during the two-week survey period.



PILOT LADDER SAFETY SURVEY 2018

FOREWORD

Results this year suggest that there is a small improvement in the level of compliance, yet still one in eight pilot transfer arrangements fail to comply.

It is most welcoming that since last year many maritime stakeholders have referred to the IMPA pilot ladder safety report. Yet still so many stakeholders act as if SOLAS V/23 is optional or aspirational, rather than an internationally accepted standard. All maritime stakeholders need to stand up and take what action they can to improve pilot transfer safety.

Class Societies should ensure that when signing off boarding arrangements for vessels, that their primary consideration is safety rather than commercial expedience. Indeed, some societies have realised of late that their own surveyors use Pilot Ladders and suffer like Pilots from inadequate arrangements. Port and flag state inspectors should ensure their inspectors are familiar with SOLAS V/23 requirements and prepared to enforce their requirements. Shipowners' superintendents should ensure that the equipment purchased actually meets requirements rather

than simply rely on often fake certificates. Sadly, it is amongst some of the most respected of ship operators that we have found the most obvious non-compliant arrangements.

It should not be assumed however that all accidents are a result of non-compliance with SOLAS V/23. This is not the case, there are many other contributory factors. This last year there have been deaths in Portugal and Finland due to pilot boat issues which are not covered by SOLAS regulations. It is a sad fact that many major maritime administrations pay scant regard to the suitability of the craft that they employ to provide pilot transfer services. Once again cost rather than safety is the driver of some administrations providing unsuitable craft. Adoption of suitable codes for craft engaged in pilot transfers would help ensure they are fit for purpose.

The most perilous part of a vessel's voyage is in pilotage waters, which is why pilots are engaged. For pilots the most perilous part of their day is embarking and disembarking the vessel, which is why SOLAS V/23 is required. Your compliance, consideration and action are essential.



PARTICIPANTS

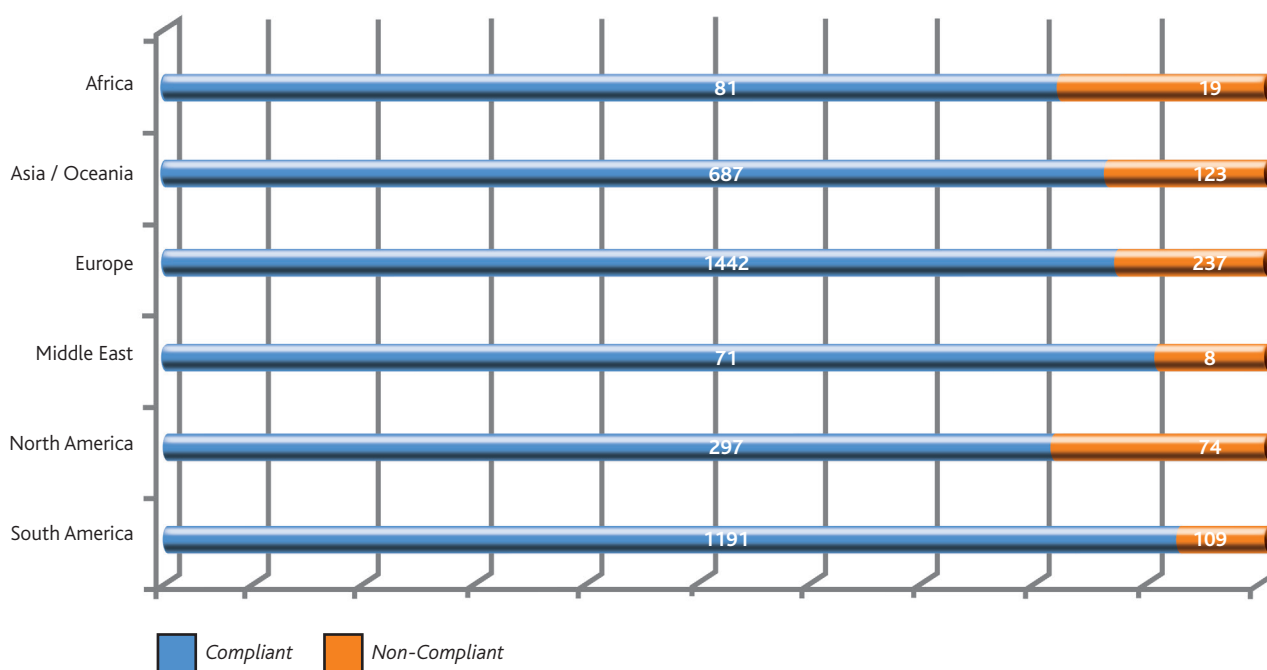
The chart below shows 4,339 returns from participating IMPA members which have been grouped into 6 geographical areas. The total non-compliance is shown as a percentage of total returns from each region and as a total.

COUNTRY	TOTAL RETURNS	COMPLIANT	NON COMPLIANT	NON COMPLIANT AS %
Africa	100	81	19	19.00
Asia / Oceania	810	687	123	15.19
Europe	1679	1442	237	14.12
Middle East	79	71	8	10.13
North America	371	297	74	19.95
South America	1300	1191	109	8.38
TOTAL	4339	3769	570	13.14

Right: Picture by
Rodge Musselwhite



COMPLIANCE BY REGION



VESSEL TYPE

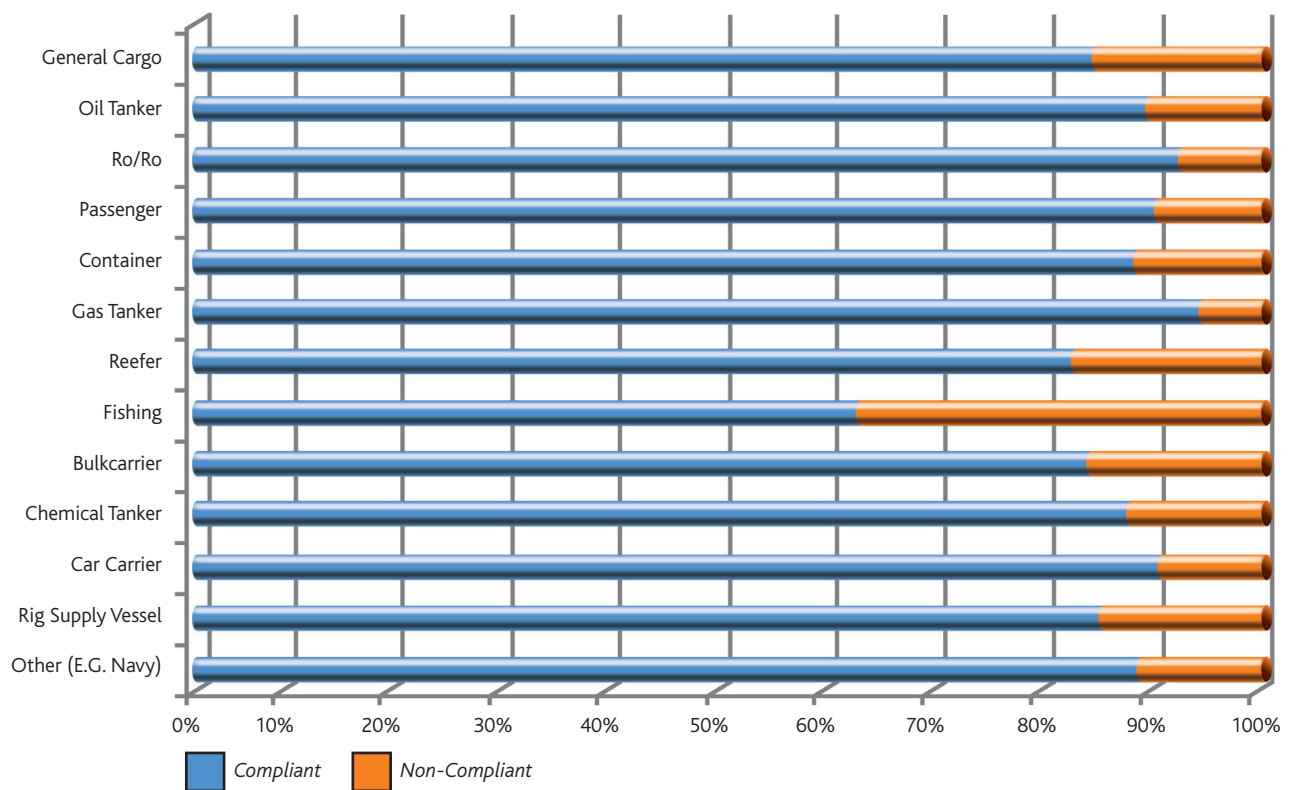
The following chart shows a break down of all returns by vessel type. Both the number and the percentage of non-compliant vessels by type are shown.

VESSEL TYPE	TOTAL NUMBER OF VESSELS	COMPLIANT	NON COMPLIANT	NON COMPLIANT AS %
General Cargo	621	519	102	16.43
Oil Tanker	712	628	84	11.8
Ro/Ro	162	148	14	8.64
Passenger	233	208	25	10.73
Container	946	830	116	12.26
Gas Tanker	165	154	11	6.67
Reefer	22	18	4	18.18
Fishing	13	8	5	38.46
Bulkcarrier	603	503	100	16.58
Chemical Tanker	308	267	41	13.31
Car Carrier	106	95	11	10.38
Rig Supply Vessel	115	97	18	15.65
Other (E.G. Navy)	400	352	48	12

Right: Picture by
Rodge Musselwhite



COMPLIANCE BY VESSEL TYPE





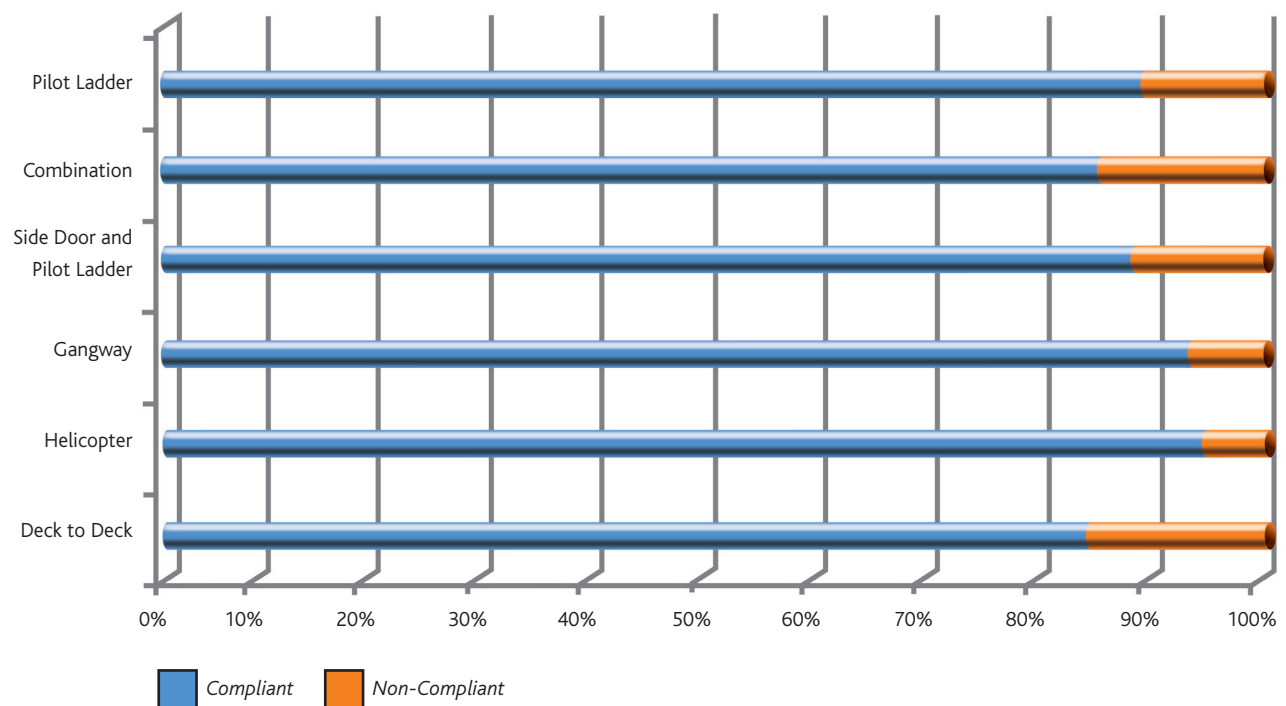
COMPLIANCE BY MEANS OF TRANSFER

The following chart shows a breakdown of all returns by means of transfer. Both the number and the percentage of non-compliant means of transfer by type are shown.

MEANS OF TRANSFER	TOTAL NUMBER	COMPLIANT	NON COMPLIANT	NON COMPLIANT AS %
Pilot Ladder	2729	2397	332	12.17
Combination	956	805	151	15.79
Side Door and Pilot Ladder	455	396	59	12.97
Gangway	82	76	6	7.32
Helicopter	45	42	3	6.67
Deck to Deck	164	136	28	17.07
TOTAL	4431	3852	579	



COMPLIANCE BY MEANS OF TRANSFER

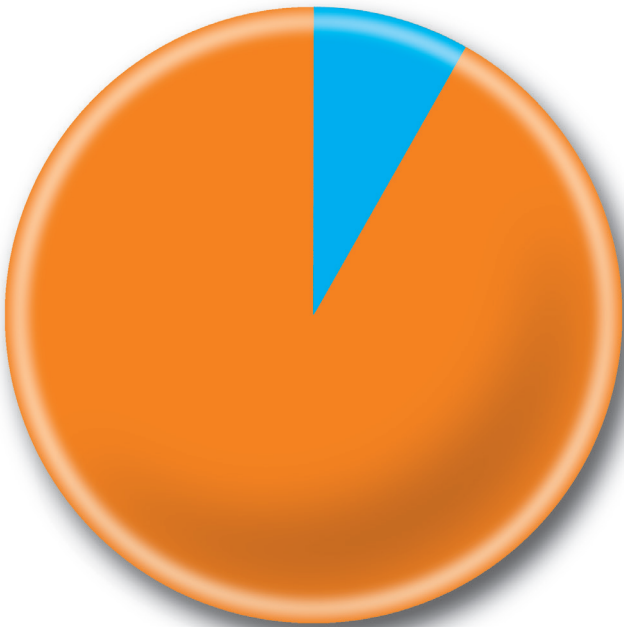
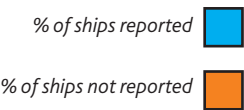


NON-COMPLIANCE BY TYPE OF DEFECT

The first pie chart shows the percentage of the defects that were reported to the Authority. The second pie chart shows non-compliance by type of defect. Both the number and percentage are shown.

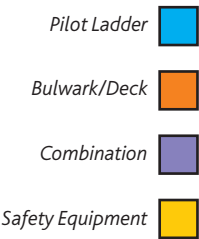
DEFECTS REPORTED TO AUTHORITY

TOTAL NUMBER OF NON-COMPLIANT SHIPS IN SURVEY REPORTED	570
Number of defects reported to Authority	46
% of non-compliant ships reported	8.07
% of ships reported	8.07
% of ships not reported	91.93



NON-COMPLIANCE BY TYPE OF DEFECT

NON-COMPLIANT BY TYPE OF DEFECT	TOTAL	AS %
Pilot ladder	337	49.2
Bulwark/Deck	140	20.44
Combination	83	12.12
Safety Equipment	125	18.25
TOTAL	685	





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.

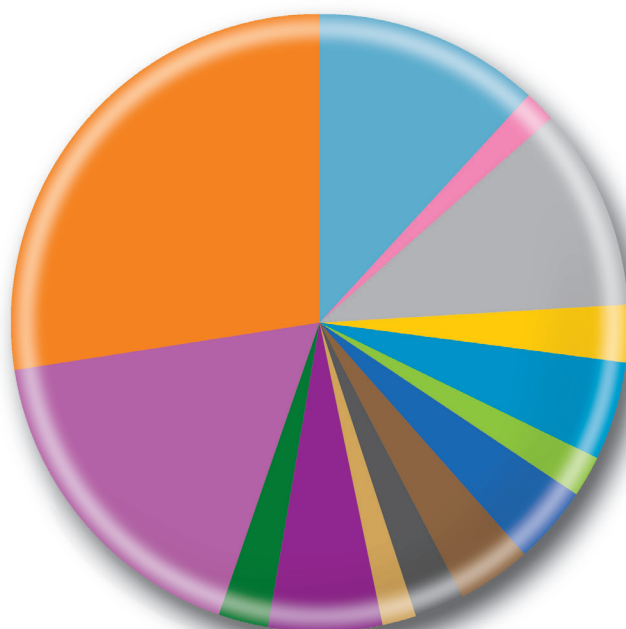
DEFECTS OF PILOT LADDER	TOTAL	AS %
Not against ship's hull	57	11.75
Steps not of suitable material	8	1.65
Poorly rigged retrieval line	51	10.52
Steps broken	14	2.89
Steps not equally spaced	26	5.36
Pilot Ladder more than 9 metres	10	2.06
Steps dirty/slippy	20	4.12
Sideropes not of suitable material	19	3.92
Pilot Ladder too far forward/Aft	14	2.89
Steps painted	8	1.65
Incorrect step fittings	29	5.98
No bulwark ladder	11	2.27
Steps not horizontal	87	17.94
Other	131	27.01
TOTAL	485	

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/slippy		Other	

DEFECTS OF BULWARK / DECK	TOTAL	AS %
No/faulty handhold stanchions	52	33.55
Ladder not secured properly	87	56.13
Other	16	10.32
TOTAL	155	

No/faulty handhold stanchions	
Ladder not secured properly	
Other	

DEFECTS OF PILOT LADDER



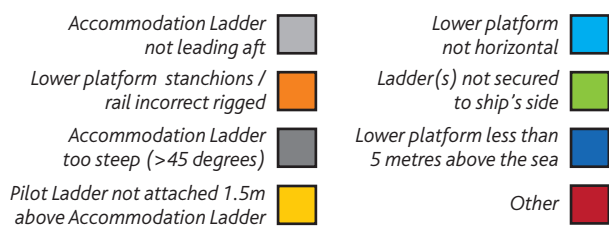
DEFECTS OF BULWARK / DECK



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.

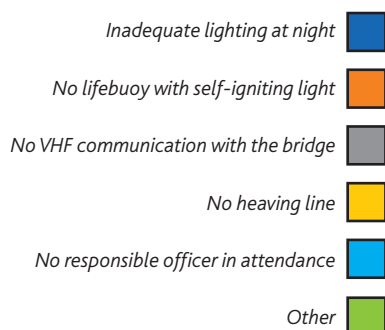
COMBINATION DEFECTS	TOTAL	AS %
Accommodation Ladder not leading aft	3	1.65
Lower platform stanchions / rail incorrect rigged	10	5.49
Accommodation ladder too steep (>45 degrees)	6	3.3
Pilot Ladder not attached 1-5m above Accommodation Ladder	28	15.38
Lower platform not horizontal	17	9.34
Ladder(s) not secured to ship's side	59	32.42
Lower platform less than 5 metres above the sea	29	15.93
Other	30	16.48
TOTAL	182	



COMBINATION DEFECTS



SAFETY EQUIPMENT DEFECTS	TOTAL	AS %
Inadequate lighting at night	18	9.14
No lifebuoy with self-igniting light	73	37.06
No VHF communication with the bridge	17	8.63
No heaving line	40	20.3
No responsible officer in attendance	38	19.29
Other	11	5.58
TOTAL	197	



SAFETY EQUIPMENT DEFECTS



REQUIRED BOARDING ARRANGEMENTS FOR PILOT

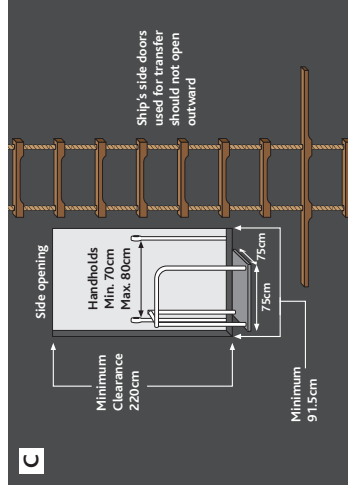
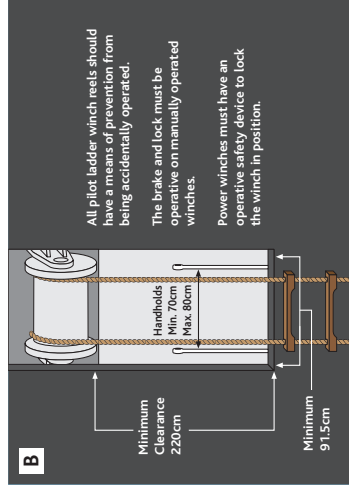
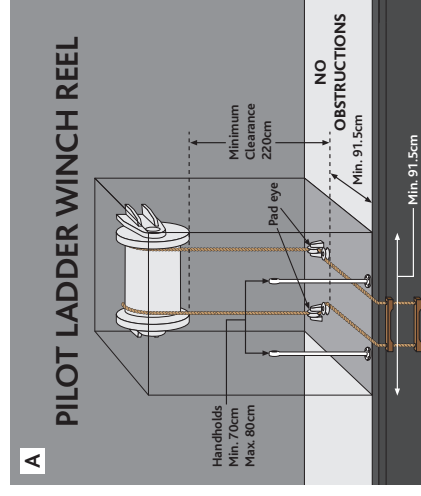
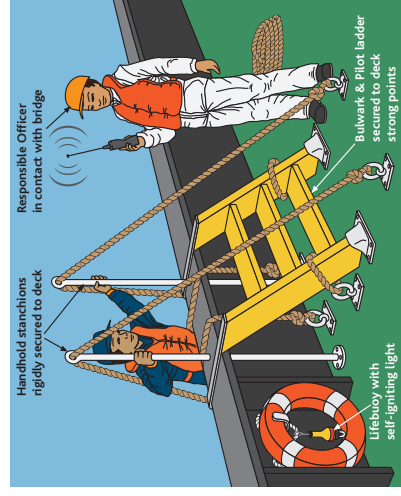
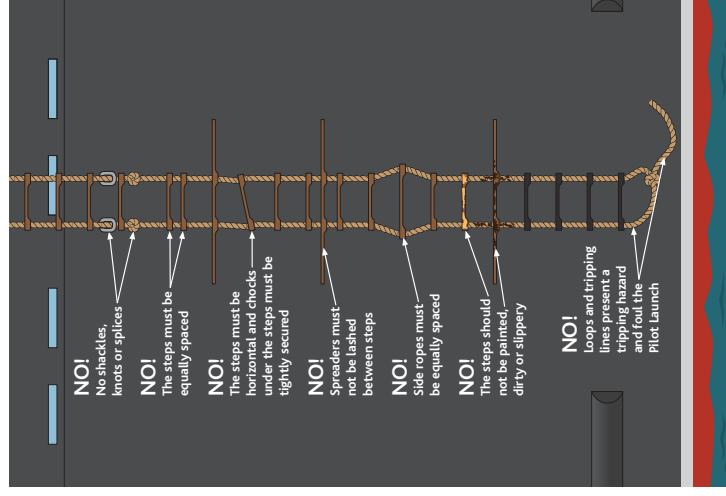
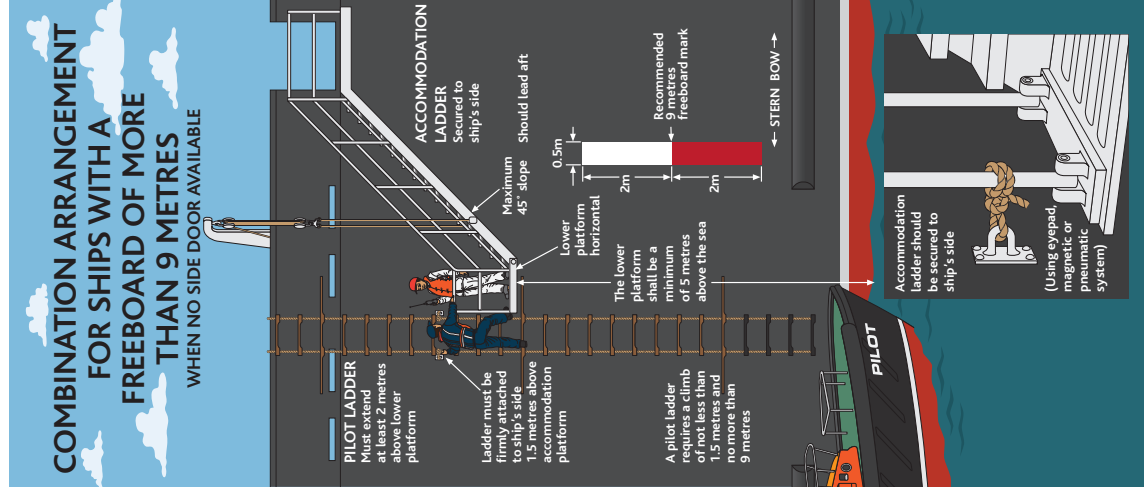
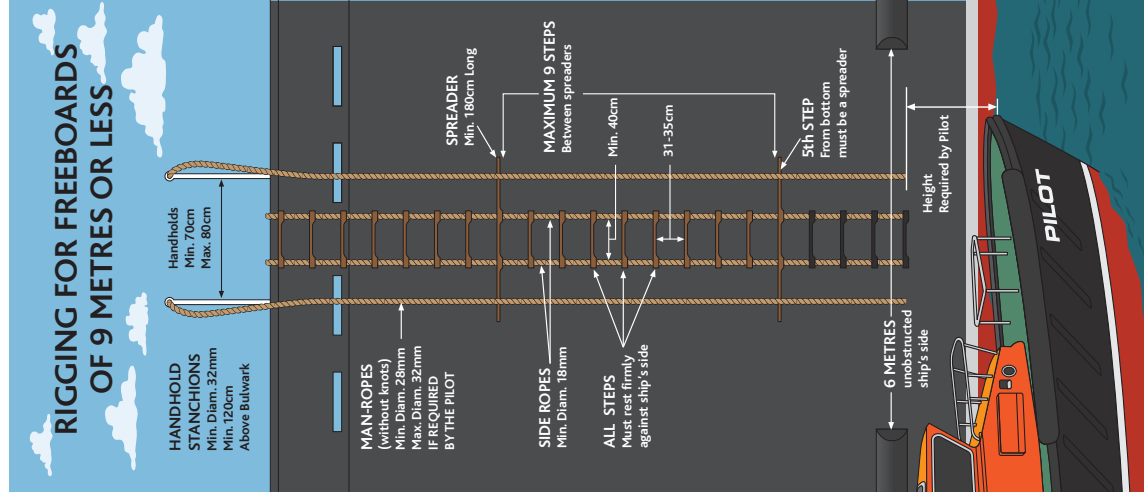


In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)

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