

# SAFETY CAMPAIGN



2018



## OUR MISSION

### CONTENTS

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

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.





## 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

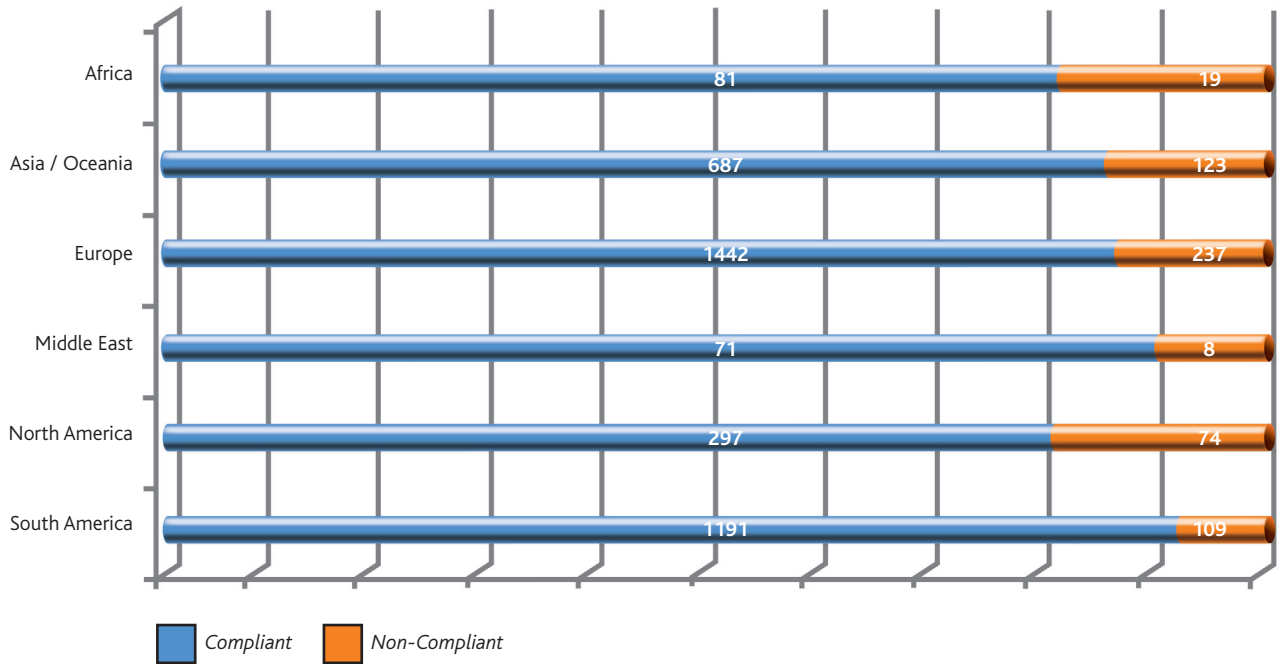
The chart below shows 4,339 returns from participating IMPA members which have been grouped into 6 geographical areas. The total non-compliance is shown as a percentage of total returns from each region and as a total.

| 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               |
| <b>TOTAL</b>   | <b>4339</b>   | <b>3769</b> | <b>570</b>    | <b>13.14</b>       |

Right: Picture by Rodge Musselwhite



COMPLIANCE BY REGION



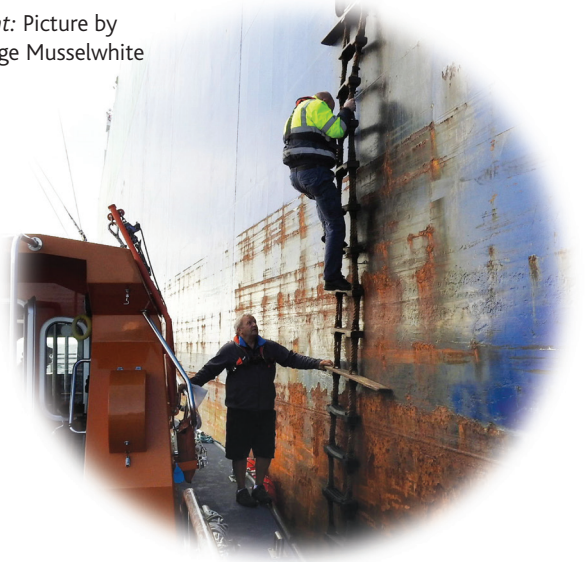


# VESSEL TYPE

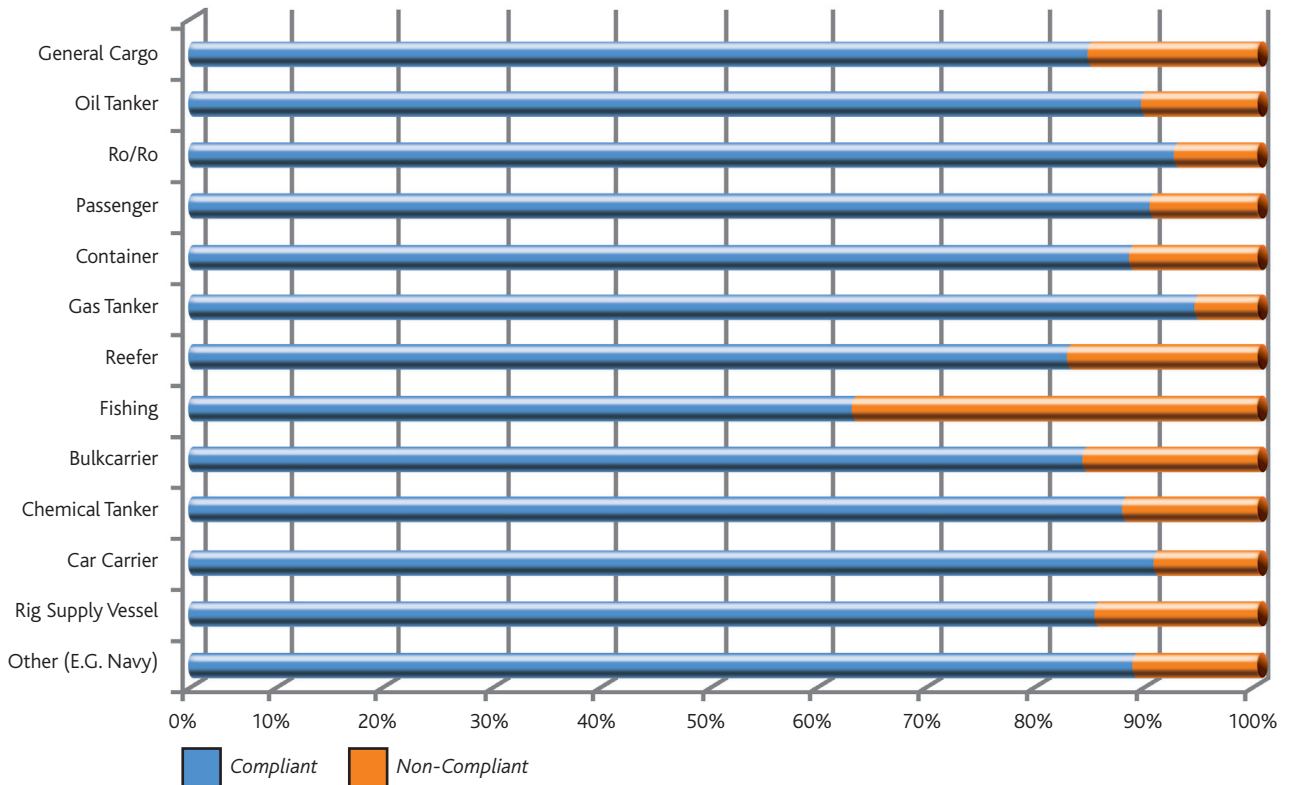
The following chart shows a break down of all returns by vessel type. Both the number and the percentage of non-compliant vessels by type are shown.

| 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





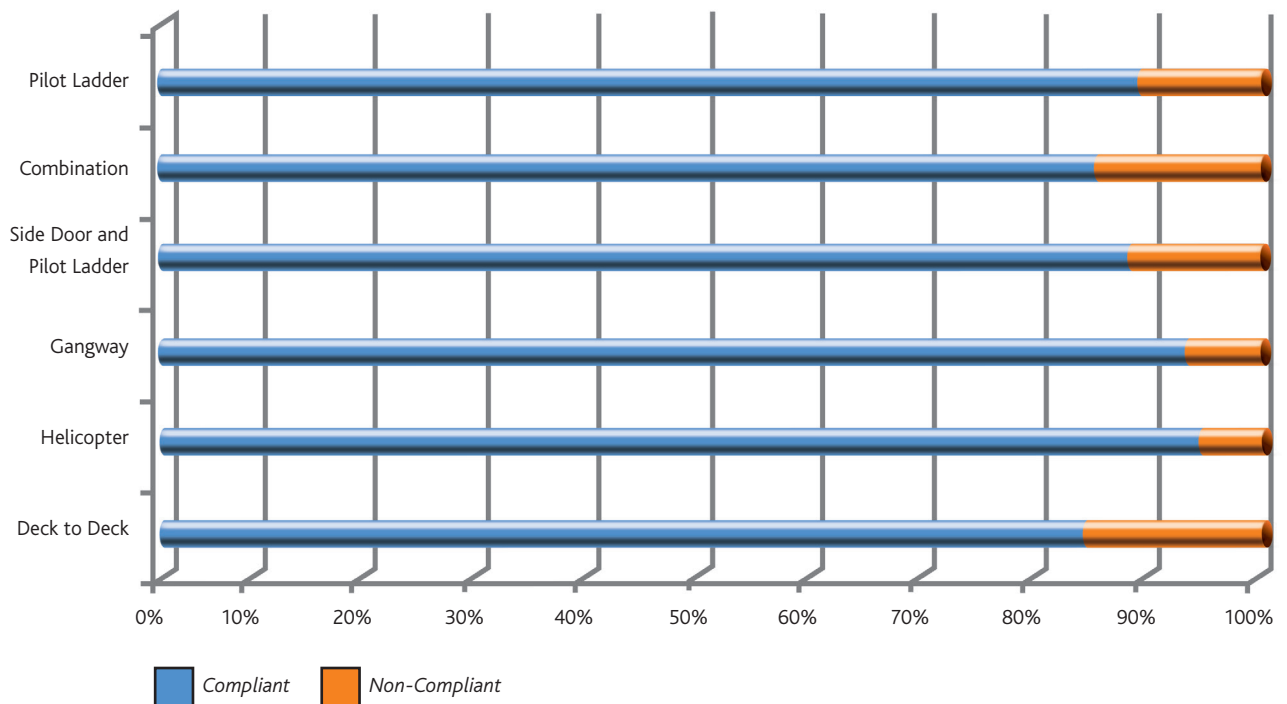
## COMPLIANCE BY MEANS OF TRANSFER

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              |
| <b>TOTAL</b>               | <b>4431</b>  | <b>3852</b> | <b>579</b>    |                    |



COMPLIANCE BY MEANS OF TRANSFER







# NON-COMPLIANCE BY TYPE OF DEFECT

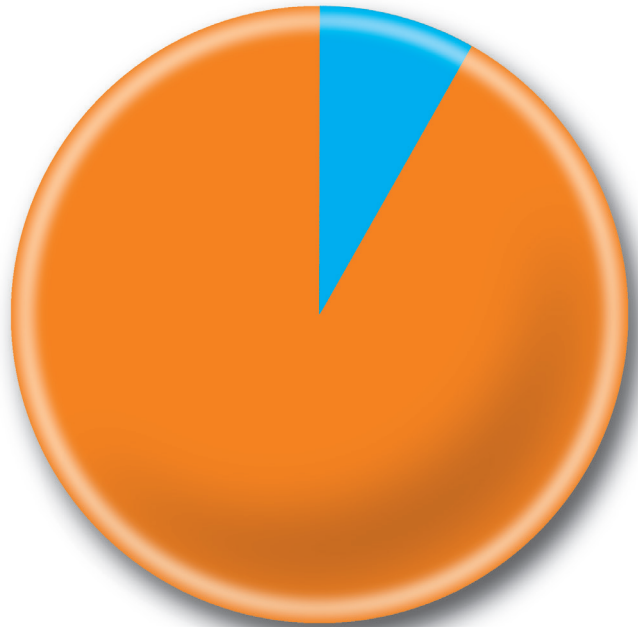
The first pie chart shows the percentage of the defects that were reported to the Authority. The second pie chart shows non-compliance by type of defect. Both the number and percentage are shown.

|   |            |
|---|------------|
| <b>TOTAL NUMBER OF NON-COMPLIANT SHIPS IN SURVEY REPORTED</b> | <b>570</b> |
| 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      |

% of ships reported 


% of ships not reported 


**DEFECTS REPORTED TO AUTHORITY**





**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 |
| <b>TOTAL</b>                    | <b>685</b> |       |

Pilot Ladder 

Bulwark/Deck 

Combination 

Safety Equipment 



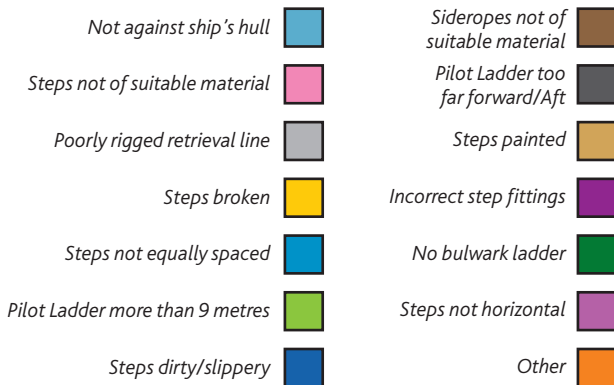
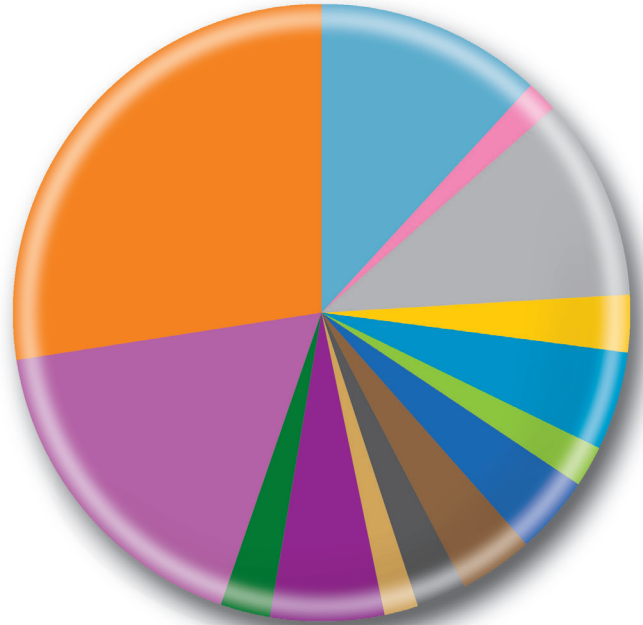


# NON-COMPLIANCE BY TYPE OF DEFECT

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.

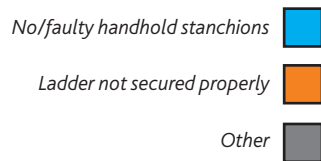
| DEFECTS OF PILOT LADDER            | TOTAL      | AS %  |
|------------------------------------|------------|-------|
| Not against ship's hull            | 57         | 11.75 |
| Steps not of suitable material     | 8          | 1.65  |
| Poorly rigged retrieval line       | 51         | 10.52 |
| Steps broken                       | 14         | 2.89  |
| Steps not equally spaced           | 26         | 5.36  |
| Pilot Ladder more than 9 metres    | 10         | 2.06  |
| Steps dirty/slippery               | 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 |
| <b>TOTAL</b>                       | <b>485</b> |       |

DEFECTS OF PILOT LADDER



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

DEFECTS OF BULWARK / DECK

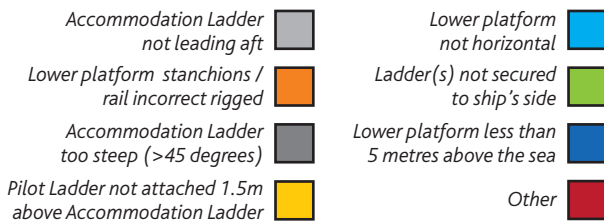




# NON-COMPLIANCE BY TYPE OF DEFECT

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.

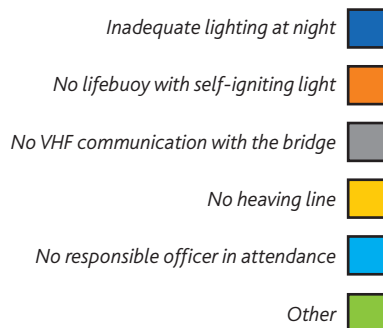
| COMBINATION DEFECTS                                       | TOTAL      | AS %  |
|---|------------|-------|
| Accommodation Ladder not leading aft                      | 3          | 1.65  |
| Lower platform stanchions / rail incorrect rigged         | 10         | 5.49  |
| Accommodation ladder too 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 |
| <b>TOTAL</b>  | <b>182</b> |       |



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  |
| <b>TOTAL</b>                         | <b>197</b> |       |



SAFETY EQUIPMENT DEFECTS



# REQUIRED BOARDING ARRANGEMENTS FOR PILOT



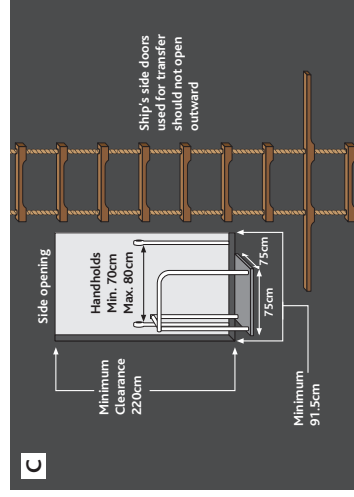
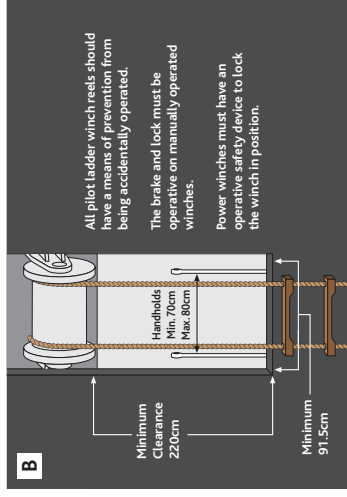
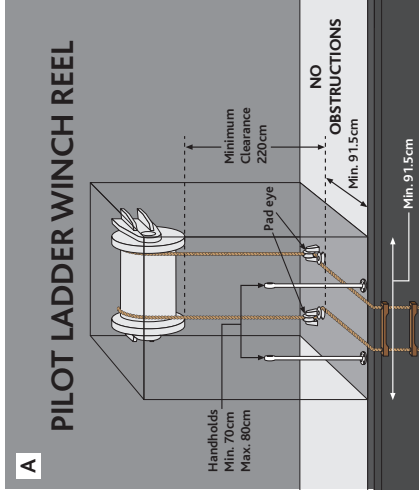
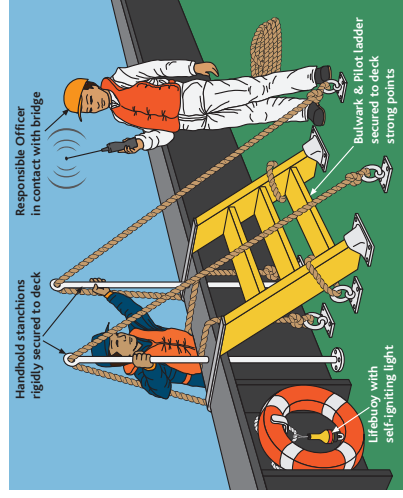
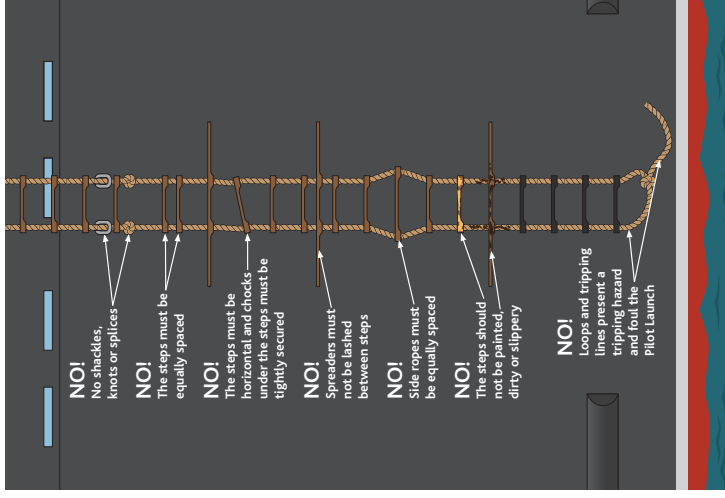
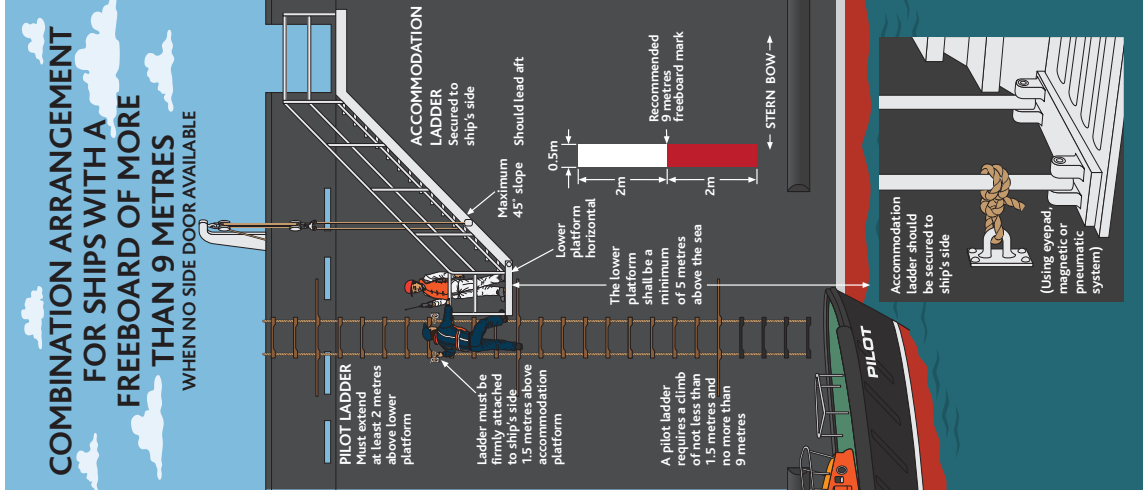
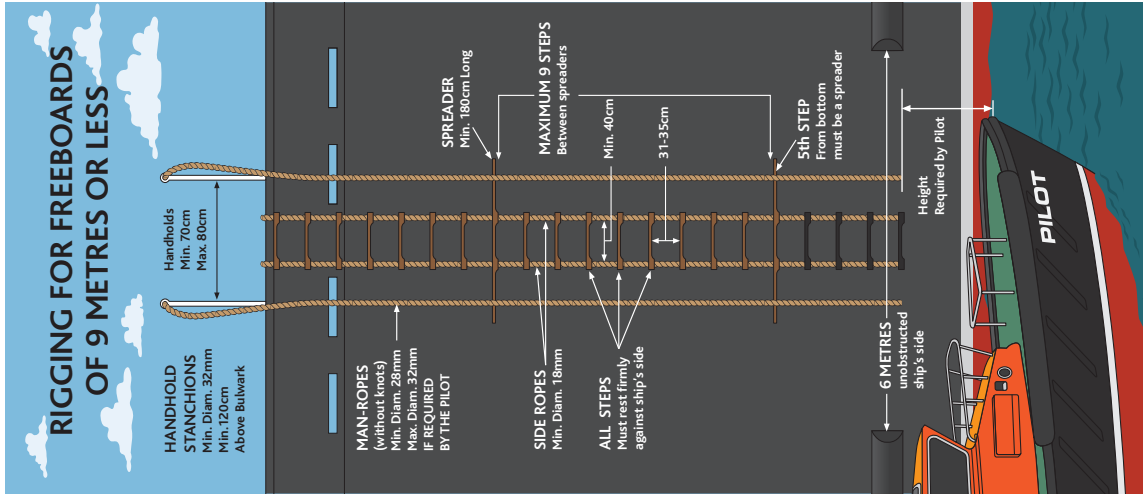
In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)

INTERNATIONAL MARITIME PILOTS' ASSOCIATION

H.Q.S. "Wellington" Temple Stairs, Victoria Embankment, London WC2R 2PN Tel: +44 (0)20 7240 3973 Fax: +44 (0)20 7210 3518 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

## IMPA OFFICERS

### **President**

Captain Simon Pelletier - Canada

### **Senior Vice President / Treasurer**

Captain Jean-Philippe Casanova - France

### **Vice Presidents**

Captain Alvaro Moreno - Panama

Captain Choi, Yeong Sig - Korea

Captain John Pearn - UK

Captain Oumar Dramé - Senegal

Captain Ricardo Falcão - Brazil

## IMPA SECRETARIAT

### **Secretary General**

Nick Cutmore

### **Executive Secretary**

Caron James

### **Executive Assistant**

Eliane Blanch



**International Maritime Pilots' Association (IMPA)**

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

Telephone: +44 20 7240 3973 Fax: +44 20 7240 3518

Email: [office@impahq.org](mailto:office@impahq.org) Website: [www.impahq.org](http://www.impahq.org)