

SAFETY CAMPAIGN



2019



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.

"Tripping Line"



PILOT LADDER SAFETY SURVEY 2019

IMPA Safety Survey 2019

The number of responses for this year's annual IMPA safety survey has comfortably exceeded previous years. We received 4225 reports, from 322 ports, in 35 countries, across 6 continents. This provides an unparalleled global reflection of the current state of pilot transfer arrangements.

"Safety of Seafarers" has long been one of the core principles of IMO. However, despite the vigorous work done, and the best of intentions displayed by its member states and NGOs to promote effective standards through SOLAS V/23 and A 1045, it is a sad reflection that still almost 1 in 8 vessels fail to provide a compliant pilot boarding arrangement.

It has often been stated by pilots themselves, "that a pilot's worst enemy is another pilot". A pilot who ignores a non-compliant arrangement is condoning its condition and putting the next pilot who uses it at risk. Attitudes are changing. IMO through SOLAS has determined the minimum safe standard. Increasingly pilots are taking the view if it is not compliant then it is not safe and will refuse to serve the vessel.

Steps are being taken to raise awareness of the issues. Many pilots now use social media sites such as Instagram and Facebook #DangerousLadders to share experiences and advise their colleagues of unacceptable arrangements. Some pilot organisations in cooperation with their port state regulators have developed apps to enable prompt notification of defects. Consequently, more vessels will find themselves being subjected to inspections or even being denied

a pilot until they provide compliant arrangements. It has even been revealed by some ship's masters that they carry a special ladder for ports and countries who are known to demonstrate a zero-tolerance attitude.

Some vessels have 'exceptional' non-compliant constructions such as beltings, ballast arrangements and fenders etc. fitted for commercial purposes that have been approved by class societies and flag states. Increasingly these vessels are suffering commercial consequences as pilots are becoming more and more reluctant to put their safety at risk for the commercial benefit of others.

Boarding and disembarking of vessels at sea remains a perilous activity undertaken by maritime pilots around the world every minute of the day. The purpose of pilots is to enhance the safe and efficient movement of seagoing vessels during the most hazardous part of their voyage in congested and complicated waters so that they can pursue their commercial purpose. Does the world's shipping community not owe the persons undertaking this perilous task a simple duty of care by providing pilot boarding arrangements that meet the minimum standards set out in SOLAS V/23 and A1045?

It is a tragic fact that some maritime pilots who participated in previous surveys have lost their lives or suffered career ending injuries as a result of accidents whilst attending vessels whose safety and commercial success they were employed to serve.





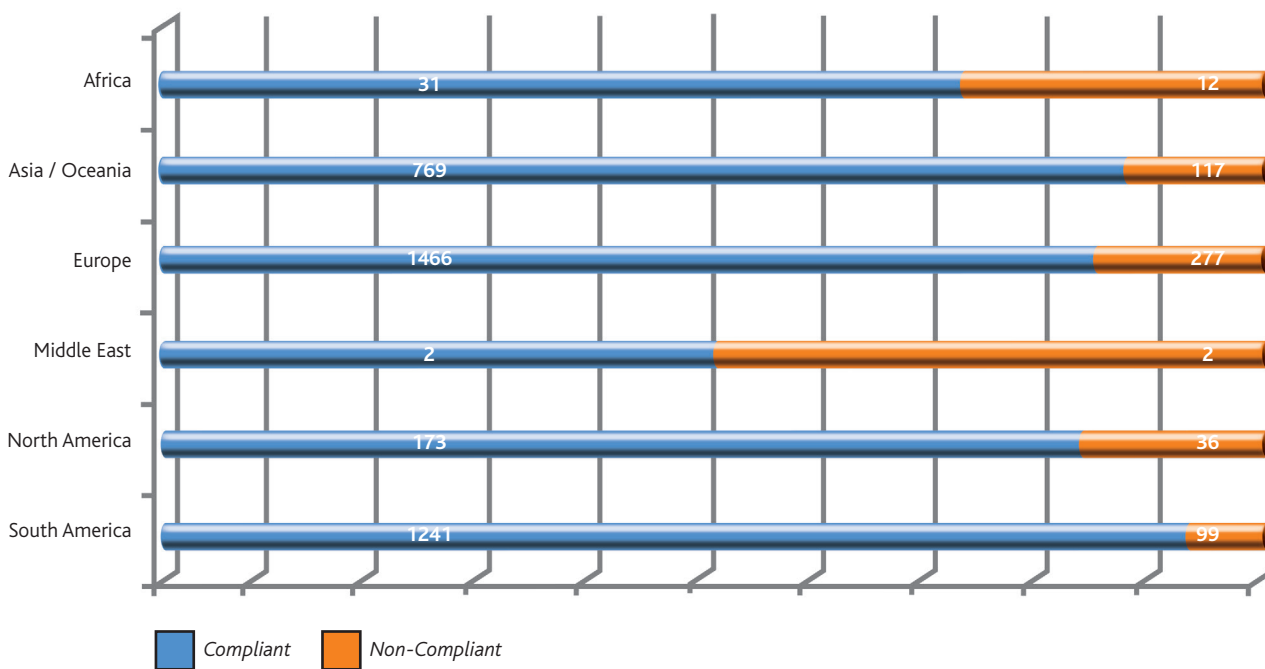
PARTICIPANTS

The chart below shows 4,225 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	43	31	12	27.91
Asia / Oceania	886	769	117	13.21
Europe	1743	1466	277	15.89
Middle East	4	2	2	50.00
North America	209	173	36	17.22
South America	1340	1241	99	7.39
TOTAL	4225	3682	543	12.85



COMPLIANCE BY REGION



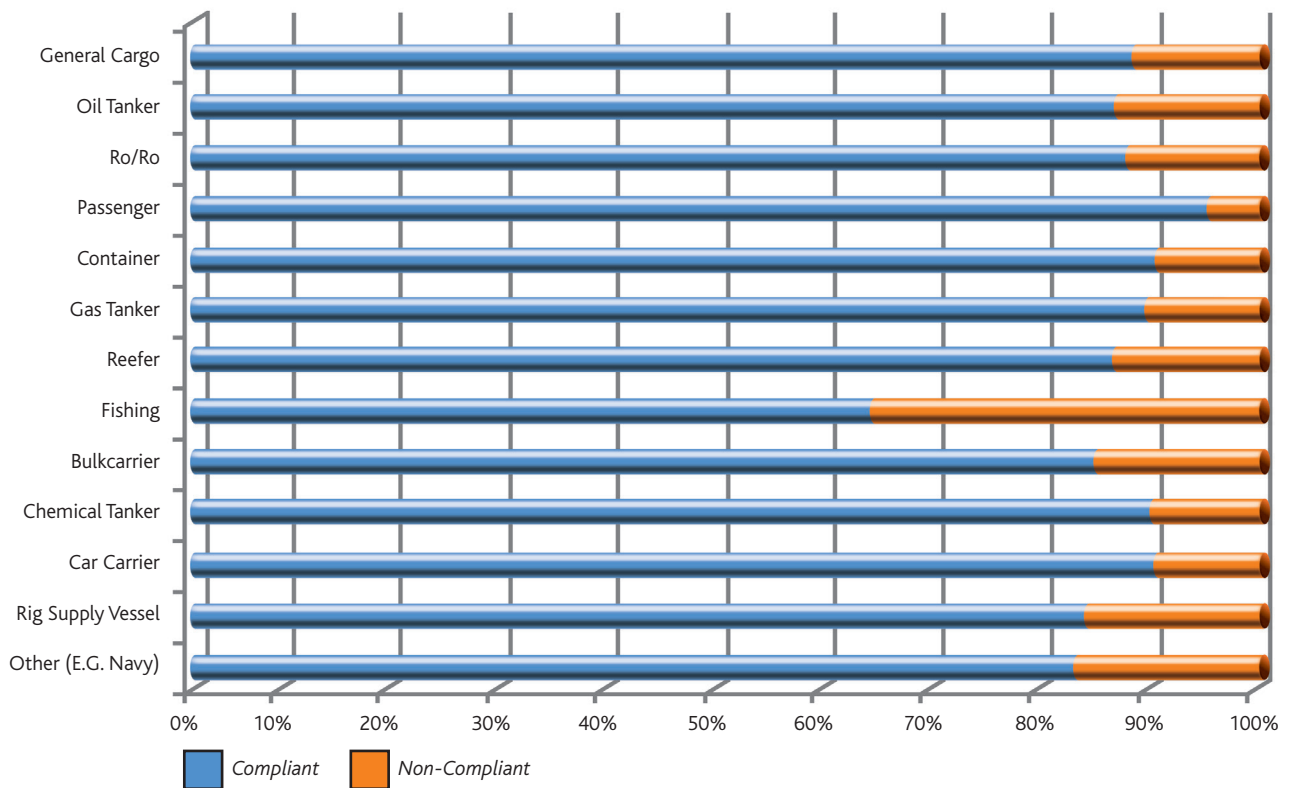
VESSEL TYPE

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	667	584	83	12.44
Oil Tanker	595	511	84	14.12
Ro/Ro	146	127	19	13.01
Passenger	178	168	10	5.62
Container	1106	991	115	10.40
Gas Tanker	194	172	22	11.34
Reefer	21	18	3	14.29
Fishing	19	12	7	36.84
Bulkcarrier	707	594	113	15.98
Chemical Tanker	276	246	30	10.87
Car Carrier	95	85	10	10.53
Rig Supply Vessel	71	59	12	16.90
Other (E.G. Navy)	206	169	37	17.96



COMPLIANCE BY VESSEL TYPE





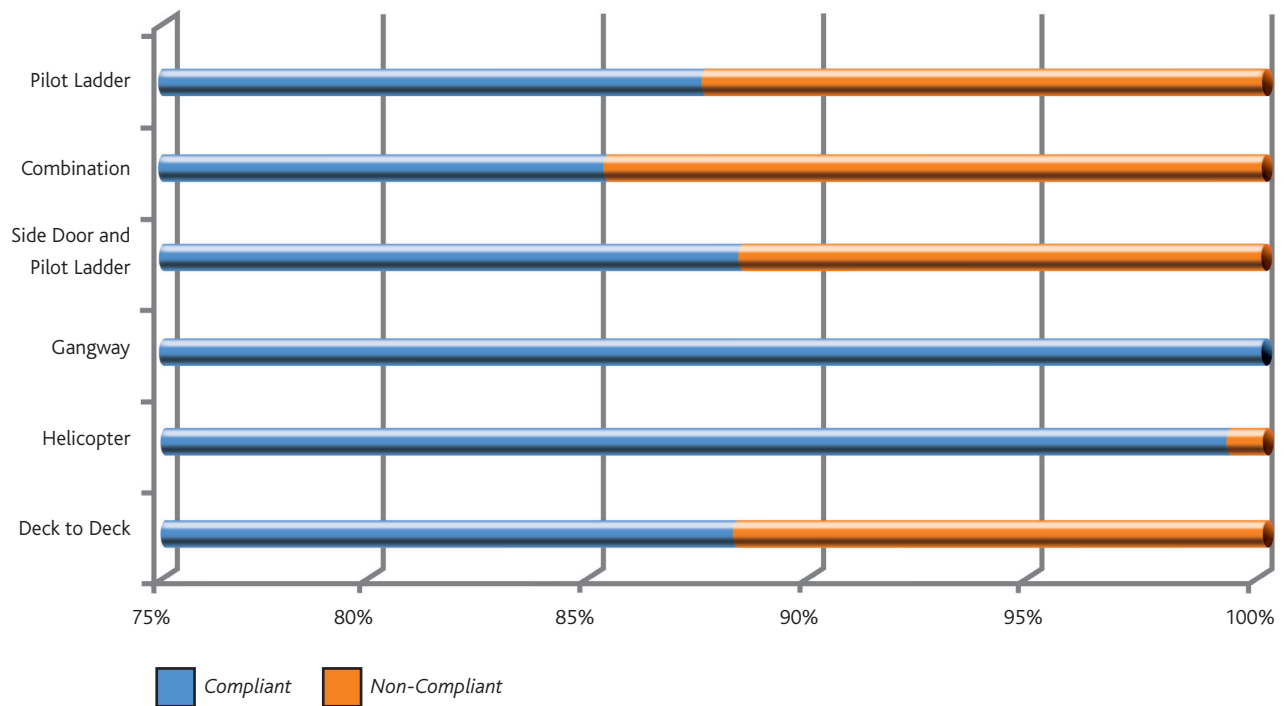
COMPLIANCE BY MEANS OF TRANSFER

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	2764	2410	354	12.81
Combination	885	753	132	14.92
Side Door and Pilot Ladder	361	318	43	11.91
Gangway	43	43	0	0.00
Helicopter	113	112	1	0.88
Deck to Deck	124	109	15	12.10
TOTAL	4290	3745	545	



COMPLIANCE BY MEANS OF TRANSFER





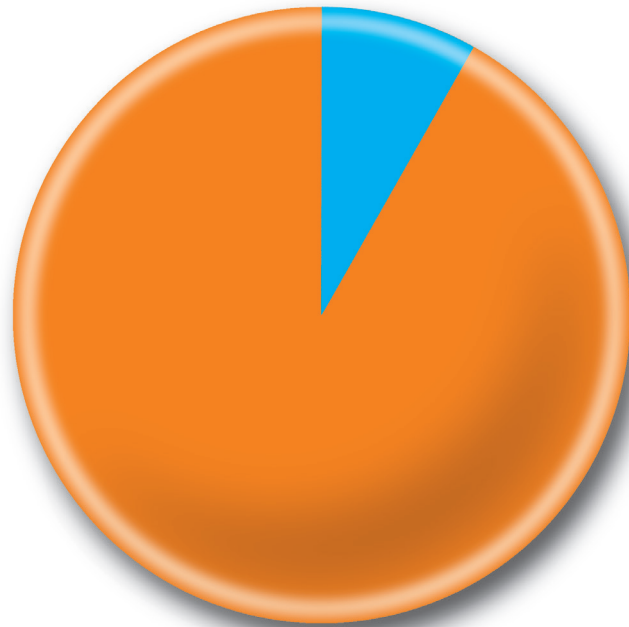
NON-COMPLIANCE BY TYPE OF DEFECT

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	543
Number of defects reported to Authority	45
% of non-compliant ships reported	8.29
% of ships reported	8.29
% of ships not reported	91.71

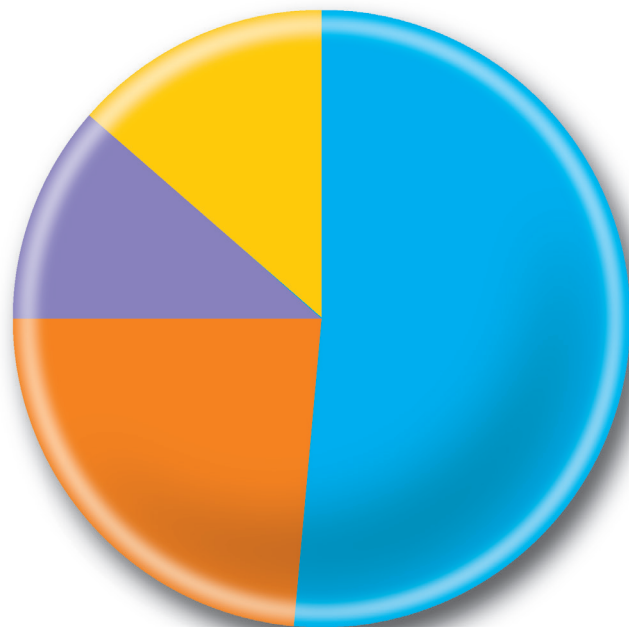
% of ships reported 
 % of ships not reported 



NON-COMPLIANCE BY TYPE OF DEFECT

NON-COMPLIANT BY TYPE OF DEFECT	TOTAL	AS %
Pilot ladder	346	51.26
Bulwark/Deck	160	23.7
Combination	77	11.41
Safety Equipment	92	13.63
TOTAL	675	

Pilot Ladder 
 Bulwark/Deck 
 Combination 
 Safety Equipment 

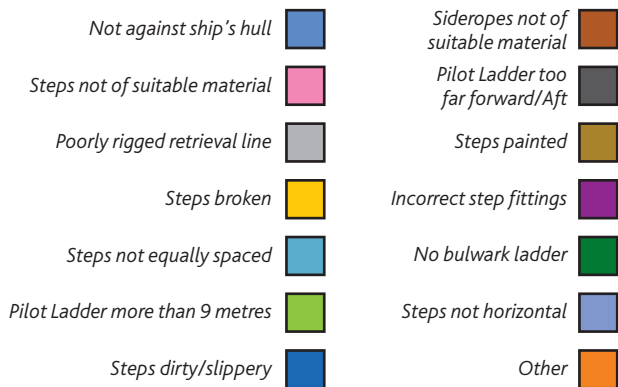




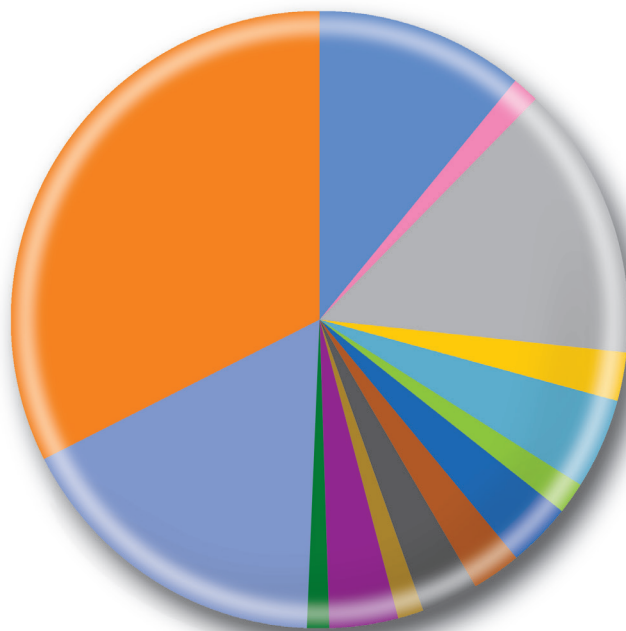
NON-COMPLIANCE BY TYPE OF DEFECT

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.

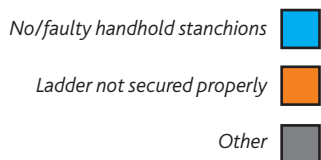
DEFECTS OF PILOT LADDER	TOTAL	AS %
Not against ship's hull	51	11.02
Steps not of suitable material	5	1.08
Poorly rigged retrieval line	67	14.47
Steps broken	11	2.38
Steps not equally spaced	22	4.75
Pilot Ladder more than 9 metres	8	1.73
Steps dirty/slippy	16	3.46
Sideropes not of suitable material	12	2.59
Pilot Ladder too far forward/Aft	14	3.02
Steps painted	6	1.3
Incorrect step fittings	17	3.67
No bulwark ladder	5	1.08
Steps not horizontal	79	17.06
Other	150	32.4
TOTAL	463	



DEFECTS OF PILOT LADDER



DEFECTS OF BULWARK / DECK	TOTAL	AS %
No/faulty handhold stanchions	26	14.86
Ladder not secured properly	130	74.29
Other	19	10.86
TOTAL	175	



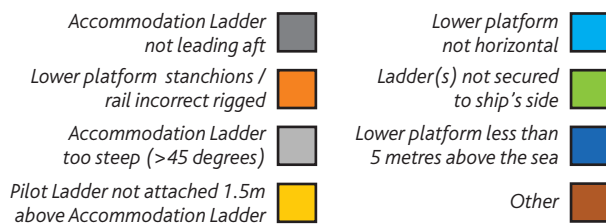
DEFECTS OF BULWARK / DECK



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.

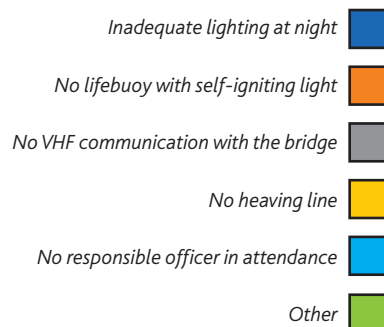
COMBINATION DEFECTS	TOTAL	AS %
Accommodation Ladder not leading aft	2	1.29
Lower platform stanchions / rail incorrect rigged	15	9.68
Accommodation ladder too steep (>45 degrees)	9	5.81
Pilot Ladder not attached 1-5m above Accommodation Ladder	35	22.58
Lower platform not horizontal	18	11.61
Ladder(s) not secured to ship's side	38	24.52
Lower platform less than 5 metres above the sea	21	13.55
Other	17	10.97
TOTAL	155	



COMBINATION DEFECTS



SAFETY EQUIPMENT DEFECTS	TOTAL	AS %
Inadequate lighting at night	17	11.41
No lifebuoy with self-igniting light	46	30.87
No VHF communication with the bridge	21	14.09
No heaving line	33	22.15
No responsible officer in attendance	27	18.12
Other	5	3.36
TOTAL	149	



SAFETY EQUIPMENT DEFECTS

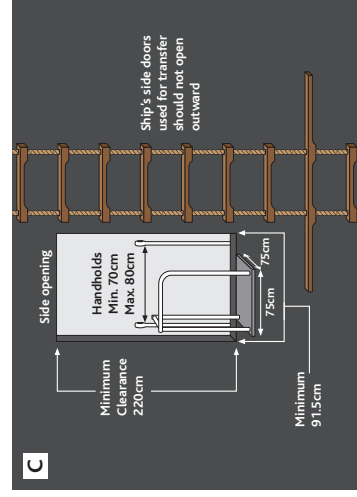
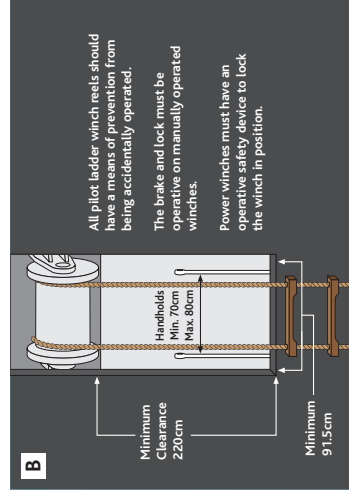
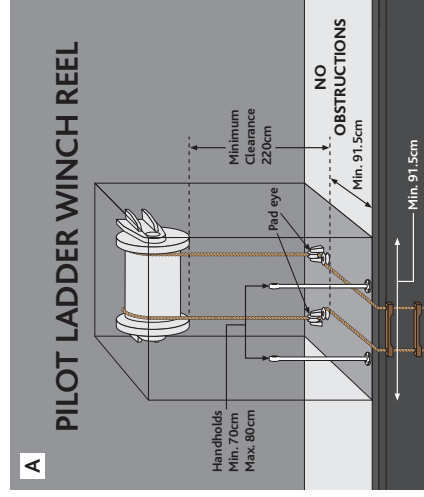
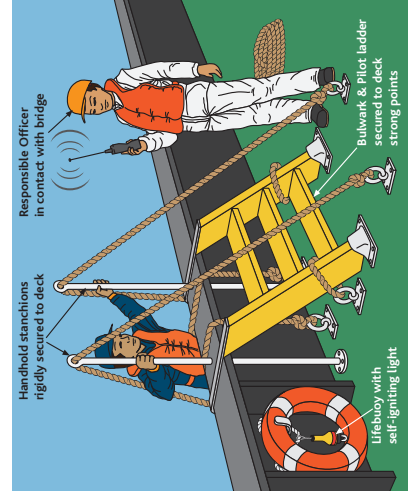
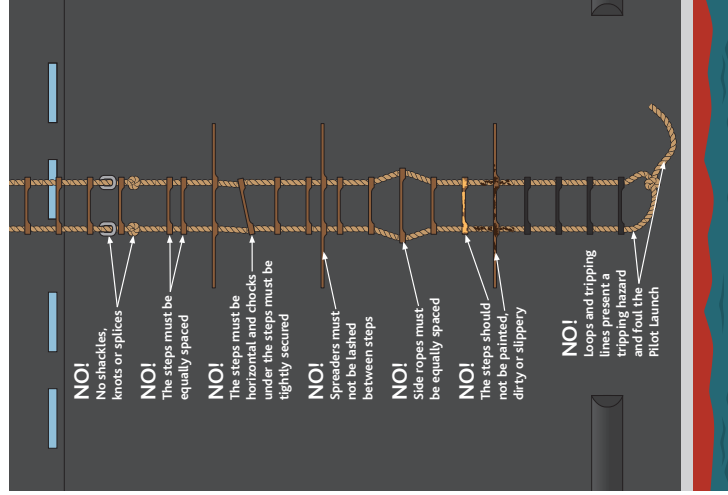
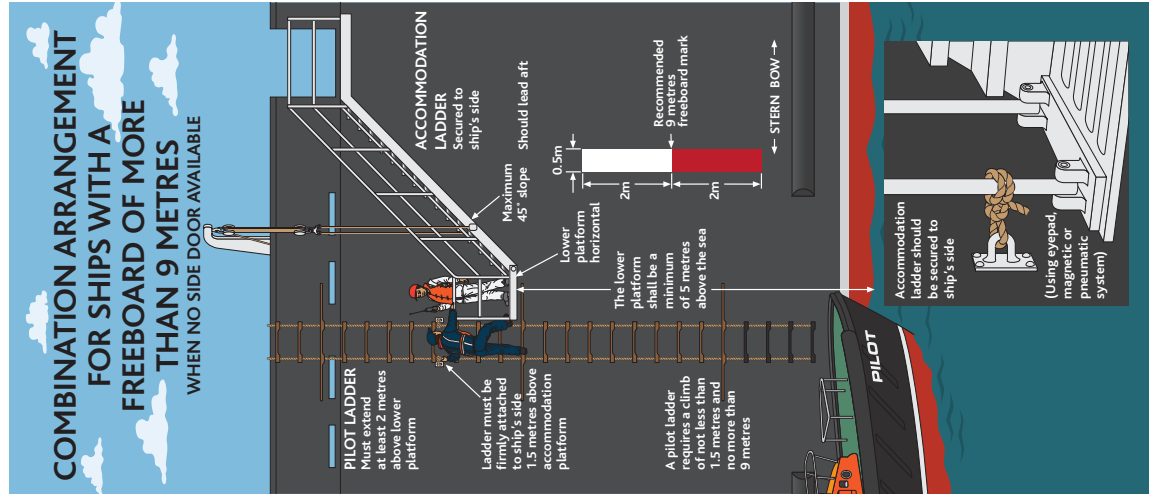
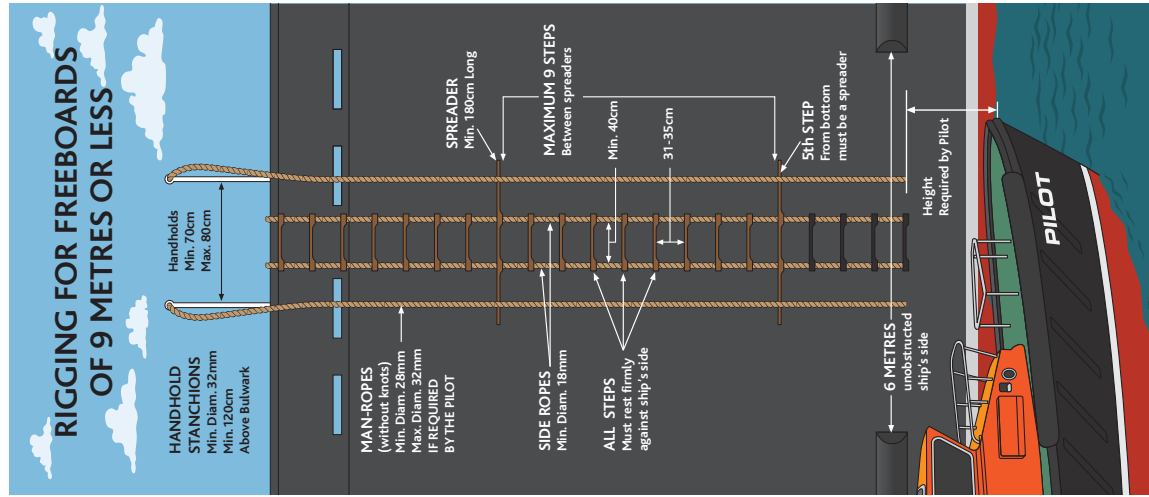


REQUIRED BOARDING ARRANGEMENTS FOR PILOT



In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)
INTERNATIONAL MARITIME PILOTS' ASSOCIATION

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