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SAFETY CAMPAIGN 2010

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FOREWORD

This campaign was run during one week at the end of September 2010 in response to a request from IMO at NAV 55 for an of indication of whether standards of pilot boarding arrangements were improving or declining. It involved the membership of IMPA together with our colleagues in the European Maritime Pilots' Association and its purpose is to provide a snapshot of the standards of boarding equipment and facilities offered to pilots during embarkation and disembarkation from vessels. Pilot transfer at sea remains a treacherous part of the vital task needed in maintaining a continuous pilotage service that provides the essential knowledge and skills that today's ships need so very much. It is 3 years since the last Safety Campaign whose report was notified to IMO, which in turn followed a peak in fatalities to pilots and launch crews in 2006. The losses of 2006 led to IMPA putting forward to IMO in conjunction with the United States and Brazil, a paper seeking modification and improvements to ladder arrangements.

32 national pilotage organizations contributed to this study by making a total of 2,251 entries onto the database. This is the first time an electronic reporting system has been used. These total figures can be considered representative and indicative enough of what is happening globally and enables us to draw broad conclusions. As will be noted from the detailed breakdowns the defect level was 13.54% which though still too high, does confirm the downwards trend noted since 2002 (22%) and in 2007 (17%).

It would be complacent to believe that pilots were not to a degree involved in this state of affairs, even just for their tacit acquiescence. Pilots have a 'can-do' mentality that can lead them to use less than satisfactory boarding equipment, sometimes to their great cost. Pilots are also notoriously reluctant to report defects to Port State Control, which is a legacy for many of their previous life as Masters. IMPA will continue to press its members to take greater care of themselves and exercise greater diligence over the equipment they use.

One of the most significant benefits of the revisions, which we hope will be adopted by IMO and included in a revised SOLAS Chapter V Regulation 23, will be the requirement for boarding arrangements to be inspected as part of the Ship's safety equipment. This is a significant step forward.

Ladders can injure vessel crews too! An A.B. on this vessel fell into the North Sea in October 2010 when this accommodation ladder platform collapsed under him. The man, wearing just a boiler suit with no life jacket or PPE, was retrieved by the Pilot Cutter. He was treated by Paramedics and returned to his ship, unscathed. The cause of the accident, according to the Master, was a failed weld, on a repair made a few weeks earlier.

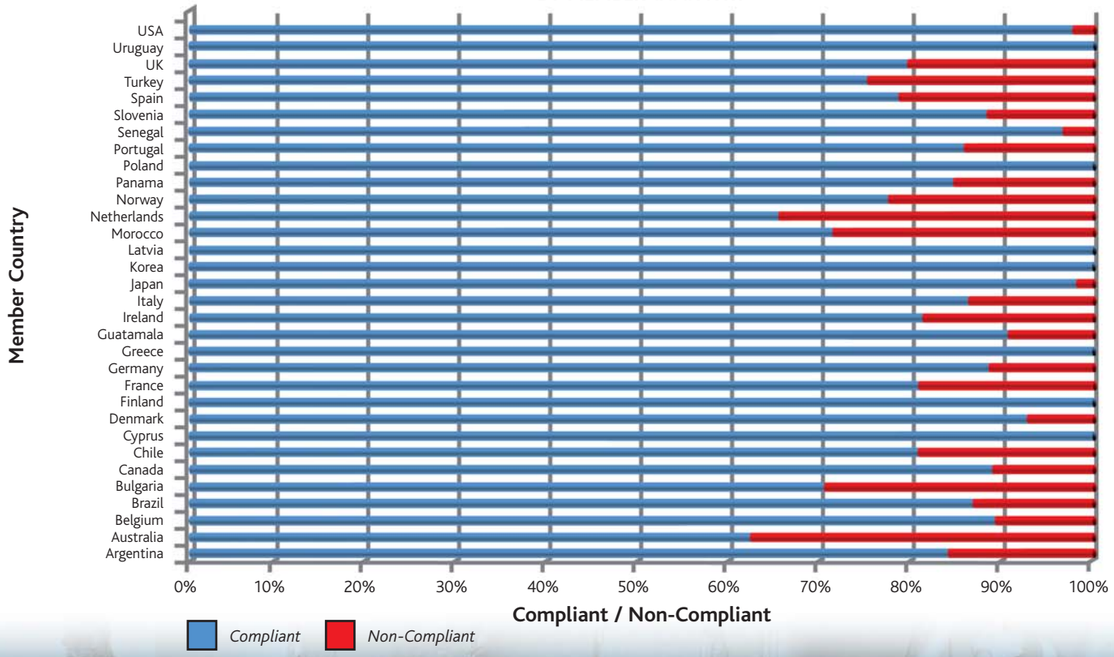
PARTICIPATING COUNTRIES

The charts below show the participating countries, i.e. the member countries where pilots took part in the survey. It is not indicative of the flag of the vessels surveyed. In addition it shows the total returns for each participating country and the total non-compliance as a percentage of returns from that country.

COUNTRY	TOTAL RETURNS	COMPLIANT	NON COMPLIANT	NON COMPLIANT AS %
Argentina	141	118	23	16.31
Australia	37	23	14	37.84
Belgium	9	8	1	11.11
Brazil	88	76	12	13.64
Bulgaria	10	7	3	30.00
Canada	26	23	3	11.54
Chile	36	29	7	19.44
Cyprus	2	2	0	0.00
Denmark	13	12	1	7.69
Finland	2	2	0	0.00
France	440	354	86	19.55
Germany	17	15	2	11.76
Greece	1	1	0	0.00
Guatemala	41	37	4	9.76
Ireland	21	17	4	19.05
Italy	107	92	15	14.02

COUNTRY	TOTAL RETURNS	COMPLIANT	NON COMPLIANT	NON COMPLIANT AS %
Japan	599	585	14	2.34
Korea	1	1	0	0.00
Latvia	1	1	0	0.00
Morocco	38	27	11	28.95
Netherlands	23	15	8	34.78
Norway	57	44	13	22.81
Panama	19	16	3	15.79
Poland	12	12	0	0.00
Portugal	55	47	8	14.55
Senegal	53	51	2	3.77
Slovenia	75	66	9	12.00
Spain	23	18	5	21.74
Turkey	48	36	12	25.00
UK	212	168	44	20.75
Uruguay	5	5	0	0.00
USA	39	38	1	2.56
Total	**2251**	**1946**	**305**	**13.55**

BY MEMBER COUNTRY



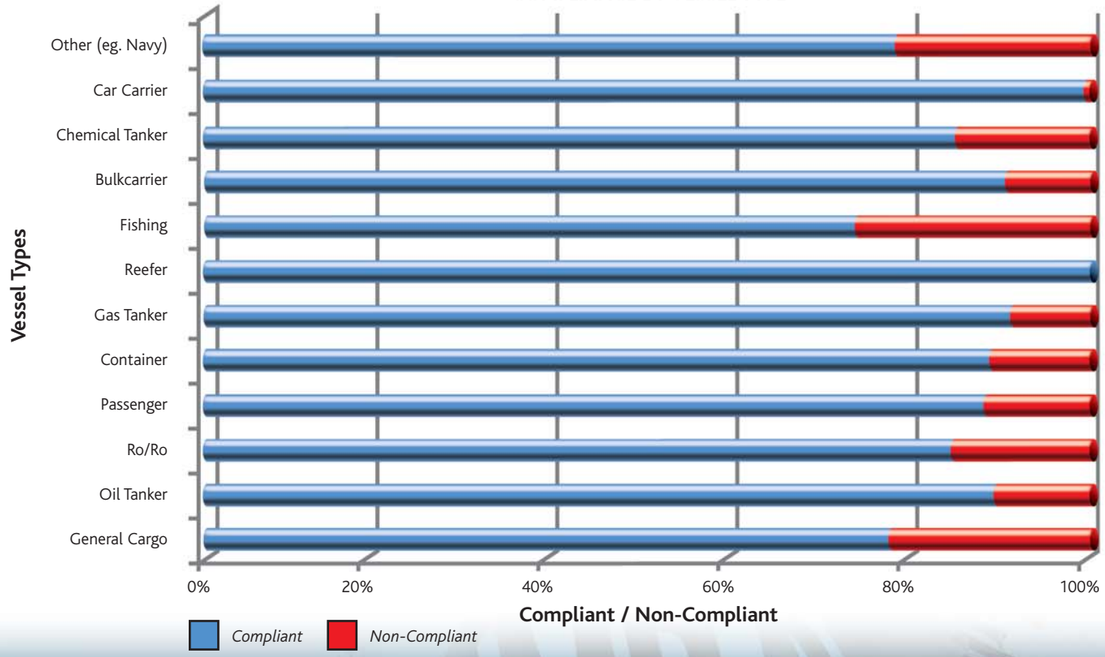
VESSEL TYPE

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

Is this a gunport or a door?

VESSEL TYPE	TOTAL NUMBER OF VESSELS	COMPLIANT	NON COMPLIANT	NON COMPLIANT AS %
General Cargo	330	254	76	23.03
Oil Tanker	303	269	34	11.22
Ro/Ro	131	110	21	16.03
Passenger	152	133	19	12.50
Container	550	486	64	11.64
Gas Tanker	84	76	8	9.52
Reefer	28	28	0	0.00
Fishing	15	11	4	26.67
Bulkcarrier	287	258	29	10.10
Chemical Tanker	103	87	16	15.53
Car Carrier	139	138	1	0.72
Other (eg. Navy)	165	128	37	22.42

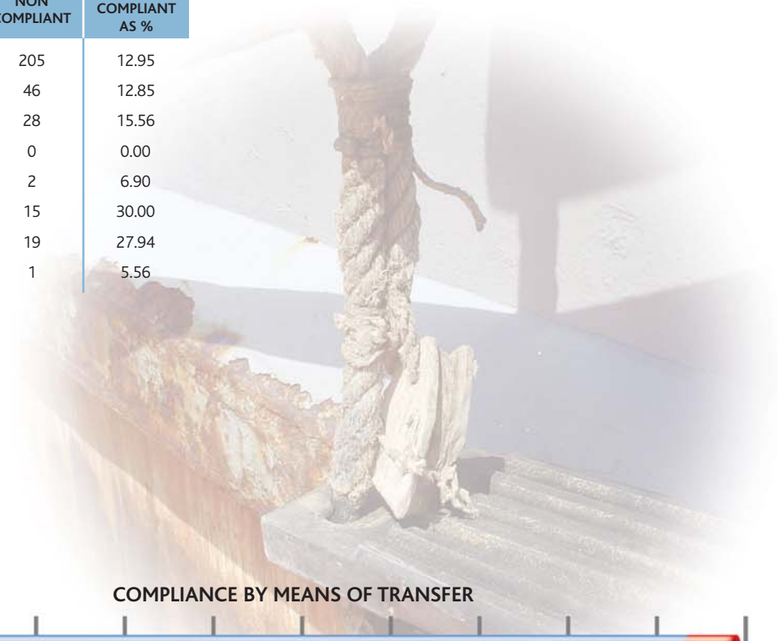
COMPLIANCE BY VESSEL TYPE

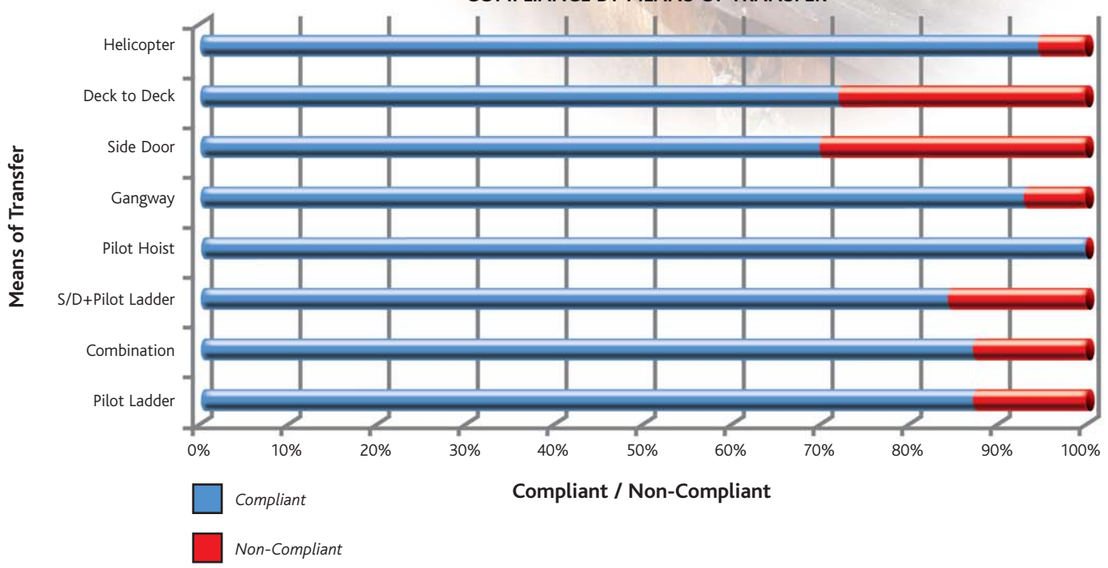


COMPLIANCE BY MEANS OF TRANSFER

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

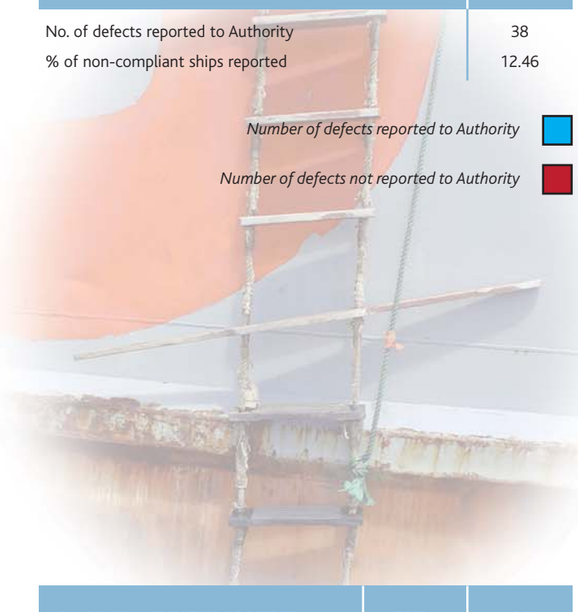
MEANS OF TRANSFER	TOTAL NUMBER	COMPLIANT	NON COMPLIANT	NON COMPLIANT AS %
Pilot Ladder	1583	1378	205	12.95
Combination	358	312	46	12.85
S/D+Pilot Ladder	180	152	28	15.56
Pilot Hoist	8	8	0	0.00
Gangway	29	27	2	6.90
Side Door	50	35	15	30.00
Deck to Deck	68	49	19	27.94
Helicopter	18	17	1	5.56

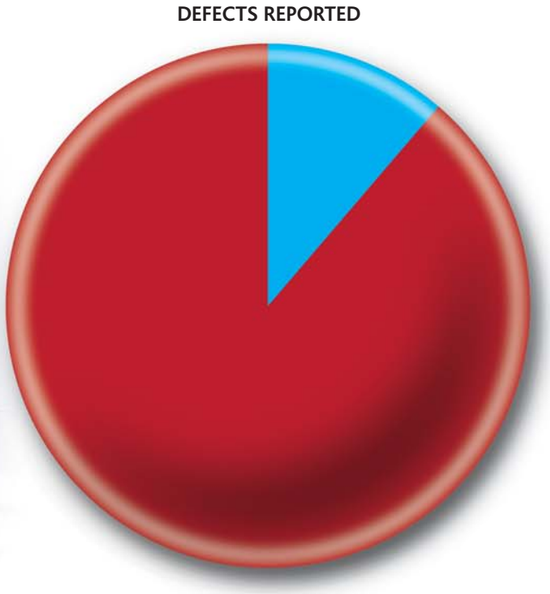




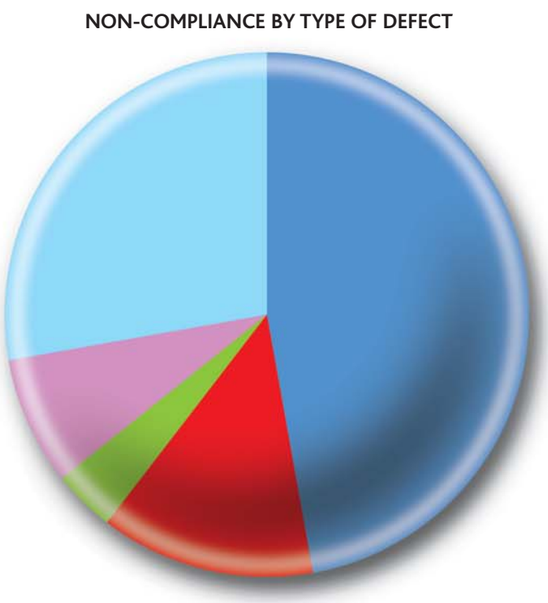
NON-COMPLIANCE BY TYPE OF DEFECT

TOTAL NUMBER OF NON-COMPLIANT SHIPS	305
No. of defects reported to Authority	38
% of non-compliant ships reported	12.46



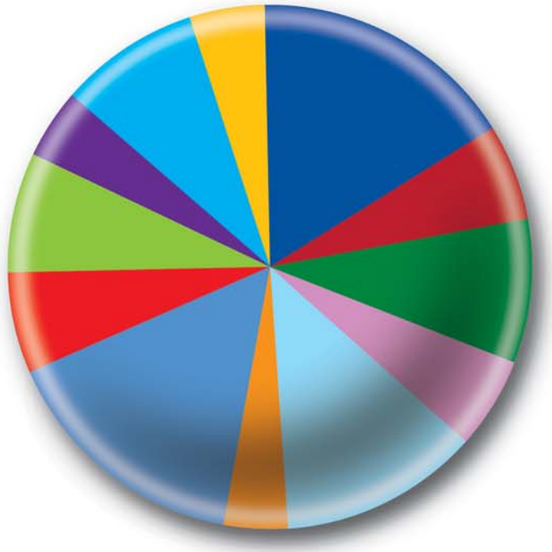


NON-COMPLIANT BY TYPE OF DEFECT	TOTAL	AS %
Pilot Ladder	166	47.56
Bulwark	43	12.32
Side Door	12	3.44
Combination	27	7.74
Safety Equipment	101	28.94



DEFECTS OF PILOT LADDER	TOTAL	AS %
Not against ship's hull	39	17.73
Steps not of suitable material	11	5.00
Badly placed retrieval line	20	9.09
Steps broken	13	5.91
Steps not equally spaced	24	10.91
Pilot Ladder more than 9 metres	7	3.18
Steps dirty / Slippery	33	15.00
Sideropes not of suitable material	16	7.27
Pilot Ladder too far forward / Aft	15	6.82
Steps painted	9	4.09
Sideropes joined below bottom step	21	9.55
Not bulwark ladder	12	5.45

DEFECTS TO PILOT LADDER



Not against ship's hull

Steps not of suitable material

Badly placed retrieval line

Steps broken

Steps not equally spaced

Pilot Ladder more than 9 metres

Steps dirty / Slippery

Sideropes not of suitable material

Pilot Ladder too far forward / Aft

Steps painted

Sideropes joined below bottom step

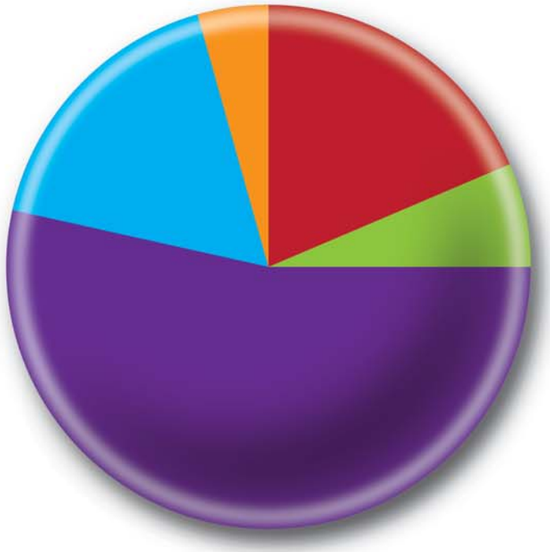
Not bulwark ladder

Ladder offered to pilot in Liverpool by the aptly-named vessel 'Great Chance'!

NON-COMPLIANCE
BY TYPE OF DEFECT

COMBINATION DEFECTS	TOTAL	AS %
Accommodation Ladder not leading aft	0	0
Lower platform stanchions / rail incorrect	8	19.51
Accommodation Ladder too steep (>45 degrees)	2	4.88
Pilot Ladder not attached to Accommodation Ladder	22	53.66
Lower platform not horizontal	7	17.07
No 9 metres mark on ship's side	2	4.88

COMBINATION DEFECTS



Lower platform stanchions / rail incorrect

Accommodation Ladder too steep (>45 degrees)

Pilot Ladder not attached to Accommodation Ladder

Lower platform not horizontal

No 9 metres mark on ship's side

SAFETY EQUIPMENT DEFECTS	TOTAL	AS %
Inadequate lighting at night	14	6.90
No standby ladder rigged for immediate use	30	14.78
No lifebuoy with self-igniting light	71	34.98
No VHS communication with the bridge	29	14.29
No heaving line	45	22.17
No Responsible officer or deckman in attendance	14	6.90

SAFETY EQUIPMENT DEFECTS

Inadequate lighting at night

No standby ladder rigged for immediate use

No lifebuoy with self-igniting light

No VHS communication with the bridge

No heaving line

No Responsible officer or deckman in attendance

REQUIRED BOARDING ARRANGEMENTS FOR PILOT

In accordance with I.M.O. requirements and I.M.P.A. recommendations

INTERNATIONAL MARITIME PILOTS' ASSOCIATION

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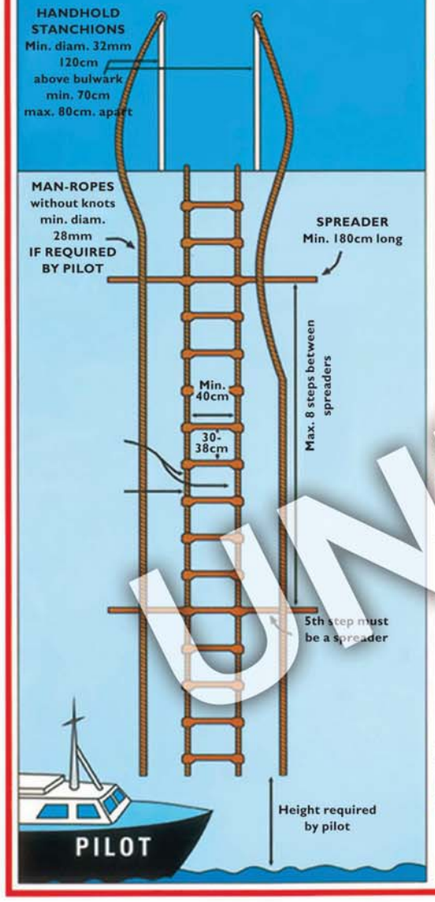
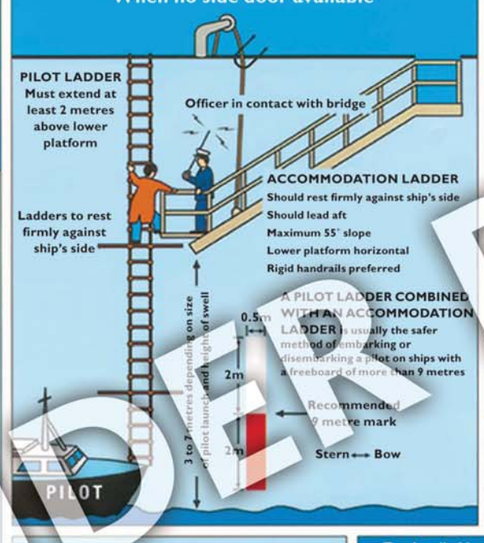
RIGGING FOR FREEBOARDS OF 9 METRES OR LESS

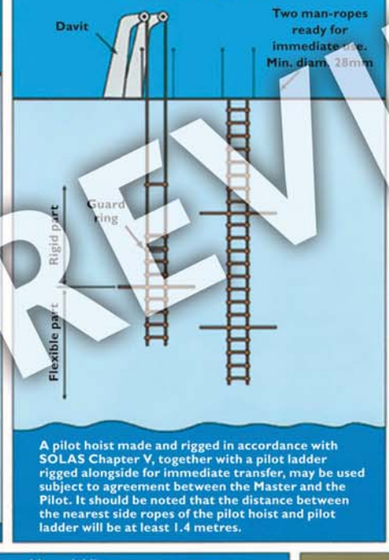


SHIPS WITH HIGH FREEBOARD (MORE THAN 9M)

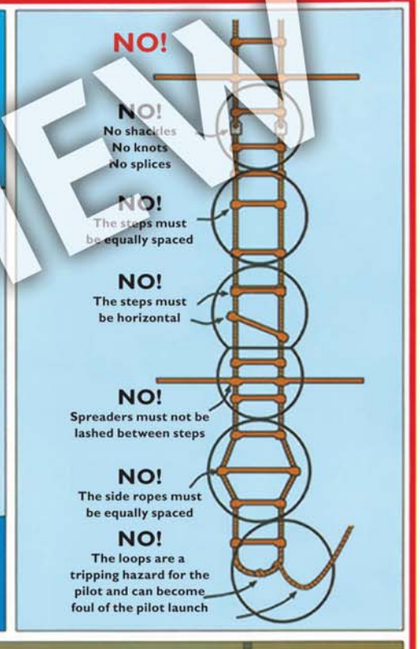
When no side door available

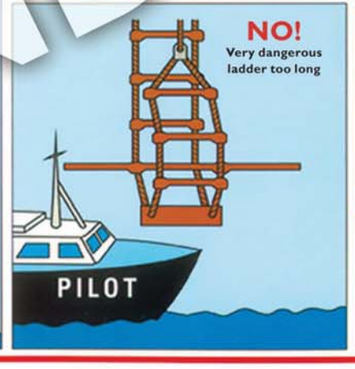


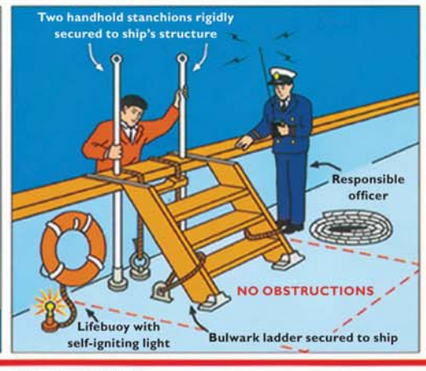
MECHANICAL PILOT HOIST

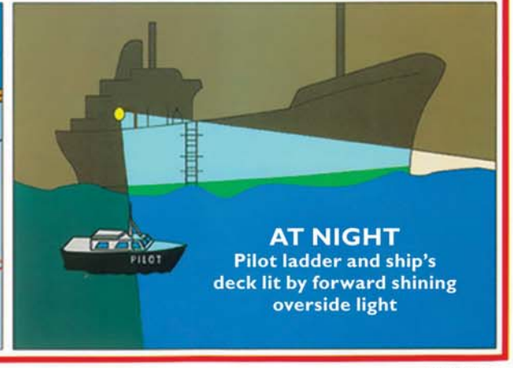


A pilot hoist made and rigged in accordance with SOLAS Chapter V, together with a pilot ladder rigged alongside for immediate transfer, may be used subject to agreement between the Master and the Pilot. It should be noted that the distance between the nearest side ropes of the pilot hoist and pilot ladder will be at least 1.4 metres.









Approved by I.M.O.

March 2001

OUR MISSION

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.