



CONSOLIDATED TEXT OF IMPA RESOLUTIONS

Prepared by the Secretariat



RESOLUTION ON COMPETITION IN PILOTAGE

Adopted at the XIII General Meeting of the
International Maritime Pilots' Association
May 1996

The International Maritime Pilots' Association,

Whereas properly regulated and unified Pilotage systems ensure high standards that serve the public interest in protecting the marine environment from the consequences of maritime casualties, and

Recognising, that since Administrations have relaxed Pilotage regulations to permit undesirable competition between pilots that jeopardises safety, and

Further individual pilots' primary responsibilities and duties are to the public, represented by their regulatory authorities, and

Realising that there is a basic incompatibility between a pilot's duty to the public interest and a pilot's duty to the ship's owner in a competitive pilot system, which will compromise the safety and the efficiency of maritime traffic

Therefore the XIII Congress of the International Maritime Pilots' Association assembled in Rio de Janeiro, Brazil

Resolved that national Administrations be urged to continue to maintain or to return to fully regulated unified pilotage systems and that Administrations recognise that competition in Pilotage compromises maritime safety.



SECOND RESOLUTION ON COMPETITION IN PILOTAGE

Adopted at the XIV General Meeting of the
International Maritime Pilots' Association
13 November 1998

The International Maritime Pilots' Association,

Whereas properly regulated and unified Pilotage systems ensure high standards that serve the public interest in protecting the marine environment from the consequences of maritime casualties, and

Furthermore, recalling that the International Pilotage Conference held in Brisbane, Australia, in March 1998 represented a cross-section of the Shipping Industry, which included shipowners, insurers, port authorities, governments, environmentalists, shipmasters and pilots *“Determined that competition in Pilotage fails to properly serve the public interest. It favours economic regulation over competition and notes that the potential benefit from marginal cost savings is greatly outweighed by the added risk to safety. Appropriate authorities should ensure proper mechanisms are in place to insulate pilots from commercial pressures in the execution of their duty”*, and

Recognising that since Administrations have relaxed Pilotage regulations to permit undesirable competition between pilots that jeopardises safety, and

Realising that there is a basic incompatibility between a pilot's duty to the public interest and a pilot's duty to the ship's owner in a competitive pilot system, which will compromise safety and the efficiency of maritime traffic

Resolved to urge national Administrations to continue to maintain or to return to fully regulated unified pilotage systems, and that Administrations recognise that competition in Pilotage compromises maritime safety.



THIRD RESOLUTION ON COMPETITION IN PILOTAGE

Adopted at the XV General Meeting of the
International Maritime Pilots' Association
5 May 2000

The International Maritime Pilots' Association,

Considering, the continuing pressure by some administrations in the world to introduce competition of Pilotage services and

Mindful of the poor record in terms of safety of those Pilotage systems in which competition had been introduced and

Further noting pilots' public obligations in respect of the safety of shipping and the protection of the environment and

Recognising, the conflict between public safety and commercial pressures in a competitive environment therefore,

Resolved to urge competent pilotage authorities to continue to maintain a publicly accountable, fully regulated unified exclusive pilotage system to avoid compromising safety and protection of the environment.



FOURTH RESOLUTION ON COMPETITION IN PILOTAGE

Adopted at the XVIII General Meeting of the
International Maritime Pilots' Association
24 November 2006

Pilotage in Denmark

The International Maritime Pilots' Association,

Noting the highest regard with which the Danish Government regarded Pilotage in their submission to the International Maritime Organization in document A.24/INF.4 of 14 October 2005

Further Noting the Danish Maritime Authority's earnest plea to the international community for ships to take a pilot in and out of the Baltic where a regulated Pilotage system has provided a 100% safety record

Considering the recent proposals by the Danish Government to introduce competition into pilotage with the encouragement of several international shipping organisations

Recognising the adverse effects on safety of other competition experiments elsewhere in the pilotage world,

Resolved to formally condemn this dangerous and backward step by the Government of Denmark in terms of maritime safety.



RESOLUTION ON PILOT SAFETY
Adopted at the XIII General Meeting of the
International Maritime Pilots' Association
May 1996

The International Maritime Pilots' Association,

Noting, that the 1995 Pilot safety campaign, which involved a survey of 1924 ships, established that 28% of ships surveyed did not meet the pilot ladder or combination ladder requirements of the International Maritime Organisation (IMO), Maritime Safety Committee Circular MSC.1/Circ 568/Rev.1 of 23 February 1995

Therefore the XIII Congress of the International Maritime Pilots' Association assembled in Rio de Janeiro, Brazil,

Resolved that Member Associations of International Maritime Pilots' Association should press their Governments to urge the International Maritime Organisation to:

1. Retain current Regulation 17 in SOLAS chapter V;
2. Include other operational pilot transfer arrangements in the mandatory part of the Safety of Navigation and Watchkeeping Code (SNW); and
3. Include International Maritime Organisation Resolutions and circulars applicable to pilot ladders as annexes to the mandatory SNW Code.



RESOLUTION ON COMPULSORY PILOTAGE

Adopted at the XIII General Meeting of the
International Maritime Pilots' Association
May 1996

The International Maritime Pilots' Association,

Whereas compulsory Pilotage has traditionally been used by Port State Authorities to exercise jurisdiction, oversight and control over ships transiting their territorial waters and within their ports and harbours by mandating that the conduct of a ship within their waters be under the direction and control of locally appointed pilots accountable to local authority, and

Noting that some national Administrations are reducing the scope of their compulsory Pilotage requirements to permit some ships to operate outside of regulated Pilotage systems, to the detriment of the safety of shipping and the protection of the marine environment, and

Recognising that some maritime Administrations do not enforce all internationally required safety standards of the International Maritime Organisation on ships sailing under their flags, and sub-standard ships and personnel are a continuing fact in global maritime trade, and

Bearing in mind the increasing need for specialised and current local knowledge of expert mariners trained and appointed to perform pilotage duties, and

Therefore the XIII Congress of the International Maritime Pilots' Association assembled at Rio de Janeiro, Brazil

Resolved that all competent maritime Administrations throughout the world be urged to maintain and strengthen compulsory Pilotage regulations to protect the marine environment by requiring all ships to be subject to compulsory pilotage.



RESOLUTION ON EMERGING MARITIME TECHNOLOGIES

Adopted at the XIV General Meeting of the
International Maritime Pilots' Association
13 November 1998

The International Maritime Pilots' Association,

Whereas technological developments in the maritime field are proceeding at an ever-increasing pace, and

Recognising that Maritime Pilots are assisting in the development and use of advanced electronic systems in ports and waterways, such as pilot portable units, AIS, ECDIS, PORTS, DGPS, Silent VTS, and other innovations,

Resolved to urge Administrations to recognise and support the role of Maritime Pilots in leading the efforts to utilise such emerging maritime technologies in order to further advance the safety of navigation, the safety of life, and the protection of property and the environment.



RESOLUTION ON USE OF AIS SHIP/SHIP, SHIP/VTS

Adopted at the XIV General Meeting of the
International Maritime Pilots' Association
13 November 1998

The International Maritime Pilots' Association,

Recognising that traditional VTS requires an interchange of voice radio communications between ships and shore facilities, and

1. That such voice communications place an increasing burden on capabilities of available radio communications channels and the ability of shipboard personnel, pilots and VTS operators to handle the communication workload;
2. Maritime Pilots are called upon to direct and control the movement of ships, manage traffic situations, and handle communications at the same time; and
3. Such multiple tasks may jeopardise the Maritime Pilots' ability to concentrate on his primary responsibilities for the safety of the ship under his control, and

Recognising that new digital communications technology permits the transmission of high-volume information between ships and between ships and shore facilities,

Resolved to endorse and support the implementation of digital information systems and automatic information systems (AIS) utilising shipboard transponders for communications between ships and between ships and VTS facilities.



RESOLUTION ON VTS AND PILOTS
Adopted at the XVII General Meeting of the
International Maritime Pilots' Association
July 2004

The International Maritime Pilots' Association,

Recalling the recent approval by IMO Assembly of *Recommendations on Training and Certification and Operational Procedures for Maritime Pilots Other than Deep Sea Pilots* (Resolution A.960(23)),

Noting the contents of the *Revised Guidelines for Vessel Traffic Services* (resolution A.857(20)),

Further noting the contents of the IALA VTS manual Paragraph 4.5.1 and the development of VTS technology,

Also noting the caution contained within that text that shore-based pilotage "cannot be a substitute for pilotage performed by a pilot on board",

Recalling the experiences of Germany in its trials as reported to the XVI IMPA Conference.

Recognising that VTS is neither pilotage nor an alternative to pilotage,

Considering that an on-board pilot possesses not only technical skills, but integrates those skills with real-time knowledge of on-board conditions and capabilities essential to the efficient and safe conduct of the pilotage transit,

Recognising that a division of authority between the VTS and the master/pilot has the potential for confusion as to responsibility and liability for actions taken and any consequent casualties,

Further considering that the presence of a pilot on board a vessel is an integral part of a Maritime Safety system,

Bearing in mind the traditional master/pilot relationship, and the responsibilities of both master and pilot in respect of decision-making, must not be encroached upon by input from VTS,

Resolved to urge:

1. Governments to exercise extreme caution when setting up VTS, bearing in mind the additional resources and technology now available on the bridge of ships as well as the experience of existing VTS, which confirms the importance of a pilot on board a ship; and
2. Governments to consider the benefits for safety and efficiency of maritime traffic provided by on-board pilots even in the presence of a VTS system.



RESOLUTION ON ANCILLARY SERVICES

Adopted at the XIV General Meeting of the
International Maritime Pilots' Association
13 November 1998

The International Maritime Pilots' Association,

Recognising the strictures of the economic climate around the world and the possible impact on safety and;

Bearing in mind that a number of ancillary services traditionally provided to ensure safety may therefore be curtailed and;

Being aware that the curtailing of such services would have a negative impact on safety,

Resolved to fully support the use of ancillary services provided by a port such as tugs and mooring boats when it is deemed necessary by a pilot in the course of his duty in the interests of safety of life, and the protection of property and the environment.



RESOLUTION ON USE OF SHIPHANDLING SIMULATORS

Adopted at the XV General Meeting of the
International Maritime Pilots' Association
5 May 2000¹

The International Maritime Pilots' Association,

Considering recent proposals to use simulators to evaluate the performance of all maritime pilots, and

Recognising that in proper applications, simulation can be a valuable but relatively expensive supplement to traditional pilot training, in both entry level and continuing education programmes. Simulators are useful tools for instruction and practice in basic and emergency navigation procedures, and

Further Recognising that a pilot participating in a simulator exercise must recognise the differences between the simulated world and the real world in order to take from the exercise the appropriate learning experience. As a result, simulation does not provide an accurate picture of a pilot's demeanour, self-assurance, judgment, or ability to maintain situational awareness under actual conditions, and

Resolved that the use of simulators to evaluate or predict a pilot's performance in the real world for licensing purposes to be an inappropriate use of an otherwise valuable technology.

¹ This Resolution was reviewed by EC 89, and remains extant



SECOND RESOLUTION ON SIMULATORS

Adopted at the XVI General Meeting of the
International Maritime Pilots' Association
2 August 2002²

The International Maritime Pilots' Association,

Recalling IMPA Resolution No 7 regarding the use of simulators to evaluate performance, and

Noting that in some jurisdictions simulators are used as the sole means by which to issue and re-validate Pilot Exemption Certificates (PEC), and

Recognising the value of simulators as a tool to supplement training,

b the limitations of simulation, and

Recognising that simulation cannot be a substitute for practical experience and full competency assessment, and

Resolved that the sole use of simulators for training and certification is inadequate in validating the appropriate levels of competence required for navigating in pilotage waters. The use of a licensed pilot to assess a candidate's performance in conducting real acts of pilotage, is essential.

² This Resolution was reviewed by EC 89, and remains extant



RESOLUTION ON COMMERCIAL PRESSURE ON PILOTS

Adopted at the XV General Meeting of the
International Maritime Pilots' Association
5 May 2000

The International Maritime Pilots' Association,

Considering that the traditional function for a pilot is the enhancement of safety, not only for his/her ship but for others in the vicinity as well as safeguarding the environment and,

Recognising the increasing pressure on ports, agents, shipping companies and masters to minimise costs and delays and,

Noting the increasing frequency of very short turn-rounds and ships with ever smaller crews and

Being of the greatest importance that a pilot must never be under commercial pressure when performing his/her task.

Resolved to expect pilots must enjoy support from their fully regulated unified and exclusive pilotage system to ensure that the pilot's professional judgment overrides any commercial pressures.



RESOLUTION ON SIGNING OF PILOT CARDS & OTHER DOCUMENTATION

Adopted at the XV General Meeting of the
International Maritime Pilots' Association
5 May 2000

The International Maritime Pilots' Association,

Recognising the increasing number of requests made by Masters to pilots for their signature on the pilot card and/or other documentation,

Bearing in mind the increasing demands on Masters for documentation to comply with ISM certification, and

Noting the possible legal implications of a Pilot signing a document which may be in an unfamiliar language, and

Further Noting that there is no IMO requirement or recommendation that any Pilot should sign a Pilot Card,

Resolved that there is no valid reason for pilots to be required to sign a Pilot Card and/or other documentation.



RESOLUTION ON PRE-PASSAGE PILOTAGE PLANNING

Adopted at the XV General Meeting of the
International Maritime Pilots' Association
5 May 2000

The International Maritime Pilots' Association,

Recognising the increasing pressure from certain ship interests and others for written Pre-Passage Pilotage Plans, and

Bearing in mind the widely varying national regulatory requirements in respect of the conduct of Pilotage, and

Noting the effect of rigid procedures linking pilots to particular vessels or port movements, and

Being mindful of the number of variables which cannot be predicted prior to vessels arrival/departure, and

Further noting the existing efforts made by pilots to exchange information with ships prior to boarding, at the time of meeting the Master and during the passage, and

Resolved that a rigid procedure for detailed arrangements to be formalised in advance of an act of Pilotage is not practical, safe or in the best interests of ports and shipping.



RESOLUTION ON PILOT TRAINING FACILITIES

Adopted at the XVI General Meeting of the
International Maritime Pilots' Association
2 August 2002

The International Maritime Pilots' Association,

Acknowledging the declining number of appropriately qualified personnel in the maritime industry, the decline of entry standards and the consequential impact on levels of competence and expertise available for pilot training, and

Recognising the commercial pressure to increase port accessibility and fairway workability and the need to ensure that appropriate levels of safety and quality are not compromised, and

Acknowledging the general public's insistence on zero tolerance for preventable accidents, and

Recognising the greater demands that this environment places on the pilot and the need for appropriate supporting training, and

Further Recognising the global decline in the number of maritime training facilities suitable for pilot training, and

Understanding the need for proper knowledge management, and

Resolved to recommend pilot organisations develop training facilities to enable the full range of pilot training needs to be met.



RESOLUTION ON VULNERABILITY OF SATELLITE NAVIGATION SYSTEMS (GNSS)

Adopted at the XVI General Meeting of the
International Maritime Pilots' Association
2 August 2002

The International Maritime Pilots' Association,

Recognising developments in the provision of satellite navigation systems, and

Further recognising the SOLAS requirement for all ships to carry means of receiving transmissions from suitable radionavigation systems throughout their intended voyage, and

Also recognising the vulnerability of satellite navigation systems, and

Noting amongst others, the conclusions of the John A. Volpe *Vulnerability Assessment of Transportation Infrastructure relying on the GPS* (August 2001), and

Further noting the increased awareness of the potential for natural, accidental and deliberate interference (and jamming) of satellite navigation systems, and

Acknowledging that satellite navigation information is not solely used for the determination of geographical positions but also as an essential input for timing devices of land-based and maritime infrastructure (such as AIS), and

Recalling the continued availability of systems (such as Loran-C/Eurofix) that can serve as an alternative source of input for the determination of position and time, and

Furthermore recalling that public funding will continue to form an important element for the continued existence of alternative systems, and

Resolved that Pilots be cautioned as to the limitations of information derived from satellite navigation systems.



RESOLUTION ON G8 ACTION PLAN – MARINE ENVIRONMENT AND TANKER SAFETY

Adopted at the XVII General Meeting of the
International Maritime Pilots' Association
July 2004

The International Maritime Pilots' Association,

Noting that global sustainable development and poverty reduction requires healthier and more sustainably managed oceans and seas, and

Understanding also that there is growing pressure on the marine environment, the decline in marine biodiversity and the depletion of fish stocks are of increasing concern as is the use of flags of convenience, especially for fishing vessels as a means to avoid management conservation measures, and

Further noting the G8 leaders have resolved to take all necessary and appropriate steps to strengthen international maritime safety, and

Recognising the content of the G8 Action Plan and the confirmation of the leaders of the G8 Nations as to the clear value that pilotage brings to safety, and

Further recognising that competition in pilotage is counter-productive and disastrous for safety and environmental protection as has been clearly shown in the Great Barrier Reef, be aware the clear support of G8 for IMO as the correct medium for the Resolution of Marine Safety Issues requiring international action, and

Resolved to support the G8's pursuit of the establishment of mandatory pilotage in narrow restricted and congested waters by means of the adoption of strictly regulated systems.



**RESOLUTION ON RECOMMENDATIONS ON TRAINING AND CERTIFICATION AND
OPERATIONAL PROCEDURES FOR MARITIME PILOTS OTHER THAN DEEP SEA PILOTS
(RESOLUTION A.960(23))**

Adopted at the XVII General Meeting of the
International Maritime Pilots' Association
July 2004

The International Maritime Pilots' Association,

Recalling the recent approval by IMO Assembly of *Recommendations on Training and Certification and Operational Procedures for Maritime Pilots Other than Deep Sea Pilots* (Resolution A.960(23)), and

Further Recalling the lengthy discussions within all spheres of the shipping spectrum represented at IMO prior to its unanimous adoption, and

Recognising the primacy of IMO in matters concerning the safety of international shipping, and

Further Recognising the important role of pilotage in ensuring the safety of navigation and the protection of the marine environment, endorsed by the G8 Action Plan statement of June 2003, and

Further noting the benefits that have accrued to the shipping industry by application of *Training, Qualification and Operational Procedures for Maritime Pilots Other than Deep Sea Pilots* (resolution A.485(XII)), the Resolution which preceded and revoked by resolution A.960(23), and

Resolved to urge all governments, administrations, pilot organisations and pilots to fully acquaint themselves with the contents of resolution A.960(23) and thereafter strive to implement its provisions within their own countries and authorities.



RESOLUTION ON PILOTS AND PROTECTION OF THE ENVIRONMENT

Adopted at the XIX General Meeting of the
International Maritime Pilots' Association
August 2008

The International Maritime Pilots' Association,

Recognising the prime obligation of Pilots is to provide a critical public safety service by ensuring the careful management and free flow of all traffic within their pilotage area, thus ensuring safety, security and Environmental protection,

Further noting the debate on the use of distillate fuel and the positive impact this will have on the availability of power for manoeuvring in confined waters,

Considering the environmental impact of commercial activity and the pressures on the shipping industry to reduce its carbon footprint,

Recognising that all members have obligations to reduce fuel consumption by prompt and timely boarding to avoid vessels idling at pilot embarkation points,

Resolved to urge all Members to investigate low CO₂ output buildings, plant, service craft and service vehicles as a matter of priority.