

MARITIME SAFETY COMMITTEE
99th session
Agenda item 21

MSC 99/INF.11
12 March 2018
ENGLISH ONLY

ANY OTHER BUSINESS

**Improved safety of pilot transfer arrangement
results of safety campaign/survey**

Submitted by IMPA

SUMMARY

Executive summary: This document covers the attached campaign/survey results collected by IMPA

Strategic direction, if applicable: Not applicable

Output: Not applicable

Action to be taken: Paragraph 6

Related documents: SOLAS regulation V/23 and resolution A.1045(27)

1 This document covers a summary report on a Safety Campaign carried out by the Association during two weeks at the beginning of October 2017.

2 The Organization has previously requested IMPA to ask its member organizations to provide the above information to port State control officials in the ports where they provide pilotage services. Reports have been provided previously in 2002, 2007, 2010 and 2015.

3 IMPA has noted that the previous slow decline in the level of defects has ceased and levels remain too high.

4 IMPA was optimistic that the inclusion of pilot ladders in the ships' safety equipment inspection regime, under the changes to SOLAS regulation V/23 through Assembly, at its twenty-seventh session in 2011, would have had an effect on the standards found in future campaigns/surveys. This has not happened.

5 The IMPA Safety Survey can be found in the annex to this document and may also be viewed in colour via the link:

<http://www.impahq.org/admin/resources/impasafety-brochure-2017low-respagesb.pdf>

Action requested of the Committee

6 The Committee is invited to note the Campaign/Survey results.

ANNEX

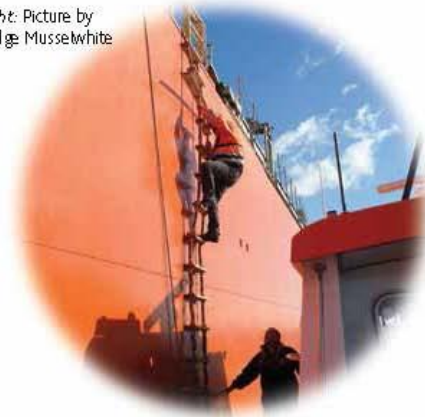
IMPA SAFETY BROCHURE 2017



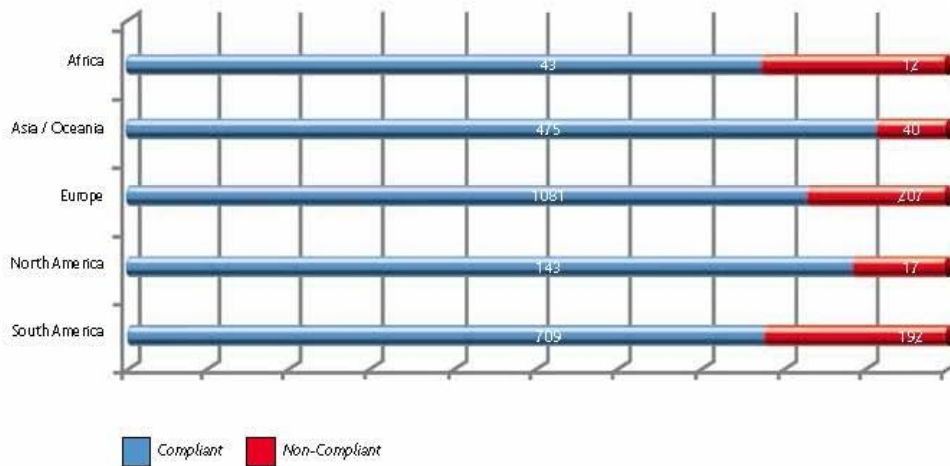
The chart below shows 2,919 returns from participating IMPA members which have been grouped into 5 geographical areas. The total non-compliance is shown as a percentage of total returns from each region and as a total.

COUNTRY	TOTAL RETURNS	COMPLIANT	NON COMPLIANT	NON COMPLIANT AS %
Africa	55	43	12	21.81
Asia / Oceania	515	475	40	7.76
Europe	1288	1081	207	16.07
North America	160	143	17	10.62
South America	901	709	192	21.30
TOTAL	2919	2451	468	16.03

Right: Picture by Rodge Mussetwhite



COMPLIANCE BY REGION

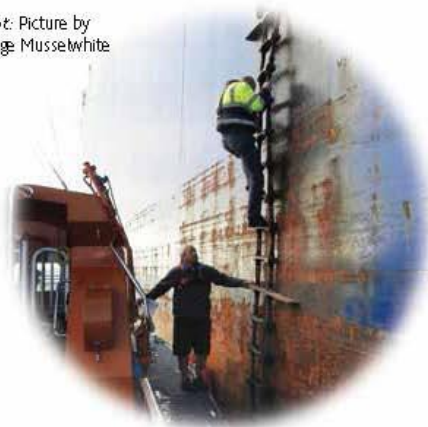


VESSEL TYPE

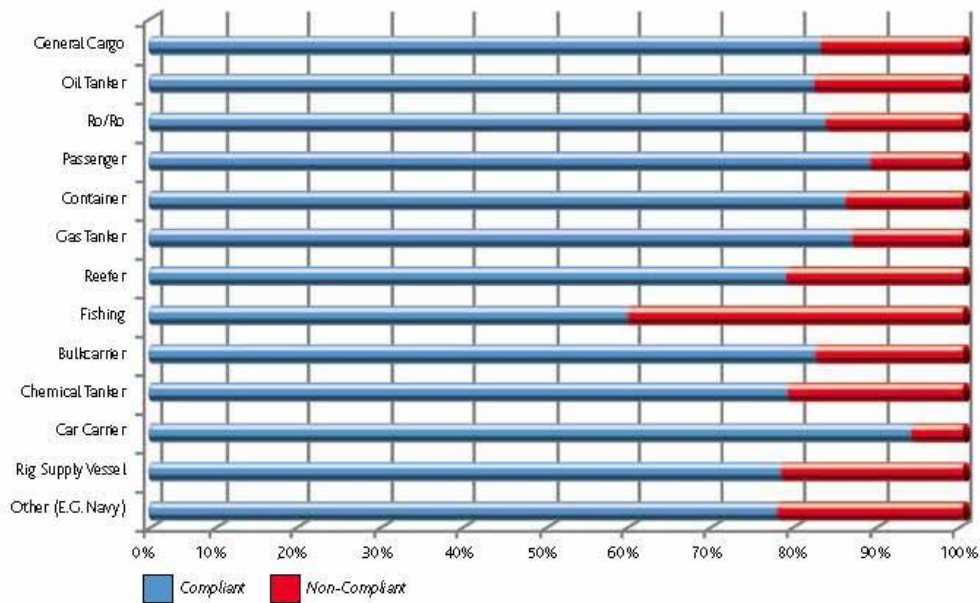
The following chart shows a break down of all returns by vessel type. Both the number and the percentage of non-compliant vessels by type are shown.

VESSEL TYPE	TOTAL NUMBER OF VESSELS	COMPLIANT	NON COMPLIANT	NON COMPLIANT AS %
General Cargo	525	436	89	16.95
Oil Tanker	383	316	67	17.49
Ro/Ro	105	88	17	16.19
Passenger	139	124	15	10.79
Container	736	634	102	13.86
Gas Tanker	131	114	17	12.98
Reefer	19	15	4	21.05
Fishing	10	6	4	40
Bulkcarrier	427	353	74	17.33
Chemical Tanker	193	153	40	20.73
Car Carrier	73	69	4	5.48
Rig Supply Vessel	111	87	24	21.62
Other (E.G. Navy)	100	78	22	22

Right: Picture by Rodge Musselwhite



COMPLIANCE BY VESSEL TYPE





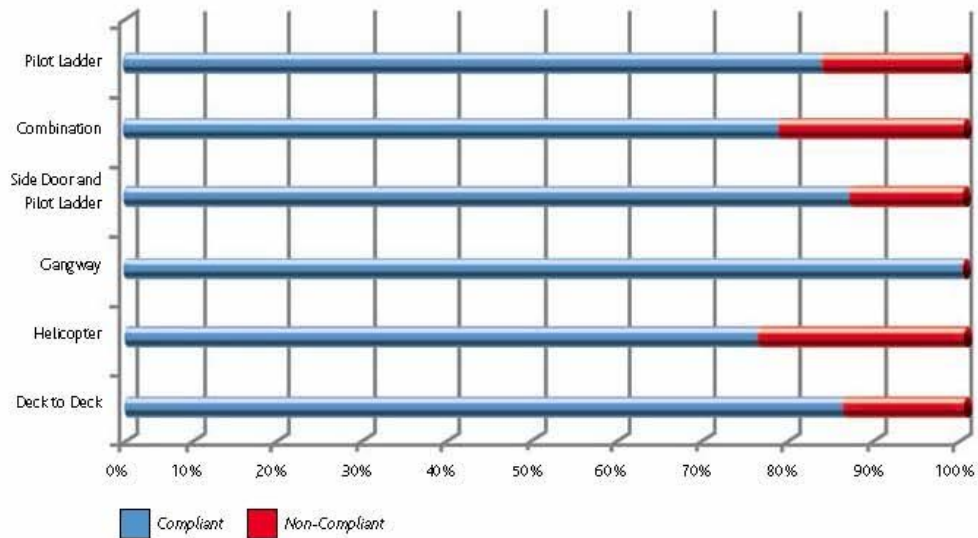
COMPLIANCE BY MEANS OF TRANSFER

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	1897	1601	296	15.6
Combination	625	496	129	20.64
Side Door and Pilot Ladder	275	241	34	12.36
Gangway	44	44	0	0
Helicopter	26	20	6	23.08
Deck to Deck	114	99	15	13.16
TOTAL	2981	2501	480	



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	468
Number of defects reported to Authority	50
% of non-compliant ships reported	10.68

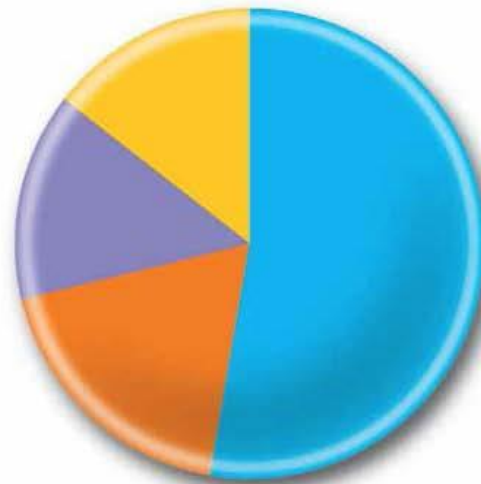
% of non-compliant ships not reported ■
% of non-compliant ships reported ■



NON-COMPLIANCE BY TYPE OF DEFECT

NON-COMPLIANCE BY TYPE OF DEFECT	TOTAL	AS %			
Pilot ladder	303	53.35			
Bulwark/Deck	106	18.66			
Combination	70	12.32			
Safety Equipment	89	15.67	TOTAL	568	
TOTAL	568				

Pilot Ladder ■
Bulwark/Deck ■
Combination ■
Safety Equipment ■



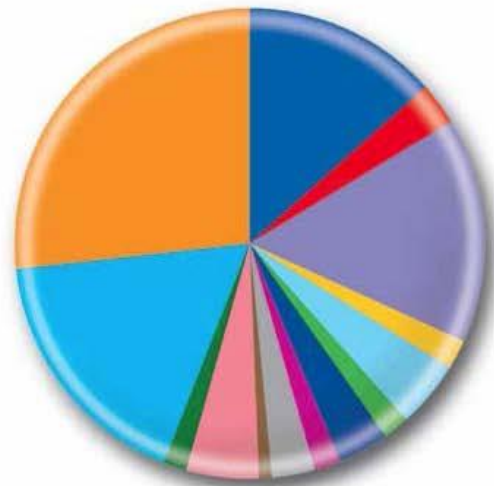


NON-COMPLIANCE BY TYPE OF DEFECT

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	52	13.3
Steps not of suitable material	11	2.81
Poorly rigged retrieval line	61	15.6
Steps broken	8	2.05
Steps not equally spaced	18	4.6
Pilot Ladder more than 9 metres	7	1.79
Steps dirty/slippy	14	3.58
Sideropes not of suitable material	7	1.79
Pilot Ladder too far forward/Aft	12	3.07
Steps painted	3	0.77
Incorrect step fittings	20	5.12
No bulwark ladder	6	1.53
Steps not horizontal	68	17.39
Other	104	26.6
TOTAL	391	

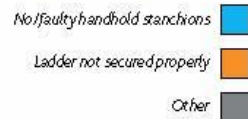
DEFECTS OF PILOT LADDER



DEFECTS OF BULWARK / DECK



DEFECTS OF BULWARK / DECK	TOTAL	AS %
No/faulty handhold stanchions	49	41.88
Ladder not secured properly	57	48.72
Other	11	9.4
TOTAL	117	



INTERNATIONAL MARITIME PILOTS' ASSOCIATION

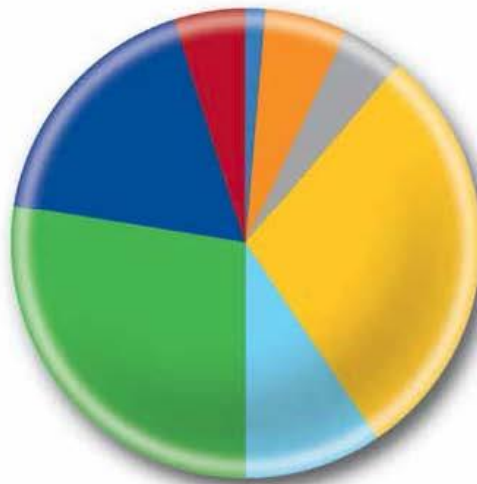
NON-COMPLIANCE BY TYPE OF DEFECT

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	1.8
Lower platform stanchions / rail incorrect rigged	11	6.59
Accommodation ladder too steep (>45 degrees)	7	4.19
Pilot Ladder not attached 1-5m above Accommodation Ladder	45	26.95
Lower platform not horizontal	17	10.18
Ladder(s) not secured to ship's side	46	27.54
Lower platform less than 5m above the sea	29	17.37
Other	9	5.39
TOTAL	167	



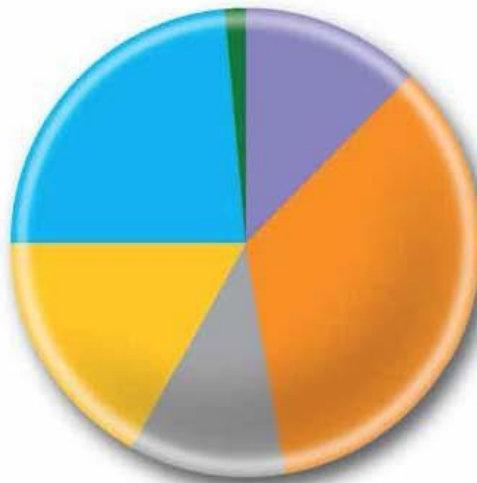
COMBINATION DEFECTS



SAFETY EQUIPMENT DEFECTS	TOTAL	AS %
Inadequate lighting at night	19	13.97
No lifebuoy with self-igniting light	44	32.35
No VHF communication with the bridge	18	13.24
No heaving line	21	15.44
No responsible officer in attendance	32	23.53
Other	2	1.47
TOTAL	136	



SAFETY EQUIPMENT DEFECTS



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