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SUB-COMMITTEE ON SAFETY OF
NAVIGATION
50th session
Agenda item 18

NAV 50/INF.6
30 April 2004
ENGLISH ONLY

ANY OTHER BUSINESS**Pilot Ladder Safety****Note by the International Maritime Pilots' Association (IMPA)****SUMMARY**

Executive summary: IMPA produces a periodic report on Pilot Ladder Safety. Its report for 2002 is submitted for the attention of the Committee

Action to be taken: Paragraph 3

Related documents: None

1 IMPA carried out a Safety Campaign in October 2002 whose purpose was to investigate and highlight standards of pilot ladders and associated equipment. 29 national pilot organizations completed a total of 3618 report forms. The main conclusions are contained in the attached summary annex.

2 Full copies of the study are available, free of charge from the IMPA Office and can be requested on line from secgen@impahq.org.

Action requested of the Sub-Committee

3 The Sub-Committee is invited to note the information provided.

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ANNEX

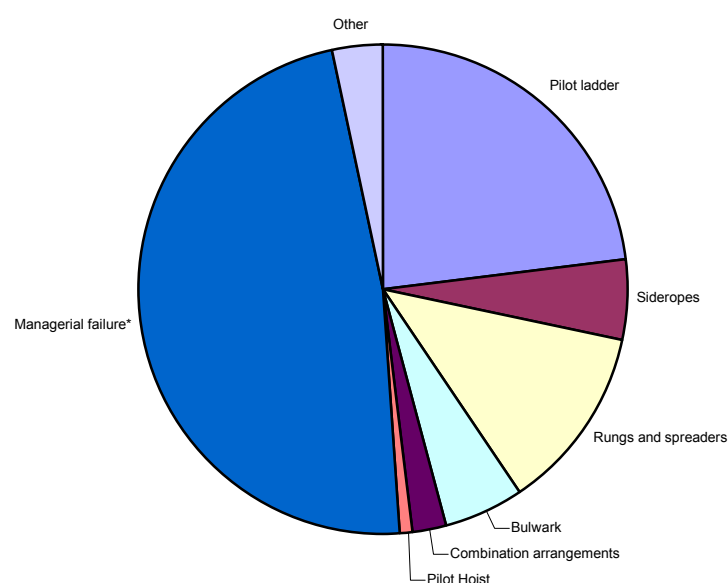
IMPA SAFETY SURVEY 2002

Pilot transfer at sea remains a treacherous part of the vital task needed to maintain a continuous service, providing the essential knowledge and skills that even today's ships need so much. Investigating and monitoring the safety of this task for our members is an essential responsibility for IMPA and an integral part of our service.

CONCLUSIONS

- The most common defects would in general be the most inexpensive to remedy. Better rigging and on-board maintenance would result in little or no expense to companies
- Whilst the age of the vessel was not a specifically targeted question it was clear to some contributors that new tonnage did not necessarily mean better standards.
- Pilots are remarkably reluctant to report defects to port authorities. We believed this related to two main factors:
 - Many pilots are ex-Masters and therefore sympathetic to their problems and workload.
 - The 'psyche' of pilots is geared to getting the job done. A defective ladder seems to be a problem to be overcome in the same way as a ship with defective radar or other bridge equipment (which also usually goes unreported!)

Non-compliance by type of defect



CATEGORY	No of defects
Pilot ladder	413
Sideropes	98
Rungs and spreaders	218
Bulwark	94
Combination arrangements	43
Pilot Hoist	15
Managerial failure*	858
Other	59
TOTAL	1798

* This comprised Area not lit, No responsible officer, No contact with bridge or No lifebuoy with self igniting light
