



SUB-COMMITTEE ON STANDARDS OF
TRAINING AND WATCHKEEPING
31st session
Agenda item 4

STW 31/4/1
11 November 1999
Original: ENGLISH

TRAINING AND CERTIFICATION OF MARITIME PILOTS AND REVISION OF RESOLUTION A.485(XII)

Operational aspects

**Note by the International Chamber of Shipping (ICS) also on behalf of the
Baltic and International Maritime Council (BIMCO),
International Association of Dry Cargo Shipowners (INTERCARGO),
International Association of Independent Tanker Owners (INTERTANKO),
International Federation of Shipmasters' Associations (IFSMA),
International Shipping Federation (ISF),
Oil Companies International Marine Forum (OCIMF),
Society of International Gas Tankers and Terminal Operators (SIGTTO)**

SUMMARY

Executive summary:	ICS has recently revised its Bridge Procedures Guide and this includes detailed guidance on the operational aspects of pilotage. The Sub-Committee is invited to take into consideration this guidance when considering proposals on training and certification requirements for maritime pilots other than deep-sea pilots.
Action to be taken:	Paragraph 10
Related documents:	STW 29/7/1, STW 29/7/5, STW 29/14 paragraphs 7.46-7.49, MSC 69/13/2, MSC 69/20/2, MSC 69/22 paragraph 13.14, STW 30/13 paragraph 4.2, NAV 45/WP.3, NAV 45/14/Add.1, A 21/9/Add.2, STW 31/4

1 This submission comments on document STW 31/4 by the Secretariat and is submitted in accordance with the provisions of paragraph 46.5 of the Guidelines on the Organization and Method of Work of the MSC and the MEPC and their subsidiary bodies.

2 The twenty-ninth session of the Sub-Committee (STW 29) agreed that both training and operational aspects of pilots should be included in a future resolution. Further, the Sub-Committee agreed that any guidance to be included in a revision of resolution A.485(XII) would be finalised after the Sub-Committee on Safety of Navigation had considered the operational aspects.

3 The sixty-ninth session of the Maritime Safety Committee (MSC 69) noted the Master Pilot Information Exchange forms developed by BIMCO, IAPH, ICFTU, ICS, IFSMA, IMPA, INTERCARGO, INTERTANKO, the International Group of P&I Associations, ISMA, OCIMF and SIGTTO (MSC 69/13/2), and also noted that the forms would be used by ships and pilotage

organisations, where appropriate. The use of these forms facilitates both the early establishment of communications between ship and shore, and the pre-arrival pilotage passage planning process. An express reference to the use of, or even inclusion of the Master Pilot Information Exchange forms in a revised resolution A.485(XII), is therefore appropriate.

4 The forty-fifth session of the Sub-Committee on Safety of Navigation (NAV 45) agreed the text of an Assembly resolution on Guidelines for voyage planning for submission directly to the 21st Assembly for adoption. The Guidelines refer to the need for the detailed planning of the whole voyage or passage from berth to berth, including those areas when a pilot will be on board. The Guidelines also refer to taking account of available port information including information pertaining to the availability of shorebased response facilities and equipment. The competent pilotage authority would be the best source of such port-related information. An express reference to the need for a pilotage passage plan developed in consultation with the competent pilotage authority, is therefore appropriate.

5 NAV 45 approved draft amendments to SOLAS 1974, chapter V – Safety of navigation for adoption by the Maritime Safety Committee at its seventy-second session. Regulation 14 – Ships’ manning, of the draft amendments requires English to be used on the bridge as the working language for communications on board between the pilot and bridge watchkeeping personnel, unless those directly involved in the communication speak a common language other than English. An express reference to the use of English between the pilot and the bridge team is implicit therefore, as a requirement.

6 A drafting group on Training and Certification of Maritime Pilots and Revision of Resolution A.485(XII) met during NAV 45 and developed a draft revised text of Annex 2 to resolution A.485(XII) – Recommendations on operational procedures for maritime pilots other than deep-sea pilots. NAV 45 approved the text and agreed to forward the approved text to STW for information and action as appropriate.

7 It is anticipated that STW, when considering proposals on training and certification requirements for maritime pilots other than deep-sea pilots, would base its considerations in part on the draft revised text of Annex 2 to resolution A.485(XII) developed by NAV 45.

8 ICS has recently revised its Bridge Procedures Guide and this includes detailed guidance on ‘Passage planning and pilotage’ and ‘Navigation with a pilot on board’, and includes example formats of the Master Pilot Information Exchange forms.

9 Against this background, the organisations have reviewed the draft revised text of Annex 2 to resolution A.485(XII) developed by NAV 45, and submit suggestions for improvements as set out in the Annex to this paper for the Sub-Committee’s consideration.

Action requested of the Sub-Committee

10 The ICS Bridge Procedures Guide (3rd Edition) offers best industry practice and is widely used by ships at sea. The Sub-Committee is accordingly invited to take into consideration the suggested amendments as set out in the Annex to this paper, when finalising the draft revised text of Annex 2 to resolution A.485(XII) developed at NAV 45.

ANNEX

REVISED ANNEX 2 OF RESOLUTION A.485(XII)

RECOMMENDATION ON OPERATIONAL PROCEDURES FOR MARITIME PILOTS
OTHER THAN DEEP-SEA PILOTS

1 Efficient and the bridge ~~personnel team~~ and upon the mutual the bridge ~~personnel team~~, taking due account of expeditious passage. An early exchange of information between ship and shore will allow communications and preliminary pilotage passage plans to be established before the pilot boards.

2 The appropriate disembarkation points.

The pilot safe boarding conditions.

The pilot is sufficient time and sea room to meet the requirements of ~~the~~ an appropriate master-pilot information exchange. (See paragraph 4 below)

3 The appropriate Competent Pilotage Authority or outbound ~~vessel~~ ship, or for shifting a ~~vessel~~ ship.

As human resources by the ~~vessel~~ ship as early as possible.

Communication ~~by VHF or other dedicated means~~ should be established the ~~vessel's~~ ship's ETA and to enable the ~~Pilot Station~~ Competent Pilotage Authority to furnish relevant pilot boarding. The use of the Master Pilot Information Exchange forms is recommended

The initial ~~ETA message to the Pilot Station~~ information exchange with the Competent Pilotage Authority should in addition cover ~~include~~ all regulations including:

- . ship's name, call sign, ship's agent;
- . ship's characteristics: length, speed, thruster(s);
- . date and time expected at the pilot boarding point;
- . preliminary details of a pilotage passage plan;
- . destination, berth (if required, side alongside); and
- . other relevant requirements and information.

4 Despite the duties..... the safety of the ship. It is important that the respective responsibilities of the pilot, the master and the bridge team are clearly understood, before the pilotage commences.

~~The master and the pilot for the duration of the pilotage~~

~~Each pilotage assignment can be exchanged as the operation proceeds.~~

Each pilotage assignment should begin with a direct exchange between the pilot and the master. The amount and subject matter of the information exchange should be determined by the specific navigation demands of the pilotage operation. As a minimum, the bare essentials of the pilotage passage plan including an exchange of information regarding navigational procedures,

local conditions and the ship's characteristics should be discussed and agreed before the pilotage commences.

Each pilot should develop a personal, standard ~~conference~~ exchange of information practice, taking into account If an information card or ~~standard~~ form is used locally by pilots ~~locally regarding the anticipated passage~~, the layout of such a card or form should be easy to understand. The card or form verbal information exchange.

The ~~is~~ exchange of information on board should include at least:

- presentation of a completed other appropriate data;
- general agreement on plans and procedures for the anticipated passage;
- positions and procedures where the pilotage can be aborted;
- discussion of any special conditions during the passage;
- discussion of any unusual manoeuvring of the ship;
- information on berthing other external facilities; and
- information on mooring arrangements, and where appropriate, details of shorebased emergency response facilities, equipment and other relevant port information.

The exchange of information should be a continuous process, and the pilotage passage plan may need to be updated at anytime.

It must be clearly understood when circumstances dictate.

5 Pilots should be encouraged communications and their intent.

It is recommended that communication between the pilot, the master and the bridge team be conducted in the English language, or a language that can be understood by all on the bridge of the ship. When a pilot is communicating to parties' external to the ship, such as tugs, if the pilot is unable to communicate in English or a language that can be understood on the bridge of the ship, the pilot should explain to the bridge team what was communicated to the external party.

6 When performing pilotage duties..... navigational lights and signals.

7 The pilot should have the right Competent Pilotage Authority for further action.

8 Pilots should be adequately rested for the duration of the passage.