



# International Maritime Pilots' Association

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**8276 Pilot Members**  
**57 Member Countries**









**LESSONS LEARNED AND SAFETY ISSUES IDENTIFIED FROM THE ANALYSIS  
OF MARINE SAFETY INVESTIGATION REPORTS****Safe pilotage practice****Submitted by the International Maritime Pilots' Association (IMPA)****SUMMARY**

<i>Executive summary:</i>	This document comments on and provides an overview on lessons learned and safety issues identified from the analysis of marine safety investigation reports regarding recent incidents involving ultra large containerships (ULCSs) whilst under pilotage
<i>Strategic direction, if applicable:</i>	6
<i>Output:</i>	6.4
<i>Action to be taken:</i>	Paragraph 8
<i>Related document:</i>	Resolution A.960 (23), annex 2

**Background**

1 IMPA has been following closely certain incidents involving ultra large containerships (ULCSs) in port/pilotage areas, which have resulted in injury to port workers and included damage to the ship, port and cargo-handling infrastructure.

**The way forward**

2 Section 5 of annex 2 of the *Recommendations on Training and Certification and on Operational Procedures for Maritime Pilots other than Deep-Sea Pilots* (resolution A.960(23)), relates to the master – pilot information exchange before the pilotage/berthing procedure commences.

3 Accordingly, as a first step, it is suggested that all pilotage authorities should ensure that pilots are fully familiar with the recommendations outlined in annex 2 of resolution A.960(23).

4 It is important for port and pilotage authorities to drive home the message to pilots and ship operators on the imperative need for an exchange of information between the master and the pilot and for the bridge team to take an active role in the ship's navigation in support of the pilot.

5 The other practical issues that are of relevance are:

- .1 inter-port rivalry for handling of ever larger ships may compromise safety judgments and propose ships movements that involve excessive risk owing to inadequate under keel clearance (UKC), channel width, safe turning basins, or other necessary navigation infrastructure;
- .2 machinery failure;
- .3 rudders with small surface areas and software managed engines to improve fuel economy make ship manoeuvring ever more difficult;
- .4 absence and shortage of adequate number of assist tugs of suitable power for the size of the ships being handled; and
- .5 escort tugs and/or powerful tugs for steering/pushing a ship away from a developing incident area.

6 From a closer review of a recent Marine Accident Investigation Branch (MAIB) report of such incidents, some pertinent issues outlined above in paragraphs 5.1 to 5.5 relating to operational pilotage/berthing matters are of relevance. In terms of planning and execution of the ships' movement, there is always the important need for a master – pilot information exchange (resolution A.960(23), annex 2, section 5) and for the bridge team to take an active role in the ships' navigation in support of, and cooperation with, the pilot.

7 There is also a pressing need for coordination in management of pilotage and port operations in respect of ULCSs. This is the norm in most major container ports. Impractical Key Performance Indicators (KPIs) for pilotage/berthing movements and their corresponding relationship to financial incentives can lead to unfortunate incidents/accidents.

**Action requested of the Sub-Committee**

8 The Sub-Committee is invited to take note and action as appropriate, taking into consideration the following:

- .1 IMPA is of the view that compliance with the very basic elements of safe pilotage practice outlined above merit careful consideration including an expert review by the Working Group on Analysis of Marine Safety Investigation Reports, if established; and
- .2 it is hoped that the relevant expert recommendations can then be shared as deemed appropriate globally by IMPA with pilotage authorities to improve operational safety and to enhance safe berthing procedures in ports.

SUB-COMMITTEE ON NAVIGATION,  
COMMUNICATIONS AND SEARCH  
AND RESCUE  
7<sup>th</sup> session  
Agenda item 7

NCSR 7/x  
XX Month 20XX  
Original: ENGLISH

**REVISION OF THE GUIDELINES FOR VESSEL TRAFFIC SERVICES  
(RESOLUTION A.857(20))**

**Draft Assembly Resolution**

**Submitted by IALA, [Australia, China, Norway, India, Turkey, BIMCO, IFSMA, IAIN  
IHMA, IAPH, NI]**

**SUMMARY**

*Executive summary:* This document provides a draft revision of the *Guidelines for Vessel Traffic Services* (resolution A.857(20)) for the Sub-Committee's consideration.

*Strategic direction, if applicable:* 2 and 6

*Output:* X.XX

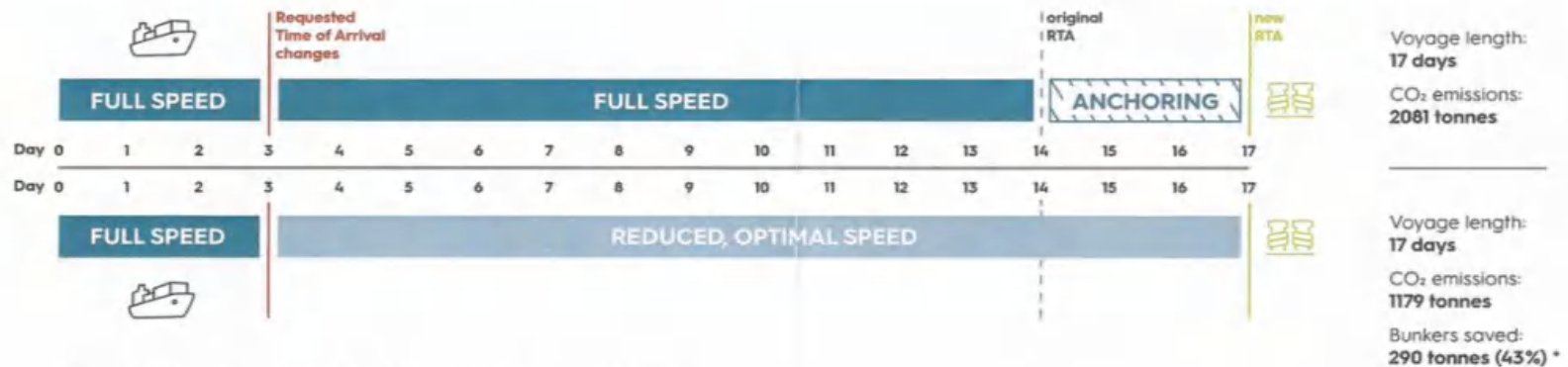
*Action to be taken:* Paragraph 12

*Related documents:* Resolution A.857(20); MSC.1/Circ.952; MSC.1/Circ.1065/Rev.1; MSC 99/20/3; IALA Standards and associated Recommendations, Guidelines and Model Courses relating to VTS.

**Introduction**

1 The Maritime Safety Committee, at its ninety-ninth session (16 to 25 May 2018), considered document MSC 99/20/3 (Australia et al.), proposing to revise the *Guidelines for vessel traffic services* (resolution A.857(20)) to ensure that they were modernized/updated and continued to serve as an effective instrument, providing a clear framework to implement vessel traffic services globally in a harmonized manner; and agreed to include in its post-biennial agenda an output on "Revision of the Guidelines for vessel traffic services (resolution A.857(20))" with one session needed to complete the item, assigning the NCSR Sub-Committee as the coordinating organ. This output was subsequently included in the agenda of NCSR 7.

## Example for Today's Operation: hurry up and wait



## Example for Just In Time Operation

\* All numbers for illustrative purposes only

### Just In Time

Today, ships spend 5-10% of their time waiting to get into port, either dropping anchor or manoeuvring (circling) at low speeds in the port approaches. Through Just In Time (JIT), a delay in the destination port is identified and the vessel's speed is optimized to arrive at the Pilot Boarding Place when the berth, fairway and nautical services (pilots, tugs, linemen) are available.

JIT can therefore support eliminating unnecessary waiting times without lengthening the overall voyage time.

While providing accurate information on the berth availability several days ahead of the port call (in order to adjust speed accordingly) may currently be challenging, informing a ship 12 hours in advance is feasible today and would reduce emissions – especially on shorter routes with relatively high speeds. The Global Industry Alliance is, as a first step, supporting the industry in implementing a 12 hours advance notice of the Requested Time of Arrival and is looking into how to tackle operational and contractual barriers.



# SAFETY CAMPAIGN





Recommandations sur la  
formation en gestion des  
ressources à la passerelle  
pour les pilotes maritimes  
(GRP-P)



# 25th MPA CONGRESS CANCÚN 2020



**Thank  
you/Merci** ■