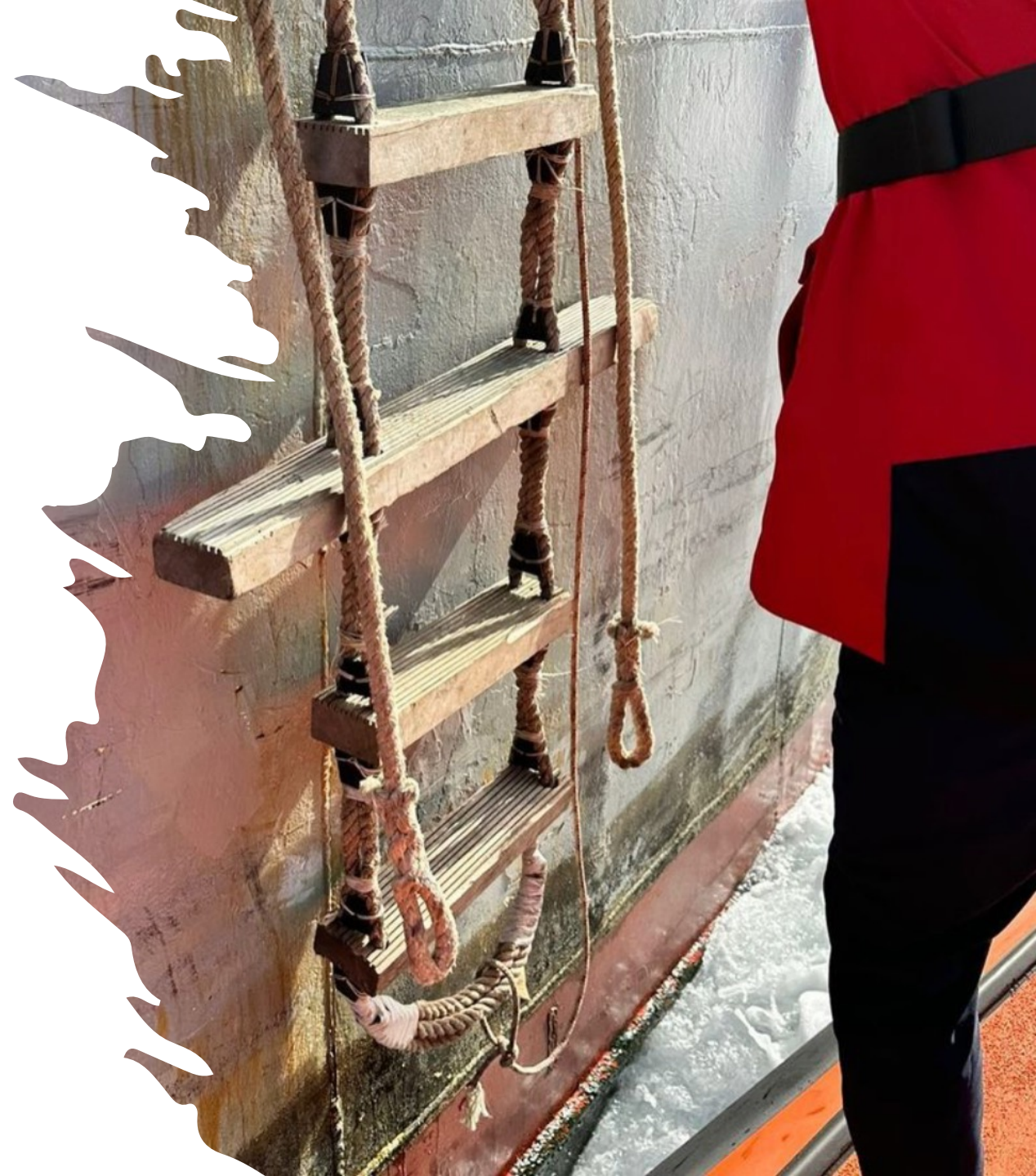


**SAFE PILOT
TRANSFER OPERATIONS
&
NEW PILOT LADDER
POSTER**



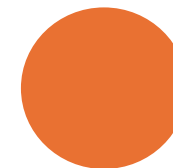
Two Working Groups

Pilot Transfer Operations Paper

- Jorge Viso USA
- Dan Jordan USA
- Adam Roberts Australia
- Arie Palmers NL
- Kevin Vallance UK
- Jesus Seneriz Lopez Spain
- Miguel Castro EMPA
- David Cooper UK
- Paul James NZ
- Andre Gaillard France
- Jeremy Dale UK (SeaSafe)
- Kaj Hahtonen Finland

Poster

- Adam Roberts Australia
- Jorge Viso USA
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- Kevin Vallance UK
- Miguel Castro EMPA
- Cai Bin China
- Sangmin Goag Korea



SAFE PILOT TRANSFER OPERATIONS PAPER

Designed to provide additional information for pilot organisations and/or competent pilotage authorities responding to the recommendations in IMO Resolution A.960(23).





SAFE PILOT TRANSFER OPERATIONS PAPER

- **Part A: Personal Safety Training.**
- **Part B: Personal Protective Equipment.**
- **Part C: Pilot Transfer Operations.**
- **Part D: Emergency preparedness and response.**
- **Part E: Incident Reporting.**





Part A: Personal Safety Training

Survival & PPE

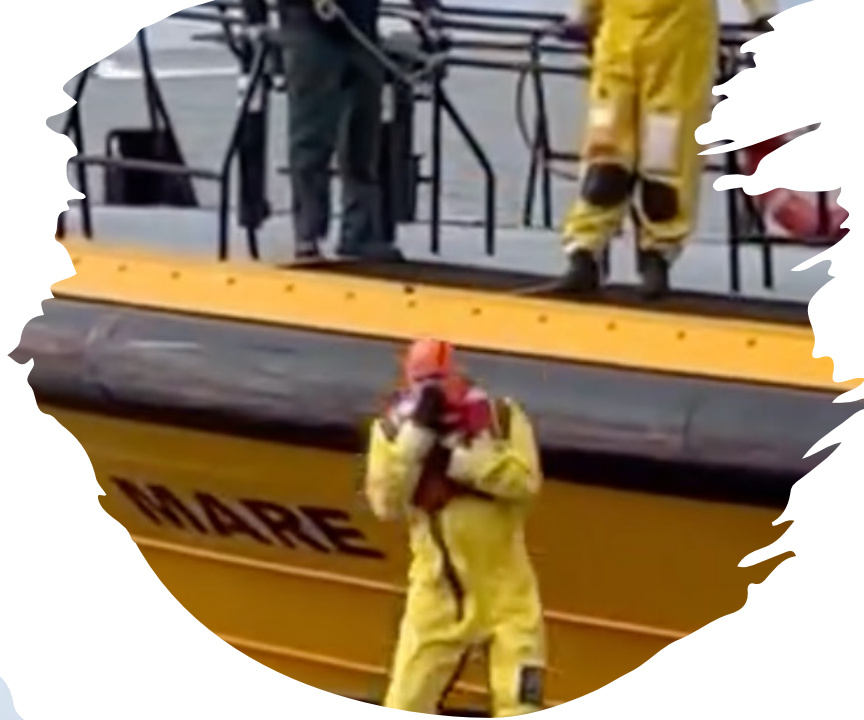
Assessing Pilot Transfer Arrangements

Use of Pilot Ladders

Pilot Boats

Helicopters

Emergency First Aid



Survival & PPE

Assessing Pilot Transfer Arrangements

Use of Pilot Ladders

Pilot Boats

Part B: Personal Protective Equipment.

Equipment designed to enhance the safety of pilot transfer operations.





I know what
you are all
thinking !



Non-compliant
safety
equipment!!

Non-compliant
safety helmet

Non-compliant
safety boots



Wearing a
helmet is a
no brainer!



Wearing a helmet can significantly reduce the risk of head injury

Helmets are generally designed for specific risks. However, Pilots need to consider multiple risks ...

1. Falling from height, into the water or onto solid surfaces.
2. The need to protect the head when being recovered from the water.
3. Risk from falling objects.
4. Localised requirements for terminals, vessels and /or helicopters.



Choosing a helmet

1. Identify and prioritise the risk.
2. The wrong choice of helmet can have potentially serious consequences .
3. Helmets should not interfere with the operation of personal flotation devices or sprayhoods.
4. Helmets should not restrict vision, hearing or head movement.
5. Helmets should not be heavy to wear.
6. Helmets should be of a hi-visibility colour or fitted with approved reflective tape.

Performance standards can give guidance regarding specific outcomes to be expected in specific scenarios.

Selection of personal protective headwear should be a matter of local risk assessment and user trials. Providing a choice of helmets allows the individual to choose a helmet to suit personal preference.





Part C: Pilot Transfer Operations.

This section deals with the conduct of pilot transfer operations.

Pilot boats

Manning of pilot boats

Standard Pilot transfer Operations

Helicopters

Operational limits

Determining minimum operational manning of pilot boats

- Safe navigation.
- Operate machinery and lifesaving appliances.
- Moor and unmoor the boat safely.
- Safely perform pilot transfer operations.
- Recover a person from the water in all conditions that they are required to operate in.
- Provide casualty care while the pilot boat is in transit.





Part D: Emergency preparedness and response

Developing and implementing emergency response or crisis management plans.

Medical emergencies

Falls from height

Man overboard

Serious casualty or fatality



A Standard First Aid Course





Maritime Pilots



Immediate Emergency Care Checkcards

Version 1.0



Risk Specific Training Course

Part E: Incident Reporting.

The role of incident reporting in advancing the safety of pilot transfer operations.

Learning culture.

Reporting accidents or near misses.


Anonymous reporting.



See it! Report it!!



4




Welcome!

Email

Pin

Remember Me

Sign In



19:12

m.williams@impahq.org 2024-04-17

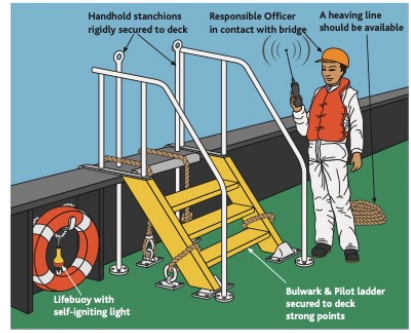
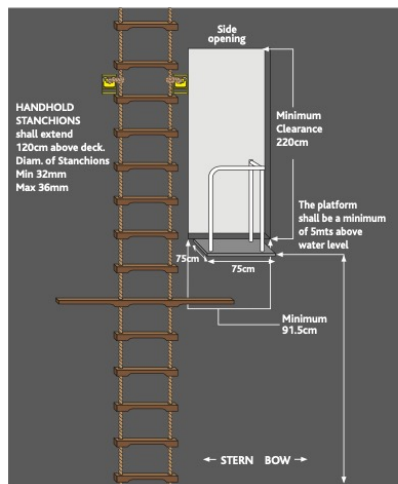
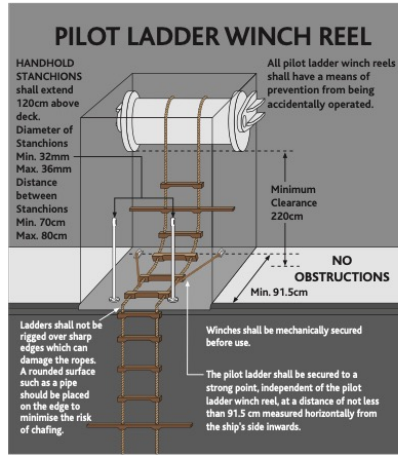
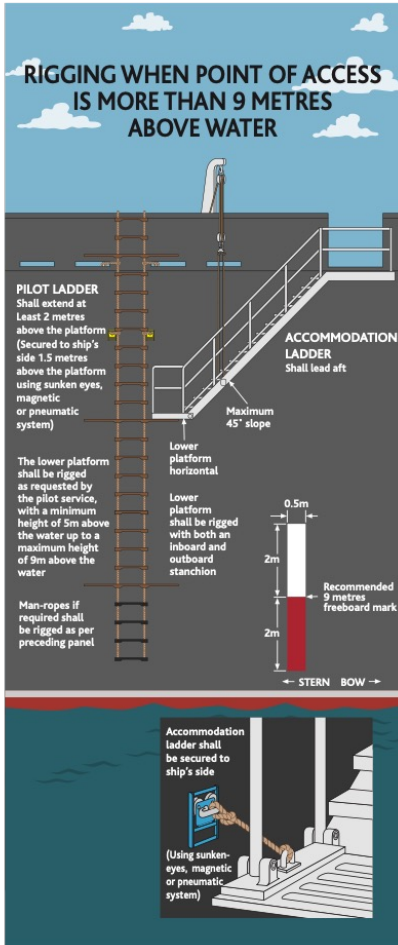
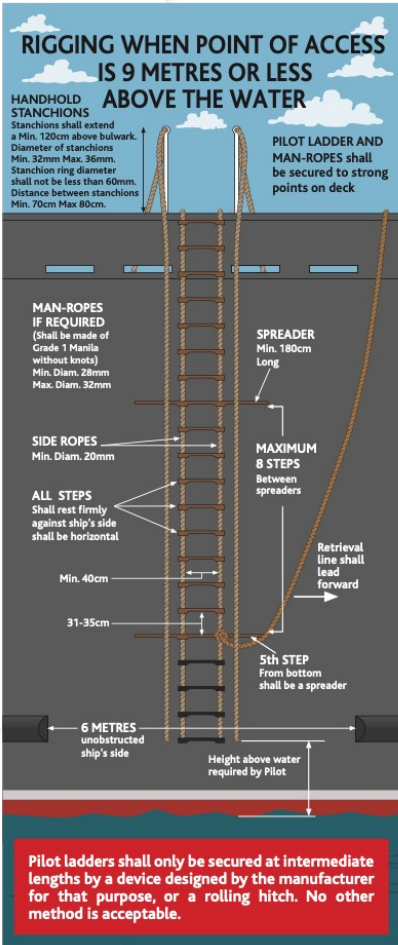
Pilot Ladder

- Incorrectly rigged retrieval line
 - Steps not horizontal
 - Pilot ladder not against the hull throughout its entire vertical length
 - Incorrect step fittings
 - Sideropes of unsuitable material
- Steps slippery or contaminated
 - Pilot ladder not within the midships half length of the ship
 - Steps made of a material other than hardwood, plastic or rubber
 - Climb on pilot ladder greater than 9m
 - Steps not evenly spaced
- Steps broken
- Steps painted or varnished

New Pilot Ladder Poster

REQUIRED PILOT TRANSFER ARRANGEMENTS

In accordance with SOLAS Chapter V Regulation 23
INTERNATIONAL MARITIME PILOTS' ASSOCIATION
Email: office@impahq.org
This document and all IMO Pilot-related documents are available for download at: www.impahq.org



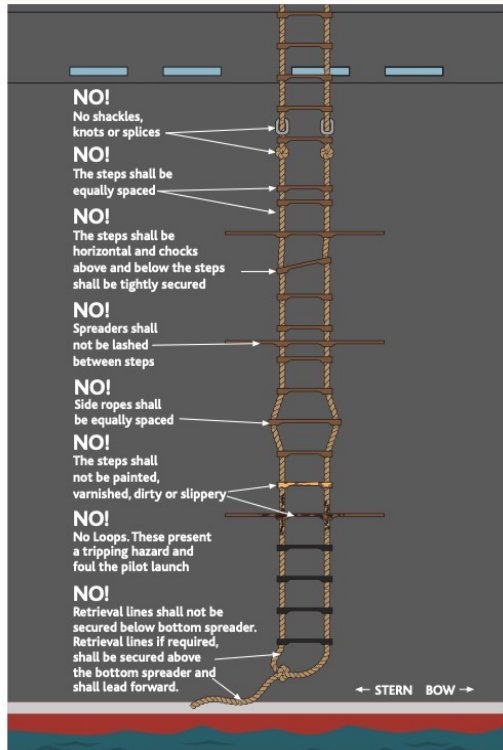
- ### Duties of the Responsible Officer
- 1 Have knowledge of the correct use of Pilot Transfer Arrangements
 - 2 Establish direct communication with bridge
 - 3 Communicate with bridge during boarding process
 - 4 Oversee / Check compliant rigging of the ladder
 - 5 Test safety equipment in place and ready for use
 - 6 Arrange for the pilot to be safely guided to/from the bridge via a clear illuminated route
- All Companies shall have an approved safety management system which includes ship-specific procedures for the safe conduct of pilot transfers. The ISM Code requires that these procedures comply with SOLAS Chapter V regulation 23 and conform to IMO recommendations, international standards and guidance from marine industry organizations.*

PILOT TRANSFER ARRANGEMENTS FOR TRAP DOOR AND SIDE DOOR DIAGRAMS CAN BE VIEWED BY SCANNING THE ABOVE QR CODE.

Behind the QR Code

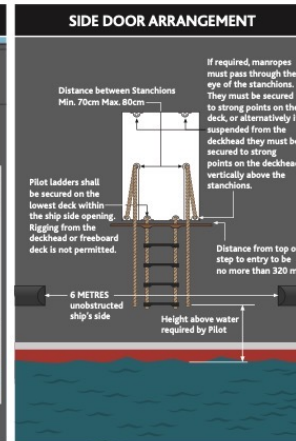
PROHIBITED PRACTICES

In accordance with SOLAS Chapter V Regulation 23
INTERNATIONAL MARITIME PILOTS' ASSOCIATION
Email: office@impahq.org
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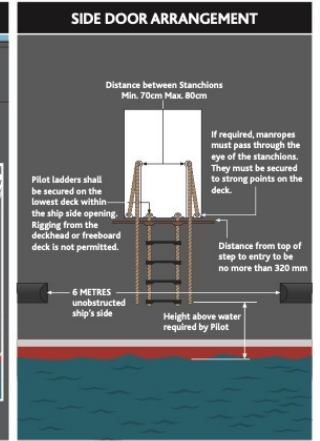
REQUIRED PILOT TRANSFER ARRANGEMENTS FOR TRAP DOOR AND SIDE DOOR

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REQUIRED PILOT TRANSFER ARRANGEMENTS FOR TRAP DOOR AND SIDE DOOR

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Take Time To Be Safe

It is preferable to be 20 minutes later in this world rather than 20 years earlier in the next.

