

# **EMPA RECOMMENDATION ON MASTER/PILOT RELATIONSHIP AND INFORMATION EXCHANGE**

## **Introduction**

The duties of Master, bridge officers and the Pilot are set out in IMO Resolution A.960 'Recommendations on Training and Certification and Operational procedures for maritime Pilots other than deep-sea Pilots'. It is important that, upon the Pilot boarding the ship and before the pilotage commences, the Pilot, the Master and the bridge team are aware of their respective roles in the safe passage of the ship.

The exchange of information between Ship Masters and Pilots are vital for the success of the pilotage act. Working as a bridge team requires all parties to share information but at the same time not to be distracted by information overload.

## **Consideration**

Taking into account:

- The protection of the marine environment.
- The safety and efficient flow of marine traffic.
- The material and financial losses resulting from a maritime incident and accident.
- The compulsory international and national requirements of exchange of information between ship masters and pilots about safe manoeuvring in ports.
- **Resolution A.918(22) Adopted on 29 November 2001 IMO Standard Marine Communication Phrases.**

- EMPA Recommendation on Pilot Transfer Arrangements.
- EMPA Recommendation on Pilot's Training.
- EMPA Recommendation on Situational Awareness.
- IMO Res. A.960(23) - Recommendations on Training and Certification and on Operational Procedures for Maritime Pilots other than Deep-Sea Pilots.

## Policy

- The role of EMPA is to facilitate the exchange of information between its members to continuously improve the professional and technical proficiency of Maritime Pilots in its Member Associations, Pilots within the EU, and in neighbouring countries.
- EMPA aims to assure the safety of all Maritime Pilots in the EU and neighbouring countries by increasing the safety and efficiency of navigation, thereby enhancing environmental protection from ship-borne pollutants.
- EMPA strongly defends and advocates that Pilotage as an essential and unique service to the shipping industry, can only be performed in an environment free from competition.
- EMPA aims to work at the forefront of our profession and collaborate with all stakeholders.
- EMPA recommendations offer practical advice, drawing from its members' collective knowledge and experience, to be read in addition to local, national, and international regulations. These recommendations provide information to Pilots, shipowners, and Captains, advising also, stakeholders that directly or indirectly impact the maritime industry.
- EMPA recommendations should be read in conjunction with equipment instructions and manuals. These recommendations are to support training, not replace training and are not to be interpreted as conflicting with local, national, or international regulations.
- Sharing and understanding within the bridge team the vessel characteristics, tugs to be used, weather, local restrictions, traffic, the manoeuvre itself and other relevant points, will create conditions to perform a safe and efficient manoeuvre.
- Recent incidents and accidents have concluded that one of the key points for their occurrence was the lack of communication between all players involved.
- IMO recognizes in A960 Annex I - the need for effective communication:
  - 5.3 - Bridge Resource Management training;
  - 5.4.2 - Recognition of language, cultural, psychological, and physiological impediments to effective communication;

- 5.5.1 - Courses to improve proficiency in the English language where necessary;
- 5.5.2 - Sessions to enhance the ability to communicate with local authorities and other vessels in the area;
- 5.5.4 - Refresher or renewal courses in bridge resource management for pilots to facilitate communication and information exchange between the pilot and the master and to increase efficiency on the bridge.
- IMO recognizes in A960 Annex II - the need for good information and communication:
  - 5 - Master - pilot information exchange;
  - 6 - Communications language.
  - Other industries also with high safety levels place a strong emphasis in communication issues.

## **EMPA Recommends:**

- That all Member Associations fully comply with EMPA Recommendation on pilots' training and IMO Res. A.960(23) - Recommendations on Training and Certification and on Operational Procedures for Maritime Pilots other than Deep-Sea Pilots;
- Every Pilot and Master should be trained in Bridge Resource Management with an emphasis on the exchange of information that is essential for a safe transit. This training should include a requirement for the Pilot to risk assess situations and to conduct an exchange of information with the Master and/or Officer in charge of a navigational watch.
- Maintaining an effective working relationship between the Pilot and the bridge team in both routine and emergency conditions should be covered in training.
- It is imperative that the Master Pilot Exchange (MPX) is conducted as a dialogue between the Ships Master, Bridge Team, and the Pilot. This is especially important because most vessels are equipped with a VDR. In case of an accident, the recording will serve as a record that the MPX was carried out correctly.
- During pilotage, clear and consistent communication between the Pilot and Bridge team is of utmost importance in navigating dynamic conditions. Effective communication helps to ensure that all parties involved are aware of any changes in the situation and can respond accordingly. It also helps to prevent misunderstandings, which can be especially critical in challenging conditions. While the Master Pilot

Exchange must be comprehensive, the method of relaying information should be carefully considered. Checklists can provide a useful guide to the information to be discussed, however care should be taken to ensure this does not become a tick box exercise.

- Resolution A.918(22) Adopted on 29 November 2001 IMO Standard Maritime Communication Phrases is a useful guide for clear and standard communication. Pilots and ship crews should be familiar with its contents.
- Depending on local circumstances and geographical and nautical characteristics of the port, both Pilotage organisations and ships are encouraged to consider the possibility of sending and receiving a pre-arrival information including for example: voyage plan, ships characteristics and guarantee of safe transfer conditions for the Pilot.
- If a pre-arrival information exchange is deemed necessary, it cannot replace the traditional MPX between bridge team and Pilot after boarding. Only the information provided during the MPX on board will be considered as up to date information.

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