

# Reducing risk of working with Pilots

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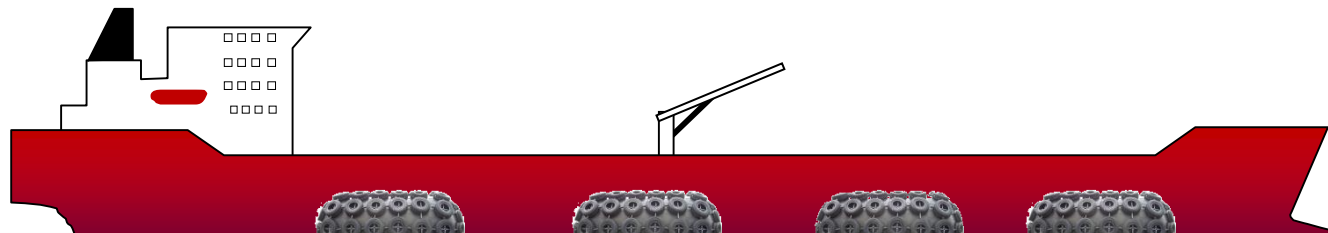
Athens 3 April 2013

**TANKEROperator**



# About DYNAMARINE

*Supporting enhanced Safety and Efficiency Standards in Shipping Industry is an ambitious goal. We believe that this is possible when people who share our vision get involved.*



## SERVICES



### CONSULTANCY

- Manuals
- Surveys
- Technical (STS – D.D)
- Due Diligence Issues



### onlineSTS.net

- STS Screening
- STS Policies
- OSIS



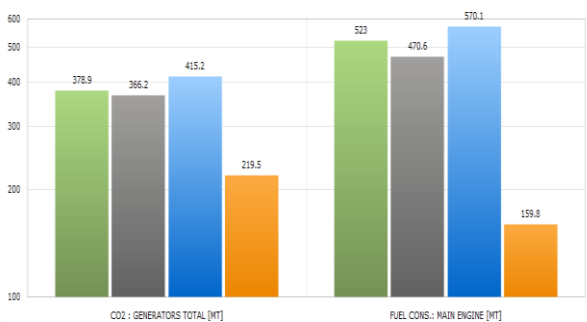
### MYFLEET360

- EMISSION MONITORING
- e-DOCS
- ISM-PMS

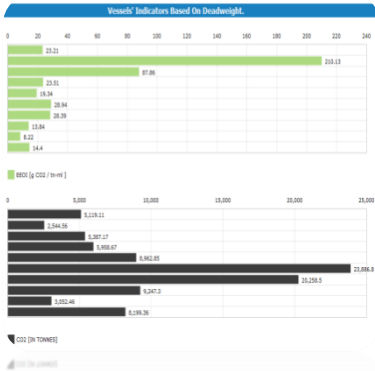


# With the right tools and resources it is easy to be green

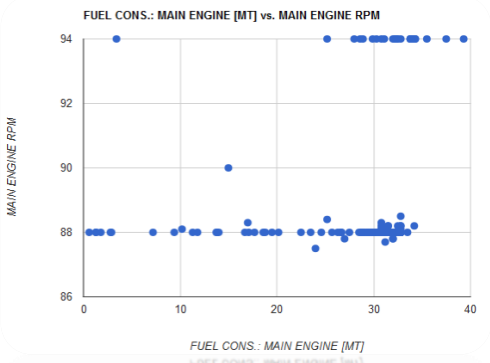
SELECTED CHARTS: CO2: GENERATORS TOTAL, FUEL CONS.: MAIN ENGINE



Comparison Charts for Sister Vessels and general benchmarking

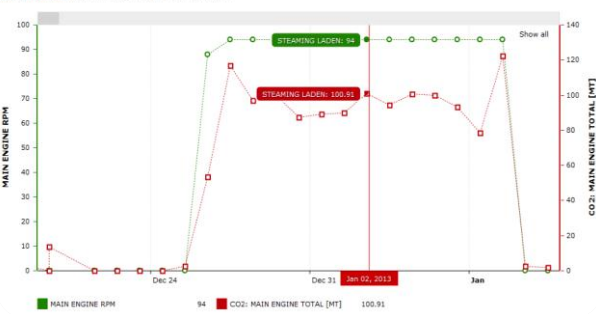


Overall Fleet Performance

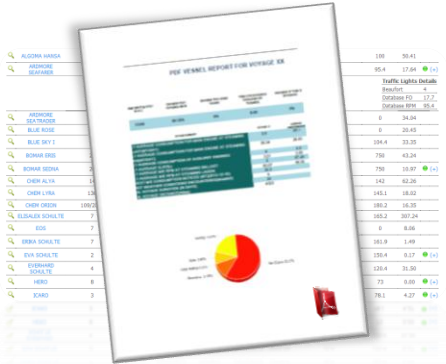


Engine Performance Diagrams

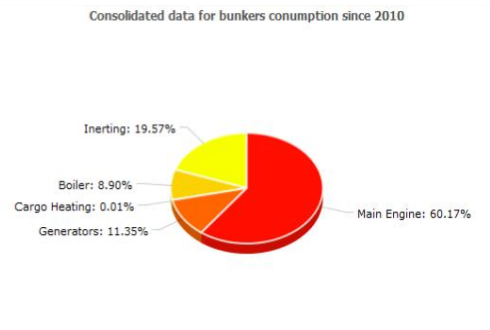
SELECTED CHARTS: CO2: MAIN ENGINE TOTAL, MAIN ENGINE RPM



Voyage Performance Monitoring

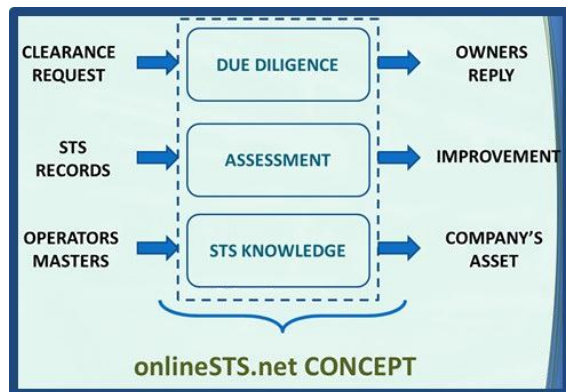


Consumption Warnings and consolidated reports



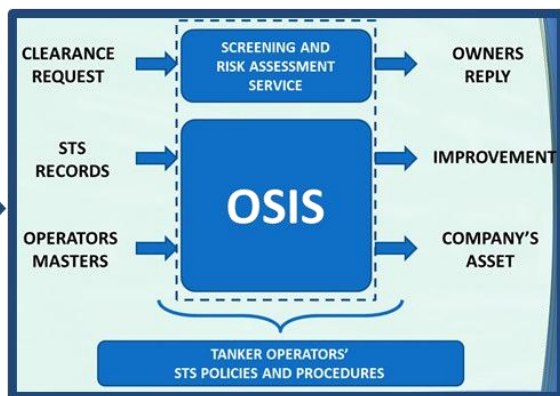
Fuel Allocation Among Fleets and Vessels





## Current Status

- Increasing Industry Interest
- 1000 Screening Reports
- More than 1200 Assessments
- >300 Tanker Operators' Assessment, KPI's
- >300 Mooring Master Assessment



# Reducing risk of working with Pilots

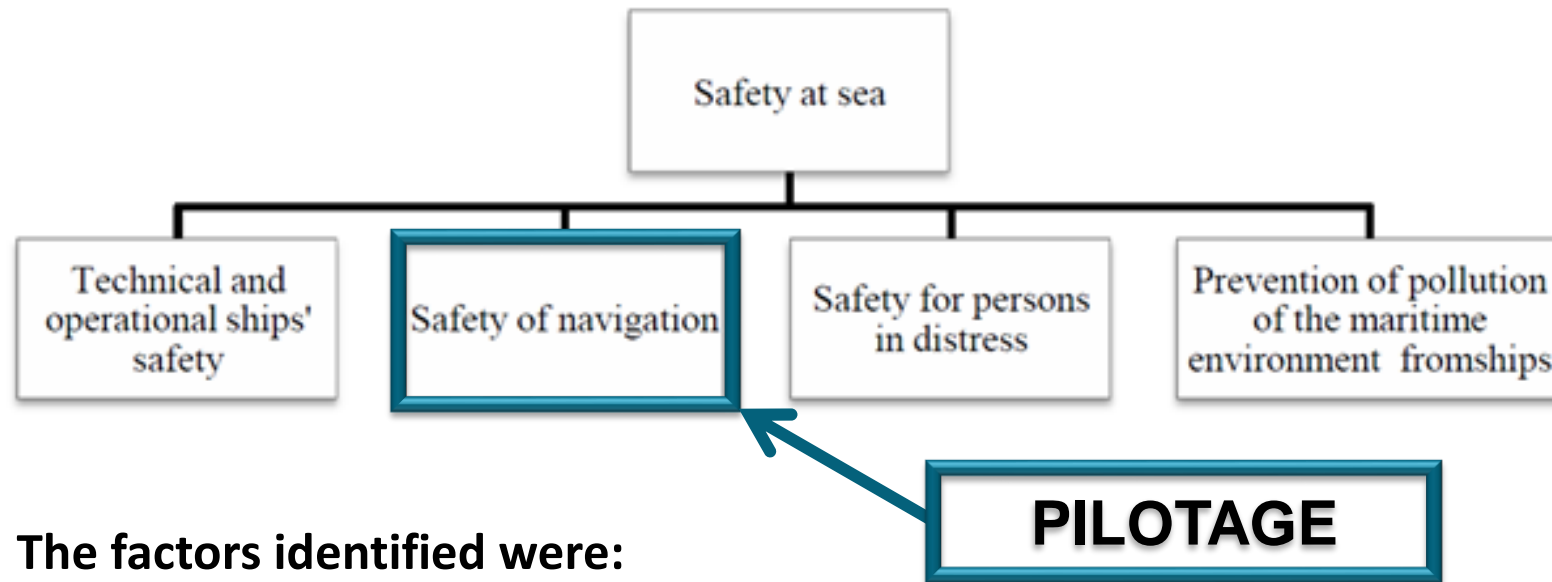
## KEY ELEMENTS TO CONSIDER

- Pilotage's contribution to maritime safety
- Statutory Framework
- Hazards +Consequences
- Identify and Modulate Current Practices





# Maritime safety, or safety at sea



## The factors identified were:

- Standards and regulations
- The vessel and its safety equipment including backup system
- Language
- Cooperation and communication
- Crew training and skills
- Reported accidents and incidents
- Ambient factors
- Stress and time pressure

# Pilot's Contribution on Safety

- Expertise
- Local knowledge
- Experience
- Ability to make risk assessments
- Local language skills
- Advisory role
- Function as relieving resource



**These factors were identified as the pilots' contribution to maritime safety and hence reduction of risk.**



IMPA was officially launched in Amsterdam in May 1971.

The prime obligation of pilots

- Provide a critical public safety service
- Ensure the careful management
- Free flow of all traffic within their pilotage area

**Professional judgment** undeterred by commercial or economic pressure.

Pilotage is an **essential part of a Ports Safety Management System**

**Compulsory pilotage** is considered to be the most effective and important form of navigation safety regulation.

**IMPA has an addressing role of Pilotage issues to the IMO, as an Organization**



INTERNATIONAL MARITIME ORGANIZATION



*E*

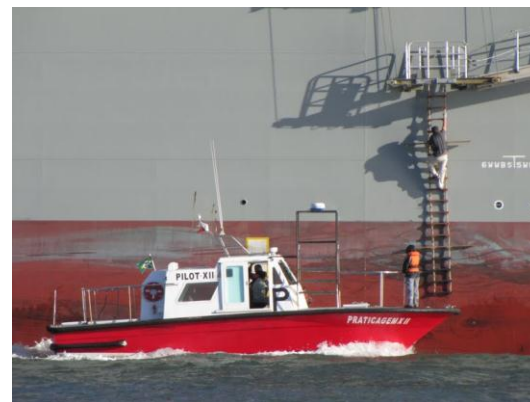
ASSEMBLY  
23rd session  
Agenda item 17

A 23/Res.960  
5 March 2004  
Original: ENGLISH

**RESOLUTION A.960(23)**

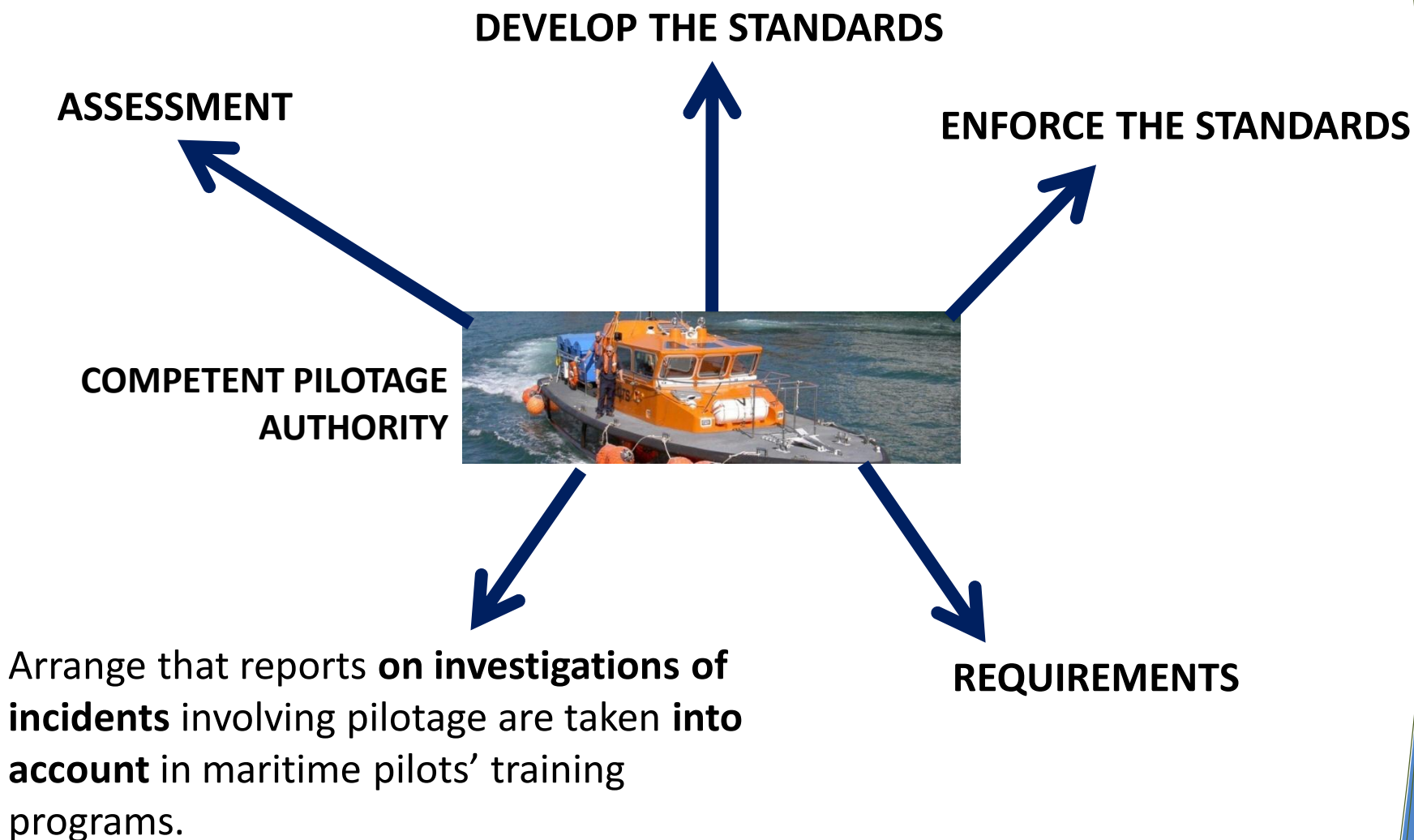
Adopted 5 December 2003  
(Agenda item 17)

**RECOMMENDATIONS ON TRAINING AND CERTIFICATION AND  
ON OPERATIONAL PROCEDURES FOR MARITIME PILOTS  
OTHER THAN DEEP-SEA PILOTS**



## COMPETENT PILOTAGE AUTHORITY

Competent pilotage authority means either the national or regional Governments or local groups or organizations that by law or tradition, administer or provide a pilotage system.



Responsibility for

- **Good communications**
- **Understanding**

Masters and bridge officers **have a duty to support** the pilot and to **ensure** that his/her actions are monitored **at all times**.



**WHAT ARE YOUR OPTIONS ???**



# Where does the Ship Owners' Risk lie ??

## 1. Exchange of Information between Bridge Officers and the Pilot.

- Pilot Card
- Agreement on plans and procedures
- Special conditions
- Unusual ship-handling characteristics
- Berthing arrangements
- Mooring arrangements
- Confirmation of the language



# Where does the Ship Owners' Risk lies ??

2. Fitness of Pilot for Duty
3. Perception and experience of Pilot
4. Training and Pilot Assessment
5. Other HAZARDS





# HAZARD IDENTIFICATION IN PILOTAGE

A hazard is defined as a source of potential harm, or a situation with the potential for causing harm in terms of human injury; damage to health, property, the environment, or other things of value

- Natural Hazards
- Man Made Hazards
- Human Hazards
- Technical Hazards
- Economic Hazards





# HAZARD IDENTIFICATION IN PILOTAGE

Hazard identification can be performed by;

- Reviewing past accident history
- Brainstorming
- Consultation with stakeholders,
- Consultations with specialized experts



**NOT POSSIBLE !!**





# International Standard for Pilot Organisations

- It is a safety and quality management system specifically for pilots and pilot organizations.
- It has been developed by pilots and pilot organizations for pilots, based on the ISM code and ISO standard.
- It is a method self regulation that promotes the adoption of the highest standards by the maritime pilot industry.
- ISPO provides transparency in pilotage standards to all port related stakeholders.
- The system is being audited by external auditors – classification societies such as [L.R.](#)

The ISPO code was developed by the Dutch pilots, Lloyds Register and the European Maritime Pilots Association ([EMPA](#))



# WHAT IS POSSIBLE ??

- Short Interview.
- Evaluate Pilot advice
- Competence of a pilot,
- Consider a Pilot replacement
- Evaluate Pilot intentions or actions



## DYNAMARINE PROPOSAL

An Assessment scheme on Pilots' competency could be introduced in order to assist in the distribution of Pilot Performance amongst Masters.

# Conclusions

- Pilotage as a risk in Marine Safety has been acknowledged by various Coastal States.
- Ship Owners should develop (if not already) a policy on Pilotage advisory control.



## THANK YOU