

RESOLUTION A.485(XII) adopted on 19 November 1981
TRAINING, QUALIFICATIONS AND OPERATIONAL PROCEDURES FOR
MARITIME PILOTS OTHER THAN DEEP-SEA PILOTS

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TRAINING, QUALIFICATIONS AND OPERATIONAL PROCEDURES FOR
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THE ASSEMBLY,

RECALLING Article 16(i) of the Convention on the Inter-Governmental Maritime Consultative Organization,

RECOGNIZING that maritime pilots play an important role in promoting maritime safety and protecting the marine environment,

BELIEVING that the maintaining of a proper working relationship between the pilot, the master and, as appropriate, the officer in charge of a navigational watch is important in ensuring the safety of shipping,

NOTING that since each pilotage area needs highly specialized experience and local knowledge on the part of the pilot, IMCO does not intend to become involved with either the certification or licensing of pilots or the systems of pilotage practised in various States,

RECOGNIZING FURTHER the high standards of pilotage services already established in many States and the need for these standards to be maintained,

CONSIDERING that in those States developing pilotage services, the establishment of practical minimum training standards, qualification standards and operational procedures to provide effective co-ordination between pilots and ship personnel, taking due account of ship bridge procedures and ship equipment, would contribute to maritime safety,

HAVING CONSIDERED the recommendation made by the Maritime Safety Committee at its forty-fourth session,

1. ADOPTS the following Recommendations:

- (a) The Recommendation on Minimum Standards for Training and Qualification of Maritime Pilots other than Deep-sea Pilots, given in Annex 1 to the present resolution;

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- (b) the Recommendation on Operational Procedures for Maritime Pilots other than Deep-Sea Pilots, given in Annex 2 to the present resolution;
2. URGES Governments to give effect to these Recommendations as soon as possible;
3. INVITES the Maritime Safety Committee to keep these Recommendations under review and to bring any future amendments to the attention of Governments.

ANNEX 1

RECOMMENDATION ON MINIMUM STANDARDS FOR TRAINING AND QUALIFICATION OF MARITIME PILOTS OTHER THAN DEEP-SEA PILOTS*

- 1 The maritime pilots referred to in this recommendation do not include deep-sea pilots or ships' masters or crew who are certificated or licensed to carry out pilotage duties in particular areas. The competent authority** may, as appropriate, exempt persons who only carry out berthing duties.
- 2 Every pilot should hold an appropriate pilotage certificate or licence issued by the competent authority. In addition to stating the pilotage area for which it is issued, the certificate or licence should also state any requirements or local limitations which the competent authority may specify such as maximum size, draught or tonnage of ships which the holder is qualified to pilot.
- 3 Every pilot should also:
- .1 satisfy the competent authority that his medical fitness, particularly regarding eyesight and hearing, meets the standards required for certification of masters, chief mates and officers in charge of a navigational watch under the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978;
 - .2 meet the standards of the Appendix to this Annex.
- 4 The specific content of training and certification or licensing standards is the responsibility of the competent authority. However, the standards should be

* A deep-sea pilot is a person, other than a member of the ship's crew, who performs pilotage duties during the ship's passage outside the seaward limits of local pilotage areas.

** For the purpose of this resolution, competent authority means the Administration or other group or organization which by law or tradition provides a pilotage service.

sufficiently high to enable the pilot to carry out his duties safely and efficiently, and the training should include practical experience gained under the close supervision of experienced pilots.

5 In order to ensure the continued proficiency of pilots and updating of their knowledge, the competent authority should satisfy itself, at regular intervals not exceeding five years, that all pilots under its jurisdiction:

- .1 continue to possess recent navigational knowledge of the local area to which the certificate or licence applies;
- .2 continue to meet the medical fitness standards of paragraph 3.1 above; and
- .3 possess knowledge of the current international, national and local laws, regulations and other requirements and provisions relevant to the pilotage area or duties.

Possession of the knowledge required by sub-paragraphs 5.1 and 5.3 may be proved by an appropriate method such as personal service records or by an examination.

6 Where a pilot in cases of absence from duty, for whatever reason, is lacking recent experience in the pilotage area, the competent authority should satisfy itself that the pilot regains familiarity with the area on his return. If the lack of experience has been due to absence on account of serious ill health, there should also be a re-evaluation of the pilot's medical fitness.

7 Within the context of this document, and to maintain a safe and efficient pilotage service meeting the special conditions of the pilotage area, a competent authority should have control over pilot training and certification or licensing. The competent authority should:

- .1 develop the standards for obtaining a certificate or licence in order to perform pilotage services within the area under its jurisdiction;
- .2 administer whatever prerequisites, experience or examination are necessary to ensure that applicants for certification or licensing as pilots are properly trained and qualified;
- .3 arrange for investigations of incidents involving pilotage.

APPENDIX

1 The assessment of the experience, qualifications and suitability of an applicant for certification or licensing as a pilot is the responsibility of each competent authority and should be left to their discretion.

2 SYLLABUS FOR PILOTAGE CERTIFICATION OR LICENSING

2.1 In this syllabus, "area" means the waters for which the applicant is to be certificated or licensed.

2.2 Applicants should demonstrate that they have knowledge of the following:

- .1 Limits of local pilotage areas.
- .2 International Regulations for Preventing Collisions at Sea, 1972, and also such other national and local navigational safety and pollution prevention rules as may apply in the area.
- .3 Systems of buoyage used in the area.
- .4 Characteristics of the lights and their angles of visibility and the fog signals, racons and radiobeacons in use in the area.
- .5 Names, positions and characteristics of the lightvessels, buoys, beacons, structures and other marks in the area.
- .6 Names and characteristics of the channels, shoals, headlands and points in the area.
- .7 Proper courses and distances in the area.
- .8 Traffic separation schemes, ship traffic services and similar ship traffic management systems in the area.
- .9 Depths of water throughout the area, including tidal effects and similar factors.
- .10 General set, rate, rise and duration of the tides and use of the tide tables for the area.
- .11 Anchorages in the area.
- .12 Bridge equipment and aids to navigation.
- .13 Use and limitations of radar and automatic radar plotting aids (ARPA), and radar plotting.
- .14 Communications and availability of navigational information.

- .15 Systems of radio navigational warning broadcasts in the area and the type of information likely to be included.
- .16 Manoeuvring behaviour of the types of ships expected to be piloted, and the limitations imposed by particular propulsion and steering systems.
- .17 Factors affecting ship performance such as wind, current, tide, channel configuration, water depth, bottom, bank and ship interaction.
- .18 Use and limitation of tugs.
- .19 The English language to a standard adequate to enable the pilot to express himself clearly in his communications.
- .20 Any other knowledge that the competent authority considers necessary,

ANNEX 2

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

1 Efficient pilotage is, among other things, dependent upon the effectiveness of the communications and information exchanges between the pilot, the master, and the bridge personnel and upon the mutual understanding each has for the functions and duties of the other. Establishment of effective co-ordination between the pilot, the master and the bridge personnel, taking due account of the ship's systems and equipment available to the pilot will aid a safe and expeditious passage.

2 Despite the duties and obligations of a pilot, his presence on board does not relieve the master or officer in charge of the navigational watch from their duties and obligations for the safety of the ship. The master and the pilot should exchange information regarding navigational procedures, local conditions and the ship's characteristics. The following should be included in this exchange of information:

- .1 general agreement on plans and procedures for the anticipated passage;
- .2 discussion of any special conditions of weather, depths of water, tidal currents or marine traffic which may be expected during the passage;
- .3 provision of information on the ship's normal propeller revolutions at each speed, fore and aft draughts, length, beam, height of masts, rate of turn at different speeds, turning circle, stopping distance and other appropriate data;
- .4 discussion of any unusual ship handling characteristics, machinery difficulties, or navigational equipment problems which could affect the operation, handling, or safe manoeuvring of the ship;
- .5 information on intended methods of tug usage, if this is contemplated.

3 Pilots should be encouraged to understand the IMCO Standard Marine Navigational Vocabulary and to use it in appropriate situations during radio-communications as well as during verbal exchanges on the bridge. This will enable the master and officer in charge of the navigational watch to better understand the communications and their intent.

4 When performing pilotage duties, the pilot should report or cause to be reported to the appropriate authority anything he observes which may affect safety of navigation or pollution prevention. In particular, he should report, as soon as practicable, any accident that may have occurred to the piloted ship and any irregularities with navigational lights and signals.

5 The pilot should have the right to refuse pilotage when the ship to be piloted poses a danger to the safety of navigation or to the environment. Any such refusal together with the reason should be immediately reported to the competent authority for further action.

6 Pilots should be adequately rested and mentally alert in order to provide undivided attention to pilotage duties for the duration of the passage.

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