

2018 ISPO ANNUAL CONFERENCE BRISBANE, AUSTRALIA

MICK WALL – DESIGNATED PERSON – PORT HEDLAND PILOTS.

“WHY ISPO?”.

2 2018 ISPO ANNUAL CONFERENCE BRISBANE AUSTRALIA

- Welcome and Opening remarks.



3

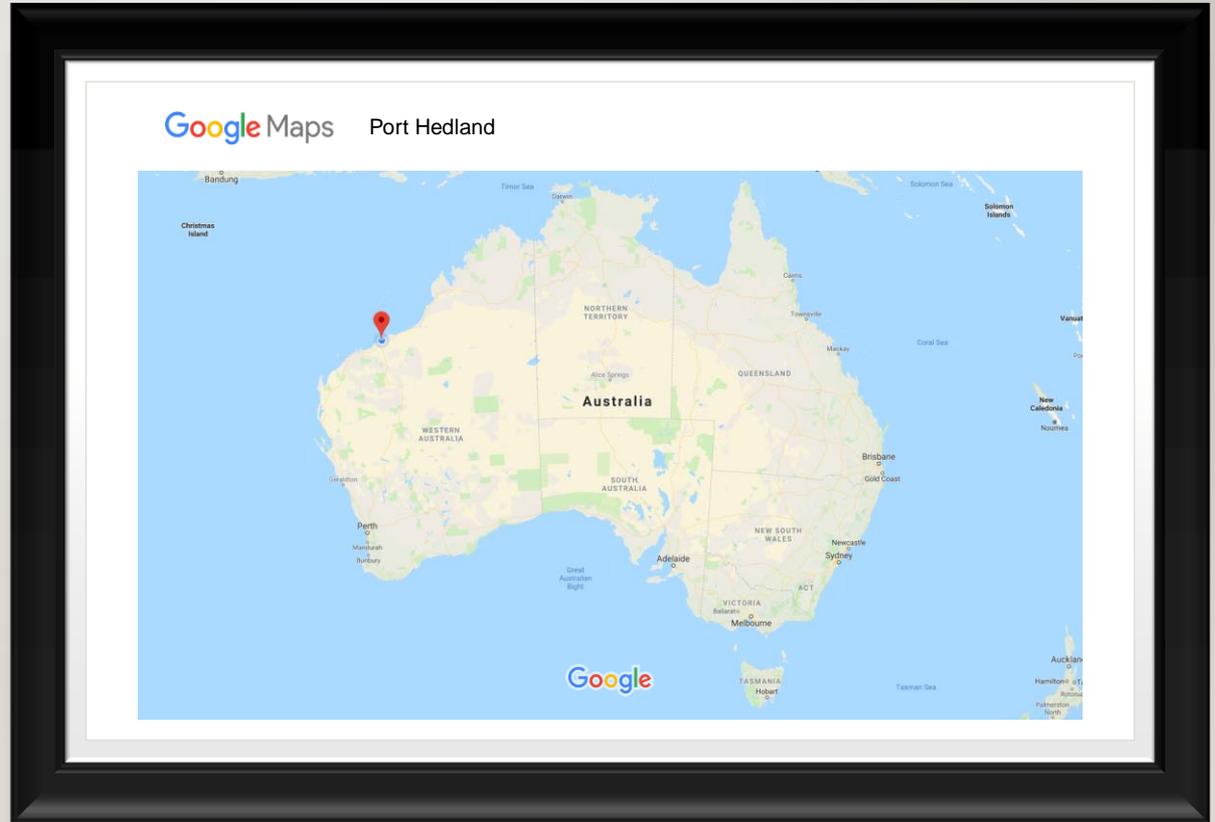
PORT HEDLAND PILOTS – THANK YOU.



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WHO ARE WE AND
WHERE ARE WE? –

PORT HEDLAND
PILOTS



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FIRST ORE SHIPMENT 1966



On 3 June 1966 the 31,000 dwt "Harvey S. Mudd" sailed from Finucane Island C berth (Goldsworthy Mining), carrying the first iron ore shipment from the Pilbara.

6

TONNES AND VESSELS



**PILBARA PORTS
AUTHORITY**

PORT OF PORT HEDLAND

The Port of Port Hedland is the world's largest bulk export port and is located in the East Pilbara region of WA, about 1,650 kilometres north of Perth. Trade through the port mostly consists of iron ore exports. [find out more](#)

TOTAL TONNAGE
TONNES (20 17 - 18)
519,407,815

VESSEL
MOVEMENTS (20 17 - 18)
6,221

7 LETS START AT THE VERY BEGINNING

- 1965 to 1995.
- Navigation Act 1912.
- Western Australia Pilotage Act and Regulations.
- Local Harbour Masters Instructions and Notices to Mariners.
- 1995 to 2010.
- Port Hedland Pilots Work Instructions to Pilots.

8 ISPO SELECTION AND DEVELOPMENT

- 2010 – recognition that our system of work required a more robust and measurable system and one which was under an internationally recognisable format.



9 ISPO SELECTION AND DEVELOPMENT

- PHP recognised the need to assess every aspect of our pilotage and not just “do a risk assessment”.
- There existed pre 2010 a range of procedures that pilots were following with regard to:
 1. Number of tugs being made fast where and when.
 2. Differing Tide Gauges used for UKC calculations.
 3. Methodologies significantly differing in “ how to train new pilots”.

10 ISPO SELECTION AND DEVELOPMENT

- PHP undertook a Due Diligence assessment of all the pilotage related tasks.
- Our aim was to identify a system which would allow us to assess, plan, conduct and then monitor all aspects of our “pilotage” and more importantly our “pilots”.
- Also our business required us to assess everything that could reasonable be expected to be done so as to prove that we had been diligent in our assessment of a suitable working platform with outcomes which allowed us to go over and above the minimum required.
- PHP understood the shortcomings of the Risk Management Standard (AUS4360) at the time as being a tool only to conduct the assessment at a basic task level with no “pilotage” oversight.

11 ISPO SELECTION AND DEVELOPMENT

- PHP assessed all the possible risks treatments associated with pilotage from the point of recruitment, training, licencing and on going training and applied the following tests.

SFAIRP – So Far As Is Reasonably Practical

And

ALARP – As Low As Reasonably Practicable.

- The due diligence approach allowed us to construct a threat barrier model against all known risks and assign practical risk treatments where appropriate.

12 ISPO SELECTION AND DEVELOPMENT

- The due diligence methodology has numerous benefits.
 1. Allows PHP to apply the reasonableness test when assessing risk treatments.
 2. Removes the pilots discretion from normal standard pilotage operations.
 3. PHP uses the catch phrase that pilots “do” not pilots “may or should”.
 4. The “old dogs” were asked for their sage advice and contribute how they would mentor a trainee pilot on how to “conduct themselves” during pilotage.

13 ISPO SELECTION AND DEVELOPMENT

- PHP recognized and decided in 2011 that the ISPO gave us a well constructed and systematic platform to use and as the first step, utilized the services of Richard Robinson and Gaye Francis from R2A – Due Diligence Engineers and Risk Assessors to conduct our due diligence assessment.
- We then were able to systematically proceduralise:
 - ✓ Recruitment, training, licencing and ongoing training.
 - ✓ Use a Management of Change system which was robust and not include shortcuts.
 - ✓ Create a transparent No Blame reporting culture for pilotage events and incidents.

14 ISPO SELECTION AND DEVELOPMENT

- ✓ Manage the requirements of our Fatigue Risk Management Plan.
- ✓ Manage and minimize the types of Pilot PPE in use.
- ✓ Manage and maintain our Portable Pilotage Units.
- ✓ Proceduralise a consistent Emergency Management Procedures guide for pilots.
- ✓ Manage and maintain an event reporting system and importantly..“Analyse the data”

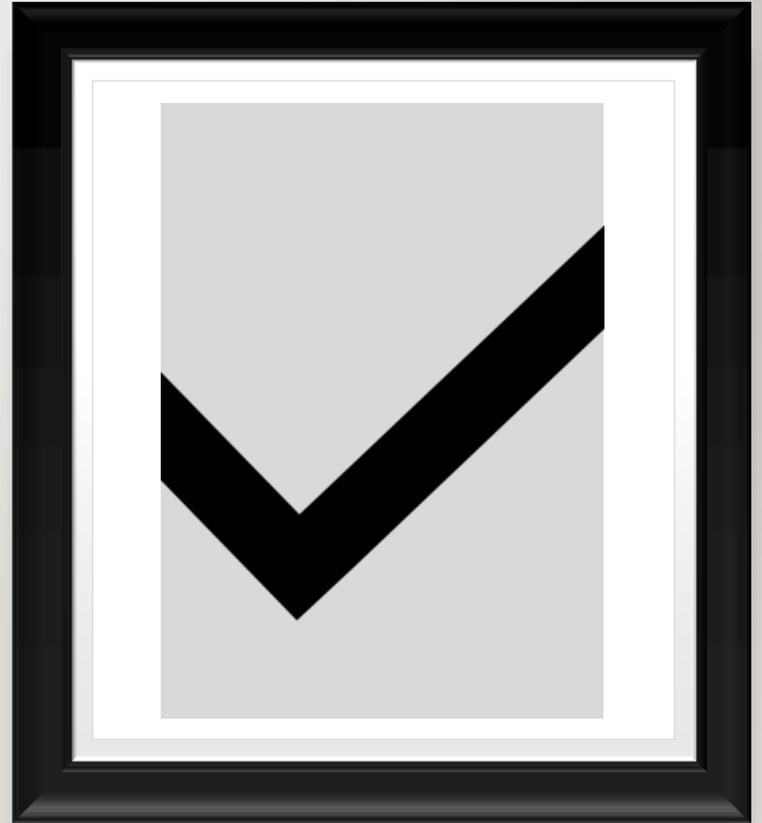
15 ISPO SELECTION AND DEVELOPMENT

- ✓ Manage the process of vetting our Transport Service Providers which had been previously only done on an adhoc basis.
- ✓ Most importantly, ISPO would give us (and has done so) an internationally recognisable maritime Classification Society Symbol by way of the DNVGL endorsement upon which to have our operations audited and certified.

16

TICK OF APPROVAL

- March 2012 – Certification Audit completed.
- Renewal and Re - Certification surveys have been maintained every year since.



SYSTEM IMPROVEMENTS — LAST 6 YEARS



- Yearly changes to adapt to the updated ISPO Parts A and B as required.
- Numerous changes in Tug type, usage and Tug Master / Pilot training.
- Changes to simulation training conduct with above including VTSOs and port personnel.
- Numerous changes with system upgrades to PPU and DUKC modelling at the port.

18 SYSTEM IMPROVEMENTS — LAST 6 YEARS

- Consistency in pilot equipment, type, use and inspections and renewal intervals of the same.
- Continuous improvement in Passage Plan developments.
- Continuous improvements in Fatigue Risk Management Planning and a downward trend in fatigue events since 2012 when the reporting requirements were increased.

19 SYSTEM IMPROVEMENTS – LAST 400 YEARS

1627 – Hollandia Nova



- 1814 – Australia – Lt Matthew Flinders



20

CONCLUSION:

And

Questions Please.

- ISPO has provided PHP with an internationally recognized operating platform on which to operate a robust, no blame, honest and just reporting cultural system of pilotage which has allowed the 1% of pilotage movements where the “oh dear – that’s not supposed to happen” moments occur to be handled in an objective and safe manner keeping both reputations and expectations intact.
- I commend the ISPO to all.