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EUROPEAN MARITIME PILOTS' ASSOCIATION

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The importance of pilotage services working to a defined standard of training and operational procedures

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EMPA position on quality assurance systems in pilotage

Maritime pilots provide an essential and unique service to the shipping industry. Our principal roles are to:

- Provide critical, independent local knowledge and navigational information to vessels
- Bring the highest ship-handling skills to manoeuvre vessels within their ports.

The prime obligation of pilots is to provide a critical public safety service by ensuring the careful management and free flow of all traffic within their pilotage area, thereby protecting the environment.

We regard maritime pilotage as a service in the public interest that should be free from competition or economic pressure to best serve its purpose as a safety-related and environmental protection service.

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EMPA position on quality assurance systems in pilotage

All countries should have effective national pilotage legislation that is periodically reviewed to ensure pilotage is effective, taking into account training and technical developments within our industry. At an absolute minimum, there is an expectation by the IMO that pilotage should meet the standards laid out in *IMO Resolution A.960(23) Recommendations on training and certification and on operational procedures for maritime pilots other than deep-sea pilots.*

To meet the requirements of ports, the shipping industry, industry stakeholders and the general public's expectations, pilotage authorities should operate transparently to a minimum standard of training, operational procedures and certification.

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EMPA position on quality assurance systems in pilotage

EMPA has member associations from 18 EU Member States and six neighbouring countries. Our member associations have many different means of operating and organising a high-quality pilotage service transparently in the interest of all industry stakeholders and the public. Some member associations and pilotage authorities have adopted and gained accreditation of quality assurance systems. Other countries have operational standards prescribed in the country's national laws.

EMPA's position is that pilotage must be organised and have defined minimum standards within national legislation. We urge all member associations to engage with their legislators to ensure adequate legislation for such a critical service.

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EMPA position on quality assurance systems in pilotage

Quality assurance systems play an important role in managing an effective pilotage service. However, they are not a replacement for effective national legislation as they only cover the management of pilotage and not all aspects of regulation.

Pilots should determine their own needs when selecting and implementing quality assurance systems. Systems should be customised to reflect the local circumstances where the systems are implemented. In all cases, the systems should seek to foster continuous improvement through enhanced communications and collegiality and promote ongoing development.

Approved by EMPA BoD, Dublin, 1 September 2022.

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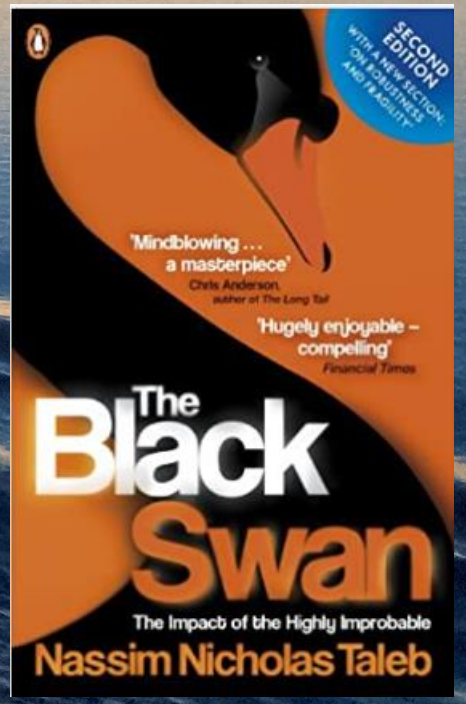
The Black Swan
by Nassim Nicholas Taleb

The Black Swan explains why we are so bad at predicting the future, and how unlikely events dramatically change our lives if they do happen, as well as what you can do to become better at expecting the unexpected.

Nassim Nicholas Taleb spent 21 years as a risk taker before becoming a researcher in philosophical, mathematical and practical problems with probability.



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What is a Black Swan event

Taleb defines a Black Swan as having 3 qualities

1. It is an outlier, as it lies outside the realms of regular expectations, because nothing in the past can convincingly point to its possibility.
2. It carries an extreme impact.
3. In spite of its outlier status human nature makes us concoct explanations for its occurrence after the fact.

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The Christmas turkey

Consider a turkey that is fed every day. Every single feeding will firm up the bird's belief that it is the general rule of life to be fed every day by friendly members of the human race "looking out for its best interests,". On the week leading up to Christmas something unexpected will happen to the turkey. It will incur a revision of belief.

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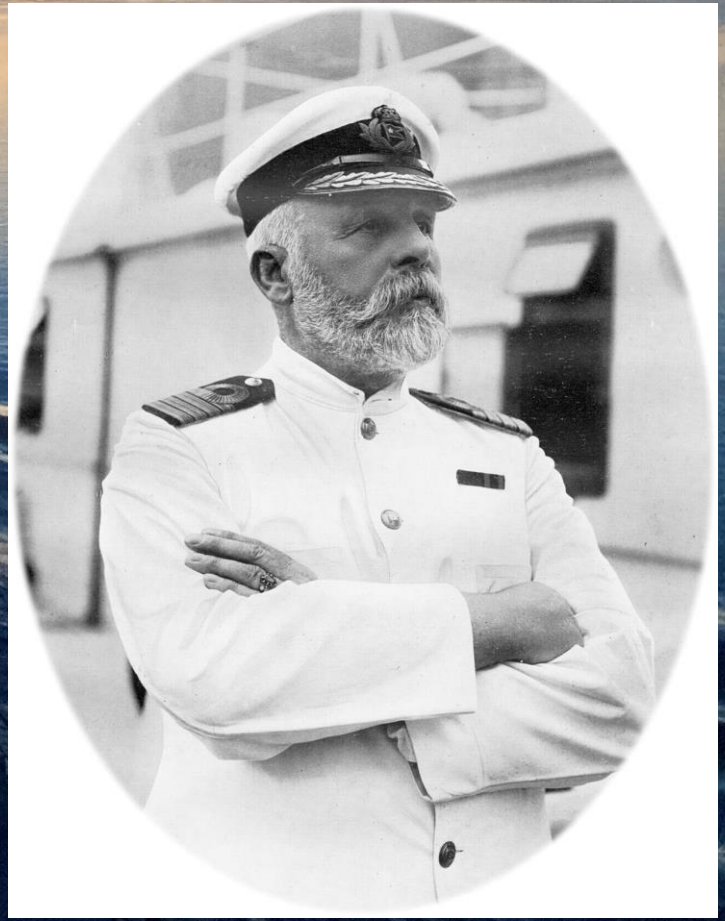
Historical attitudes towards developments in Maritime safety

But in all my experience I have never been in any accident of any sort worth speaking about. I have seen just one vessel in distress in all my years at sea. I never saw a wreck or have never been wrecked nor was I ever in any predicament that threatened to end in disaster of any sort.

Captain Eric J Smith, Master of the Titanic



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Black Swans of the Maritime Industry

- Titanic
- Exxon Valdez
- Herald of Free Enterprise

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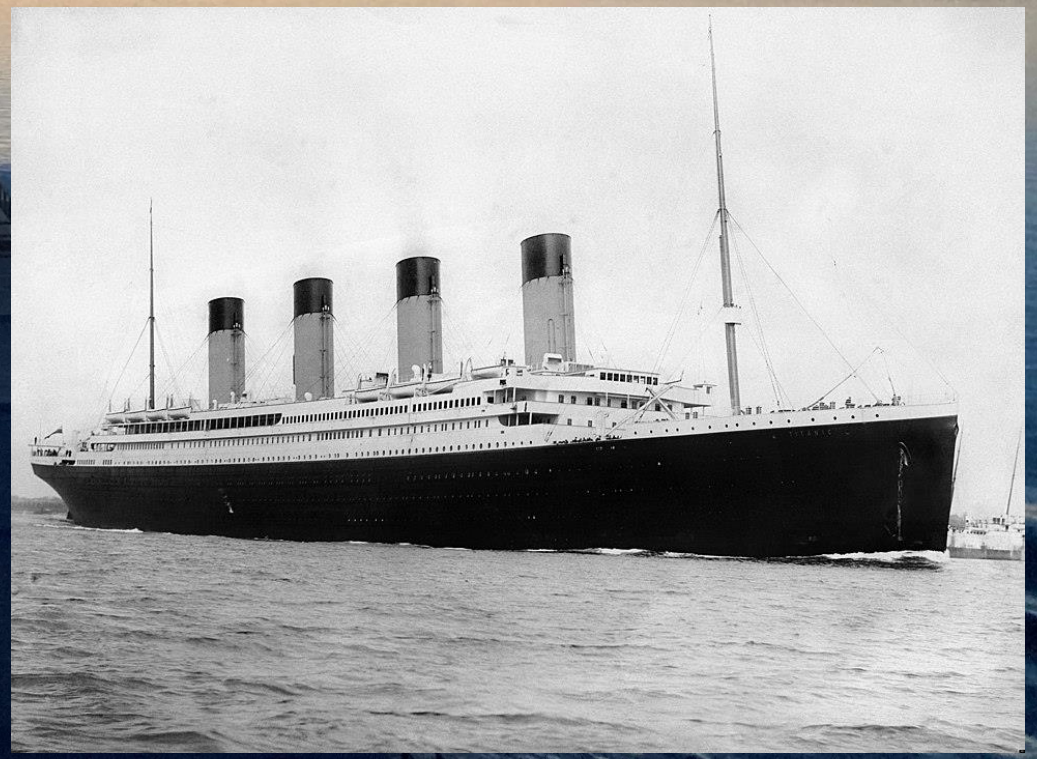
Titanic sinking in 1912 led to new legislation

The Titanic disaster led to the adoption of the first International Convention for the Safety of Life at Sea, SOLAS, in 1914.

Approximately 1517 lives were lost

Unfortunately, regulators seem to have a consistent trait of being extremely bad at hazard perception and prediction in the maritime industry.



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Exxon Valdez

In the wake of the Exxon Valdez disaster, the U.S. Congress passed a law, in 1990, that required oil tankers in U.S. waters to have double hulls (unlike that fateful ship). Today, an overwhelming majority of the world's tanker fleet are double-hulled.

- The final death toll included 250,000 seabirds
- Almost 3,000 sea otters & 300 harbour seals
- 250 bald eagles
- 22 killer whales
- billions of salmon eggs
- Populations of pacific herring collapsed.

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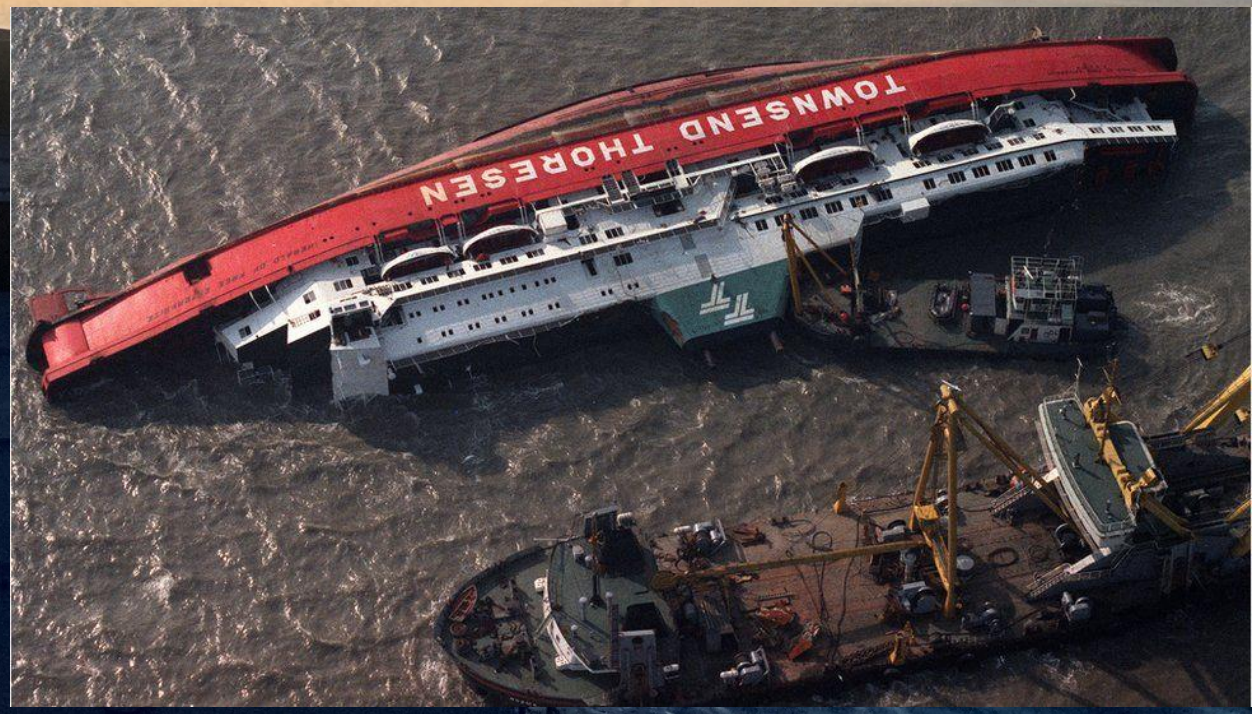
Herald of Free Enterprise

This tragic accident is of particular significance because it was a major reason for the creation and introduction of the ISM (International Safety Management) Code. The capsizing of the *Herald of Free Enterprise* revealed negligence involving the ship's crew as well as the significant responsibility of the management of the company operating the ship for the accident. Consequently, this accident clearly demonstrates that safe navigation requires sound safety management processes.



193 people lost their lives.

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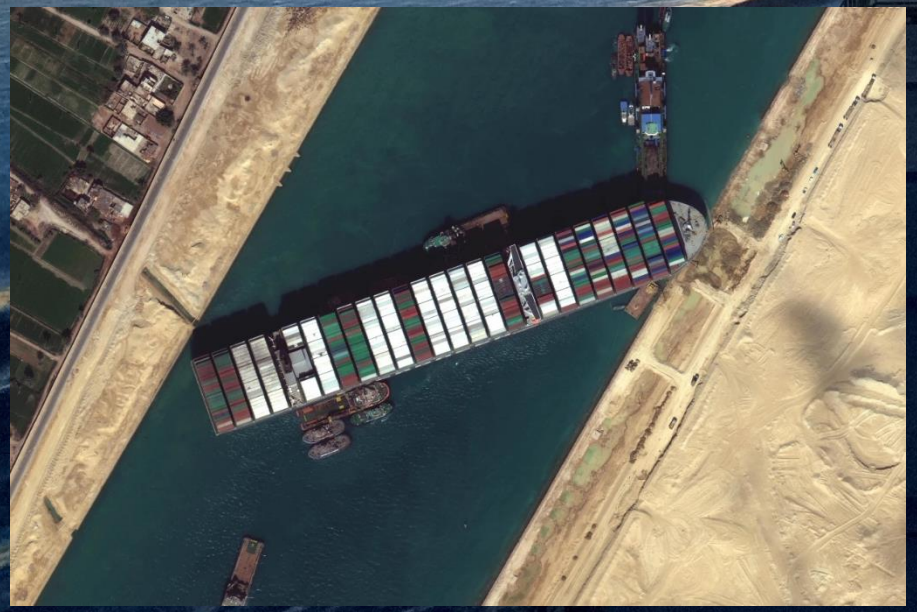
Black Swans in Pilotage

Ever Given (Suez Canal)



Ever Forward (Baltimore)

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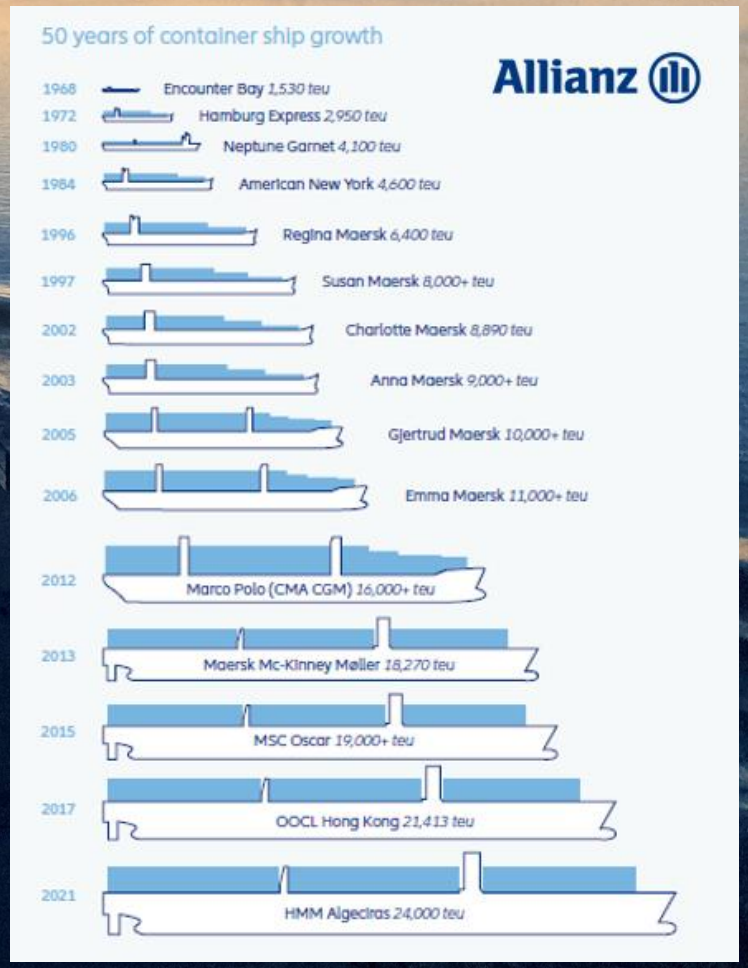
Ships are getting bigger yet ports remain the same

- Particularly within the container industry (but not exclusively), there has been a consistent trend that ships are getting bigger.
- This leads to a greater degree of risk when manoeuvring ships as the margins for error are being reduced.



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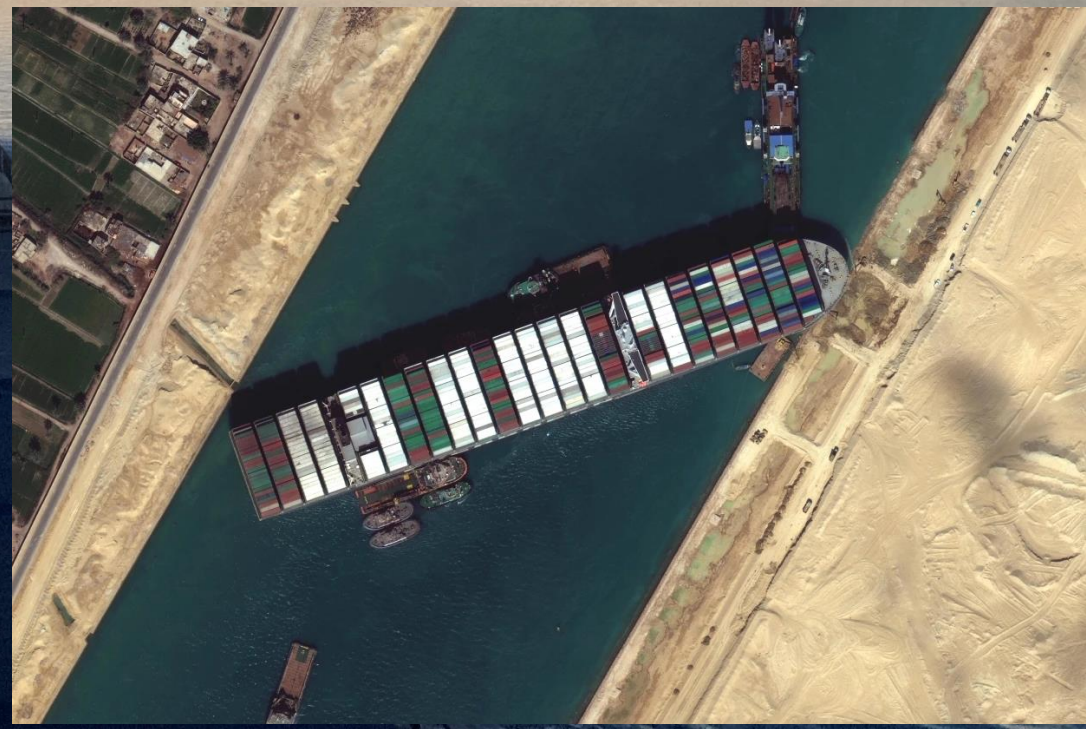
99.95% success rate

This figure was quoted by IMPA President Simon Pelletier as the success rate of Maritime Pilotage operations.

This is a very impressive stat. However, when we look at the Evergiven accident in Suez, the 0.05% error rate can create global chaos in supply chains.

According to a Lloyd's List estimate, the waiting costs caused by the incident amounted to $9.6bn per day, with westbound traffic costing $5.1bn a day and eastbound around $4.5bn.



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Why pilotage must operate safely and efficently.

The general public has zero appetite for environmental damage

Some ports operate within Special Area of Conservation which places an increased onus on pilotage authorities to operate diligently

Whether SAC or not there will be zero appetite for environmental damage stemming from ship casualties

As we have seen from the Ever Given accident, the need for ports to operate smoothly, safely, and efficiently is necessary to keep supply chains open and facilitate trade within our countries.
Without a properly run pilotage service, this cannot be accomplished.

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Essentially we are all metres from disaster

Ok, that statement can be described as Hyperbole !!!! For those unsure of what Hyperbole means, here is the definition. It is an extravagant statement or figure of speech not intended to be taken literally, as "to wait an eternity."

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What pilotage authorities should do

1. Liaise with national regulators and professional bodies to ensure uniformity in the pilotage services being provided at a national level.
2. Training, training and more training
3. Establish and formalise operational procedures
4. Pilotage needs to operate transparently to properly fulfil its purpose as a service in the public interest and as a service to the maritime industry.
5. Quality Assurance systems can help with this.

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Many thanks for your attention

Questions?