

Proposal Woodside to amend ISPO part B, section 7.6 Embarkation and disembarkation

IUG member Woodside Energy Ltd. has been focusing in recent times on one important topic: PILOT Ladder Marine Transfers.

They have submitted a proposal to consider to amend ISPO part B, section 7.6 Embarkation and disembarkation to support safe port operations.

The proposal is to add the below points into section 7.6 (Part-B) (content & text can be altered to suit):

1. Pilot organisation should provide Pilot Ladder training for all marine pilots and or visitors (those making trips out to ships) made available and demonstrate access to such training specifically to those pilots who are returning back to active duty after a medical condition. (Example – refer to attached presentation made to SIGTTO).

Note:

There are many non-marine visitors that board ships along with Pilots onto Ships in different parts of the world. Here in Australia we frequently get the below non marine visitors/guest joining along with Pilots (climbing pilot ladders – with no prior experience or knowledge).

- a. Customs officials
- b. Cargo Surveyors
- c. Biosecurity Officials
- d. Port Authority officials
- e. Terminal Representatives
- f. Ships Agents,
- g. And more...

SIGTTO Regional Forum – Perth

Evidence – to demonstrate we are trying!

Pilot Ladder Training



Pilot Ladder Training at IFAP, Fremantle

Pilot Ladder Training at IFAP, Fremantle

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2. Pilot organisations to incorporate in their Safety Management System (SMS) the pilot ladder boarding requirements (pre-arrival process) to request Ships to provide Pilot ladder certification in compliance with ISO-799 (2019 version) which requires all pilot ladder to be either tested every 30 months or provide new Pilot Ladders (AGE Criteria being 30 months). (see snip below from our Terminal Handbook for Withnell Bay).

5.2.1 Pilot Boarding Requirements

Personnel transfer is a high-risk operation and Woodside expects strict adherence to the relevant International Instruments including:

- IMO Resolution A.1045(27)
- SOLAS V23 (Section 7)
- IMO/IMPA Pilot Ladder Poster.

Specifically, a responsible officer must inspect the pilot boarding arrangements and confirm the ladders are clean, of sound construction, are positively attached to the hull (particularly the accommodation ladder lower platform) and are rigged in the manner indicated by the Pilot (height, manropes). Further a deck officer must supervise the personnel transfer.

All Pilot Ladders used to board or disembark a ship must

- Be constructed to in accordance with SOLAS
- Have a certificate which certifies the ladder has been constructed to comply with SOLAS and/or ISO 799
- Be no more than 30 months old (from date of construction).

Pilot boarding and disembarkation arrangements must comply with current SOLAS regulations with regard to equipment, AMSA Marine Notice 19/2015 and the Port Authorities Regulation 2001.

References:

- a. ISO799 (2019)
- b. Pilot Ladder Lessons Learnt Lessons (SIGGTO session Dec 2018)
- c. Photograph showing – Pilot Ladder Mock Simulator build and being used by Woodside Pilots in Dampier