



Amendment 1 ISPO Code Foreword 1

The IUG is responsible for maintenance and development of the ISPO Code. The costs of the back-office activities are covered by the revenues generated by the voluntary membership of ISPO-accredited pilot organizations.

The voluntary membership offers the pilot organizations the opportunity to participate in the further development of the ISPO Code. Pilot organizations that decide not to become a member of the IUG do not contribute to the maintenance and further development of the ISPO Code, but do make use of the advantages of ISPO accreditation.

It is proposed to introduce a certificate fee for pilot organizations that do not want to become a member of the IUG.

OLD:



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The responsibility for the standard lies with the International Users Group of ISPO-certified organizations (IUG).

The IUG is responsible for:

- Maintenance and further development of the Code;
- Communication between ISPO-certified organizations and informing ISPO-certified organizations and other interested parties with regard to:
 - The contents of the Code and all supporting documents;
 - The recognition of classification societies;
 - ISPO certification in general.
- Supporting potential members and other interested parties in relation to the implementation of the Code;
- Recognition and authorization of classification societies as independent bodies for ISPO certification;
- Administration of certificates;
 - Certified organizations and authorized classification societies.

ISPO-certified Pilot Organizations may indicate whether they want to be a participating member of the IUG. The IUG board decides on the membership after consultation of the members.



NEW:



International Standard for maritime Pilot Organizations

Foreword

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ISPO-certified Pilot Organizations may indicate whether they want to be a participating member of the IUG. ~~The IUG board decides on the membership after consultation of the members.~~

The ISPO-certified pilot organization must pay a membership fee per year per pilot in the organization. The membership fee per pilot in the organization is determined annually by the board after consultation with the associates. Using the membership fee gives the right to co-decide on the development and maintenance of the ISPO Code.

If, after the 5-year renewal, an ISPO-certified Pilot Organization still decide not to become a participating member of the IUG, the ISPO-certified Pilot organization must pay a certificate fee per year. The certificate fee is also determined by the board after consultation with the associates is equal to the membership fee of (25-50?) pilots in the organization. Using the certificate fee gives no right to co-decide on the development and maintenance of the ISPO Code.

Motivation:

The starting point of the IUG is to keep IUG membership voluntary. The motivation to introduce ISPO as a quality management system must come from the pilot organization itself. In order to continue to operate independently in the maritime industry and to maintain the advantage of the ISPO quality mark, costs are incurred by the IUG.

Pilot organizations that decide not to become a member of the IUG do use the benefits of ISPO accreditation, which creates an inequality. Even the continuing of ISPO/IUG could be endangered as a result.