Amendment 2 ISPO Code, Foreword 2

The ISPO Code contains elements which can help an individual pilot organization to consistently meet the requirements of its users and/or customers that are specifically aimed at the operational functioning of the pilot organization to enable the pilot to practice his profession.

In addition to the ISPO Code, there are several more (international) standards for various areas of application. Minimal elements of other standards are described in the ISPO Code.

It is proposed to include an extra paragraph in the foreword to indicate that a pilot organization can implement other standards in addition to ISPO.

OLD:

International Standard for maritime Pilot Organizations

Foreword

……..

For this reason, the International Standard for Maritime Pilot Organizations (ISPO Code) was set up. This Code encompasses features that can help an individual maritime pilot organization to be consistent in meeting its users' and/or customers' requirements. It does not impose something totally new. Management systems are about evaluating how and why activities or processes are done and about recording the results to show that they are done as intended. A well-run organization does not need to change any of its working practices to meet this Code.

It is expected that users and/or customers of pilot services in both private and public sectors will be given confidence by the fact that a maritime pilot organization has a management system certified by an independent external certification organization.

Meeting these expectations is one reason for having a management system, but there are other reasons that are just as important, such as:
• Improvement and quality of efficient services and port safety;
• Promoting safety for clients, pilots and pilot support organizations;
• Insurance advantage;
• Benefiting from the problems experienced and reported by others;
• Elevating the standard of maritime pilot services within the maritime industry.
....

NEW:

International Standard for maritime Pilot Organizations

Foreword

....

For this reason, the International Standard for Maritime Pilot Organizations (ISPO Code) was set up. This Code encompasses features that can help an individual maritime pilot organization to be consistent in meeting its users' and/or customers' requirements. It does not impose something totally new. Management systems are about evaluating how and why activities or processes are done and about recording the results to show that they are done as intended. A well-run organization does not need to change any of its working practices to meet this Code.

It is expected that users and/or customers of pilot services in both private and public sectors will be given confidence by the fact that a maritime pilot organization has a management system certified by an independent external certification organization.

Meeting these expectations is one reason for having a management system, but there are other reasons that are just as important, such as:
• Improvement and quality of efficient services and port safety;
• Promoting safety for clients, pilots and pilot support organizations;
• Insurance advantage;
• Benefiting from the problems experienced and reported by others;
• Elevating the standard of maritime pilot services within the maritime industry.

The ISPO Code is primarily intended to be implemented in a pilot organization as a primary management system, with quality, training and safety as essential keystones. ISPO is built on the basis of an open structure, which means that each pilot organization has the opportunity and liberty, necessary or desired, to further supplement ISPO or to combine with other more specific standards and/or voluntary standards.

....

Motivation:

ISPO focuses on the operational functioning of the pilot organization to enable the pilot to practice his profession. Other standards, voluntary or imposed, can easily be combined with ISPO. It is therefore not desirable to include all kinds of elements of other standards in ISPO.