

INDIAN MARITIME PILOTS REGULATIONS

COMPREHENSIVE PILOTAGE SCHEME FOR TRAINING, CERTIFICATION & LICENSING OF MARINE PILOTS

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INTRODUCTION:

Marine Pilots are a critical manpower requirement for the effective functioning of any port. The very nature of work of a marine pilot solely depends on his/her training and an understanding of the local navigational knowledge, such as substantial understanding of the local safety and environment issues of the port and the waters in its proximity.

At the same time, marine pilots need to have basic understanding of the way a ship behaves in particular environment. Such behavior or the maneuvering characteristics would have several varying features depending on the type and the size of the vessel, her draft and displacement, beam width and air draft, propulsion power and availability of bow thrusters, prevailing wind and current / tides etc.

The training, therefore, would ideally constitute two essential components, namely, basic understanding of safe navigation and the specific needs of the port for implementing a safe passage/ operation/movement within the port.

At present, in Indian ports, the subject of training of pilots has been dealt, generally, by the concerned ports, driven through their specific requirements. Therefore, there is a need to harmonise this training requirement to bring about standardization which could then be the USP of our ports and such institutionalized skill development would also generate better opportunities for Indian marine pilots. To achieve such a harmonization the Maritime States Development Council in their 15th and 16th meeting desired that the National Shipping Board should do this work.

A Committee of Technical Experts was constituted under the Chairmanship of Dr. Vishwapati Trivedi, Chairman, NSB, with following members:

1. Capt. Harish Khatri. Member Secretary of NSB and Convener
2. Capt. B.S. Kumar, Harbour Master, JNPT, Mumbai
3. Capt. J J Biswas, Chief Hydrographer, Kolkata Port Trust, Kolkata
4. Capt. Sunil Kakar, GM (Port), Shell India, Hazira Port
5. Capt. Anil Panjwani, Ex-DC, MPT&Gangawarm Port
6. Capt. Pravin K Singh, Dock master, NMPT, Mangalore

The Committee deliberated on the subject. Following is the gist of the outcome of these deliberations:

Eligibility criteria for joining as Pilot: It was generally agreed that the essential qualification of a marine pilot should be the Masters certificate of Competence (Foreign – going) or a Certificate of Service. One year of command of foreign – going vessels would be a desirable qualification. However, ports may also consider

employing persons holding the Certificate of Competency as master (NCV) for piloting vessels, less than 300 GT.

Training structure for pilots: The training could be in two modules; namely, one, basic familiarization to ship maneuvering techniques and, two, training in local conditions of the port. Use of simulators must be encouraged for initial training as well as periodical training to keep them current. This should be in addition to practical onboard ship experience/training. Ship handling & Tug handling Simulator facility should be provided at IMU for initial training.

Licensing: Marine pilot licenses should be issued by the concerned Conservators of the port.

Number of pilots: Ports should consider issues such as fatigue, the traffic movements, weather conditions, etc, while deciding on the number of pilots on their rolls.

Miscellaneous subjects: The committee also discussed about 'Pilot boarding boats', 'Insurance of pilots' and 'Non pilotage allowance to marine officers'.

Proposal: After detailed discussions on all the related issues, the Committee of Technical Experts, made a proposal and circulated to all major ports, minor ports and maritime boards for their comments. On receipt of comments, Committee of Technical Experts finalized the draft regulations in New Delhi on 27.11.2015. During this meeting Shri Barun Mitra, Joint Secretary (Shipping), Ministry of Shipping and Shri Ashok Vardhan Shetty, Vice Chancellor of Indian Maritime University were also present as Special Invitees. The Comprehensive Pilotage Scheme, called "Indian Maritime Pilots Regulations" is enclosed.

January, 2016.

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Chairman
National Shipping Board
Ministry of Shipping
Government of India
New Delhi-110 001.

INDIAN MARITIME PILOTS REGULATIONS

COMPREHENSIVE PILOTAGE SCHEME FOR TRAINING, CERTIFICATION & LICENSING OF MARINE PILOTS

1. SCOPE

1.1 It is recognized that pilotage requires specialized knowledge and experience in the specific area, and that in India, as in the rest of the world, with diverse waterways and ports, it has been found appropriate to administer pilotage, on a regional or local basis.

1.2 The maritime pilots referred to in this recommendation do not include shipmasters or crew who are certified or licensed to carry out pilotage duties in particular areas.

1.3 Organizations are encouraged to establish and maintain competent pilotage authorities, for administering safe and efficient pilotage systems.

1.4 The provisions are required to be implemented by concerned ports, by re-aligning their respective rules/regulations. The recommendatory provisions (wherever specified) may be considered for implementation at the discretion of the port.

1.5 These Regulations shall be titled the “Indian Maritime Pilots Regulations”.

1.6 It shall come into force from the date of its publication in the official Gazette by the Central Government.

1.7 It shall apply to all Indian Major and Non-major Ports to which the provisions of Section 31 of Indian Ports Act 1908 have been extended.

2. DEFINITIONS

In these Regulations, unless there is anything repugnant in the subject or context:

2.1 “Government” will have the same meaning as in Indian Ports Act - 1908.

2.2 “Director General of Shipping” means the officer appointed by the Central Government for the purpose of exercising or discharging the powers, authority or duties under the Merchant Shipping Act 1958.

2.3 “Indian Maritime University” will have the same meaning as in Indian Maritime University Act, 2008.

2.4 “Board”, “Chairman” and “Deputy Chairman” will have the same meaning as in the Major Port Trusts Act 1963.

2.5 “Dy. Conservator” [Director Marine Department for Kolkata Port] means the officer in whom the direction and management of pilotage is vested.

2.6 “Port Officer” and “Harbour Master” will have the same meaning as in Indian Ports Act-1908.

2.7 “Pilot” means an Indian National, lawfully licensed under these Regulations and duly authorized to perform pilotage of vessels calling at Port, Jetty, SPM/FPSO/FSRU, Dry Docks and Shipyard etc and other duties as may be assigned to him by the Dy. Conservator/Director, Marine Department/ Port Officer/Harbour Master of the respective port. Pilots may also be appointed for Services such as Ship to Ship Transfer operations in confined waters or in proximity to port approaches.

Port, Jetty, SPM/FPSO/FSRU, Dry Docks and Shipyard Authorities must frame the Rules and Regulations for the applicability of Pilotage/Compulsory Pilotage. Standards of Training and Certification, Qualification and Experience including grading of Pilots, Medical Fitness and Service Conditions with reference to Fatigue Management shall be defined by the respective Authorities in accordance with these regulations.

2.8 “Trainee Pilot” means a person inducted by Major or non-major port for undertaking the prescribed training course for pilots.

2.9 “Probationary Pilot” means a Pilot initially appointed on probation by a Port till his appointment is confirmed.

2.10 “Compulsory Pilotage Water” means the limits of a port defined as per Sub-section (2) of Section (4) of Indian Port Act-1908 and to which provisions of Section 31 of the said Act has been extended.

2.11 “Competent Pilotage Licensing Authority” means the Conservator of the concerned ports that by law or tradition administer or provide a pilotage system. *[Recommendation - MOS to delegate authority to the Conservator of the Port in the case of Major Ports]*

3. COMPETENT PILOTAGE LICENSING AUTHORITY

3.1 The assessment of the experience, qualifications and suitability of an applicant for certification or licensing, as a pilot, is the responsibility of each Competent Pilotage Licensing Authority.

3.2 The Competent Pilotage Licensing Authority should:

3.2.1 Establish the entry requirements and develop the standards for obtaining a certificate or license in order to perform pilotage services within the area under its jurisdiction;

3.2.2 Enforce the maintenance of developed standards;

3.2.3 Specify whatever prerequisites, experience or examinations are necessary to ensure that applicants for certification or licensing as pilots are properly trained and qualified; and

3.2.4 Arrange that reports on investigations of incidents involving pilotage are taken into account in maritime pilots' training programs.

3.3 Such authorization shall be valid only for the Area and Pilotage Jurisdiction it is issued for.

3.4 The validity of the license of a pilot in active pilotage service should be as long as he is in pilotage service with the particular port.

3.5 Major Ports – Conservator / Board of the port shall be the authority for grant of license.

3.6 Minor Ports – The person or an entity duly appointed by the Conservator or the Board shall be the authority for grant of license.

3.7 Ports (major/minor), shall set up an empowered grievance redressal/appellate mechanism.

3.8 Ports recruiting (especially Major Ports) pilots can formally sign a loyalty bond with security for discouraging poaching and premature termination of contracts without refunding the training charges.

4. ENTRY QUALIFICATION OF A CANDIDATE FOR TRAINEE PILOT

4.1 Essential qualification/experience:

4.1.1 Be an Indian National;

4.1.2 Possess valid Master (FG) Certificate of Competency (COC) or Certificate of Service (CoS) issued by the DG Shipping. The holder of CoS should have specialized in Navigation Branch.

4.1.3 At least one year sailing experience as Chief Officer.

4.2 Desirable qualification/experience:

One year of command experience of foreign going ships.

4.3 A valid COC is required at the entry level. However, revalidation of Master (FG) COC shall not be a requirement for pilots to continue in port service or change of pilotage jurisdiction for which specific training need may be defined by the concerned port.

4.4 Indian citizen with foreign COC and recognized by India, must acquire relevant endorsement from the DG Shipping.

4.5 Maximum validity of the pilotage license, issued to pilot a vessel, should be till a pilot reaches the age of 65, subject to medical fitness. (This will apply only to the validity of license, the retirement age in Major Ports will continue to be 60 years).

4.6 Every pilot should hold an appropriate pilotage certificate or license issued by the competent pilotage authority. In addition to stating the pilotage area for which it is issued, the certificate or license should also state any requirements or local limitations that the competent pilotage authority may specify such as maximum size, draught or tonnage of vessels that the holder is qualified to pilot.

4.7 However, ports may also consider employing persons holding the Certificate of Competency as Master (Near Coastal Voyages) for piloting vessels, less than 300 GT.

5. MEDICAL FITNESS

5.1 Each pilot should satisfy the competent pilotage authority that his or her medical fitness, particularly regarding eyesight, hearing and physical fitness meets the standards required for certification of masters and officers in charge of a navigational watch under the International Convention on Standards of Training, Certification and Watch keeping for Seafarers, 1978, (STCW) as amended.

5.2 Medical Fitness shall be done once in every two years up to the age of 50 years, however it shall be done annually, thereafter.

5.3 If a pilot has experienced a serious injury or illness, there should be a re-evaluation of his or her medical fitness prior to return to duty.

5.4 Chief Medical Officer of the port or an empanelled Doctor with the port, must issue the fitness certificate to candidate after tests which shall be done in accordance with standards laid down in STCW 1978 (as amended from time to time).

5.5 Pilots in Ports, other than Major ports, must acquire medical fitness certificate from DGS approved Doctors and on a frequency as in 5.2 above, in accordance with STCW 1978 (as amended from time to time).

5.6 The medical certifying authority for both at the initial stage (i.e. entry) and for recurrent annual/bi-annual check up shall be as per 5.4 and 5.5 for major ports and non-major ports respectively.

6. TRAINING

6.1 The competent pilotage authority is responsible for training and certification or licensing standards. The standards should be sufficient to enable pilots to carry out their duties safely and efficiently.

6.2 Standards for initial training should be designed to develop in the trainee pilot the skills and knowledge determined by the competent pilotage authority to be necessary for obtaining a pilot certificate or license. The training should include practical experience gained under the close supervision of experienced pilots. This practical experience gained on vessels under actual piloting conditions shall be supplemented by simulation, classroom instruction, or other training methods.

6.3 Every pilot should be trained in bridge resource management with an emphasis on the exchange of information that is essential to a safe transit. This training should include a requirement for the pilot to assess particular situations and to conduct an exchange of information with the master and/or officer in

charge of navigational watch. Maintaining an effective working relationship between the pilot and the bridge team in both routine and emergency conditions should be covered in training. Emergency conditions should include loss of steering, loss of propulsion, and failures of radar, vital systems and automation, in a narrow channel or fairway.

6.4 Initial and continuing training in the master-pilot information exchange should also cover:

6.4.1 Regulatory requirements governing the exchange;

6.4.2 Recognition of language, cultural, psychological and physiological impediments to effective communication and interaction and techniques for overcoming these impediments; and

6.4.3 Best practices in the specific pilotage area.

6.5 Training requirements for entry level pilots

6.5.1 Entry level Training: Proposed at IMU (Indian Maritime University), Chennai for one month. IMU to set up required infrastructure and course curriculum for conducting the basic/entry level training for aspiring pilots which shall at least contain following:

- Courses to improve proficiency in the English language where necessary.
- Regulatory requirements and local legislation. Relevant issues connected with the pilotage service including laws, rules and regulations particular to the pilotage area
- Principles of Ship Handling and Tug usage. Courses in ship handling using manned models.
- Effective communication techniques and knowledge of working language. Sessions to enhance the ability to communicate with local authorities and other vessels in the area
- Emergency situations and contingency plans.
- Pollution Response.
- Knowledge of navigational aids of ports and ships.
- Knowledge of Vessel Traffic Management Systems and traffic separation schemes and buoyage systems.
- Navigational knowledge of the Area including effects of winds, weather, tides and currents.
- Port operating procedures.

- Master Pilot Information exchange and Pilot Passage Plans.
- Bridge resource management.
- IMO Standard communication phrases.
- Reporting of Incidents and Accidents.
- Right of refusal of Pilotage service in case of observed deficiencies which may affect the safety of navigation.
- Simulation exercises, which may include radar training and emergency ship handling procedures.
- Personal safety training. Techniques for personal survival at sea.
- Emergency first aid, including cardio-pulmonary resuscitation (CPR) and hypothermia remediation.

6.5.2 Simulator Based Training (at the Indian Maritime University for Major Ports or any approved agency for private ports)

This shall include handling of vessels of various sizes including tug boats and drafts in confined waters with varying winds, weather and tides and currents parameters. (Note: Experienced or retired pilots or marine officials (with pilot experience) who have a valid pilot license, to be used as Check Pilots for simulator based training).

6.6 Practical training or the on-job training at the respective port.

6.6.1 Port specific training as per port requirement. This shall include on-job training with the senior pilots at the port. Port may have longer training duration for candidates with Certificate of Service.

6.6.2 Port must have a system of gradation of Pilots, specifying the training requirements for each stage.

6.6.3 Port specific simulator based training (to be set up at IMU) followed by simulator based validation in the presence of concerned port officials.

6.6.4 Practical validation by senior pilot and validation of local port knowledge by the port specified panel.

Additionally each port shall define its criteria for upgrading and ensuring the continued proficiency of pilots. This should be based on simulator based refresher courses.

6.7 Training for migrated pilots (pilots with prior pilotage experience)

6.7.1 Port specific training as per port requirement. This may be reduced training duration based on the experience requirements of recruited pilots.

6.7.2 Port must have a system of gradation of Pilots, specifying the training requirements for each stage.

6.7.3 Practical validation by senior pilot and validation of local port knowledge by the port specified panel.

7. CONTINUED PROFICIENCY

7.1 Competent pilotage authorities shall provide updating and refresher training conducted for certified or licensed pilots to ensure the continuation of their proficiency and updating of their knowledge.

7.2 In order to ensure the continued proficiency of pilots and updating of their knowledge, the competent pilotage authority should satisfy itself, at regular intervals not exceeding five years, that all pilots under its jurisdiction:

7.2.1 Continue to possess recent navigational knowledge of the local area to which the certificate of license applies; This shall be done through simulator training at the Indian Maritime University at intervals not exceeding 2 years (for Major Ports) and simulator training for Non-Major Ports either at IMU or any other establishment certified by their respective competent pilotage licensing authority.

7.2.2 Continue to meet the medical fitness standards; and

7.2.3 Possess knowledge of the current international, national and local laws, regulations and other requirements and provisions relevant to the pilotage area and the pilots' duties.

7.3 Possession of knowledge required by subparagraphs 7.2.1 and 7.2.3 may be proved by an appropriate method such as personal service records, completion of continuing professional development courses or by an examination.

7.4 Where a pilot in cases of absence from duty, for whatever reason, is lacking recent experience in the pilotage area, the competent pilotage authority should satisfy itself that the pilot regains familiarity with the area on his or her return to duty.

8. SYLLABUS FOR PILOTAGE CERTIFICATION OR LICENSING

Each applicant for a pilot certificate or license should demonstrate that he or she has necessary knowledge of the following:

8.1 Limits of local pilotage areas;

8.2 International Regulations for Preventing Collisions at Sea, 1972 as amended, and also such other national and local navigational safety and pollution prevention rules as may apply in the area;

8.3 System of buoyage in the area;

8.4 Characteristics of the lights and their angles of visibility and the fog signals, racons and radio beacons and other electronic aids in use in the area;

8.5 Names, positions and characteristics of the light vessels, buoys, beacons, structures and other marks in the area;

8.6 Names and characteristics of the channels, shoals, headlands and points in the area;

8.7 Bridge and similar obstruction limitations including air draughts;

8.8 Depths of water throughout the area, including tidal effects and similar factors;

8.9 General set, rate, rise and duration of the tides and use of the tide tables and real-time and current data systems, if available, for the area;

8.10 Proper courses and distances in the area;

8.11 Anchorages in the area, rocks, shoals and other navigational hazards;

8.12 Ship handling for piloting, anchoring, in a narrow waterway, berthing and unberthing, maneuvering with and without tugs, and emergency situations;

8.13 Communications and availability of navigational information;

8.14 Systems of radio navigational warning broadcasts in the area and the type of information likely to be included;

8.15 Traffic separation schemes, vessel traffic services and similar vessel management systems in the area;

8.16 Bridge equipment and navigational aids;

8.17 Use of radar and other electronic devices; their limitations and capabilities as navigation and collision avoidance aids;

8.18 Maneuvering behaviour of the types of ships expected to be piloted and the limitations imposed by particular propulsion and steering systems;

8.19 Factors affecting ship performance such as wind, current, tide, channel configuration, water depth, bottom, bank and ship interaction including squat;

8.20 Use and limitation of various types of tugs;

8.21 The English language to a standard adequate to enable the pilot to express communications clearly;

8.22 IMO Standard Marine Communication Phrases;

8.23 IMO Code for the investigation of marine casualties and incidents;

8.24 Master-Pilot Relationship, Pilot Card, operational procedures;

8.25 Pollution prevention;

8.26 Emergency and contingency plans for the area;

8.27 Safe embarking and disembarking procedures; and

8.28 Any other relevant knowledge considered necessary.

9. FAILURE TO PASS EXAMINATION

In the event a “Probationary Pilot” fails to pass the prescribed examination after three attempts, his services are liable to be terminated.

10. CLASSIFICATION OF THE PILOTS

Each port shall develop training based license. A sample licensing pattern of a port is enclosed for ready reference. (Annex-2)

11. OPERATIONAL PROCEDURES FOR MARITIME PILOTS

11.1 Efficient pilotage depends, among other things, upon the effectiveness of the communications and information exchanges between the pilot, the master and the bridge personnel and upon the mutual understanding each has for the functions and duties of the other. Establishment of effective co-ordination between the pilot, the master and the bridge personnel, taking due account of the ship’s systems and equipment available to the pilot, will aid a safe and expeditious passage.

11.2 Pilot boarding point

11.2.1 The appropriate competent pilotage authority should establish and promulgate the location of safe pilot embarkation and disembarkation points.

11.2.2 The pilot boarding point should be at a sufficient distance from the commencement of the act of pilotage to allow safe boarding conditions.

11.2.3 The pilot boarding point should also be situated at a place allowing for sufficient time and sea room to meet the requirements of the master-pilot information exchange.

11.3 Pilot boats

Depending on weather conditions of individual port each port shall have Pilot Boats/ Crafts fit for the purpose of pilot embarkation and disembarkation as per international norms which must also be capable to function as rescue boat.

11.4 Number of Pilots

Number of Pilots to be employed by a port shall be determined by the respective Port Authority depending on the number of movements with regard to duration of acts in order to avoid any fatigue as mentioned in Module 8 of Circ no.1014 of IMO Guidelines on Fatigue.

11.5 Discipline

All pilots shall be subjected to the Classification, Control & Appeal Regulations, Conduct Regulations and any other service Rules/ Regulations framed or to be framed by the concerned port authority. They shall also abide by the administrative orders as may be issued by the authority from time to time to regulate their work and conduct.

11.6 Execution of bond

On being selected, a Probationary Pilot shall execute, before joining, a bond declaring that he shall serve for a period prescribed by the port after completion of training, failing which, he shall pay the port the cost of training and any other amount determined by respective appointing authority.

11.7 Insurance of Pilots

Each port shall provide insurance to its pilots for at least Rs.50 Lakhs against Death and Rs.20 lakhs and Rs.30 lakhs for Partial or Total disability respectively, rendering him or her unfit for performance of pilotage duty.

11.8 Non Pilotage Allowance

Non Pilotage Allowance for pilots employed on regular administrative positions shall be implemented. Each port will notify such administrative positions and non-pilotage allowance shall not exceed 50% of the basic salary.

This may encourage pilots to join as regular pilots and take up office jobs for career progression to dock master, harbour master etc.

11.9 Number of Tugs and other Support Crafts

Each port shall establish and define the number and power of support crafts required for various categories of vessels calling at the port. Port shall also establish the detailed limits of permitted operations including the wind, weather and the tides and currents. Each port shall also define the Under Keel Clearance Policy for the port.

11.10 Interpretation

In case of any doubt or difference of opinion about the interpretation of any of the Rules or the application it shall be referred to the Chief Executive of the concerned port Authority [Chairman for Major Ports] whose decision shall be final and binding on the pilot.

11.11 Relaxation of the provision of the Regulations

Notwithstanding anything herein contained before, the Government may, at its discretion, relax any of the Regulations mentioned above in exigencies of work or situation.

11.12 Procedures for requesting pilot

11.12.1 The appropriate competent pilotage authority should establish, promulgate and maintain procedures for requesting a pilot for an inbound or outbound ship, or for shifting a ship.

11.12.2 As human resources and technical means have to be planned well in advance, the operation of an efficient pilotage service requires information on the Estimated Time of Arrival (ETA) or Departure (ETD) to be furnished by the ship as early as possible with frequent updates where possible.

11.12.3 Communication by VHF or other dedicated means should be established as soon as possible to enable the master to confirm the ship's ETA and the Pilot Station to furnish relevant information regarding pilot boarding.

11.12.4 The initial ETA message to the Pilot Station should include all the information required by local regulations, including:

11.12.4.1 Ship's name, call sign, ship's agent;

11.12.4.2 Ship's characteristics: length, beam, draught, air draught if relevant, speed, thruster(s);

11.12.4.3 Date and time expected at the pilot boarding point;

11.12.4.4 Destination, berth (if required, side alongside); and

11.12.4.5 Other relevant requirements and information.

11.13 Master - pilot information exchange

11.13.1 The master and the pilot should exchange information regarding navigational procedures, local conditions and rules and the ship's characteristics. This information exchange should be a continuous process that generally continues for the duration of the pilotage.

11.13.2 Each pilotage assignment should begin with an information exchange between the pilot and the master. The amount and subject matter of the information to be exchanged should be determined by the specific navigation demands of the pilotage operation. Additional information can be exchanged as the operation proceeds.

11.13.3 Each competent pilotage authority should develop a standard exchange of information practice, taking into account regulatory requirements and best practices in the pilotage area. Pilots should consider using an information card, form, checklist or other memory aid to ensure that essential exchange items are covered. If an information card or standard form is used by pilots locally regarding the anticipated passage, the layout of such a card or form should be easy to understand. The card or form should supplement and assist, not substitute for, the verbal information exchange.

11.13.4 This exchange of information should include at least the following:

11.13.4.1 Presentation of a completed standard Pilot Card. In addition, information should be provided on rate of turn at different speeds, turning circles, stopping distances and, if available, other appropriate data;

11.13.4.2 General agreement on plans and procedures, including contingency plans, for the anticipated passage;

11.13.4.3 Discussion of any special conditions such as weather, depth of water, tidal currents and marine traffic that may be expected during the passage;

11.13.4.4 Discussion of any unusual ship-handling characteristics, machinery difficulties, navigational equipment problems or crew limitations that could affect the operation, handling or safe maneuvering of the ship;

11.13.4.5 Information on berthing arrangements; use, characteristics and number of tugs; mooring boats and other external facilities;

11.13.4.6 Information on mooring arrangements; and

11.13.4.7 Confirmation of the language to be used on the bridge and with external parties.

11.13.5 It should be clearly understood that any passage plan is a basic indication of preferred intention and both the pilot and the master should be prepared to depart from it when circumstances so dictate.

11.13.6 Pilots and competent pilotage authorities should be aware of the voyage planning responsibilities of masters under applicable IMO instruments.

11.14 Communications language

11.14.1 Pilots should be familiar with the IMO Standard Marine Communication Phrases and use them in appropriate situations during radio communications as well as during verbal exchanges on the bridge. This will enable the master and officer in charge of the navigational watch to better understand the communications and their intent.

11.14.2 Communications on board between the pilot and bridge watch keeping personnel should be conducted in the English language or in a language other than English that is common to all those involved in the operation.

11.14.3 When a pilot is communicating to parties external to the ship, such as vessel traffic services, tugs or linesmen and the pilot is unable to communicate in the English language or a language that can be understood on the bridge, the pilot should, as soon as practicable, explain what was said to enable the bridge personnel to monitor any subsequent actions taken by those external parties.

12. PILOT DUTY AND TIME LIMITATIONS :

There is a need to harmonise the Pilot Duty and Time Limitation (PDTL), so that fatigue issues are properly addressed, uniformly, in all ports. To this extent, it is recommended that the requirements of STCW, for rest hours, though essentially meant for watch-keepers on ships, may be accepted and implemented for all marine pilots. This will also prevent pilots (especially the contract pilots) bunching their duty hours to 15 days of continuous work, hazarding risks, in order to get the other 15 days of the month off.

13. ADMINISTRATIVE PROCEDURES

13.1 Log book to be kept at Control Station: Staff at the Control Station shall maintain a log book containing such particulars as may be specified by the port authority. The Officer in charge of the Control Station shall also forward the log book to the designated officer in the port for inspection at such intervals as may be ordered by him.

13.2 Senior Pilots to give instructions to Junior Pilots and Probationary Pilots: Senior Pilots shall assist and instruct the Junior Pilots and Probationary Pilots in all branches of a Pilot's duty.

13.3 Pilot giving evidence: A Pilot shall not attend to give evidence in any trial or enquiry to which he is not a party, unless he is under subpoena, without prior permission of the port authority.

14. DUTIES OF A PILOT

14.1 Pilots to always obey the orders of the authority: All pilots shall obey and execute all orders of Dy. Conservator/ Director Marine Department/Port Officer/Harbour Master or his nominated officer for movement of any vessel within the limits of the port including docking, undocking, berthing, un-berthing and towing.

14.2 Pilot's behavior: A Pilot shall at all times exercise strict sobriety. While in charge of a vessel, he shall use utmost care and diligence for safety of own vessel, other vessels in the vicinity, the shipping channel and port property. He shall monitor the soundings to ascertain under keel clearance as necessary and shall not ground the vessel without written order of the Master or Owner of the vessel. He shall always give priority to the port interest and conduct himself accordingly.

14.3 Pilot to obtain certificate of services performed by him: A pilot shall on boarding the vessel get the pilotage papers signed by the Master of the vessel for the purpose of raising marine related charges.

14.4 Pilot to go on board the vessels in good time: A pilot appointed to take charge of any vessel shall go on board and report himself to the Master well before the scheduled movement of the vessel.

14.5 Pilot to see that vessel and her equipment in order: A Pilot before taking charge of a vessel shall enquire from the Master of the vessel whether the main engines, steering system and other navigational aids are in proper working order.

14.6 Pilot to acquaint with the characteristics of the vessel: All pilots must acquaint themselves with the movement and characteristics of the vessel immediately after boarding the same.

14.7 Pilot to wear proper uniform: All pilots shall, when on duty, be properly dressed and remain in clean uniforms as prescribed by the port.

14.8 Moving of vessels: No Pilot shall move or direct the moving of any vessel within the port from one position to another, unless the following conditions are fulfilled:

14.8.1 If the vessel is underway, the Master shall be on board;

14.8.2 If the Master leaves the vessel before the movement is completed, the Pilot shall direct the vessel to be anchored in such safe position as may be most easily reached by the vessel and shall not give directions to proceed with the moving until the return of the Master to the vessel;

14.8.3 Throughout the movement, the number of officers and crew on board and available for duty shall be sufficient to perform any duty which may be required, and if the Pilot on boarding considers that the number is not sufficient, he shall call the Master's attention to the Port rules and refuse to proceed with the movement unless the Master first signs a declaration under his own hand expressly assuming entire responsibility.

Explanation - In these Regulations, the expression "Master" shall include the first or other officer duly authorized to act for the Master in the event of the latter being incapacitated from performing the duties of his office.

14.9 Pilot to report on completion of movement: After piloting a vessel inward or outward or shifting a vessel, Pilot shall report without delay to the officer designated by the Deputy Conservator for further duty.

14.10 Pilot shall not bring a vessel into dock/alongside a berth unless cleared to do so by the port authority.

14.11 Pilot when on duty to carry with him his license, etc: A Pilot, when on duty, shall always have with him an official Tide Table for the Port, latest navigational charts, a copy of the relevant Port Rules, his license and any other relevant document.

14.12 Pilot to give information of any alternations in navigational marks, etc.: A Pilot who has observed any alternation in the depth of the channels, or noticed that any buoys, beacons or light vessels have been adrift, broken down, damaged or shifted from position, or become aware of any circumstance likely to affect the safety of navigation shall forthwith send a detailed report thereof in writing to the Port Authority.

14.13 Pilot to report casualties:

14.13.1 A Pilot, whenever any accident has happened or been caused by a vessel while in his charge, shall as soon as possible report the facts in writing in the form prescribed for necessary action by the Port Authority.

14.13.2 In case of any damage caused to port property by the vessel, the Pilot on behalf of the Port, shall issue a letter to the Master holding the Master of the vessel responsible for the damage as per Indian Ports Act, 1908 and Major Port Trusts Act, 1963 and obtain acknowledgement thereof.

14.13.3 When performing pilotage duties, the pilot should report or cause to be reported to the appropriate authority, anything observed that may affect safety of navigation or pollution prevention. In particular, the pilot should report, as soon as practicable, any accident that may have occurred to the piloted ship and any irregularities with navigational lights, shapes and signals.

14.14 Pilot on boarding the vessel shall co-ordinate with the Control Station or designated officer in relation to carrying out his duty suitably.

14.15 Refusal of pilotage services : The pilot should have the right to refuse pilotage when the ship to be piloted poses a danger to the safety of navigation or to the environment. Any such refusal, together with the reason, should be immediately reported to the appropriate authority for action as appropriate.

14.16 In order to ensure total fitness the duty Pilots should be adequately rested and mentally alert in order to provide undivided attention to pilotage duties for the duration of the passage.

14.17 RSV pilots, because of their better understanding of local conditions, may apply for exemption/relaxation with proper justification from certain requirements of this scheme. Exemption/relaxation may be authorized on case to case basis.)

14.18 For Inland vessels, Rules for pilotage of Inland vessels may be suitably framed by the IWAI (Inland Waterways Authority of India).

15. CENTRALISED DATA BANK :

The Ministry of Shipping or the Indian Ports Association (IPA) should maintain a centralised data base (quite like the Director General of Civil Aviation). This will provide the necessary inputs for monitoring the availability, demand and supply, training and certification, inter-port navigation, etc. A centralised “pilot identity document” should be mandatory.
