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RÉSULTATS DES TRAVAUX

Origine:	Secrétariat général du Conseil
Destinataire:	délégations
N° doc. préc.:	6102/1/22 REV 1
N° doc. Cion:	15239/21
Objet:	Projet de soumission de l'Union à la 55 ^e réunion du Comité pour le contrôle des navires par l'État du port du Mémoire d'entente de Paris sur le contrôle des navires par l'État du port (Paris MoU – PSCC 55)

1. Le 20 décembre 2021, la Commission a transmis au Conseil un document de travail des services de la Commission contenant un projet de soumission à la 55^e réunion du comité de contrôle de l'État du port (PSCC 55) du mémorandum d'entente de Paris sur le contrôle des navires par l'État du port.
2. La date limite de transmission de la soumission au secrétariat du mémorandum d'entente de Paris est fixée au 7 mars 2022.
3. Le groupe « Transport maritimes » a examiné le projet de soumission lors de ses réunions du 9 février, du 25 février et du 4 mars 2022. Lors de la dernière réunion, le groupe de travail a approuvé le texte figurant en annexe et a autorisé la Présidence de transmettre la soumission au secrétariat du mémorandum d'entente de Paris.
4. Le groupe de travail est parvenu à un accord sur le contenu du projet de soumission. Toutefois, certaines délégations ont exprimé des doutes sur la compétence exclusive de l'Union concernant les campagnes d'inspection concentrées revendiquée par la Commission.

5. En outre, les délégations sont convenues que ce document soumis au PSCC 55 ne doit en aucun cas être considéré comme un précédent pour toute décision future du Conseil ou de ses instances préparatoires concernant les documents soumis au Mémorandum d'entente de Paris.
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Submitted by:
**Belgium, Bulgaria, Croatia, Cyprus,
Denmark, Estonia, Finland, France,
Germany, Greece, Ireland, Italy, Latvia,
Lithuania, Malta, the Netherlands, Poland,
Portugal, Romania, Slovenia, Spain,
Sweden and the European Commission**

xx.xx.2022

AGENDA ITEM 4

Proposal for a CIC on pilot transfer arrangements

Summary:	This document provides a background for a CIC on pilot transfer arrangements
Strategic direction:	
Planned action:	
Action to be taken:	Paragraph 7
Budgetary implication:	none

Background

- 1 In accordance with paragraph 3.2 of the PMoU Policy on joint concentrated inspection campaigns (CICs), a demonstrated need for a CIC should be based on inspection records, entry into force of new requirements, accident reports, or to address issues of high priority.
- 2 The co-sponsors consider that the matter of pilot transfer arrangements is an issue of high priority in accordance with paragraph 3.2. of the PMoU Policy on joint CICs. Indeed, for several years, the International Maritime Pilot's Association (IMPA) has been conducting safety campaigns for the pilot transfer arrangements on vessels requiring a pilot following worldwide reports of sometimes-fatal accidents during pilot transfers and countless near-misses. The most recently published report in 2020 (Annex 1) shows, inter alia, that the European pilots involved in the campaign were of the opinion that 20.49% (previous year: 15.89%) of the pilot boarding arrangements did not meet the international standards. (IMPA campaign 2020).
- 3 An example of a recent case is an accident involving a helmsman, investigated by the German Federal Bureau of Maritime Casualty Investigation (BSU). The person fell from a height of 3-4 metres onto the pilot vessel's rails and then struck his head on the deck. The accident led to life-threatening injuries, especially a basilar skull fracture. During the course of the investigation, it became clear that before this accident there were some "near miss" events. The accident investigation report is attached for reference (Annex 2).

- 4 The BSU concluded that the primary cause of the accident was the lack of adequate handholds for accessing the deck as required by SOLAS 1999/2000 Amend Ch. V Reg. 23.4.1.
- 5 In that particular case, the BSU has issued safety recommendations to the effect that port State inspections should pay more attention to possibly absent hand-holds at pilot embarkation points with a gateway in the rails during port State control inspections so as to initiate appropriate measures to remedy shortcomings if necessary (see Annex 2 section 7.4.a). It also recommended that port State control authorities launch an initiative to conduct a CIC focussing on pilot transfer arrangements taking into account all aspects of the pilot embarkation point in accordance with the IMPA safety campaign (Annex 2, section 7.4.b).

Proposal for a CIC on pilot transfer arrangements

- 6 In the light of the above, it is appropriate that the port State control authorities consider the issue of pilot transfer arrangements as a matter of principle within the framework of a CIC.

Action requested of the Committee

- 7 The Committee is invited to:
 - .1 comment as appropriate and
 - .2 consider to include pilot transfer arrangements in a CIC as soon as possible after 2025.

Annex 1:

International Maritime Pilot's Association safety campaign report of 2020

Annex 2:

Accident investigation Report 19/19 of the German Federal Bureau of Maritime Casualty Investigation