



İstanbul :

30.05.2016

Sayı
Our Reference : 2194Konu
Subject : Uluslararası Deniz Ticaret Odası (ICS) Pilotaj, Yedekleme ve Palamar İşlemleri Anketi Hk

Sirküler No: 419 / 2016

İlgi: Uluslararası Deniz Ticaret Odası (ICS)'nın 09.05.2016 tarih ve RN(16)12 No'lu sirküleri

İlgi yazıda; bir önceki Telsiz & Denizcilik (Nautical) Alt Komitesi ve Deniz Komitesi toplantısındaki görüşmeler neticesinde ICS Sekreteryasının Pilotaj, Yedekleme ve Palamar İşlemleri Hakkında Anket taslağı düzenlediğı bildirilmektedir. Söz konusu anket taslağının oluşumunda birçok sorunun anketten çıkarıldığı, Açık Deniz Pilotajı Dışındaki Kılavuz Kaptanların Eğitim ve Belgelendirilmeleri ile Operasyonel Prosedürler Hakkındaki IMO Tavsiyeleri ve Köprüüstü Prosedürleri Kılavuzundaki bilgilere yönelik konulara yer verildiğı belirtilmektedir.

Verilecek olan cevapların "Tamamen katılıyorum" dan "Hiç katılmıyorum" seçenekleri arasında düzenlendiğı, ankette ayrıca son soru olarak katılımcıların herhangi bir konuda görüşlerini iletebilecekleri bir alan ayrıldığı, Üyelerden gelen talepler doğrultusunda ankete yedekleme ve palamar işlemlerinin de eklendiğı bildirilmektedir. Anket nihai haline getirildiğinde Ek olarak sirküle edileceğı, sirküler içerisinde online olarak ankete erişim sağlanabildiğı ve online olarak doldurulabileceğı ifade edilmektedir.

Üyelerin görüşleri doğrultusunda nihai haline getirilecek olan anketin, 2016 yılının Eylül ayında yayımlanmasının beklendiğı, söz konusu anketin oluşturulması için Ek'te sunulan anket incelenerek, öneri ve görüşlerinizin **en geç 17 Haziran 2016 tarihine kadar** ICS Kıdemli Denizcilik Danışmanı Matthew Williams (matthew.williams@ics-shipping.org) ' a gönderilmesi hususunda bilgi ve gereğini arz ve rica ederiz.

Saygılarımızla,

Murat TUNCER
Genel Sekreter**EKLER:**

EK: İlgi Yazı (7 sayfa)

Ayrıntılı Bilgi: Serkan İNAL Telefon: +90 212 252 01 30/157 e-mail: serkan.inal@denizticaretodasi.org.tr



Meclis-i Mebusan Caddesi No:22 34427 Fındıklı - İSTANBUL / TÜRKİYE
Tel: +90 212 252 01 30 (PBX) Fax: +90 212 293 79 35
www.denizticaretodasi.org.tr e-mail: iletisim@denizticaretodasi.org.tr
www.chamberofshipping.org.tr e-mail: contact@chamberofshipping.org.tr





İstanbul :

30.05.2016

Sayı
Our Reference :Konu
Subject : Uluslararası Deniz Ticaret Odası (ICS) Pilotaj, Yedekleme ve Palamar İşlemleri Anketi Hk**DAĞITIM:****Gereği:**

- Tüm Üyelerimiz (WEB)
- Türk Armatörler Birliği
- S/S Gemi Armatörleri ve Motorlu Taş. Koop.
- Vapur Donatanları ve Acenteleri Derneği
- 15,16,17,18,19,20, 21, 22 23, 24, 25, 27,28
29,30,31,32,33,35,38,41,42,43,44,45 ve 47
No'lu Meslek Grupları
- UND
- KOSDER
- ROFED
- TÜRK LOYDU
- S.S. Deniz Tankerleri Akaryakıt Taş. Koop.
- Türk Uzakyol Gemi Kaptanları Derneği
- Türk Kılavuz Kaptanları
- Gemi Makineleri İşletme Mühendisleri Odası
- Gemi Mühendisleri Odası
- WISTA Türkiye Derneği
- Tüm Gemi Sahipleri

Bilgi:

- YK Başkan ve Üyeleri

Ayrıntılı Bilgi: Serkan İNAL Telefon: +90 212 252 01 30/157 e-mail: serkan.inal@denizticaretodasi.org.tr



Meclis-i Mebusan Caddesi No:22 34427 Fındıklı – İSTANBUL / TÜRKİYE
Tel: +90 212 252 01 30 (PBX) Fax: +90 212 293 79 35
www.denizticaretodasi.org.tr e-mail: iletisim@denizticaretodasi.org.tr
www.chamberofshipping.org.tr e-mail: contact@chamberofshipping.org.tr



International Chamber of Shipping

38 St Mary Axe London EC3A 8BH

Tel +44 20 7090 1460

Fax +44 20 7090 1484

info@ics-shipping.org www.ics-shipping.org www.shipping-facts.com



This Circular and its attachments (if any) are confidential to the intended recipient and may be privileged. If you are not the intended recipient you should contact ICS and must not make any use of it.

25 May 2016

To: RADIO AND NAUTICAL SUB-COMMITTEE

RN(16)12

Copy: Marine Committee

All Full and Associate Members (for Information)

DRAFT ICS PILOTAGE, TOWAGE AND MOORING QUESTIONNAIRE 2016

Action Required: Members are invited to review and provide comments on the latest draft of the ICS Pilotage, Towage and Mooring Survey by Friday 17th June 2016.

Further to the outcome of the previous meeting of the Radio & Nautical Sub-Committee (RN(16)05) and discussions at the Marine Committee, the ICS Secretariat has refined the proposed ICS Pilotage, Towage and Mooring Questionnaire. A draft is attached at the **Annex**.

The refinements are summarised as:

- The number of questions has been reduced significantly but remain focused on the IMO *Recommendations on training and certification and operational procedures for maritime pilots other than deep-sea pilots* (Resolution A.960(23)) and information in the 5th Edition of the Bridge Procedures Guide (Chapter 5);
- Responses are requested on a Strongly Agree to Strongly Disagree scale, with an opportunity for additional comments on any matters as a final question; and
- At the request of Members, towage and mooring are now included in the survey.

It is intended that the refinements will deliver a more concise survey, which can be completed without a significant time commitment. This should encourage a larger number of responses over the survey period.

Intentions for delivery, distribution and collection of results

The survey will be distributed to Members via a circular. The survey will be available as an Annex to the circular and as a link to an online version of the survey. This provides two options for completion.

From an administrative perspective, the online version of the survey would reduce the work required by Members and the Secretariat to collate and analyse the results. It is therefore proposed that this be offered as the primary way of completing the survey with the paper copy available where absolutely necessary.

In order for the survey to have value, particularly in highlighting examples of best practices or areas of particular concern, it would be useful if it could be completed by Bridge Teams and for a specific route, port or terminal. More general or aggregated responses from Companies, although welcome, might be of limited value.

Timing and duration of the survey

It is expected that the survey will be circulated in September of this year. The survey will be circulated to Members 7 days prior to the start of the survey period to allow time for dissemination to member companies and their ships. In order to encourage a large number of responses, it is proposed that the survey will be available for completion for an initial period of 28 days.

Review of the results

The results of the Survey will be reported to the Radio & Nautical Sub-Committee following initial analysis by the Secretariat (with assistance from International Maritime Pilots Association (IMPA) as appropriate). Following a final review and consideration of any potential follow up actions, the outcome will be reported to the Marine Committee.

Members are invited to provide comments on the draft survey to the undersigned (matthew.williams@ics-shipping.org) by Friday 17th June 2016.

Matthew Williams
Senior Marine Adviser

Welcome to the ICS Pilotage, Towing and Mooring Survey 2016

The survey is designed for completion by Bridge Teams and is based on the best practice for pilot training, certification and operational procedures contained in IMO Resolution A.960(37). The aim of the survey is to determine the extent to which best practice in pilotage, towing and mooring is being adhered to and to highlight any particular examples of very good practice and any locations where concerns over the quality of pilotage, towing and mooring services exists.

The survey can be completed for either a route consisting of multiple ports or individual ports or terminals. Although not essential, the survey would be most valuable if completed immediately after a pilotage has been completed or at the end of a particular loop. The aim is to understand the quality of pilotage, towing and mooring services available to commercial ships engaged in international voyages.

In order to provide a balanced set of results, respondents are encouraged to complete and return the questionnaire to express both negative and positive views. Where additional comments might help to explain any significant concerns in response to questions 1 – 7, such comments can be included in the response to question 8.

Thank you for participating in this ICS survey. Your feedback is important.

1. Route, Port or Terminal:

2. Pilotage Exemption Certificates (PEC)

	Strongly Agree	Agree	Not Known	Disagree	Strongly Disagree
PECs are readily available from the Port Authorities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The assessment process for a PEC is transparent	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The costs of PEC application, renewal and amendment are reasonable and make commercial sense for a vessel which regularly calls at a port	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

3. Marine Accidents

Have any of the Ships operated by the Company experienced a safety and/or environmental incident or near miss with a pilot embarked at any time of the last 12 months?

Yes

No

4. Additional Comments (Optional)

Any additional information to support responses to questions 3 & 4 or to provide general comments on examples of best practice and/or particularly significant concerns relating to pilotage, towage and mooring services.

Questions for Bridge Teams

5. Route, Port or Terminal:

6. Pilotage Procedures

	Strongly Agree	Agree	Not Known	Disagree	Strongly Disagree
The Pilot followed safe embarkation and disembarkation procedures and used appropriate PPE	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
An effective Master-Pilot Information Exchange (MPX) was conducted using an appropriate supporting checklist	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The Pilot cooperated with the Master and Bridge Team and made use of the principles of Bridge Resource Management (BRM)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The Pilot communicated their knowledge effectively to the Master and Bridge Team, in a common working language or English and using the IMO Standard Maritime Communications Phrases (SMCP) as appropriate	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

7. Pilotage Services

The Pilot demonstrated detailed local knowledge which enhanced the safety of navigation in pilotage waters, including:

	Strongly Agree	Agree	Not Known	Disagree	Strongly Disagree
Identification, position and characteristics of aids to navigation	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Names and characteristics of channels, shoals, headlands and other points	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Depths of water and tidal conditions and effects	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Locations of hazards to navigation	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Bridge and under keel clearances	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Proper courses and distances of pilotage legs	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Location of anchorages	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Effective anti-collision advice in accordance with the COLREGS and based on knowledge of local traffic patterns	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Effects of environmental conditions, including interaction effects on ship performance	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Manoeuvring behaviour of the ship and the limitations imposed by particular propulsion and steering systems	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Shiphandling for piloting, anchoring, berthing and unberthing, and manoeuvring with and without tugs	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>

8. Electronic Navigation Aids

	Strongly Agree	Agree	Not Known	Disagree	Strongly Disagree
The Pilot was familiar with electronic navigation aids, including ECDIS	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
The Pilot relied on a Personal Pilot Units (PPUs) for decision making	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>

9. Towage and Mooring Services

	Strongly Agree	Agree	Not Known	Disagree	Strongly Disagree
The number and size of tugs provided for towage during mooring operations was adequate for the size of vessel and berthing conditions	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Towage during mooring operations was included in the Master-Pilot Information Exchange	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
The Master and Bridge Team were kept informed of changes in the positioning and use of tugs during mooring operations	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Shore-side mooring personnel were effectively coordinated and supported a safe and efficient mooring operation	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Mooring boats complied with the instructions of the Master or Pilot during mooring operations	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Shore-based mooring personnel did not break communications before mooring operations was complete	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>

10. Marine Accidents

Has the Ship experienced a safety and/or environmental incident or near miss with a pilot embarked at any time of the last 12 months?

Yes

No

11. Additional Comments (Optional)

Any additional information for questions 7-11 or general comments on examples of best practice and/or particularly significant concerns relating to pilotage, towage and mooring services.