



EMPA RECOMMENDATION ON PERSONAL PROTECTIVE EQUIPMENT (PPE) AND CLOTHING FOR Maritime Pilots

Introduction

This recommendation aims to establish the minimum standards for Pilot Protective Equipment – PPE, which should be adopted after conducting an appropriate and thorough risk assessment.

The transfer of a Pilot between a pilot boat and ship presents significant risks where the Personal Protective Equipment – PPE enhances the protection of the pilot during their transfer at sea and aids the survival and recovery in a man overboard emergency.

A secondary function is to meet high visibility (HV) and other safety requirements in docks and marine terminals while travelling to and from ships.

This recommendation should apply to **ALL** Pilots pending risk assessment and taking into consideration all local, national, and international regulations.

The requirements for the use of PPE equipment should always add safety and never introduce risks for the user.

Consideration

Taking into account:

- Accidents and incidents during pilot transfers.
- Risks involved in pilot transfer operations.
- Safety of maritime pilots and crews.

Policy

- The role of EMPA is to facilitate the exchange of information between its members to continuously improve the professional and technical proficiency of Maritime Pilots in its Member Associations, Pilots within the EU, and in neighbouring countries.
- EMPA aims to assure the safety of all Maritime Pilots in the EU and neighbouring countries by increasing the safety and efficiency of navigation, thereby enhancing environmental protection from ship-borne pollutants.
- EMPA strongly defends and advocates that Pilotage as an essential and unique service to the shipping industry, can only be performed in an environment free from competition.
- EMPA aims to work at the forefront of our profession and collaborate with all stakeholders.
- EMPA recommendations offer practical advice, drawing from its members' collective knowledge and experience, to be read in addition to local, national, and international regulations. These recommendations provide

information to Pilots, shipowners, and Captains, advising also, stakeholders that directly or indirectly impact the maritime industry.

- EMPA recommendations should be read in conjunction with equipment instructions and manuals. These recommendations are to support training, not replace training and are not to be interpreted as conflicting with local, national, or international regulations.
- A thorough risk assessment must be carried out to find the most adequate PPE for each Pilot. This must take into consideration the different seasons of the year, physiognomy, and type of utilization.
- Pilots are responsible to keep their equipment in good condition and report any deficiencies and on the other hand the employers must provide the appropriate equipment and adequate training including the various levels of protection and maintenance routines.
- Members Associations should ensure that Pilots will be involved by Pilotage Authority/Service Provider in testing and choosing of PPE.

EMPA Recommends:

Standards and Requirements

PPE equipment should meet minimum CE standards and have approval certificates for their ISO/EN specifications, and where required, meet SOLAS standards.

PPE & Lifejackets should be maintained and serviced as per the manufacturer's instructions.

Outer clothing and footwear shall incorporate all the necessary safety features that provide protection from the elements and an acceptable standard of comfort to the wearer engaged in pilotage duties.

The requirements for the use of PPE equipment should always improve safety, and never introduce risks for the user.

The Pilot Coat or Jacket

The coat should be weatherproof and fitted with a hood. The fabric of the coat should be durable and breathable. Coats should be designed for the weather conditions of the operations. Coats should adapt to seasonal changes, or different coat models should be made available for different seasons.

External and Internal pockets should be secure and of generous proportions. Coats should be designed with the cooperation of the pilots while having the ability to integrate equipment pilots are using in their work, e.g. radios.

The upper part of the coat should be of a High Visibility colour meeting local requirements. Bands of retroreflective material must be present on the coat to increase visibility when illuminated by searchlight during darkness.

The pilot coat or jacket should identify the pilot with **PILOT** printed clearly visible.

Lifejackets

Lifejackets may be incorporated into the pilot coat or worn externally. In either case they should be capable of both automatic and manual CO₂ gas inflation and crotch strap.

Lif jackets should be used with:

- Additional manually activated personal strobe light.
- Automatically activated PLB – Personal (Locator Beacon) or PAIST (Personal Automatic Identification Signal Transmitter) transmitter.
- Splash guard.
- D-ring in the front of the lifejacket.

Immersion, dry suits, and protective layers

Pending on risk assessment, these should be worn to counter adverse weather or local conditions in some circumstances. The use of additional PPE must not interfere with the lifejacket function and should not hinder the movement of the Pilot.

Helmets

Should be made available when safety assessments require their use, meeting individual requirements and not reduce the wearers senses and mobility.

Other Garments

Any other garments should be designed for the prevailing weather conditions of the operations. Garments should adapt to seasonal changes, or different garments should be made available. Garments should include, as a minimum, trousers, footwear, and gloves.

Headgear and immersion protection should be made available when safety assessments require their use.

Trousers should be designed to integrate the tools pilots use in their work e.g., telephones, handheld VHF radios.

Shoes or boots should be non-slip soles providing a secure foothold on decks, pilot ladders and accommodation ladder steps. Safety footwear incorporating toe protection should also be used.

Gloves should not interfere with a secure grip on deck rails or the side ropes of pilot ladders.

Training

Pilots should be trained in the operation, performance and limitations of the PPE provided.

Training should incorporate theoretical sessions and practical drills with the Pilot and crews wearing their usual PPE. During training **Pilots and pilot boat crews must never be placed in danger.** Live scenario training using a training dummy should be conducted to set operational limits.

Familiarity with the PPE will foster greater confidence in the equipment in the event of an accident. Equipment instructions, inspections, testing, risk assessments and all other relevant information should be provided to the pilot in written form. Training and testing of PPE should be recorded and renewed yearly and as per the manufacturer's instructions.

Management

Pilotage Service Provider/Authority must ensure that all PPE equipment should be rigorously evaluated and tested by Pilots prior to being issued for use. A clear PPE policy on risk assessment, training, use, inspection, maintenance, testing and storage of PPE must be available and displayed to all Pilots and Crews.

Adopted by the GM May 2001

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