

GENERAL SPECIFICATION

Logistics and Operational Support

GS EP LSO 203

Terminal Pilots – Terminal Tug Master: Qualification, Certification and Training

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1. Scope

Maritime Pilotage uses specialized local knowledge to direct and control the movement of a vessel on passage to and from a berth and during mooring and unmooring of the vessel at loading and off-loading facilities unfamiliar to the vessel's master or, providing navigation advice to the master for this purpose.

The pilot is expected to have an in-depth knowledge of the local geography, climate, traffic patterns and the loading and off-loading facilities.

For loading and off-loading operations, oil and gas tankers may be moored at different types of facilities which can be fixed, for example jetties and quays within a port or, floating offshore installations such as SPM, FPSO, FSO and FPU. Mooring at FPSO's and FSO's can be in tandem or side by side.

The purpose of this document is to define in line with Total Company rules and [OCIMF](#) recommendations, the minimum requirements in relation to qualifications, certification and training for marine terminal pilots and terminal tug masters.

Under no circumstances will these requirements replace or supersede the rules and regulations as laid down by the National Competent Pilotage Authorities in relation to the qualification, certification and training of terminal pilots or [IMO A.960\(23\)](#).

2. Reference documents

The reference documents listed below form an integral part of this General Specification.

External Documents

Unless otherwise stipulated, the applicable version of these documents, including relevant appendices and supplements, is the latest revision published at the effective date of this document.

Reference	Title
OCIMF	International Best Practice for Maritime Pilotage
OCIMF	Competence Assurance Guidelines for Mooring, Loading and Lightering Masters
IMO STCW 95	International Convention on Standards of Training, Certification and Watchkeeping for Seafarers
IMO A.960(23)	Recommendations on training and certification and operational procedures for maritime pilots other than deep-sea pilots.
IMO COLREG 72	International Convention on the International Regulations for Preventing Collisions at Sea.

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Unless otherwise stipulated, the applicable version of these documents, including relevant appendices and supplements, is the latest revision published in the applicable yearly collection .

Reference	Title
Not applicable	

3. Definitions and acronyms

Items	Definition
FPSO	Floating Production Storage Offloading
FSO	Floating Storage Offloading
IMO	International Maritime Organisation
IMPA	International Maritime Pilot's Association
OCIMF	Oil Companies International Marine Forum
SPM	Single Point Mooring
Terminal Pilot	The competent person, who uses specialized local knowledge, employed by the Company (and approved by the National competent authority as required) responsible for the berthing and un-berthing of tankers (oil and/or LNG) at the loading/off-loading facilities.
Terminal tug boat master	The terminal tug boat master is the competent person in command of the tug boat assisting the berthing and un-berthing of a tanker at the loading /off-loading facilities or his designated deputy (chief officer).

4. Field of application

The present General Specification is applicable to all terminals, onshore and offshore, involved in export and import of hydrocarbons products and located within the area of operation of Total E&P affiliate.

This includes, but not limited to:

- All TOTAL EP Affiliates' offshore terminal.
- All TOTAL EP Affiliates' shore terminal.

5. Certification Requirements

The below sections define the minimum requirements in relation to the certification for marine terminal pilots and terminal tug masters.

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5.1 Terminal Pilot

The terminal pilot shall:

- Be the holder of a valid [IMO STCW 95](#) deck officer class 1 certificate, unlimited
- Be the holder of a valid specialized program on the bridge resources management and hold the related certificate.
- Be the holder of a valid specialized program on the duties to fulfill on tankers (gas or oil as appropriate; STCW V/1 §2) and hold the related certificate.
- Be the holder of an appropriate Pilotage certificate or license and issued by the National Competent Authority of the country or area, as applicable.
- Be the holder of a valid medical fitness certificate in accordance with [IMO STCW 95](#) convention, National or Company regulations whichever is the most stringent.

5.2 Terminal tug boat Master

The terminal tug boat master shall:

- As a minimum be holder of a valid [IMO STCW 95](#) deck officer class II certificate or higher as appropriate.
- Hold all required certificates as defined by STCW according to the size of the vessel operated.
- Be holder of medical fitness certificate accordance with [IMO STCW 95](#) convention, National or Company regulations whichever is the most stringent.

6. Experience Requirements

The below sections define the minimum requirements in relation to the experience for marine terminal pilots and terminal tug masters.

6.1 Terminal Pilot

The terminal pilot shall:

- Have a minimum experience of thirty (30) months on board service as senior deck officer (Chief Officer or above) on board of seagoing AFRAMAX tankers or larger, or on board seagoing gas tanker or larger, as appropriate.
- Be familiar with tanker operations (gas, oil, chemical or product as appropriate).
- Be familiar with the area of operations, its navigational hazards and/or obstructions and its environmental conditions.
- Be familiar with the operation of terminal tugs.
- Be fluent in written and spoken English.
- Have attended a specific simulator training course for terminal pilots.
- Have carried out a defined number of berthing, un-berthing operations under supervision of an experienced terminal pilot.