

MARITIME SAFETY COMMITTEE
109th session
Agenda item 13

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NAVIGATION, COMMUNICATIONS AND SEARCH AND RESCUE

Revision of *Required boarding arrangements for pilots* (MSC.1/Circ.1428)

Submitted by IMPA

SUMMARY

Executive summary: This document proposes modifications to the proposed illustrations in documents NCSR 11/13/1 and NCSR 11/13/5, which address the outstanding issues identified by NCSR 11 concerning the draft revision of MSC.1/Circ.1428.

Strategic direction, if applicable: 7

Output: 7.44

Action to be taken: Paragraph 6

Related documents: MSC.1/Circ.1428; MSC 109/13; NCSR 11/19, NCSR 11/WP.7, NCSR 11/13, NCSR 11/13/5; MSC 106/19 and III 8/19

Introduction

1 The illustration contained in MSC.1/Circ.1428 is a high-level, pictorial summary of the essential elements of safe and compliant pilot transfer arrangements (PTA). It is not intended to replace or fully replicate the requirements of SOLAS regulation V/23. However, informative illustrations are vital in communicating what is required to all concerned with compliant PTA.

2 Due to time constraints, NCSR 11 invited IMPA to submit a revision of MSC.1/Circ.1428 to MSC 109 for approval, in principle (NCSR 11/19, paragraph 13.24).

Revision of MSC.1/Circ.1428

3 The revision of MSC.1/Circ.1428 presented in the annex includes the modifications to the proposed illustrations set out in documents NCSR 11/13/1 and NCSR 11/13/5 and addresses outstanding issues identified by NCSR 11. The modifications requested (NCSR 11/WP.7, paragraph 5.43) and the actions taken by IMPA are summarized in the following table.

All illustrations of pilot ladders should show compliant finishing of side rope ends.	Refer to "A" on the 1st and 2nd illustrations set out in the annex to the draft revised circular.
For the combination arrangement without a trapdoor, an illustration of the rigging of manropes should be provided.	Refer to "B" on the 1st illustration set out in the annex to the draft revised circular.
Manropes rigged for a trapdoor arrangement should be shown in the illustrations.	Refer to "C" on the 2nd illustration set out in the annex to the draft revised circular.
For ship-side door arrangements, the stanchions should be illustrated to include secured at a secondary position above the deck.	Refer to "D" on the 2nd illustration set out in the annex to the draft revised circular.
For combination arrangements, it should be indicated that magnetic or suction means of hull securing of accommodation ladders might be used as an alternative to a pad eye.	Refer to "E" on the 1st and 2nd illustrations set out in the annex to the draft revised circular.
Illustration of a pilot transfer arrangement on a ship should be without a bulwark, including the rigging of manropes.	Refer to "F" on the 1st illustration set out in the annex to the draft revised circular. The bulwark arrangement will be available via the QR Code.
Align terminology with the terminology used in the draft new performance standards.	Refer to all illustrations set out in the annex to the draft revised circular. Except "by the manufacturer", which was retained when referring to securing pilot ladders at intermediate lengths ("G" on the 1st illustration). It is necessary to reflect that the mechanical device used is one that a manufacturer has specifically designed to secure pilot ladders at intermediate lengths. This is consistent with paragraph 6.3 of the draft performance standards for pilot transfer arrangements (NCSR 11/19/Add.1, annex 9).
The "Non-compliant practices" illustration was useful information and should be included.	Refer to "H" on the 1st illustration set out in the annex to the draft revised circular.

4 In light of the outcome of NCSR 11 in paragraphs 7.2 and 15.1.3 of the draft performance standards for pilot transfer arrangements (NCSR 11/19/Add.1, annex 9) and securing man-ropes from the deckhead in ship side openings, IMPA made no further modification to option 1 in annex 1 to document NCSR 11/13/5 (Bahamas et al.) and does not propose its inclusion in a revised MSC.1/Circ.1428.

Proposal

5 IMPA invites the Committee to approve, in principle, the draft amendments to MSC.1/Circ.1428 set out in the annex to this document as MSC.1/Circ.1428/Rev.1 and forward it to MSC 110 for final approval as part of the package of amendments to SOLAS regulation V/23.

Action requested of the Committee

6 The Committee is invited to note the information provided, consider the proposal in paragraph 5, and take action as appropriate.

ANNEX

DRAFT REVISION TO MSC.1/CIRC.1428

PILOT TRANSFER ARRANGEMENTS

Required pilot transfer arrangements for pilots and other personnel

1 The Maritime Safety Committee, at its [110th session (18 to 27 June 2025)], adopted amendments to SOLAS regulation V/23 on Pilot transfer arrangements (resolution MSC.[...(110)]) and the *Performance standards for pilot transfer arrangements* (resolution MSC.[...(110)]), developed by the eleventh session of the NCSR Sub-Committee (NCSR 11) (4 to 13 June 2024).

2 The entry-into-force date of the aforementioned amendments is expected to be [1 January 2028].

3 The Committee concurred with the recommendation of NCSR 11 regarding the revised required transfer arrangements for pilots and approved a revision to the poster previously circulated by MSC.1/Circ.1428. The illustrations are available for download from www.impahq.org.

4 Member States are requested to bring the revised illustrations to the attention of their pilots, seafarers, shipowners, ship operators and others concerned with pilot boarding arrangements.

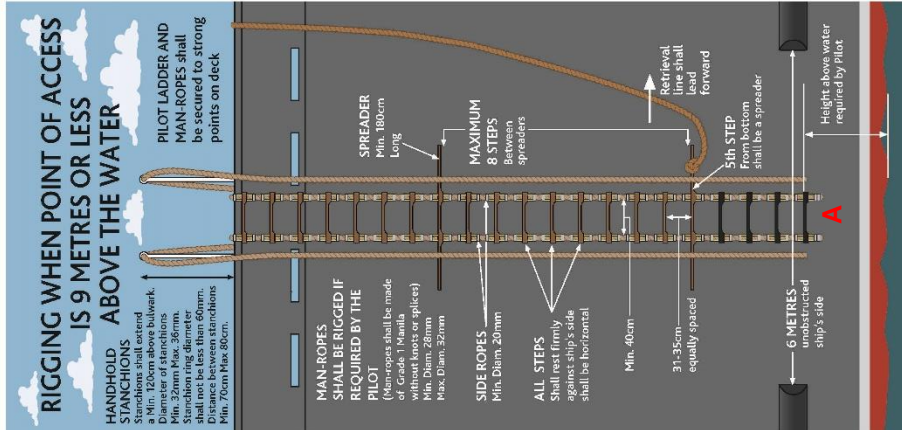
5 This circular revokes MSC.1/Circ.1428 as of [1 January 2028], subject to the entry into force of the aforementioned amendments.

ANNEX

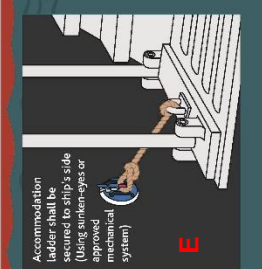
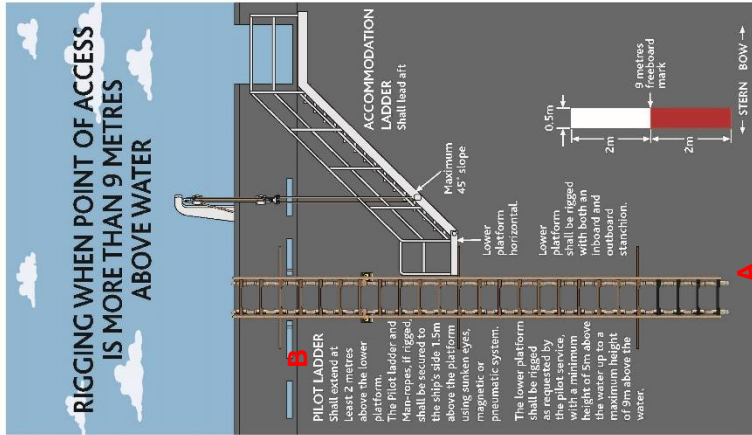
REQUIRED PILOT TRANSFER ARRANGEMENTS

In accordance with SOLAS Chapter V Regulation 23
INTERNATIONAL MARITIME PILOTS' ASSOCIATION

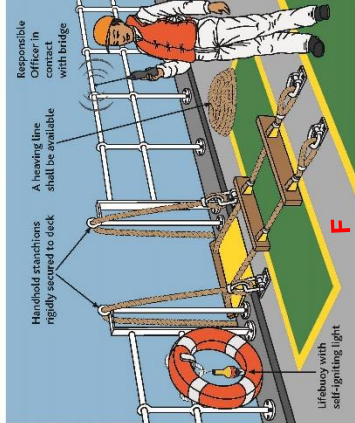
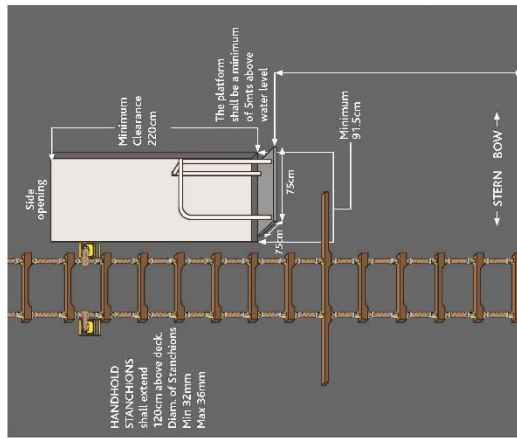
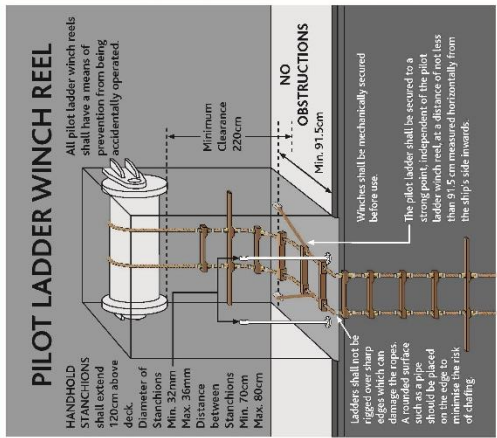
Email: office@impahq.org
This document and all IMO Pilot-related documents are available for download at: www.impahq.org



Pilot ladders shall only be secured at intermediate lengths by a device designed by the manufacturer for that purpose, or a rolling hitch. No other method is acceptable. **G**



Accommodation ladder shall be secured to ship's side (using stunkn-eyes or pneumatic system) **E**



- ### Duties of the Responsible Officer
- 1 Have knowledge of the correct use of Pilot Transfer Arrangements
 - 2 Establish direct communication with bridge
 - 3 Communicate with bridge during boarding process
 - 4 Oversee / Check compliant rigging of the ladder
 - 5 Test safety equipment in place and ready for use
 - 6 Arrange for the pilot to be safely guided to/from the bridge via a clear illuminated route
- All Companies shall have an approved safety management system which includes ship-specific procedures for the safe conduct of pilot transfers. The ISM Code requires that these procedures comply with SOLAS Chapter V regulation 23 and conform to IMO recommendations, international standards and guidance from marine industry organizations.

PILOT TRANSFER ARRANGEMENTS FOR TRAP DOOR AND SIDE DOOR DIAGRAMS CAN BE VIEWED BY SCANNING THE ABOVE QR CODE.

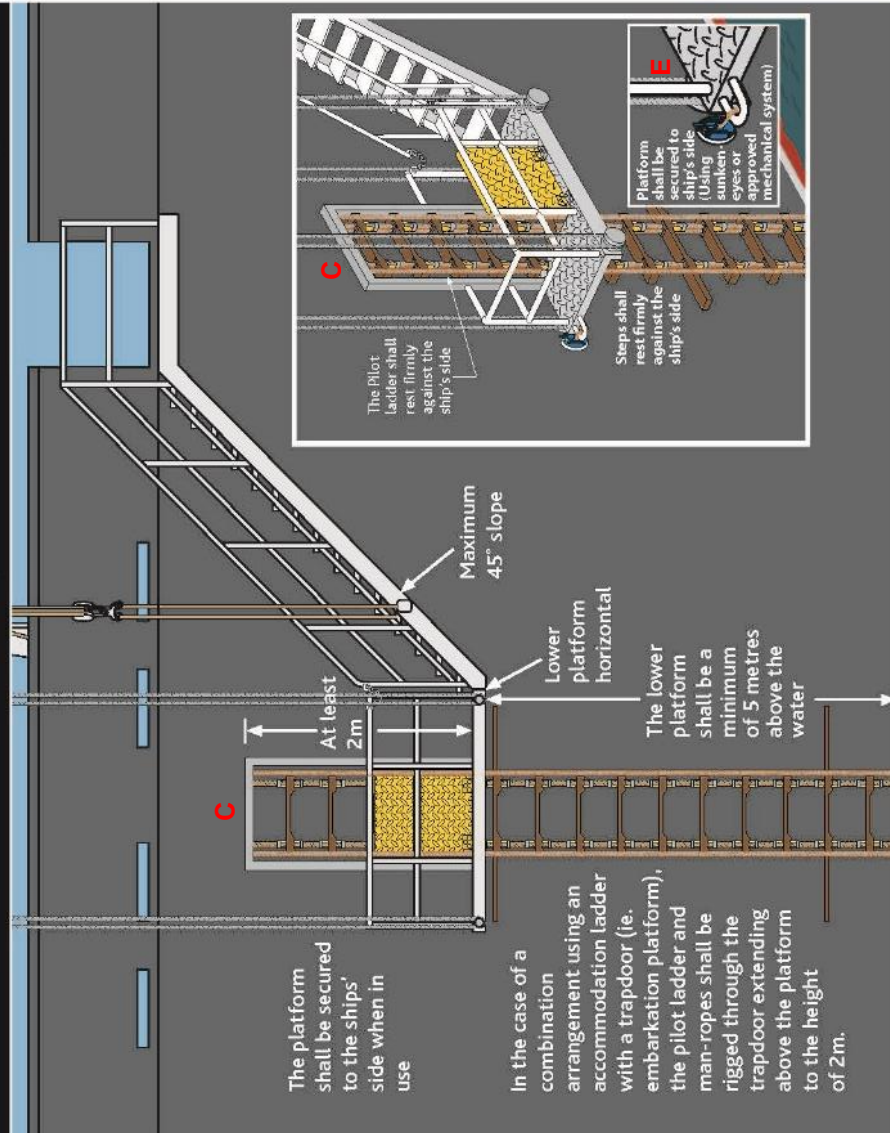
REQUIRED PILOT TRANSFER ARRANGEMENTS FOR TRAP DOOR AND SIDE DOOR



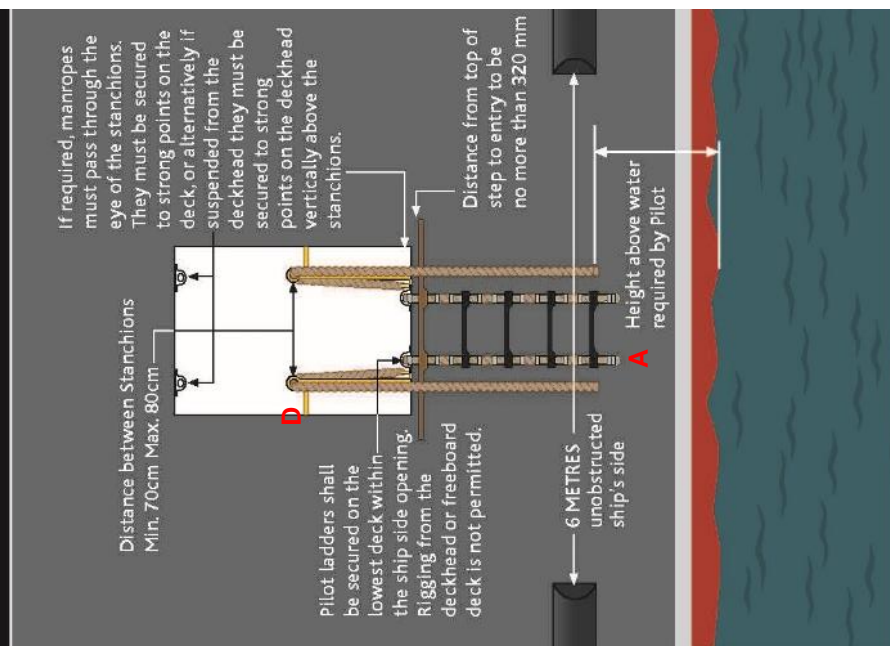
In accordance with SOLAS Chapter V Regulation 23
INTERNATIONAL MARITIME PILOTS' ASSOCIATION

Email: office@impahq.org This document and all IMO Pilot-related documents are available for download at: www.impahq.org

ACCOMMODATION LADDER (TRAP DOOR ARRANGEMENT)



SIDE DOOR ARRANGEMENT



NON-COMPLIANT PRACTICES

In accordance with SOLAS Chapter V Regulation 23
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