

19 September 2024

# Pilot transfer arrangements and the International Maritime Organization (IMO)



# What is the IMO?

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- UN specialized agency with headquarters in London, UK.
- Safe, secure and efficient shipping on clean oceans
- 176 Member States plus three associate members
- Strong involvement from industry and other NGOs (89 organizations in total represented i.e. IMPA, IAPH)

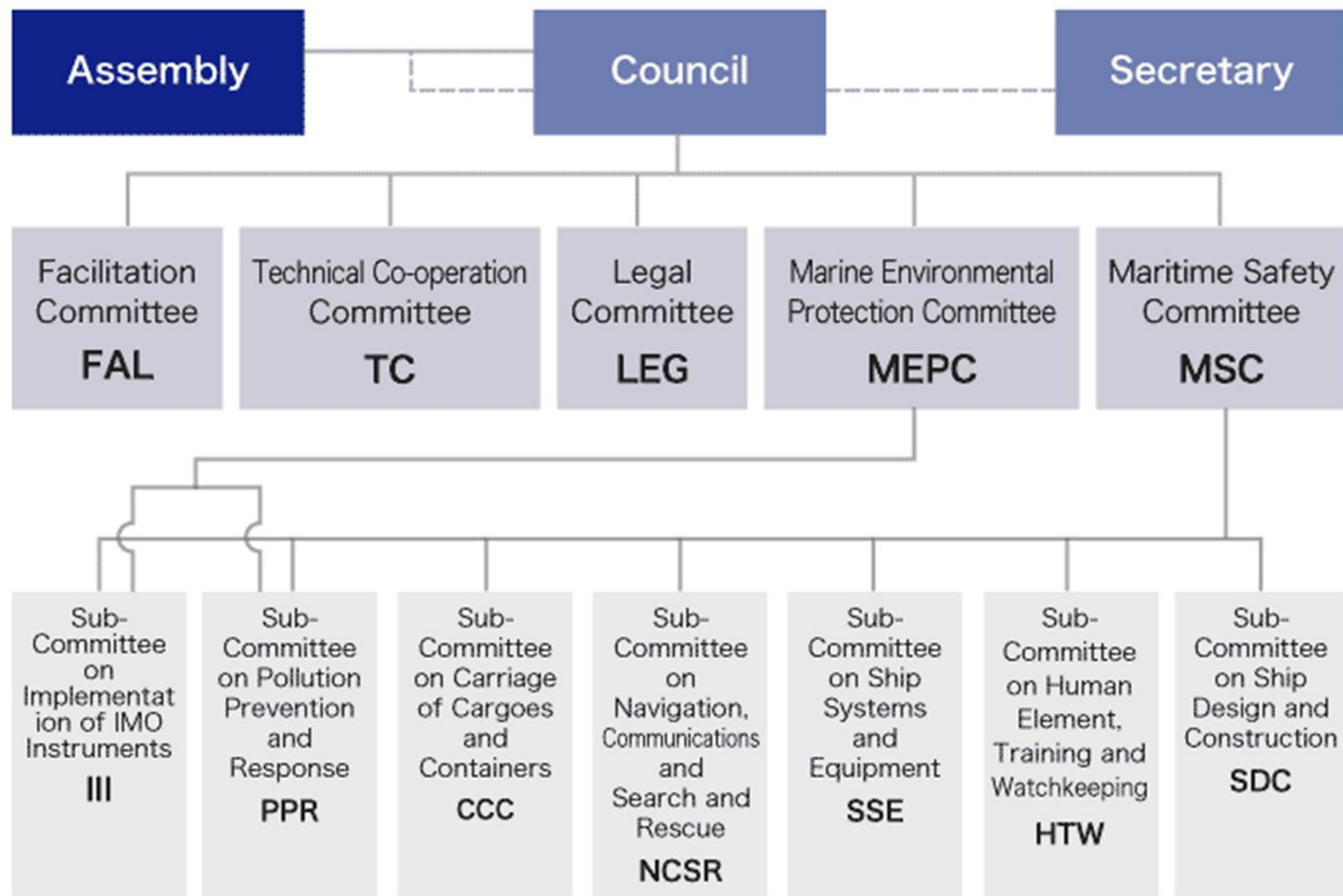


# How does IMO meet its mission?

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- >50 Conventions, Protocols and agreements
- Hundreds of codes, guidelines and recommendations
- Developed in consensus
- $\approx$  30 meetings per year
- $\approx$  2800+ documents issued per year
- $\approx$  150 + projects at any one time

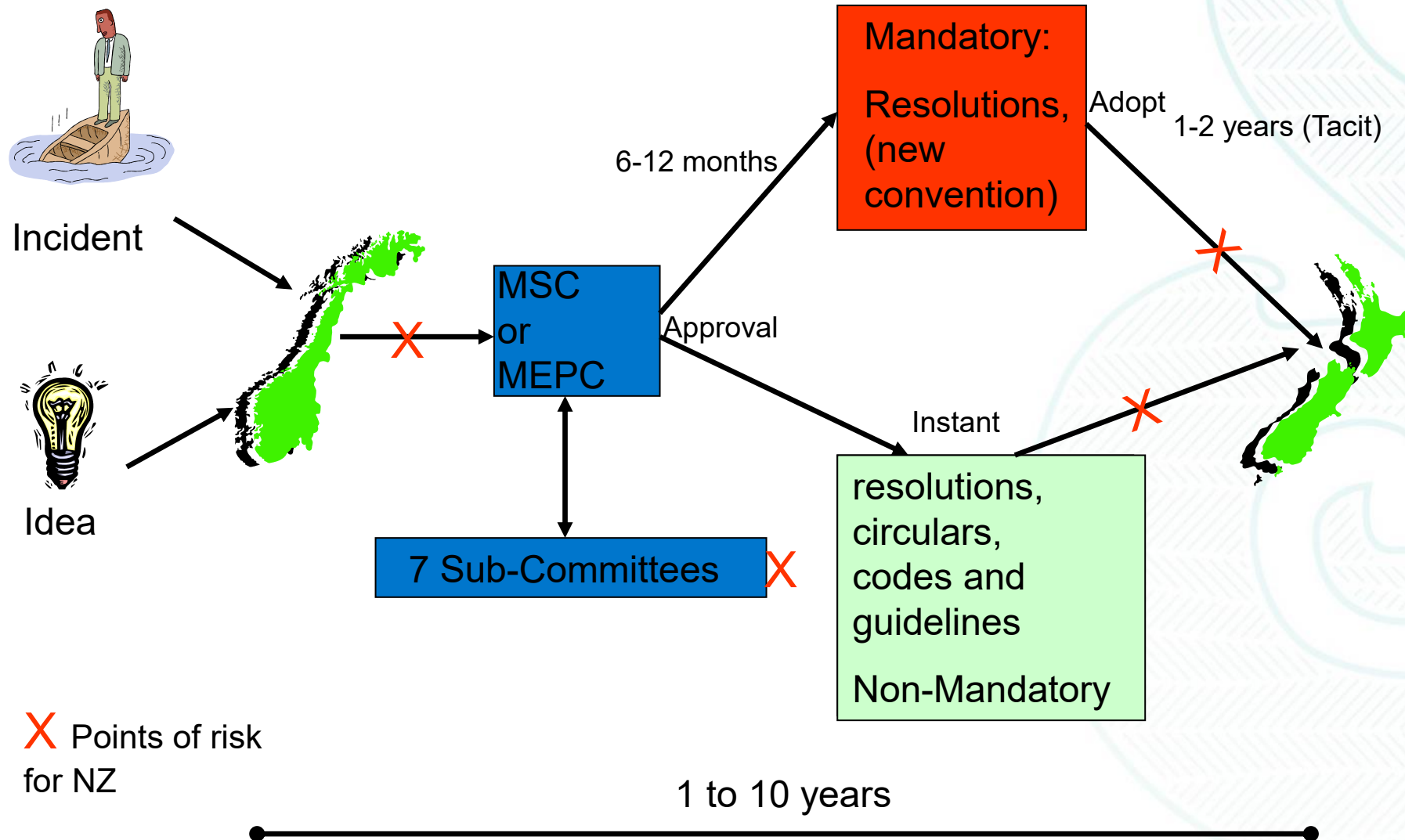




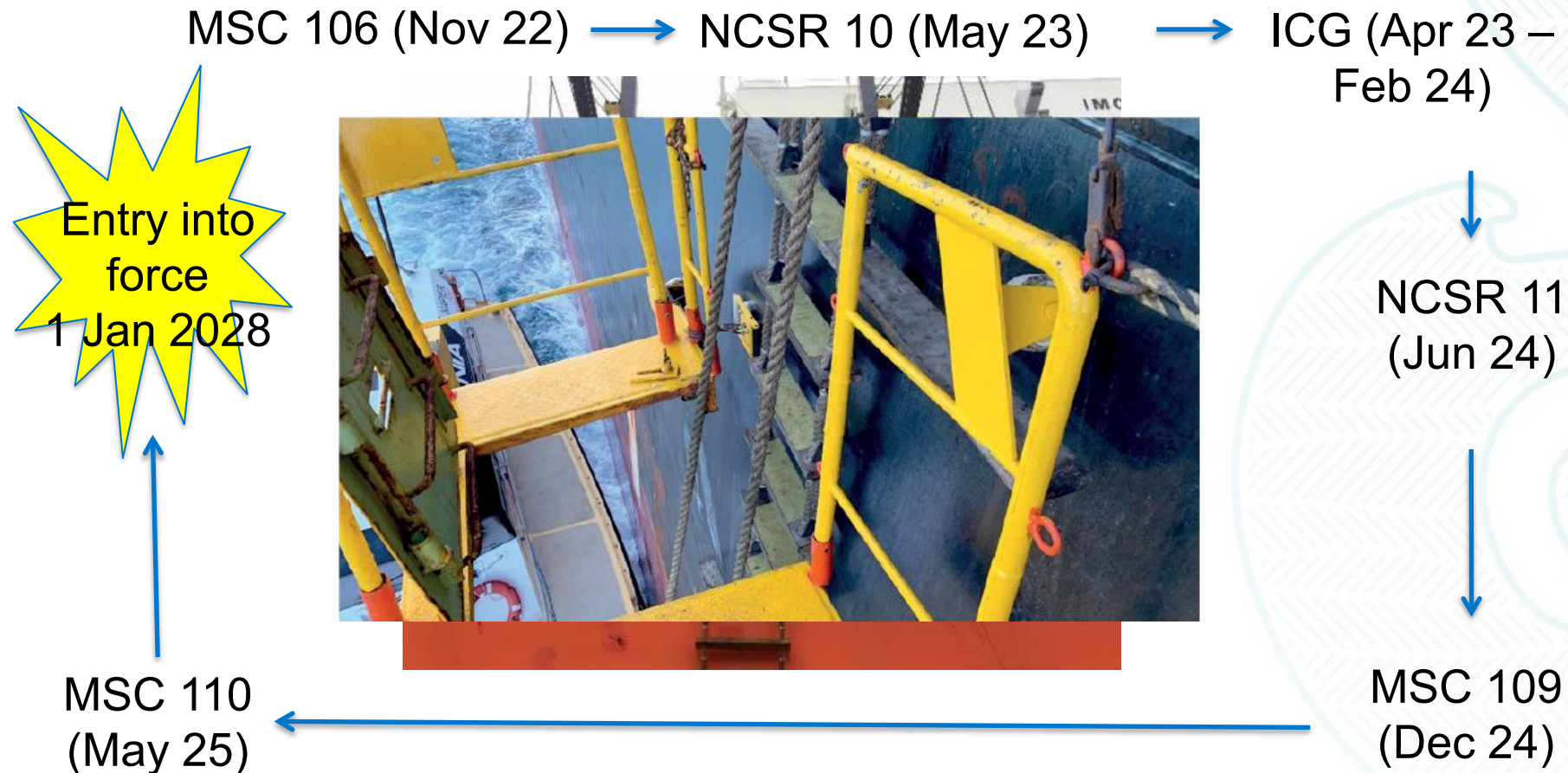
## IMO Structure



# How does IMO work?



# IMO negotiation timeline - pilot transfer arrangements



# What's been developed?

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1. Amendment to SOLAS reg V/23
2. Mandatory performance standards
  1. Part A - Design, Manufacture & Construction
  2. Part B - Rigging
  3. Part C - Installation of pilot ladder winch reels
  4. Part D - Operational readiness, Onboard Inspection & Maintenance
  5. Part E - Familiarization
  6. Part F - Approval





# Application parts A, B and C

**A** – Design, Manufacture & Construction   **B** – Rigging   **C** – Installation of pilot ladder winch reels

New installations SOLAS  
and Non-SOLAS ships

1/1/28

Existing installations  
SOLAS ships

1/1/28

First survey

1/4/29

Existing installations Non-  
SOLAS ships

1/1/28

1/1/30

# Application parts D and E

**D** – Operational readiness, Onboard Inspection & Maintenance   **E** – Familiarization

All installations SOLAS and  
Non-SOLAS ships

1/1/28



# New or strengthened Requirements

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1. Where a pilot or person suspects the pilot transfer arrangement provided is non-compliant, they should inform the master and refuse to use the arrangement until it is made compliant (SOLAS V/23.12)-
2. Manufacturers require an audited QMS (Part F, 37)
3. New pilot transfer arrangements to be approved by Flag state. (Part F, 34)
4. Existing pilot transfer arrangements to be approved by flag state, if modified (part F, 35)
5. Prohibition of repair or replacement of pilot ladder steps or spreaders. (Part D, 28)
6. At least one spare pilot ladder and one set of manropes shall be carried. (Part D, 29)
7. Mandatory onboard inspection requirements. (Part D, 22 to 26)
8. Mandatory Maintenance plan (Part D, 27)
9. Mandatory crew familiarization – covering inspection, maintenance and rigging (Part E)
10. Combination arrangements with trapdoors specifically addressed (part A, 5.5 & part B, 13.2)
11. Mandatory design and construction standards for pilot ladders and manropes (Part A, 4 – reference made to ISO 799)
12. Pilot ladders and Manropes to be tagged /permanently marked with date of manufacture and type approving authority (part A 4.4 & 11) - **AND**

# New Age related requirements

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Pilot ladders including spare ladders and manropes shall be removed from service, either at any time not complying with these performance standards, or within 36 months after the date of manufacture or within 30 months after the date of being placed into service, whichever comes first, and shall not be used for the embarkation and disembarkation of pilots or other personnel. (Part D, 30)





# Climb height?

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- At ICG & NCSR 11, NZ proposed a reduction of the maximum climb height from 9m to 5m
- Some states and NGO's raised concerns to the proposals and indicated more research was required.
- Proposal not taken forward.



# REQUIRED BOARDING ARRANGEMENTS FOR PILOT

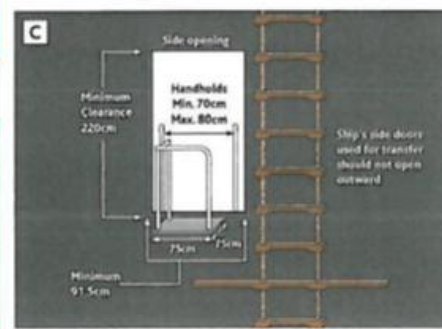
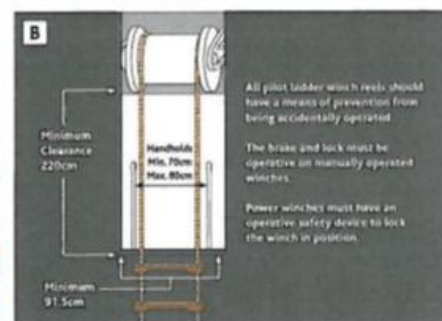
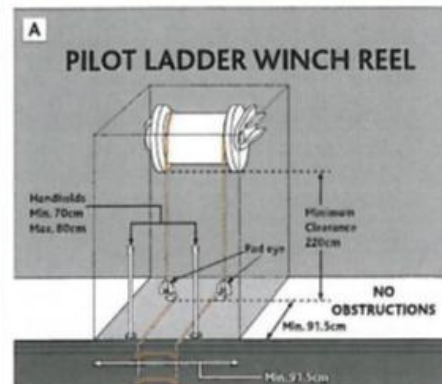
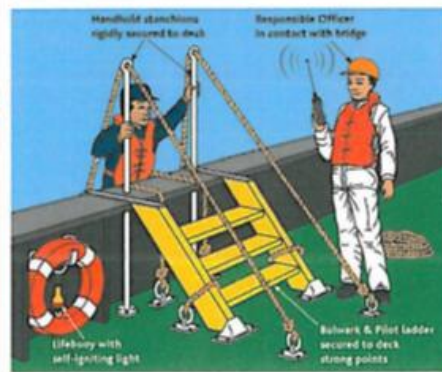
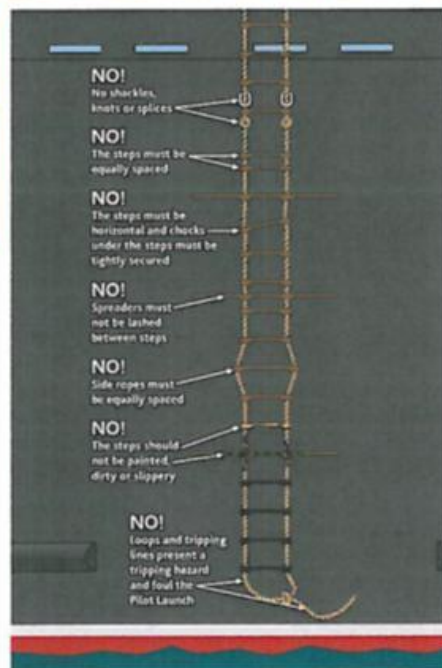
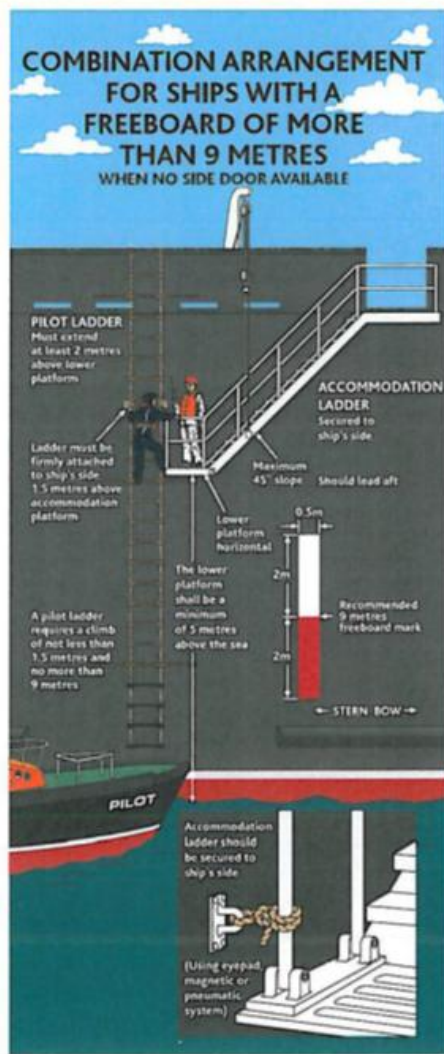
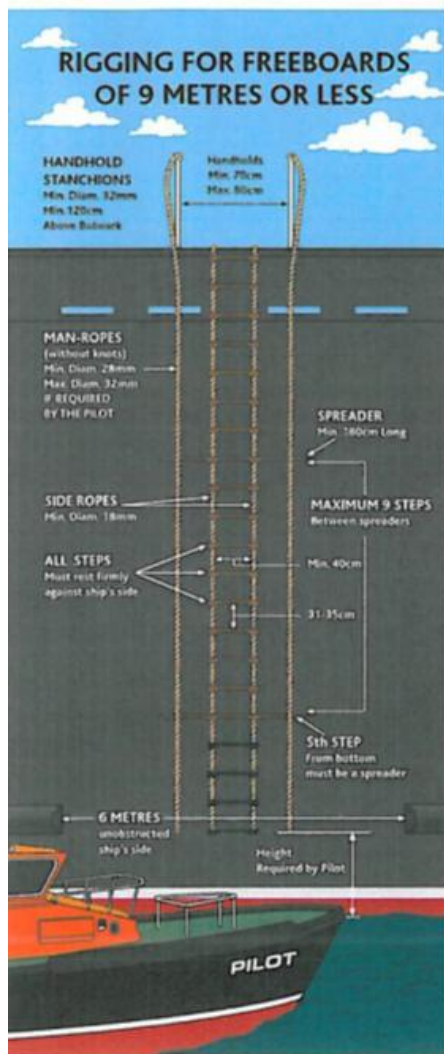


In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)

INTERNATIONAL MARITIME PILOTS' ASSOCIATION

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This document and all IMO Pilot-related documents are available for download at: <http://www.impahq.org>



Circular  
MSC.1/  
Circ.1428



# Implementation – whose role?

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- Flag State
  - Flag state inspections (MIT on NZ ships)
  - Recognised Organisations
  - MOSS
- Port State Control – (MIT)
- IMO Secretariat – no “policing” mandate on ships
- SOLAS V/23 implemented in NZ by MR part 53

# Early implementation

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- Draft MSC circular – voluntary early implementation
- Issue at MSC 110, June 2025.
- Intent is to encourage flag states to early implement on their flag ships.
- Highlights port states ‘should refrain’ from enforcing early implementation on foreign ships unless the flag of the ship has early implemented.
- Taking this into account early implementation is currently not in scope for MNZ.





