

Effective 1 January 2028

Amendments to Pilot Transfer Arrangements

KR Technical information
2025-IMO-17

Providing the best services,
Creating a better world

사단 법인 한국도선사협회
Korea Maritime Pilots' Association

KR KOREAN REGISTER

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Foreword

사단법인 한국도선사협회 Korea Maritime Pilots' Association

To our valued partners in the maritime industry,

The new Pilot Transfer Arrangements regulation, which will enter into force on 1 January 2028, has been developed to prevent recurring accidents involving pilots boarding or disembarking from ships and to ensure a safer and more reliable environment for ship arrivals and departures.

Since the safety of pilots is a critical factor that directly affects the safety of ship operations and vessel management, the International Maritime Organization (IMO) recognized the need to amend the existing requirements based on actual accident cases and investigation results from various maritime authorities, and consequently introduced new mandatory performance standards and detailed provisions.

This amendment goes beyond merely improving equipment specifications; it aims to strengthen the overall safety framework for the installation, construction, design, inspection, and operation of pilot transfer arrangements. In particular, the new regulation introduces the following major changes compared to the previous requirements:

- Mandatory procedures for regular maintenance and inspection
- Mandatory familiarization for crew members on pilot transfer arrangements
- Enhanced structural requirements for securing points and equipment design
- Mandatory requirement for plan approval and type approval of pilot transfer arrangements

The Korea Maritime Pilots' Association (KMPA) has provided review and comments throughout the process of the amendments to the pilot transfer arrangements, from the initial discussions at the IMO to their final adoption. This Technical Information has been developed through the Association's review, incorporating both the practical experience from pilotage operations and the technical assessment of the Korean Register. Accordingly, the Korean Register extends its sincere appreciation to the Korea Maritime Pilots' Association and to the pilots who kindly supported the review and preparation of this publication.

It is hoped that this Technical Information will assist the maritime industry in clearly understanding the new regulatory requirements and faithfully reflecting them during the design and maintenance stages, thereby enhancing the safety level of pilot transfer arrangements and contributing to the effective implementation of international maritime safety conventions.

Thank you.

Statutory Division, KOREAN REGISTER

Executive Vice President, **KIM Kyungbok**

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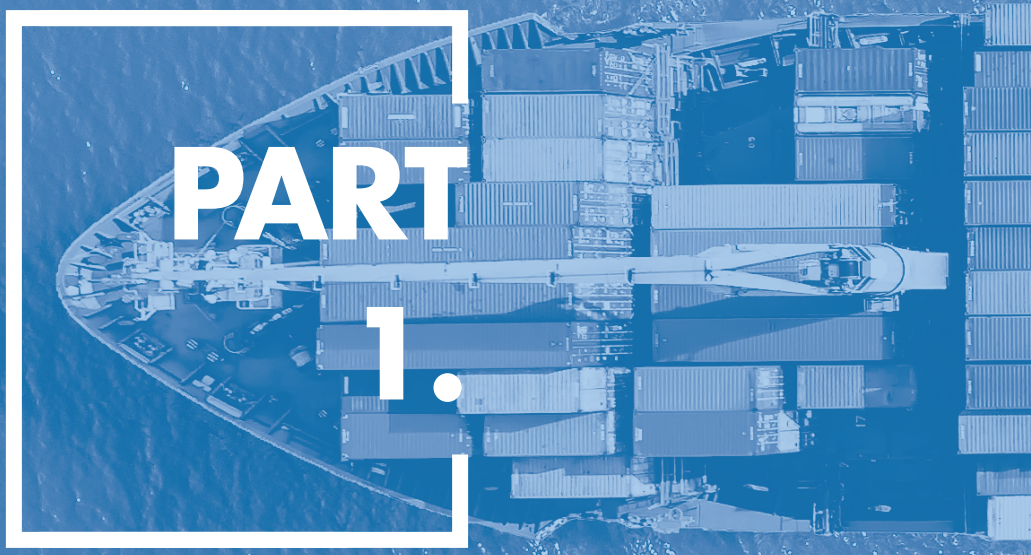

PART 1.

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General provisions

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PART 1. General provisions

Background

Despite the requirements of SOLAS regulation V/23, the minimum standards set out in resolution A.1045(27), and the guidance provided in MSC.1/Circ.1428, accidents involving pilot transfer arrangements, including fatalities of pilots, have continued to occur due to safety deficiencies. In many cases, pilot ladders have not been properly maintained or regularly inspected, and have been used in unsafe or improper ways.

In this regard, the IMO considered it necessary to enhance the safety requirements for pilot transfer arrangements and decided to proceed with amendments to SOLAS regulation V/23 and related instruments. Consequently, at its 110th session, the Maritime Safety Committee (MSC) adopted the following resolutions and circulars related to pilot transfer arrangements



Title	Resolutions / Circulars
AMENDMENTS TO CHAPTERS II-2 AND V OF THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974	Resolution MSC.572(110)
AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT, 1994 (1994 HSC CODE)	Resolution MSC.573(110)
AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT, 2000 (2000 HSC CODE)	Resolution MSC.574(110)
PERFORMANCE STANDARDS FOR PILOT TRANSFER ARRANGEMENTS	Resolution MSC.576(110)
AMENDMENTS TO THE CODE OF SAFETY FOR SPECIAL PURPOSE SHIPS, 2008 (2008 SPS CODE)	Resolution MSC.577(110)
Required pilot transfer arrangements for pilots and other personnel	MSC.1/Circ.1428/Rev.1
Voluntary early implementation of the amendments to SOLAS regulation V/23 on pilot transfer arrangements	MSC.1/Circ.1690

Application

As of 1 January 2028, the amended SOLAS regulation V/23 and the performance standards for pilot transfer arrangements will enter into force. All pilot transfer arrangements installed on or after this date[1] shall be designed, constructed, secured and installed in accordance with the requirements set out in the Introduction, Part A, Part B, and Part C of the performance standards. Furthermore, these requirements will also apply retroactively to existing arrangements installed before 1 January 2028, following the period of specified below.

- For SOLAS ships, by the first survey[2] on or after 1 January 2029; and
- For non-SOLAS ships[3], by 1 January 2030

Accordingly, physical modifications may also be required to the combination arrangement of pilot ladders with accommodation ladders , securing arrangements, side doors, access to the ship's deck, and winch reels for pilot ladders that are already installed. In all cases, such arrangements shall be (re)approved in accordance with Part F of the performance standards.

Meanwhile, the requirements for inspection, stowage, replacement and operation of pilot transfer arrangements, as specified in Parts D and E of the performance standards, shall be complied with, irrespective of the date of installation, from 1 January 2028.

The Administration may, in accordance with MSC.1/Circ.1690, implement the above-mentioned amendments from an earlier date than that specified above.

1 January 2028	First survey on or after 1 January 2029	1 January 2030
Pilot transfer arrangements installed on or after 1 January 2028 shall be designed, manufactured, constructed, secured and installed in accordance with the introduction and parts A, B and C of the performance standards.	Pilot transfer arrangements installed before 1 January 2028 on ships to which chapter I applies shall be designed, manufactured, constructed, secured and installed in accordance with the introduction and parts A, B and C of the performance standards.	Pilot transfer arrangements installed before 1 January 2028 on ships to which chapter I does not apply shall be designed, manufactured, constructed, secured and installed in accordance with the introduction and parts A, B and C of the performance standards.
Inspection, stowage, maintenance, replacement and familiarization of all pilot transfer arrangements, regardless of the installation date, shall comply with the introduction and parts D and E of the performance standards.		Revoke resolutions A.1045(27), A.1108(29) and MSC.1/Circ.1428 as of 1 April 2030.

1. "installed on or after 1 January 2028" means a contractual delivery date for the pilot transfer arrangement or, in the absence of a contractual delivery date, the actual delivery date of the arrangement to the ship on or after 1 January 2028.
2. In accordance with MSC.1/Circ.1290, "First survey" means the first annual, periodical, or renewal survey, whichever comes first.
3. 1) ships not engaged on international voyages; 2) Ships of war and troopships; 3) cargo ships of less than 500 gross tonnage; 4) ships not propelled by mechanical means; 5)wooden ships of primitive build; 6) pleasure yachts not engaged in trade; and; 7) fishing vessels

Definitions

Definitions of terms related to pilot transfer arrangements have been newly introduced in the Introduction of the performance standards for pilot transfer arrangements.

Pilot transfer arrangements

refers to all equipment and arrangements used solely for the embarkation and disembarkation of pilots and other personnel, including pilot ladders, accommodation ladders, embarkation platforms, manropes, pilot ladder winch reels, securing arrangements and other associated equipment.

paragraph 2.1 of performance standard

Point of access

means the location at which pilots or other personnel transfer between a pilot ladder or accommodation ladder and the deck or side opening of a ship.

paragraph 2.2 of performance standard

Manropes

means ropes hung on either side of a pilot ladder for assistance in ascending and descending.

paragraph 2.3 of performance standard

Trapdoor

means an aperture with a cover located in a platform allowing the pilot ladder and, manropes to pass through without obstruction or distortion and used by pilots or other personnel to transfer between the pilot ladder and the accommodation ladder.

paragraph 2.4 of performance standard

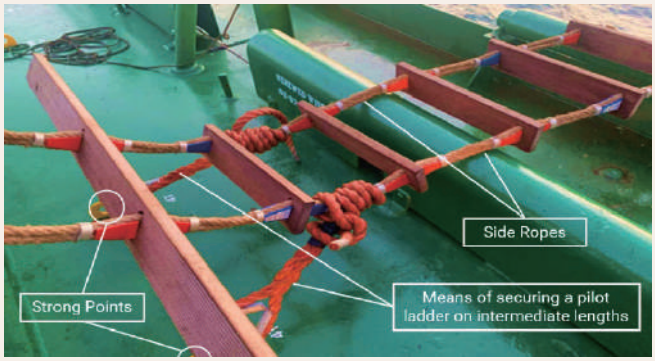
Securing a pilot ladder at intermediate length

means securing a pilot ladder at a point other than the thimble ends.

paragraph 2.5 of performance standard

KR Interpretation

The securing of a pilot ladder at intermediate length does not refer to the means of securing the pilot ladder to the ship's side in a combination arrangement, but rather to the means of securing the pilot ladder to a strong point fitted on the deck, as illustrated in the figure.



Actions to be taken by stakeholders

- **Shipyard** shall ensure that strong points for pilot ladders, accommodation ladders, trapdoors, side openings, winch reels, points of access to the ship's deck, and other related equipment are installed in compliance with Parts A, B, and C of the new performance standards for pilot transfer arrangements. In particular, considering that the requirements will be applied retroactively to arrangements installed before 1 January 2028, it is recommended that, even prior to that date, necessary measures be taken in consultation with shipowners and classification societies to ensure that the design and construction of new ships reflect these requirements at the earliest possible stage.

- **Shipowner/Operator** regardless of the installation date of the pilot transfer arrangements, shall comply with the requirements for inspection, stowage, maintenance, replacement, and familiarization in Parts D and E of the performance standards, from 1 January 2028. For existing ships on which pilot transfer arrangements were installed before 1 January 2028, SOLAS-applicable ships shall comply with the requirements of Parts A, B, and C of the performance standards by the first periodical survey conducted on or after 1 January 2029, while non-SOLAS ships shall comply with those requirements by 1 January 2030. In addition, any repair, alteration, or modification to pilot transfer arrangements falling under section 5 (combination arrangements), section 6 (securing arrangements), section 7 (side openings, doors, and platforms), section 8 (access to the ship's deck), and section 10 (safe approach of the pilot boat) of Part A, or under Part C (installation of pilot ladder winch reels), shall be subject to (re)approval[4] by the Administration regardless of the date of installation. Work such as welding of securing arrangements and replacement of pilot ladder winch reel may need to be carried out in dock; therefore, it is recommended to implement the relevant requirements into the vessel at an early stage, even before the specified effective date. Please refer to the technical information and the checklist contained in the appendix for the key amendments.

- **Equipment Manufacturers** shall design and construct pilot transfer arrangements in accordance with the revised performance standards, including their design, manufacture and construction. Pilot ladders, including the means of securing the pilot ladder at intermediate lengths, and man-ropes shall be type-approved in accordance with Part F of the performance standards.

4. For dry cargo ships and bulk carriers: Dry Cargo Ship Team (hull1@krs.co.kr)
For tankers and passenger ships: Liquid Cargo Ship Team (hull2@krs.co.kr)



PART 2.

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PART 2. Major Amendments Related to Equipment

Pilot Ladders

The performance standards for pilot transfer arrangements, adopted by resolution MSC.576(110), not only consolidate the previous requirements contained in SOLAS regulation V/23 and resolution A.1047(27), but also incorporate the provisions of ISO 799-1 into resolution MSC.576(110), thereby enhancing the level of safety and providing greater clarity in various aspects.

Most of the amendments to pilot ladders were already included in the international standard ISO 799-1:2019 for pilot ladders, and there are no significant design differences between the revised performance standards and ISO 799-1. However, differences have been identified regarding the permanent marking requirements and the installation of thimbles at the mid-points of side ropes.

Under the revised pilot ladder regulations, which enter into force on 1 January 2028, pilot ladders approved in accordance with ISO 799 will no longer be accepted. Pilot ladders installed on existing ships shall be replaced with products approved in accordance with the performance standards (Res.MSC.576(110)) and ISO 799-1:2019 by the time of the first survey after 1 January 2029.

The major amendments are as follows (compared with Res. A.1045(27) and SOLAS Regulation V/23) :

- The diameter of a side rope, which consists of pilot ladder, shall be between 20 mm and 22 mm. Under the previous Res. A.1045(27) and ISO 799, diameter of 18 mm was required, and ISO 799-1 requires 20 mm.

  paragraph 4.6 of performance standard

- If steps of the pilot ladder are made of hardwood, they shall be made in one piece, free of any knots. Wood shall not be treated or coated with paint, varnish or other coatings.

  paragraph 4.1.1 of performance standard



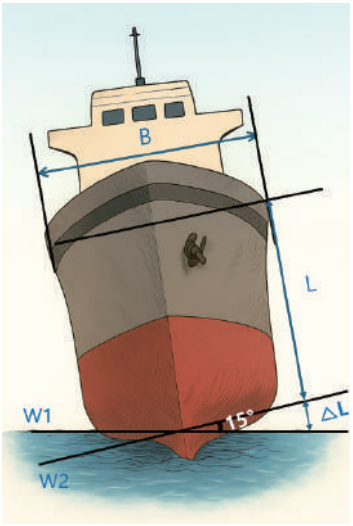
- If steps of the pilot ladder are made of material other than hardwood, they shall be made from resilient plastic or rubber of equivalent strength, stiffness and durability

  paragraph 4.1.2 of performance standard

- The name of the manufacturer, the serial number or unique identification, the date of manufacture and the name of the approving authority shall be permanently marked by the manufacturer on the underside of the top step and the underside of the lowest spreader step of the pilot ladder. While the previous ISO 799-1 required only the year of assembly to be marked, the revised performance standard require the full date of manufacture. In addition, whereas tag markings were previously accepted, to prevent counterfeiting, all related information must now be permanently marked on the pilot ladder by the manufacturer.

  paragraph 4.4 of performance standard

- Pilot ladders shall be of a single length capable of reaching the surface of the water from the point of access or, where a combination arrangement is used, from the platform of the combination arrangement, in all seagoing conditions of draught and trim and the specific condition of an adverse list of 15° in the lightest seagoing condition. **paragraph 4.5 of performance standard**



ΔL = B/2 × Tan 15°

ΔL : Additional length of the pilot ladder

B : Ship's beam

W1 : Waterline at the lowest point where the pilot ladder is installed

W2 : Waterline considering an additional 15° adverse list from W1

KR Interpretation

Under the IACS UI SC 257 and MSC.1/Circ.1495/Rev.1, vessels fitted with a combination arrangement were not required to consider the 15° adverse list condition when determining the length of the pilot ladder.

However, paragraph 4.5 of the new performance standards for pilot transfer arrangements, which will enter into force on 1 January 2028, has been amended to apply the 15° adverse list condition not only to pilot ladders but also to combination arrangements.

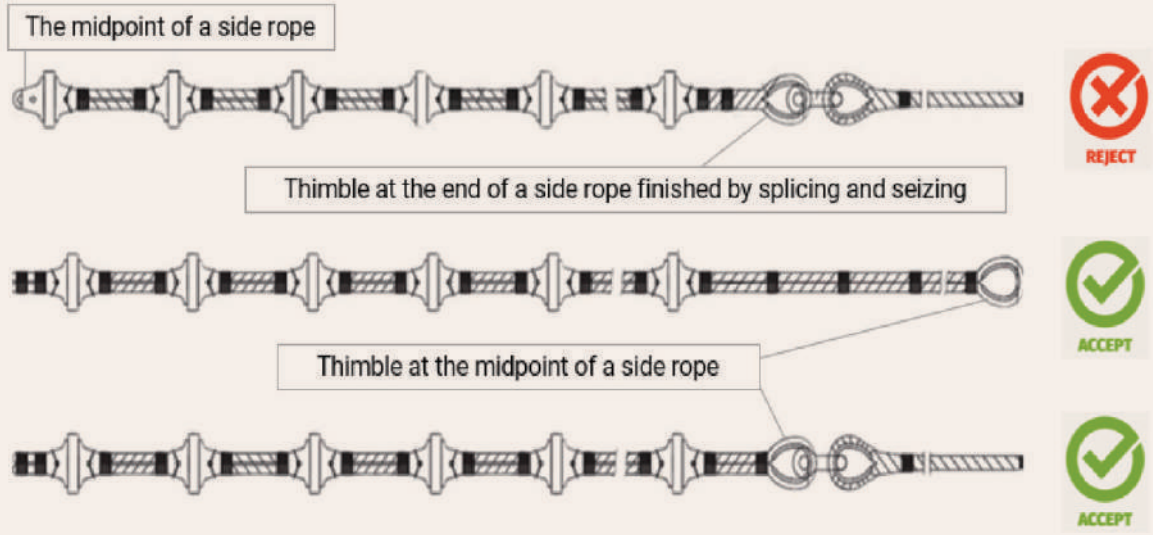
Accordingly, from 1 January 2028, vessels equipped with combination arrangements should be provided with a pilot ladder of sufficient length considering a 15° adverse list. For existing ships, such pilot ladders shall be provided by the date of the first survey after 1 January 2029. This requirement is not related to paragraphs 34 and 35 of the performance standards; therefore, no separate administration drawing approval is required for calculating the additional ladder length.

- The midpoint of a side rope consisting of a double length shall be located on a thimble.

  paragraph 4.6 of performance standard

KR Interpretation

Since a thimble shall be located at the midpoint of the side rope, from 1 January 2028, arrangements illustrated in ISO 799-1:2019, where a thimble is located at the end of the side rope finished by splicing and seizing rather than at the midpoint, will no longer be accepted. This provision is generally consistent with paragraph 2.2.1 of resolution A.1045(27), however, it differs in that the performance standards are now legally mandatory, and neither SOLAS regulation V/23 nor the performance standards require full compliance with ISO 799-1:2019. Acceptable and non-acceptable configurations are illustrated below.



- Each of the side ropes shall be mildew-resistant manila rope or other material of equivalent strength, durability, elongation characteristics and grip which has been protected against actinic degradation.

  paragraph 4.7 of performance standard

- As a means of securing steps to the side ropes, the use of mechanical clamping devices or the seizing method shall continue to be permitted, as before; however, the use of cable ties, U-clamps, worm-driven clips, and similar devices is prohibited.

  paragraph 4.8 of performance standard

- The securing rope shall be fitted with a tag or permanently marked, similar to manropes, indicating the manufacturer's name, equipment serial number, date of manufacture, and details of the approving authority, and those used to aid in rigging the pilot ladder shall have a minimum length of 3 m. In addition, it shall have a minimum breaking strength of not less than 48 kN and documentation of the conformance shall be maintained onboard and available for inspection.

  paragraph 6.1 of performance standard

KR Interpretation

Securing rope used for extending and securing the upper end of a pilot ladder shall have a minimum breaking strength of 48 kN, and shall be permanently marked or tagged with the manufacturer's name, equipment serial number, date of manufacture, and details of the approving authority. In addition, in accordance with paragraph 5.12 of ISO 799-1 and paragraph 6.1 of the Performance Standards, the minimum length shall be not less than 3 m. When such ropes are provided, they are considered components of the pilot ladder and are therefore subject to type approval, and shall be replaced at the same interval as the pilot ladder.

The means of securing a pilot ladder at intermediate length shall also have a minimum breaking strength of 48 kN, and the securing rope for intermediate lengths shall be permanently marked or tagged with the manufacturer's name, equipment serial number, date of manufacture, and details of the approving authority in accordance with paragraph 5.3 of ISO 799-3 (MSC 110/3/14). Although the replacement interval for such intermediate securing means is not explicitly specified in paragraph 30 of the Performance Standards, this rope is a load-bearing component during ladder rigging and is required to be tagged/marked a date of manufacture. Furthermore, in accordance with paragraph 36 of the Performance Standards, it is considered a component included in the type approval of the pilot ladder; therefore, it should be replaced at the same interval as the pilot ladder.

- There shall be a means of securing a pilot ladder at intermediate lengths, having a minimum breaking strength of not less than 48 kN, capable of securing the ladder to strong points on deck by gripping each set of side ropes without any slippage. This means of securing shall be type-approved and recorded in the ship's SOLAS safety certificates.

  paragraphs 6.3 and 36 of the Performance Standards

Associated Equipment

In paragraph 11 of the performance standards, the following additional requirements for manropes have been introduced compared to the previous provisions. Manropes shall also be type-approved in accordance with Part F of the performance standards.

- Man-ropes shall be mildew-resistant manila rope.

  paragraph 11.1 of performance standard

- They shall be of a single length, free from splices and knots.

  paragraph 11.2 of performance standard

- They shall be tagged or otherwise permanently marked by the manufacturer with the name of the manufacturer, serial number, date of manufacture, and name/details of the approving authority.

  paragraph 11.3 of performance standard

Accommodation Ladder

The requirements for accommodation ladders entering into force on 1 January 2028 are not significantly different from the requirements for pilot transfer arrangements that have been in effect since 1 July 2012. However, accommodation ladders installed before 1 January 2010 may not meet the current requirements, as no relevant provisions were in place at that time. Accordingly, for such vessels, it shall be verified, in accordance with paragraphs 5 and 13 of the performance standards, whether the accommodation ladder installed on board complies with the applicable requirements. If not, the ladder shall be repaired or replaced to ensure compliance, and the drawings shall be re-approved in accordance with Part F.

KR Interpretation

In accordance with paragraph 5.4 of the performance standards, accommodation ladders shall comply with the requirements by SOLAS regulation II-1/3-9. However, as SOLAS regulation II-1/3-9 applies only to ships constructed on or after 1 January 2010, accommodation ladders installed before 1 January 2010 are not required to meet all of its provisions. However, in accordance with paragraph 22 of the performance standards, the maintenance and inspection of the accommodation ladder in a combination arrangement shall comply with SOLAS regulation II-1/3-9.3 and MSC.1/Circ.1331, regardless of the date of installation.

Furthermore, with the revision of MSC.1/Circ.1331 to Rev.1, the applicable ISO standards for accommodation ladders installed on ships on or after 1 July 2026 have also been amended. Depending on the ship's construction date and the installation date of the accommodation ladder, the applicable ISO standard to be complied with should be referred to in the table below.

	Ships constructed before 1 January 2010 (as far as reasonably practicable)		Ships constructed on or after 1 January 2010	
	Ships installed before 1 July 2026	Ships installed on or after 1 July 2026	Ships installed before 1 July 2026	Ships installed on or after 1 July 2026
Accommodation	ISO 5488:1979	ISO 5488:1979 or 2015	ISO 5488:1979	ISO 5488:2015
Winch	ISO 7364:1983	ISO 7364:1983 or 2016	ISO 7364:1983	ISO 7364:2016

Installation of Pilot Ladder Winch Reels

The requirements for the installation of winch reels are specified in Part C of the performance standards for pilot transfer arrangements. New provisions have been introduced regarding the minimum drum diameter and the provision of sunken securing points for securing the pilot ladder. The drum shall have a minimum diameter of not less than 0.16 m, and a sunken securing point for securing the pilot ladder shall be provided.



KR Interpretation

It has been found that some pilot ladder winch reels installed on vessels do not meet the minimum drum diameter requirement or are not fitted with recessed securing points. Therefore, it is necessary to verify the structure of the installed winch reels on board.

If an existing ship does not comply with the requirement, the winch reel shall be modified or replaced to meet the requirement and the relevant drawing shall be re-approved before the first survey conducted on or after 1 January 2029.



PART 3.

Major Amendments Related to Ship Design

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PART 3. Major Amendments Related to Ship Design

Securing arrangements

Securing arrangements are one of the most critical elements in the use of pilot ladders. Accordingly, the performance standards have introduced new requirements regarding the minimum breaking strength, permanent marking, and documentation of securing arrangements. In particular, the minimum breaking strength of strong points has been increased from 24 kN to 48 kN, and permanent marking as well as supporting documentation are now mandatory. However, no regulation has been established to define a safe working load based on the breaking strength standard.



KR Interpretation

Breaking strength or Safe Working Load (SWL) shall be permanently marked on or adjacent to the securing points. KR recognizes weld beads or punch marks as acceptable means of permanent marking. The marking shall indicate 48 kN or more, or the equivalent tonnage. Since no regulation has been established to define an equivalent SWL based on breaking strength, even when indicating SWL instead of breaking strength, 48 kN or more, or the equivalent tonnage must still be marked.

The breaking strength or Safe Working Load (SWL) of strong points could be verified by one of the following:

- Manufacturer's test certificate (for strong point) and class-approved drawings (not equipment approval); or
- Products compliant with industrial standards (for strong point) and class-approved drawings (not equipment approval); or
- Proof Load Test (to be carried out with class surveyor, with the relevant details recorded in the surveyor's report) and class-approved drawings (not equipment approval);

For existing ships, since previous regulations did not require documentary evidence of the breaking strength or Safe Working Load (SWL) of strong points, it is assumed that such documentation of conformance may not be available on board. Considering that the previous regulations required a breaking strength of 24 kN for strong points, there is a risk of damage or failure of the existing strong points if a Proof Load Test is conducted. Therefore, it is recommended to replace them with products having manufacturer's test certificates or compliant with industrial standards and then obtain class-approved drawings to secure the necessary documentation.

With regard to permanent marking and documentary evidence, for ships where welding can only be performed during dockings, it is recommended to take action before the effective date of 1 January 2028, taking into account the retroactive application deadline (the first survey on or after 1 January 2029).

In accordance with paragraph 6.1 of the performance standard, securing arrangements, including strong points, shackles, and securing ropes, shall be positioned not less than 915 mm from the edge of the deck. If it is not possible to locate the securing arrangements at least 915 mm from the ship's side, they may be installed at the maximum distance permitted by the width of the deck. The 915 mm requirement does not apply where a combination arrangement is provided.

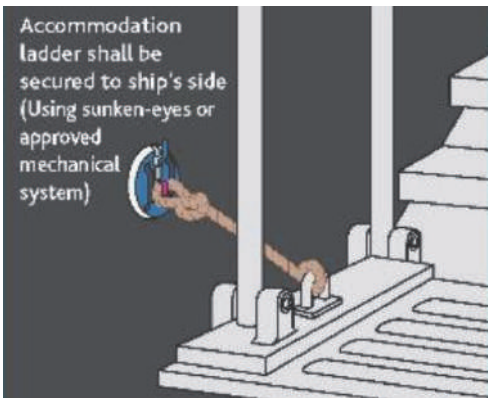
Meanwhile, paragraph 20.3 of the performance standard requires that the securing point for a pilot ladder fitted on a winch reel be located not less than 915 mm from the ship's side. However, this requirement could also be excepted under paragraph 6.1 when the combination arrangement is installed and the securing point is not located at the pilot's point of access.

In addition, the minimum holding force requirements for removable means of securing pilot ladders and accommodation ladders, as specified in ISO 799-3:2022, have now been explicitly incorporated into the performance standards. Accordingly, where permanent means of bowsing a pilot ladder or accommodation ladder platform to the ship's hull (e.g. sunken eyes) are not fitted, the lower platform of the accommodation ladder and the pilot ladder shall be secured by removable means capable of withstanding a minimum holding force of 4 kN, and the pilot ladder or manropes shall be secured by approved removable means capable of withstanding a minimum holding force of 3 kN, in order to ensure the safe securing of the combination arrangement.

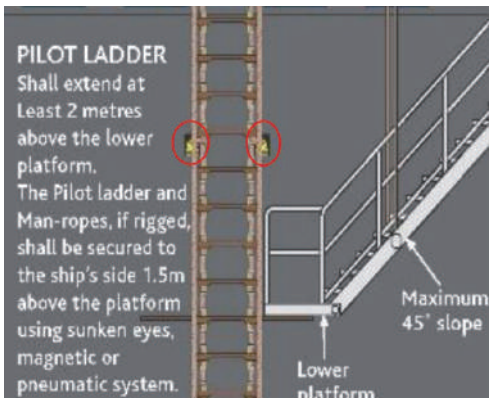
KR Interpretation

Permanent or removable means of securing an accommodation ladder or pilot ladder to the ship's side should not be regarded as the means of securing a pilot ladder at intermediate length. For further details, reference should be made to the definitions section.

Where removable means are used, a manufacturer's certificate or equivalent documentation verifying their minimum holding force should be kept on board. As Part F does not require type approval for removable means of securing pilot ladders, type approval is not mandatory.



Securing of the lower platform of the accommodation ladder by removable means: minimum 4 kN



Securing of pilot ladder or manropes by removable means: minimum 3 kN

Also, It has also been clarified that dedicated strong points shall be provided for securing the pilot ladder and manropes. In other words, separate strong points for the Pilot ladder and for the manropes shall be fitted on deck.

Combination Arrangement and Trapdoors



Provisions related to combination arrangements and trapdoors have been newly added to Part A and Part B of the performance standards for pilot transfer arrangements. For ship using trapdoors, there are numerous changes compared to the previous regulations; therefore, referenced should made to the following information, as well as to paragraph 5 and 13 of the performance standards.

- On all ships to which combination arrangements apply, a two-tone visual mark, the upper half being white and the lower half being red, not less than 4 m in height and 0.5 m in width, shall be provided in the midship half-length of the ship in the vicinity of the pilot boarding position. This requirement has already been applied in the pilot transfer arrangement poster(MSC.1/Circ.1428), but it has now been explicitly incorporated into the mandatory performance standards.

  paragraph 5.6 of performance standard

- In the case of a combination arrangement using accommodation ladder with a trapdoor in the lower platform, the lower platform shall comply with the following requirements.

  paragraph 5.5 of performance standard

  1. shall be designed so that the horizontal distance between the pilot ladder and the adjacent edges of the aperture is not less than 0.1 m and not more than 0.2 m;

     paragraph 5.5.1 of performance standard

  2. ensure the highest step of the pilot ladder is at least 2 m above the lower platform.

     paragraph 5.5.2 of performance standard

  3. be provided with sufficient round handholds with a diameter of no less than 28 mm and not more than 32 mm to allow safe mounting or dismounting of the pilot ladder. The structure of the platform itself shall not be relied upon to provide handholds.

     paragraph 5.5.5 of performance standard

  4. be provided with sufficient handholds with a height of not less than 1.2 m above the platform

     paragraph 5.5.6 of performance standard

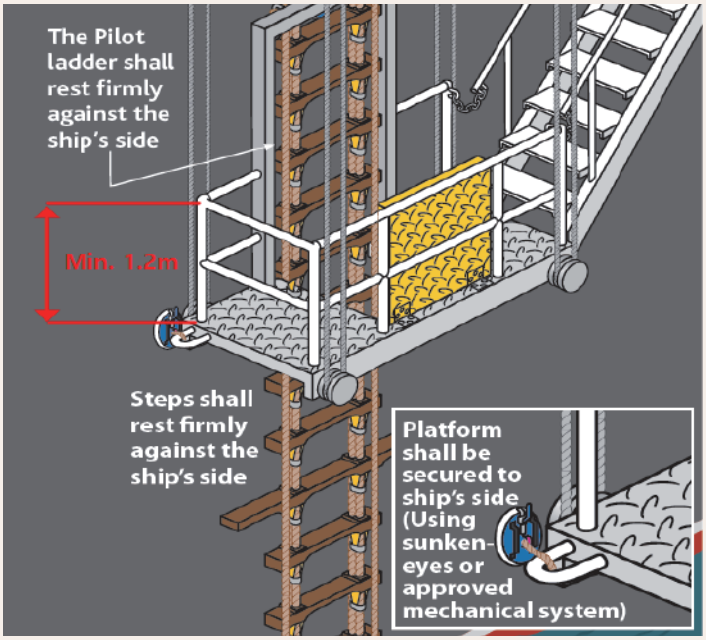
- Where a separate structural frame is use to comply with design and construction of trapdoor, the securing points shall be designed to withstand vertical forces of at least 48 kN. In addition, pad eyes for the pilot ladder and manropes shall be located at least 2 m above the platform and positioned on the inboard side of the frame. **paragraph 5.5.7 of performance standard**

- The pilot ladder and manropes are not secured to the lower platform of the accommodation ladder at any time. **paragraph 13.1.6 of performance standard**

KR Interpretation

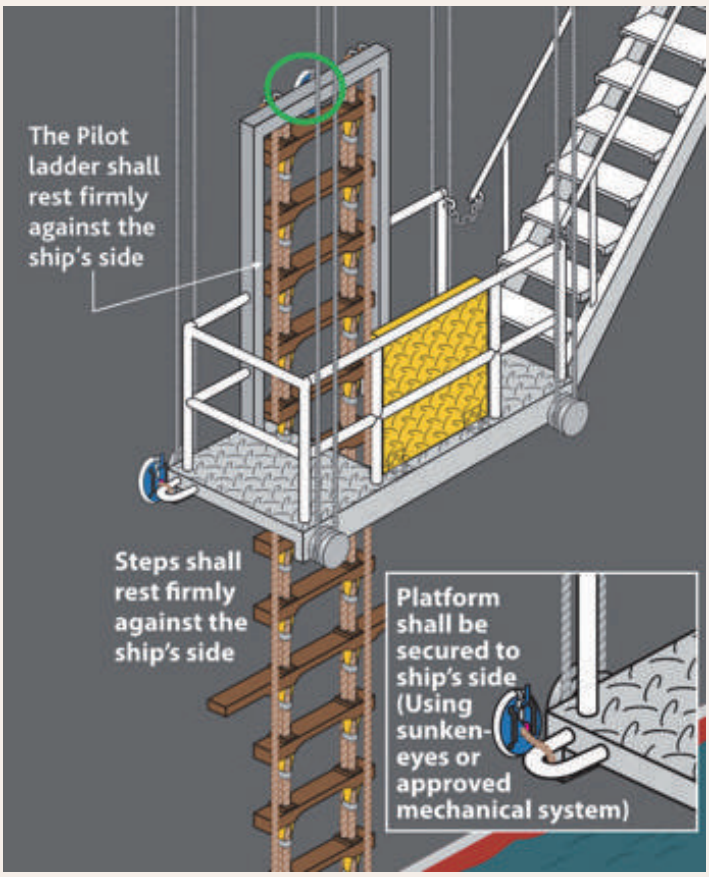
Where a trapdoor is fitted in the lower platform of the accommodation ladder, handholds shall be provided at a height of not less than 1.2 m above the platform, and in addition, rounded handholds with a diameter of not less than 28 mm and not more than 32 mm shall be provided to ensure the safe embarkation and disembarkation of pilots.





Where a trapdoor fitted with a structural frame is installed, the lower platform of the accommodation ladder, frame, ladder connection points, accommodation ladder winch, and pad eyes shall be capable of withstanding a vertical breaking load of not less than 48 kN in accordance with paragraph 5.5.7 of the performance standards. As this requirement is newly introduced, if the trapdoor installed on an existing vessel does not meet this requirement and no documentary evidence is available on board, it should be modified or replaced to achieve compliance, and the revised drawings should be re-approved.

In the illustration of the trapdoor shown in the Pilot Transfer Arrangement Poster (MSC.1/Circ.1428/Rev.1), a portable securing device is depicted securing the upper part of the structural frame (indicated by the green circle in the figure). While paragraph 13.1.3 of the performance standards requires the provision of a sunken eye or portable securing device for securing the lower platform of the accommodation ladder, there is no corresponding requirement in the performance standards for securing the upper part of the trapdoor's structural frame. Therefore, the installation of a separate sunken eye or portable securing device for securing the upper part of the trapdoor is not mandatory.



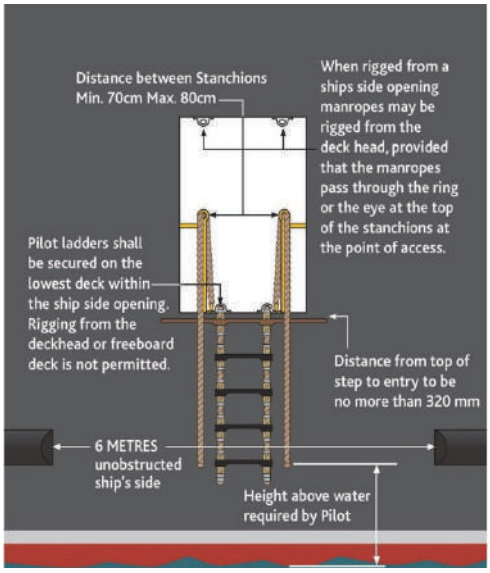
Ship's side openings, doors and platforms

In consideration of Load Line regulation 21(1), which require side openings below the bulkhead deck or the freeboard deck to open outwards, the existing provision prohibiting side doors used for pilot transfer from opening outwards has been amended to apply only to those located above the freeboard deck. This revision does not prevent side doors below the bulkhead deck or freeboard deck to open inwards.

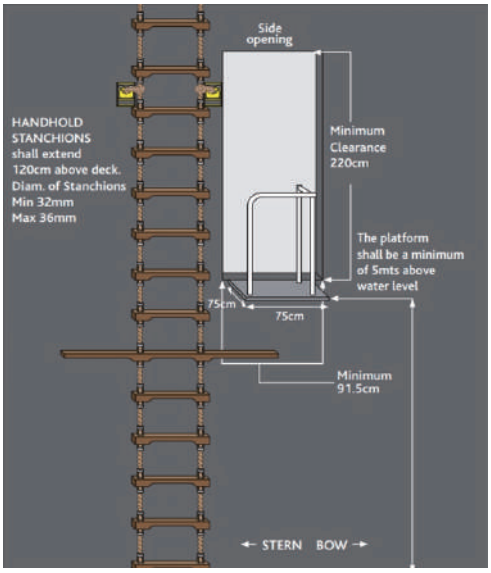
Where no boarding platform is provided in a side opening, strong points shall be provided on the inboard side of the lowest deck of the side opening. In addition, strong points shall be provided on the deckhead or inboard side of the side opening for securing man-ropes. In such cases, the pilot ladder shall not extend onto the deck, nor shall it be rigged in any other position, including the freeboard deck

Where a boarding platform is provided, it shall be mechanically secured to the ship, have the safe working load (SWL) marked, be not less than 750 mm in length and width, and be fitted with handrails. In addition, certification of successful testing shall be maintained on board and be available for inspection. The boarding platform shall be located aft, and the pilot ladder and man-ropes may be rigged at the freeboard deck in accordance with paragraphs 13.1.5[5] and 13.1.7[6] of the performance standards.





Side opening without a boarding platform



Side opening with a boarding platform

5. The pilot ladder and manropes shall be secured to the ship's side at a point approximately 1.5 m above the lower platform.

6. The highest step of the pilot ladder shall be at least 2 m above the lower platform, and the horizontal distance between the pilot ladder and the lower platform shall be between 0.1 m and 0.2 m.

Access to ship's deck



Paragraph 5.1 of the previous resolution A.1045(27) specified a minimum handhold diameter of 32 mm; however, the amended regulation changes this to a range of not less than 32 mm and not more than 36 mm. In addition, a new requirement has been introduced specifying that stanchion handholds shall be located within 0.12 m inboard from the ship's deck edge, and that the inside diameter of man-ropes shall be not less than 60 mm. For key amendments, please refer to the information below.

- Where access to the ship's deck is by a gateway in the handrails or bulwark, or by a side opening or door, adequate handholds with a diameter of not less than 32 mm and not more than 36 mm shall be provided. Stanchions of the gateway shall be located not more than 0.12 m inboard from the deck edge, and a ring or eye with an inside diameter of not less than 60 mm shall be provided at the height of the handhold to allow passage of the man-ropes

  paragraph 8.1 and 8.3 of performance standard

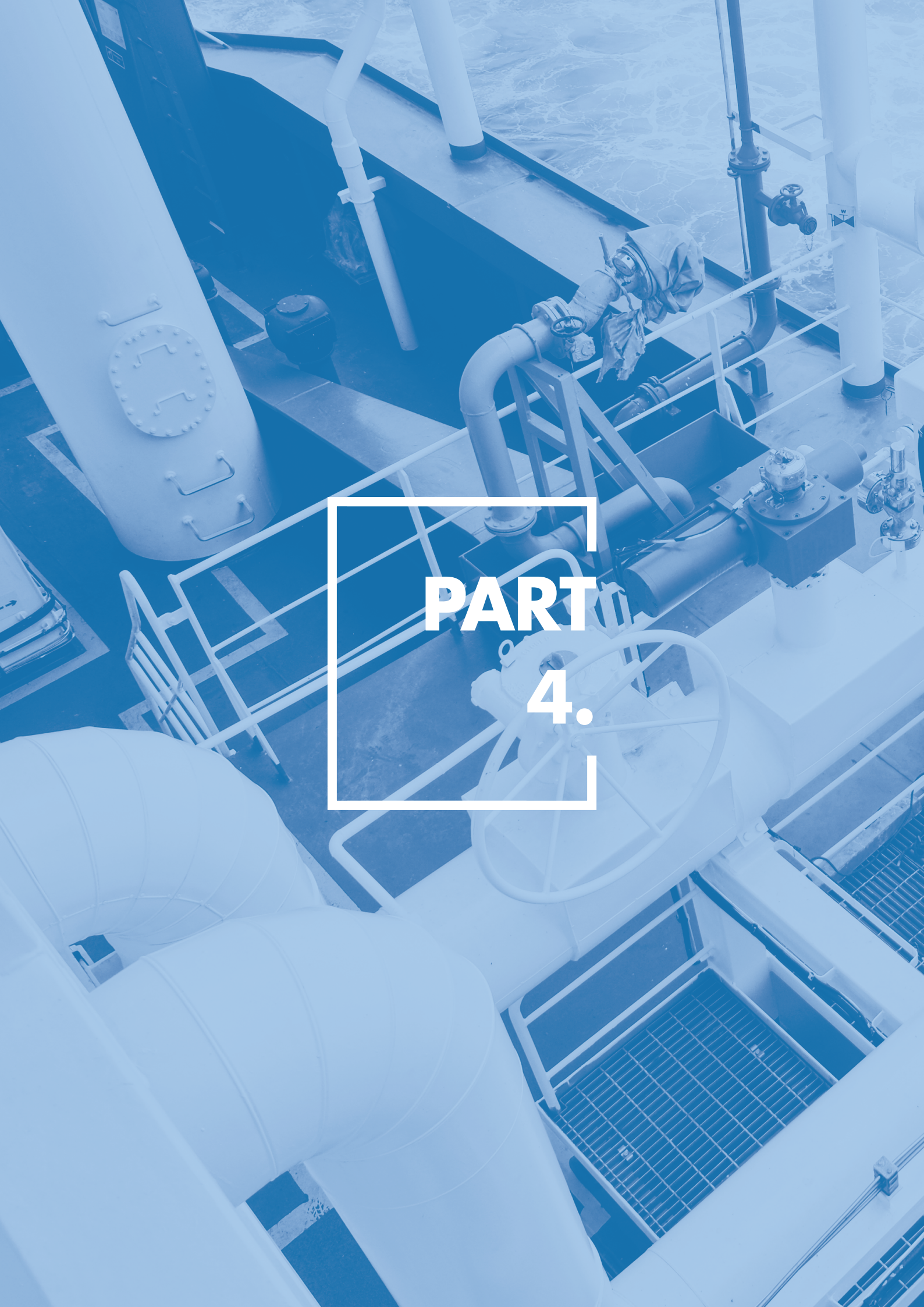
- Where access to the ship's deck is by a gateway in the handrails or bulwark, or by a side opening or door, adequate handholds with a diameter of not less than 32 mm and not more than 36 mm shall be provided. Stanchions of the gateway shall be located not more than 0.12 m inboard from the deck edge, and a ring or eye with an inside diameter of not less than 60 mm shall be provided at the height of the handhold to allow passage of the man-ropes

  paragraph 8.2 of performance standard

Protection from chafing

The side ropes of the pilot ladder or man-ropes shall be designed and installed so that it is not possible for pilot ladder side rope or manrope to make contact with any part of the ship's hull or associated fixtures. Where contact is unavoidable, contact points shall be rounded to minimize chafing. The means of rounding could be a permanent fixture, such as a rounded pipe.

Where it is not possible to round contact points owing to ship design, removable chafing pads or other temporary arrangements may be used. These arrangements do not prevent pre-use inspections, are removed after use and stowed.



PART 4.

Operational Requirements

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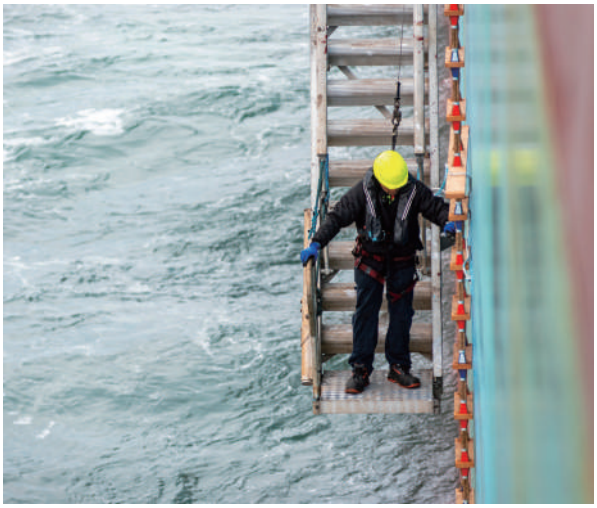
Familiarization 29

Revised Poster on Pilot Transfer Arrangements (MSC.1/Circ.1428/Rev.1) 29

PART 4. Operational Requirements

Operational Readiness, Onboard Inspection and Maintenance

The requirements for onboard inspection, maintenance, and operational readiness fall under Part D of the performance standards. These are new requirements that were not included in the previous SOLAS regulation V/23 and resolution A.1045(27), and they will apply from 1 January 2028 regardless of the date of installation.



Category	Requirements
Inspection & Maintenance	Periodic maintenance and inspections shall be carried out to ensure that pilot transfer arrangements are maintained in good condition. In particular, the maintenance and inspection of accommodation ladders used in combination arrangements shall comply with SOLAS regulation II-1/3-9.3 (i.e., MSC.1/Circ.1331), regardless of the date of installation. paragraph 22
Stowage	Pilot ladders, man-ropes, and all associated equipment shall be stored in accordance with the manufacturer's instructions when not in use, to prevent damage from moisture, icing, sunlight, chemicals, and greases and similar contaminants. paragraph 23
Instructions	Instructions for care, maintenance, inspection, and stowage of pilot ladders, man-ropes, and all associated equipment shall be provide on board. paragraph 24 ① pre- and post-use inspection instructions; ② detailed periodic inspection procedures, including those for side ropes; ③ instructions for inspecting and repairing rope seizings or securing devices, along with a list of permitted onboard repairs; ④ care and stowage instructions; ⑤ factors affecting pilot ladder life, including stowage arrangements; ⑥ acceptable method(s) of securing ladder to strong points; ⑦ pictorial examples and detailed written description of damage or conditions warranting withdrawing the ladder from service; and ⑧ care and maintenance specifics for natural fibre rope ladders.
Periodic Inspection	Pilot transfer arrangements shall be inspected by a responsible officer before and after use, and at least once every three months. The inspection shall include the following items. paragraphs 25 and 26 of the performance standards ① the pilot ladder including spares; ② the accommodation ladder used in a combination arrangement; ③ winch reels; ④ securing arrangements; ⑤ conditions of point of access; ⑥ relevant equipment, in particular stanchions and stanchions sockets welded on to the deck; and ⑦ stowage arrangements.

Category	Requirements
Maintenance Plan	A maintenance plan shall be developed and kept on board, including checklists, schedules for periodic inspections and maintenance, maintenance and repair instructions, a list of sources of spare parts or replacements, records of inspections and maintenance and records for anticipated date of withdrawal from service of the pilot ladder. The plan shall include the following items (paragraph 27) ① checklist for use when carrying out the inspections; ② maintenance, repair and stowage instructions, in accordance with manufacturer's instructions; ③ schedule of periodic inspection and maintenance; ④ list of sources of spare parts or replacements; ⑤ log for records of inspections and maintenance; and ⑥ record of when the pilot ladder or manropes were brought into service and their anticipated date of withdrawal from service
Repair Prohibition	The repair or replacement of pilot ladder steps and spreader steps is strictly prohibited. (paragraph 28)
Spares	At least one spare compliant pilot ladder and one spare set of compliant manropes shall be carried on board the ship. (paragraph 29)
Replacement	Pilot ladders and man-ropes, including spares, shall be withdrawn from service in the following cases: (paragraph 30) ① at any time not complying with these performance standards; or ② within 36 months after the date of manufacture or within 30 months after the date of being placed into[7], whichever comes first.

Familiarization

The familiarization requirements are set out in Part E of the performance standards and represent new provisions not previously included in SOLAS chapter V regulation 23 or resolution A.1045(27). These requirements shall apply, regardless of the date of installation, from 1 January 2028.

Crew engaged in the inspection, maintenance, installation, or operation of pilot transfer arrangements shall receive familiarization for the performance of such duties. In particular, the shipowner has an obligation to implement familiarization training in accordance with STCW regulation I/14. The familiarization training shall include, but not be limited to, the following:

- operation and use of the equipment and arrangements for the transfer of pilots;
- the characteristics of pilot transfer arrangements which shall not be used for the transfer of pilots;
- inspections and maintenance of the pilot transfer arrangements, including spare;
- replacement procedures of pilot ladders and manropes; and
- Safety measures and operational considerations under special conditions such as adverse weather

Revised Poster on Pilot Transfer Arrangements (MSC.1/Circ. 1428/Rev.1)

The poster on pilot transfer arrangements has been revised to reflect SOLAS chapter V regulation 23 and the mandatory performance standards for pilot transfer arrangements, and is set out in MSC.1/Circ.1428/Rev.1.

7. The service date means to the actual date when the equipment is put into service after being supplied on board, and it shall be recorded and maintained on board in accordance with paragraph 27.6 of the performance standards

REQUIRED PILOT TRANSFER ARRANGEMENTS

IMO INTERNATIONAL MARITIME ORGANIZATION

In accordance with SOLAS Chapter V Regulation 23
INTERNATIONAL MARITIME PILOTS' ASSOCIATION
Email: office@impahq.org
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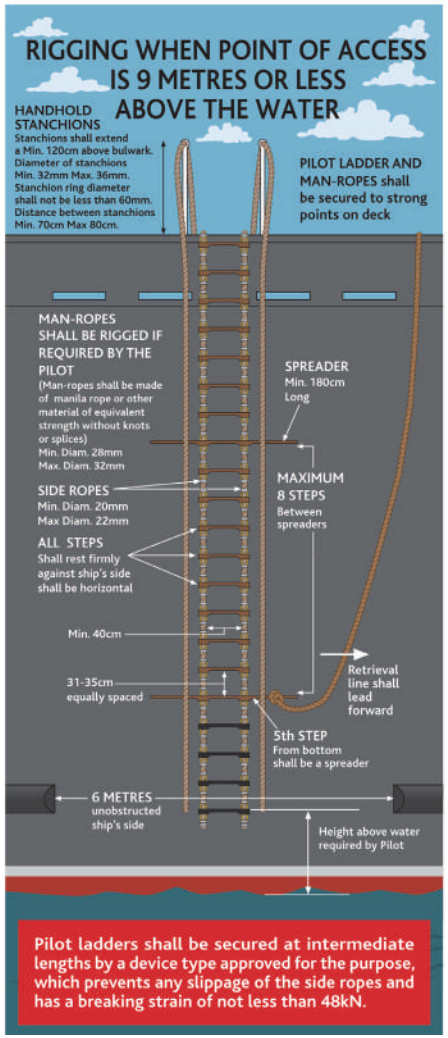
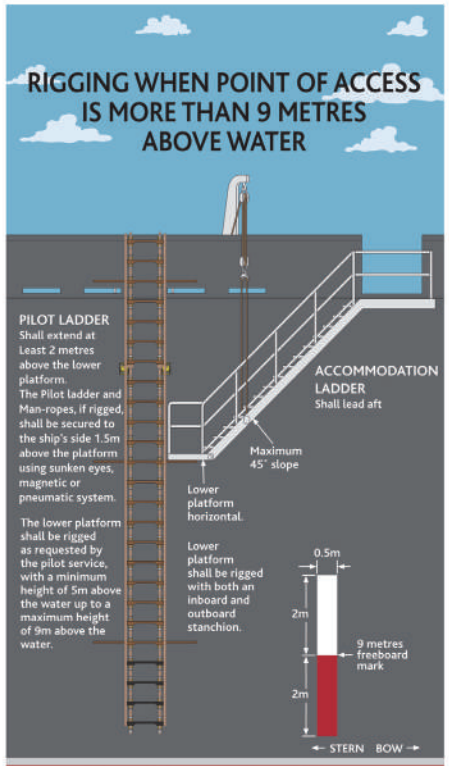
Scan for more information

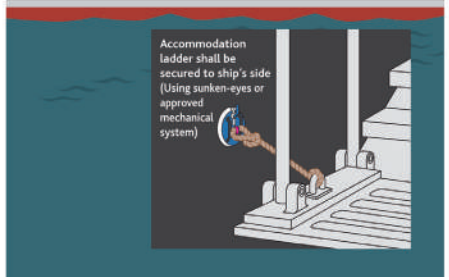
RIGGING WHEN POINT OF ACCESS IS 9 METRES OR LESS ABOVE THE WATER



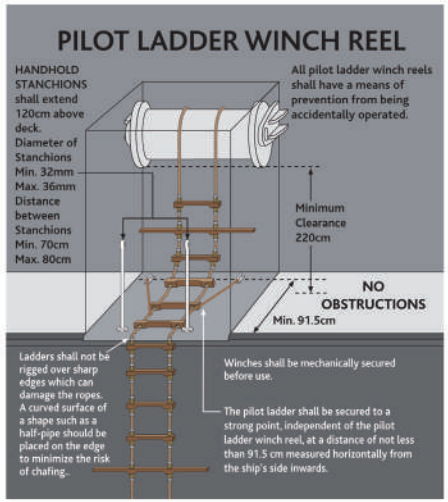
Pilot ladders shall be secured at intermediate lengths by a device type approved for the purpose, which prevents any slippage of the side ropes and has a breaking strain of not less than 48kN.

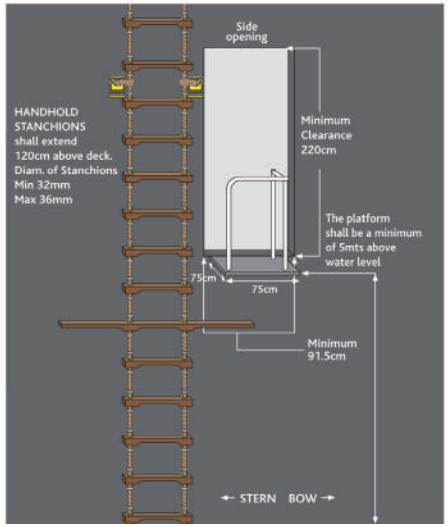
RIGGING WHEN POINT OF ACCESS IS MORE THAN 9 METRES ABOVE WATER

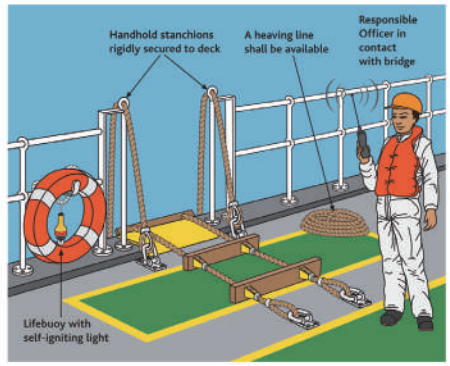




PILOT LADDER WINCH REEL







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

IMO INTERNATIONAL MARITIME ORGANIZATION

In accordance with SOLAS Chapter V Regulation 23

INTERNATIONAL MARITIME PILOTS' ASSOCIATION

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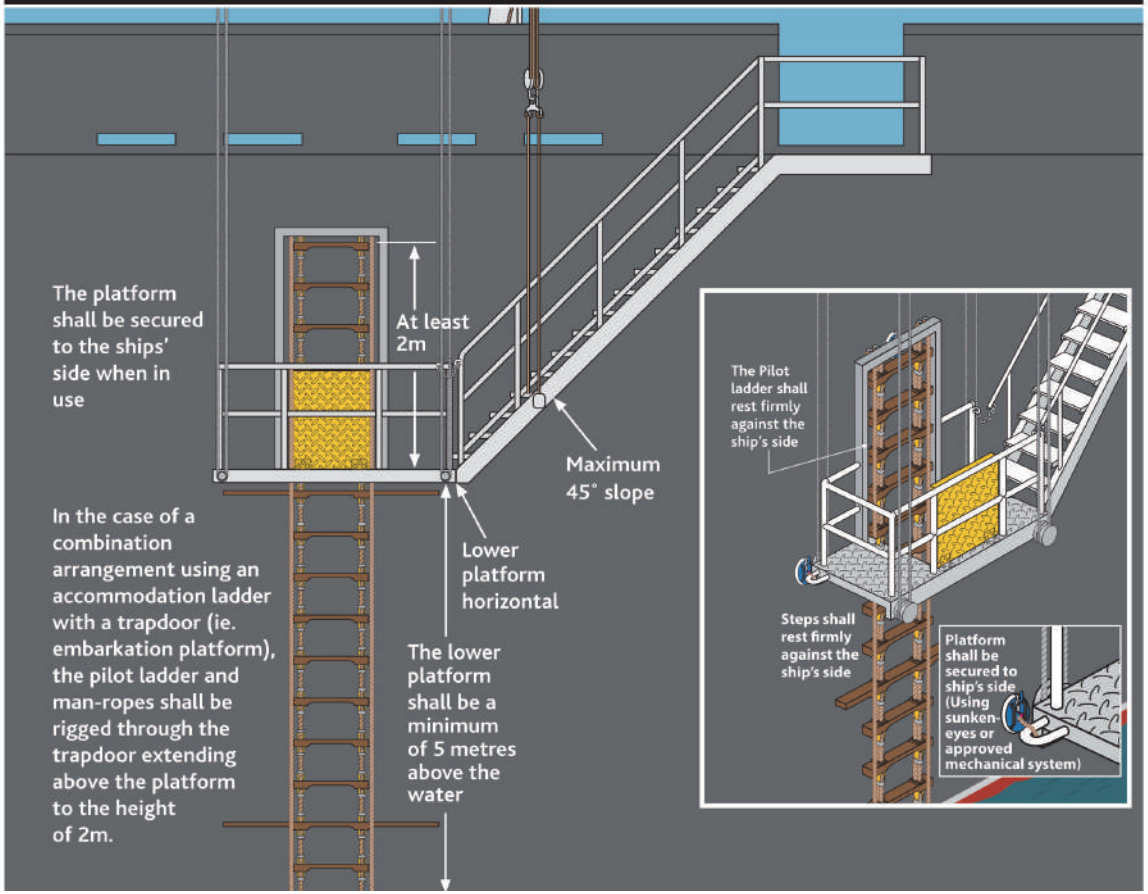
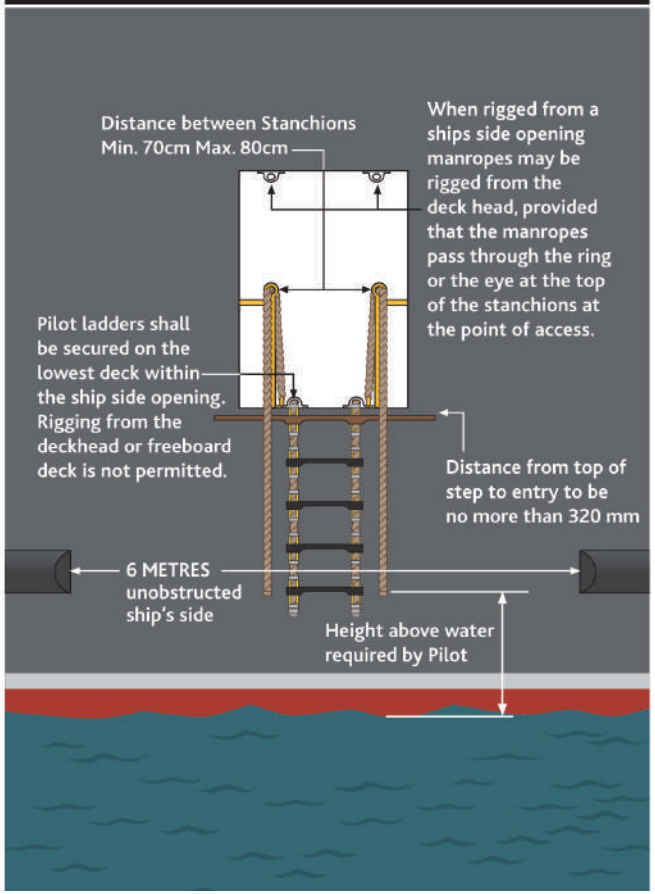
ACCOMMODATION LADDER (TRAP DOOR ARRANGEMENT)



SIDE DOOR ARRANGEMENT



NON-COMPLIANT PRACTICES

IMO INTERNATIONAL MARITIME ORGANIZATION

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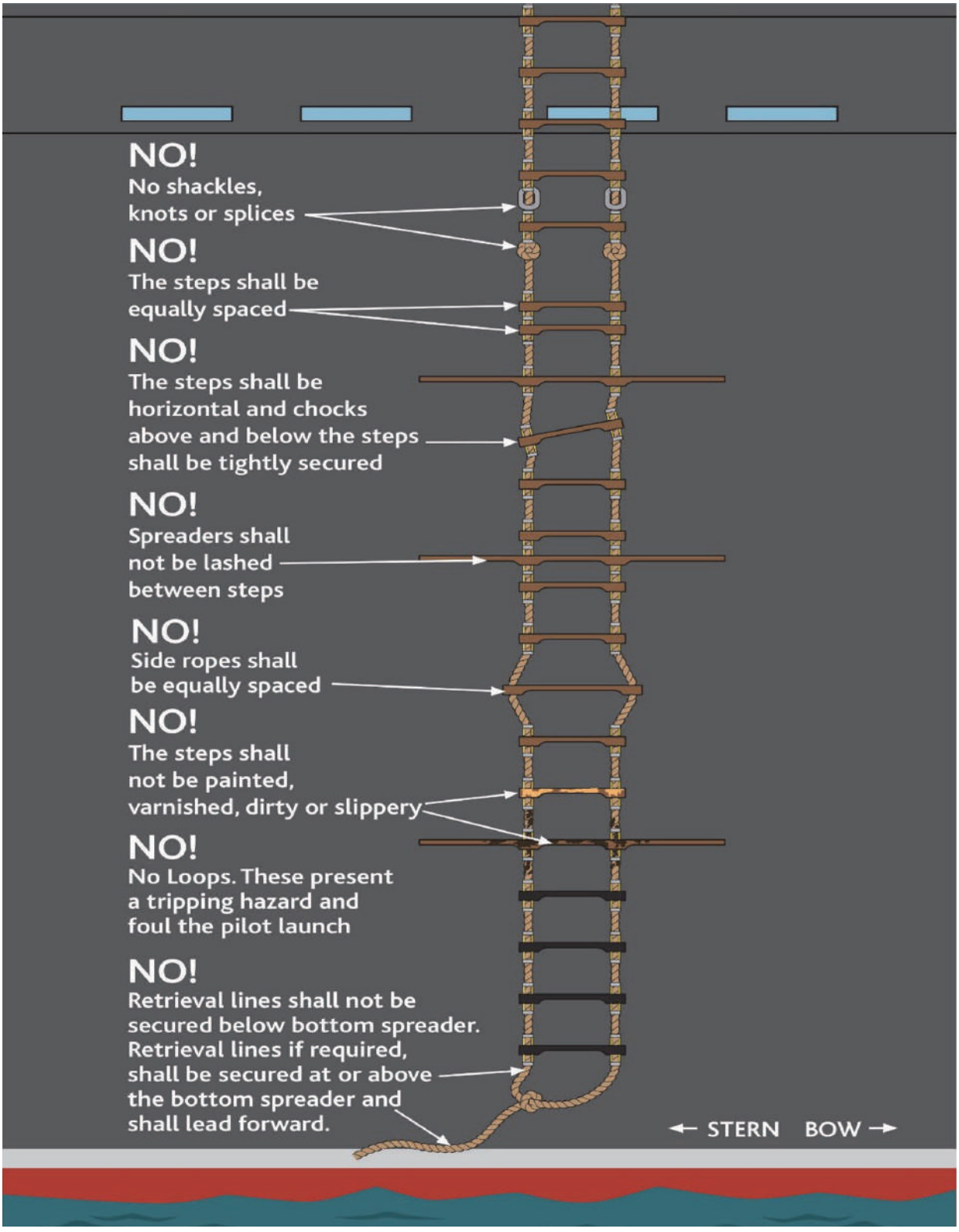
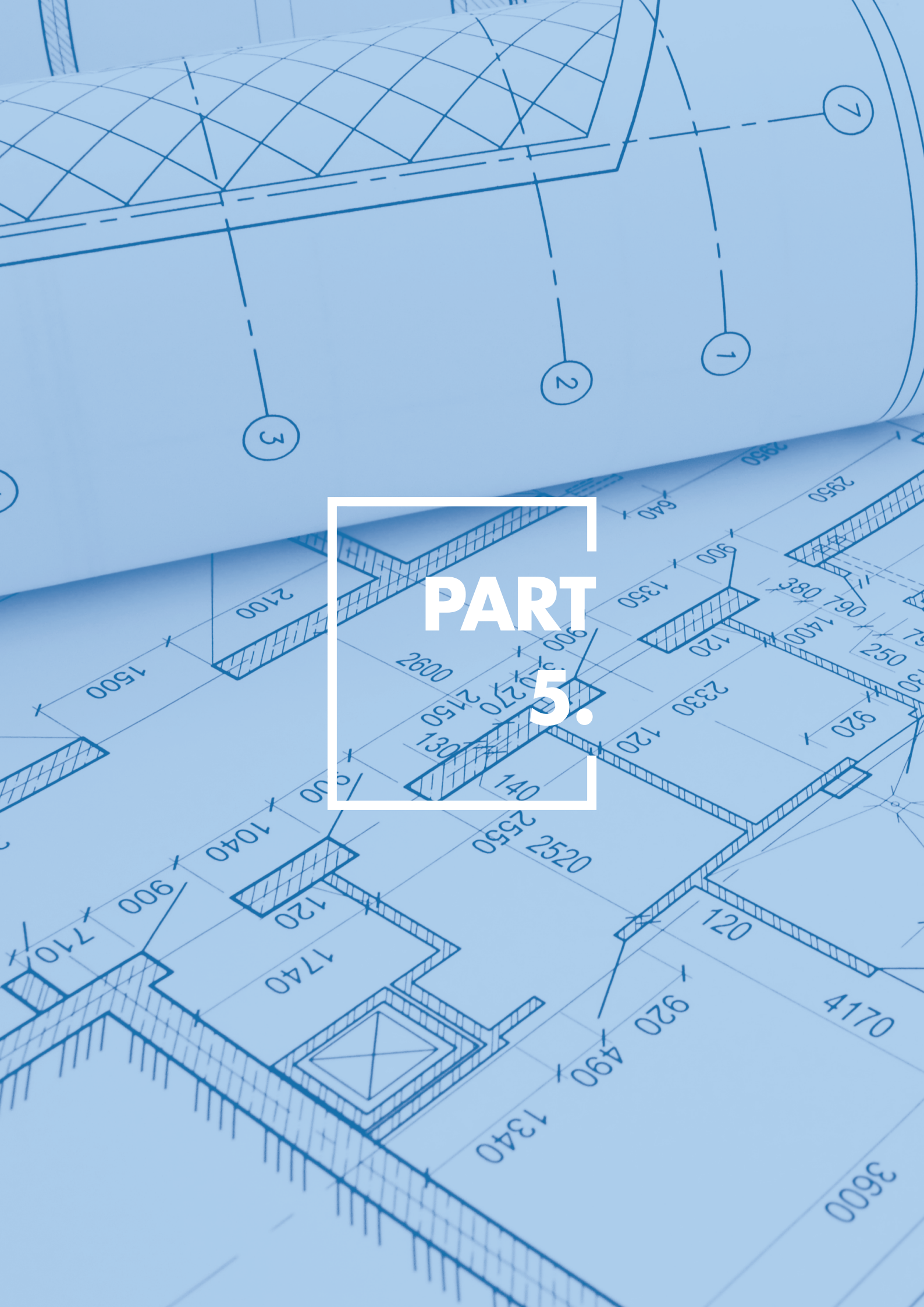


Effective 1 January 2028

Amendments to Pilot Transfer Arrangements



PART 5.

Approvals and Certificates

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Equipment Type Approval 37

Amendments to SOLAS-Related Certificates and Records 37

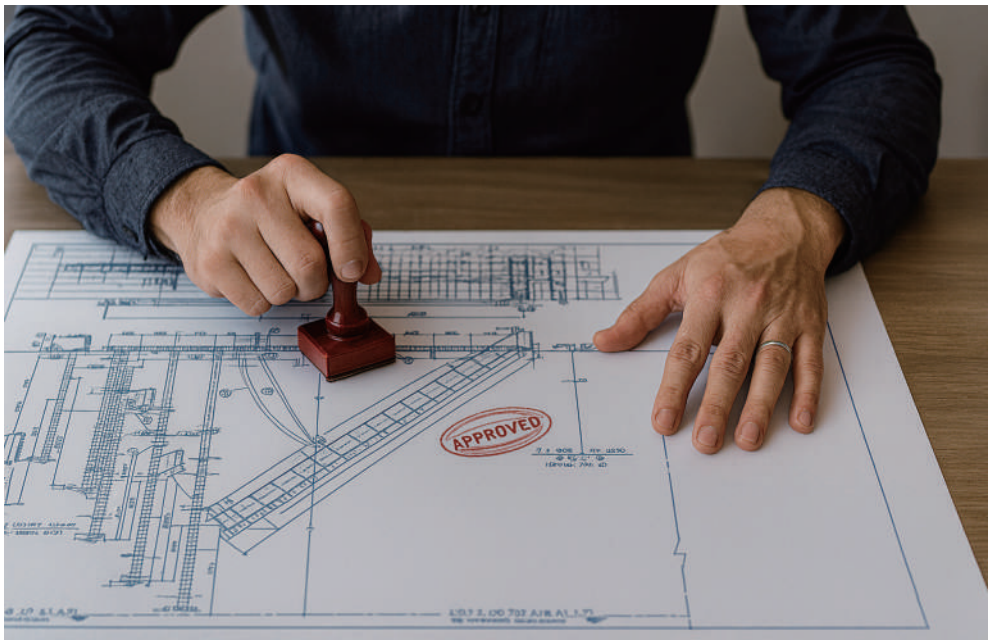
PART 5. Approvals and Certificates

Drawing Approval

The approval requirements have been newly introduced in Part F of the performance standards and were not included in SOLAS regulation V/23 or resolution A.1045(27). Although the existing provisions did not explicitly require drawing approval, such approval has been practically carried out in order to confirm that the design of pilot transfer arrangements complies with the regulatory requirements.

However, it has been specified that pilot transfer arrangements installed on or after 1 January 2028 shall be approved by the Administration prior to installation, in accordance with the performance standards.

Regardless of the installation date, pilot transfer arrangements shall be (re)approved by the Administration following any repair, alteration, or modification limited to paragraph 5 (combination arrangements), paragraph 6 (securing arrangements), paragraph 7 (side openings, doors, and platforms), paragraph 8 (access to ship's deck), and paragraph 10 (safe approach of pilot boats) of Part A, or in Part C (pilot ladder winch reels) of the performance standards. This means that if the arrangements installed before 1 January 2028 require any alternation or modification due to the retroactive application of these amendments, they must be re-approved by KR, and that any repair shall be treated in the same manner.



Equipment Type Approval

Pilot ladders, including the means of securing at intermediate lengths, and manropes must be type-approved by the Administration in accordance with these performance standards.

A manufacturer quality control system shall be required and shall be audited by a competent authority to ensure continuous compliance with the type approval conditions. Alternatively, the Administration may use final product verification procedures where compliance with the type approval certificate is verified by a competent authority before the product is installed on board ships.

Amendments to SOLAS-Related Certificates and Records

New entries for pilot ladders and associated equipment have been introduced in the following SOLAS-related certificates and records of equipment. Accordingly, for SOLAS-related certificates issued on or after 1 January 2028, the records of equipment will include entries for “pilot ladders and manropes”, “spare pilot ladders and manropes”, and “means of securing a pilot ladder at intermediate length”, as indicated in the certificates listed below.

- Passenger Ship Safety Certificate, items 16.1 to 16.3 (Form P)
- Cargo Ship Safety Equipment Certificate, items 17.1 to 17.3 (Form E)
- Cargo Ship Safety Certificate, items 17.1 to 17.3 (Form C)
- 1994 High-Speed Craft Safety Certificate, items 16.1 to 16.3 (1994 HSC Code)
- 2000 High-Speed Craft Safety Certificate, items 18.1 to 18.3 (2000 HSC Code)
- Special Purpose Ship Safety Certificate, items 14.1 to 14.3 (2008 SPS Code)



Appendices

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Appendix ❶ Checklist for Key Amendments to the General Requirements for Pilot Transfer Arrangements

	Checklist for Key Amendments to Pilot Ladders, Manropes, and Securing Arrangements	Yes/No/NA
1	Are pilot ladders permanently marked on the underside of the top step and bottom spreader with the manufacturer's name, unique ID or serial number, date of manufacture, and approving authority details? (paragraph 4.4 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A
2	Are the pilot ladders of a single length capable of reaching the water surface from the point of access (or from the combination arrangement platform) in all seagoing conditions of draught and trim, including an adverse list of 15° in the lightest seagoing condition? (paragraph 4.5 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A
3	Do the side ropes on each side of the pilot ladder consist of a double length of uncovered rope between 20 mm and 22 mm in diameter, made from a continuous length with no joints, with the midpoint located on a thimble? (paragraph 4.6 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A
4	Do the strong points, shackles, and securing ropes have a breaking strength of not less than 48 kN, and is documentation of their conformance maintained on board and available for inspection? (paragraph 6.1 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A
5	Are the breaking strength or equivalent safe working load limits of strong points and shackles clearly and permanently marked? (paragraph 6.1 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A
6	Are securing arrangements positioned at least 915 mm from the deck edge, or, if not possible, at the maximum distance allowed by the deck width, except for the case of a combination arrangement using an accommodation ladder?(paragraph 6.1 of Res. MSC.576(110))	☐ Yes ☐ No ☐ N/A
7	Are dedicated strong points for the pilot ladder and manropes provided? (paragraphs 12 and 15.1.1.3 of resolution MSC.576(110))	☐ Yes ☐ No ☐ N/A
8	Are the handholds 32–36 mm in diameter, positioned within 0.12 m inboard of the deck edge at the embarkation/disembarkation point, and are eyes provided to accommodate man-ropes with an inside diameter of at least 60 mm? (paragraph 8 of Res.576(110))	☐ Yes ☐ No ☐ N/A
9	Are the contact points of the pilot ladder or manropes with the ship's hull or associated fixtures rounded to minimize chafing? (paragraph 9 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A
10	If rubbing bands or other constructional features prevent the safe approach of the pilot boat, are they cut back to provide at least 6 m of unobstructed ship's side?(paragraph 10 of Res. MSC.576(110))	☐ Yes ☐ No ☐ N/A
11	Are securing ropes and manropes tagged or marked with the manufacturer's name, unique ID or serial number, date of manufacture, and approving authority details? (paragraph 6.1, 11.3 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A
12	If the pilot ladder is stowed on a winch drum, is the drum diameter at least 0.16 m and fitted with sunken securing points? (paragraph 16 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A
13	Are pilot ladders and manropes, including spares, replaced if non-compliant or before reaching 30 months in service or 36 months from manufacture, whichever comes first? (paragraph 30 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A
14	Are instructions for care, maintenance, inspection, and stowage supplied with each pilot ladder, manropes, and all associated equipment? (paragraph 24 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A
15	Are pilot transfer arrangements inspected by a responsible officer before and after each use, and thoroughly every three months? (paragraph 25 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A
16	Is a maintenance plan for the pilot transfer arrangements developed and available for inspection? (paragraph 27 of Res. MSC.576(110))	☐ Yes ☐ No ☐ N/A
17	Are the pilot ladder steps and spreader steps free from any signs of repair or replacement?(paragraph 28 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A
18	Are at least one spare compliant pilot ladder and one spare set of compliant manropes carried on board the ship? (paragraph 29 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A
19	Are onboard personnel involved in the inspection, maintenance, installation, or operation of pilot transfer arrangements provided with familiarization? (paragraph 31 of Res. MSC.576(110))	☐ Yes ☐ No ☐ N/A
20	Are pilot transfer arrangements approved before being placed into service or re-approved by the Administration after any repair or modification related to combination arrangements, securing, side openings, deck access, pilot boat approach, or winch reels? (paragraphs 34 and 35 of resolution MSC.576(110))	☐ Yes ☐ No ☐ N/A
21	Are the pilot ladder, including means of securing the pilot ladder at intermediate lengths, and manropes type-approved by the Administration? (paragraph 36 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A

Appendix ❷ Checklist for Key Amendments to Combination Arrangements and Trapdoor

	Checklist for Key Amendments to Combination Arrangements and Trapdoor	Yes/No/NA
1	Are accommodation ladders used in the combination arrangement maintained and inspected in accordance with SOLAS II-1/3-9.3, regardless of the date of installation? (paragraph 22 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A
2	Is a two-tone visual mark (white upper half / red lower half), at least 4 m in height and 0.5 m in width, provided near the pilot boarding position on the midship half-length to indicate whether a combination arrangement is to be rigged? (paragraph 5.6 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A
3	If removable means are used for securing for combination arrangement and pilot ladder or manropes, do they have a holding force of at least 4 kN when used for the lower platform of an accommodation ladder, and at least 3 kN when used for securing the pilot ladder or manropes? (paragraph 6.2 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A
4	In the case where a trapdoor is used, does the lower platform comply with the following requirements? **a.** Is the horizontal distance between the pilot ladder and the adjacent edges of the aperture between 0.1 m and 0.2 m? (paragraph 5.5.1 of Res.MSC.576(110)) **b.** Is the highest step of the pilot ladder positioned at least 2 meters above the platform and secured to pad eyes on the inboard side of the frame so that it rests firmly against the side of the ship? (paragraph 5.5.2.4 of Res. MSC.576(110)) **c.** Are round handholds (28–32 mm in diameter) provided to allow safe mounting or dismounting of the pilot ladder, without relying on the platform structure? (paragraph 5.5.5 of Res.MSC.576(110)) **d.** Are handholds provided with a height of at least 1.2 meters above the platform? (paragraph 5.5.6 of Res. MSC.576(110))	☐ Yes ☐ No ☐ N/A
5	In the case where a structural frame is used for a trapdoor arrangement, are the following requirements met? **a.** Are the accommodation ladder platform, frame, pilot ladder connection points, accommodation ladder winch, running gear, pad eyes for manropes, and locking arrangements designed to withstand vertical forces of at least 48 kN? (paragraph 5.5.7.1 of Res.MSC.576(110)) **b.** Is the highest step of the pilot ladder at least 2 m above the platform and secured to pad eyes on the inboard side of the frame, so that it rests firmly against the ship's side? (paragraph 5.5.7.2 of Res.MSC.576(110)) **c.** Are the manropes secured directly to additional pad eyes located 2 m above the platform on the inboard side of the frame? (paragraph 5.5.7.3 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A

Appendix ❸ Checklist for Key Amendments to Side Openings, Doors, and Platforms

	Checklist for Key Amendments to Side Openings, Doors, and Platforms	Yes/No/NA
1	**For ship's side openings without a boarding platform,** **a.** Are strong points provided on the lowest deck of the opening and inboard of the ship's side opening? (paragraph 7.2 of Res.MSC.576(110) **b.** Is the pilot ladder rigged at the lowest deck level of the opening and not from a higher position, such as the freeboard deck? (paragraph 14.1 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A
2	**For ship's side opening with a boarding platform,** **a.** Is the platform mechanically attached, marked with the safe working load, and is the test certificate available on board? (paragraph 7.3 of Res.MSC.576(110)) **b.** Is the distance from the platform to the water surface at least 5 m in all seagoing conditions of draught and trim? (paragraph 7.3 of Res.MSC.576(110)) **c.** Does the platform extend at least 750 mm outboard and longitudinally, and is it securely guarded by handrails? (paragraph 7.4 of Res.MSC.576(110)) **d.** Is the boarding platform properly rigged at the aft side of the vessel? (paragraph 14.2 of Res.MSC.576(110)) **e.** Are the pilot ladder and manropes secured to the ship's side at a point approximately 1.5 m above the lower platform? (paragraph 13.1.5 of Res.MSC.576(110)) **f.** Is the pilot ladder rigged immediately adjacent to the lower platform of the accommodation ladder, with the highest step at least 2 m above the lower platform, and the horizontal distance between the pilot ladder and the lower platform maintained between 0.1 m and 0.2 m?(paragraph 13.1.7 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A

Appendix ❹ Sample Checklist for Inspection of Pilot Transfer Arrangements Before Use

	Checklist for Inspection of Pilot Transfer Arrangements Before Use	Yes/No/NA
1	Are pilot ladders and manropes, including spares, replaced if non-compliant or before reaching 30 months in service or 36 months from manufacture, whichever comes first? (paragraph 30 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A
2	Are the pilot ladder steps and spreader steps free from any signs of repair or replacement? (paragraph 28 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A
3	Are the pilot ladders, including any spare pilot ladders, their steps, spreader steps, step fixtures, and side ropes free from damage on visual inspection? (paragraph 26.1 of Res. MSC.576(110))	☐ Yes ☐ No ☐ N/A
4	Is the securing means for a pilot ladder at intermediate length free from damage and arranged so that the ladder is secured at the required height above the surface of the water? (paragraph 12.6 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A
5	Are two manropes free from contamination and knots?(paragraph 15.1.1 of Res. MSC.576(110))	☐ Yes ☐ No ☐ N/A
6	Are a lifebuoy equipped with a self-igniting light and a heaving line free from contamination provided? (paragraph 15.2, 15.3 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A
7	Are securing arrangements such as dedicated strong points for pilot ladders and manropes, securing means at intermediate length, and removable means of bowsing a pilot ladder or embarkation platform free from damage? (paragraph 26.4 of Res. MSC.576(110))	☐ Yes ☐ No ☐ N/A
8	Are the point of access and relevant equipment, such as stanchions and stanchion sockets welded on deck, in good external condition? (paragraph 26.5, 26.6 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A
9	Are pilot ladders, manropes and all associated equipment properly stowed to prevent degradation (moisture, icing, sunlight, chemicals, greases, etc.) and in accordance with the manufacturer's instructions? (paragraph 26.7 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A
10	If provided, are the accommodation ladders visually inspected to confirm their overall external condition and proper operation? (paragraph 26.2 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A
11	If provided, are the winch reels visually inspected for both external condition and proper operation?(paragraph 26.3 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A

Appendix 5 Sample Checklist for Inspection of Pilot Transfer Arrangements After Use

	Checklist for Inspection of Pilot Transfer Arrangements After Use	Yes/No/NA
1	Are the pilot ladders, including any spare pilot ladders, their steps, spreader steps, step fixtures, and side ropes free from damage on visual inspection? (paragraph 26.1 of Res. MSC.576(110))	☐ Yes ☐ No ☐ N/A
2	Are two manropes free from contamination and knots?(paragraph 15.1.1 of Res. MSC.576(110))	☐ Yes ☐ No ☐ N/A
3	Are securing arrangements such as dedicated strong points for pilot ladders and manropes, securing means at intermediate length, and removable means of bowsing a pilot ladder or embarkation platform free from damage? (paragraph 26.4 of Res. MSC.576(110))	☐ Yes ☐ No ☐ N/A
4	Are the point of access and relevant equipment, such as stanchions and stanchion sockets welded on deck, in good external condition? (paragraph 26.5, 26.6 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A
5	Are pilot ladders, manropes and all associated equipment properly stowed to prevent degradation (moisture, icing, sunlight, chemicals, greases, etc.) and in accordance with the manufacturer's instructions? (paragraph 26.7 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A
6	If provided, are the accommodation ladders visually inspected to confirm their overall external condition? (paragraph 26.2 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A
7	If provided, are the winch reels visually inspected for external condition?(paragraph 26.3 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A

Appendix 6 Sample Checklist for inspection of Pilot Transfer Arrangements every three months

	Checklist for Inspection of Pilot Transfer Arrangements every three months	Yes/No/NA
1	Are pilot ladders permanently marked on the underside of the top step and bottom spreader with the manufacturer's name, unique ID or serial number, date of manufacture, and approving authority details? (paragraph 4.4 of Res.MSC.576(110)	☐ Yes ☐ No ☐ N/A
2	Are pilot ladders and manropes, including spares, replaced before reaching 30 months in service or 36 months from manufacture, whichever comes first? (paragraph 30 of Res. MSC.576(110)	☐ Yes ☐ No ☐ N/A
3	Are the pilot ladders, including any spare pilot ladders, their steps, spreader steps, step fixtures, and side ropes free from damage on visual inspection? (paragraph 26.1 of Res. MSC.576(110))	☐ Yes ☐ No ☐ N/A
4	Are manropes and securing ropes permanently marked or tagged with the manufacturer's name, unique ID or serial number, date of manufacture, and approving authority details? (paragraph 6.1, 11.3 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A
5	Are securing arrangements such as dedicated strong points for pilot ladders and manropes, securing means at intermediate length, and removable means of bowsing a pilot ladder or embarkation platform free from damage? (paragraph 26.4 of Res. MSC.576(110))	☐ Yes ☐ No ☐ N/A
6	Is the securing means for a pilot ladder at intermediate length free from damage? (paragraph 6.3 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A
7	Are the conditions of the points of access and the relevant equipment, in particular stanchions and stanchion sockets welded on deck, visually inspected for their overall external condition? (paragraph 26.5, 26.6 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A
8	Are pilot ladders, manropes and all associated equipment properly stowed to prevent degradation (moisture, icing, sunlight, chemicals, greases, etc.) and in accordance with the manufacturer's instructions? (paragraph 26.7 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A
9	Is the maintenance plan properly implemented and available for inspection? (paragraph 27 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A
10	Are onboard personnel involved in the inspection, maintenance, rigging, or operation of pilot transfer arrangements provided with familiarization training as part of the crew's onboard familiarization? (paragraph 31 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A
11	Are pilot transfer arrangements (re)approved by the Administration after any repair or modification related to combination arrangements, securing, side openings, deck access, pilot boat approach, or winch reels? (paragraph 34 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A
12	If provided, are the accommodation ladders visually inspected to confirm their overall external condition? (paragraph 26.2 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A
13	If provided, are the winch reels visually inspected for external condition?(paragraph 26.3 of Res.MSC.576(110))	☐ Yes ☐ No ☐ N/A

Appendix ❼ Non-Compliances Related to Pilot Transfer Arrangement Installation

Non-Compliances Related to Pilot Transfer Arrangement Installation		
No	Photo	Main Description & Related Regulation
1		The accommodation ladder shall be installed so that its angle of slope does not exceed 45°. In this case, the ladder was installed at an angle exceeding 45°. (paragraph 5.1 of Res.MSC.576(110)) The accommodation ladder shall be installed so that its angle of slope does not exceed 45°. In this case, the ladder was installed at an angle exceeding 45°, posing a potential safety risk to personnel using the pilot transfer arrangement.
2		When contact between the pilot ladder and the ship's hull is unavoidable, contact points shall be rounded to minimize chafing. The means of rounding could be a permanent fixture, such as a rounded pipe. Where it is not possible to round contact points owing to ship design, removable chafing pads or other temporary arrangements may be used. In this case, no rounded pipe or removable chafing pads is provided at the contact area of the pilot ladder. (paragraph 9 of Res. MSC.576(110))
3		The pilot ladder shall be rigged at all times in a vertical position, free and without obstruction. (paragraph 12.1 of Res. MSC.576(110)) This case shows a pilot ladder installed in a side opening where a boarding platform is fitted. The presence of unnecessary structural elements makes the arrangement unsuitable and non-compliant.

Non-Compliances Related to Pilot Transfer Arrangement Installation		
No	Photo	Main Description & Related Regulation
4		When a boarding platform is installed in a ship's side opening, the arrangement shall comply with paragraphs 7.3, 7.4, 13.1.5, 13.1.7 of the performance standards. Accordingly, the pilot ladder and manropes are secured to the ship's side at a point of nominally 1.5 m above the lower platform, the pilot ladder is rigged immediately adjacent to the lower platform of the accommodation ladder and the highest step of the pilot ladder is at least 2 m above the lower platform. The horizontal distance between the pilot ladder and the lower platform shall be between 0.1 and 0.2 m. (paragraph 14.2 of Res.MSC.576(110) Also, platforms shall be mechanically attached to the ship and be marked with safe working load limits. Certification of successful testing shall be maintained on board and available for inspection.(paragraph 7.3 of Res.MSC.576(110
5		The pilot ladder winch reel shall not be relied upon to support the pilot ladder when it is in use, and the ladder additionally shall be secured to a strong point. (paragraph 20.1 of Res.MSC.576(110)) In this case, the pilot ladder is secured only to the winch reel and is not secured to any separate strong point.

Effective 1 January 2028

Amendments to Pilot Transfer Arrangements

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