RESOLUTION MSC.572(110) and MSC.576(110)
- New Requirements for Pilot Transfer Arrangements -

ClassNK Technical Information

To whom it may concern

At the 110th session of the Maritime Safety Committee (MSC 110), the amendment to SOLAS V/23 regarding pilot transfer arrangements (Res MSC.572(110)) and "Performance Standards for Pilot Transfer Arrangements" (Res MSC.576(110)) was adopted.
In addition, MSC.1/Circ.1428/Rev.1 which provides illustrations of the main installation requirements and MSC.1/Circ.1690 on the voluntary early implementation of amendments to SOLAS V/23 were issued.
The Technical Information introduces the main amendments of the requirements for pilot transfer arrangements.

1. Application
   (1) 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 adopted by the Maritime Safety Committee by resolution MSC.576(110). (SOLAS V/23.3)
   (2) Pilot transfer arrangements installed before 1 January 2028 on ships to which SOLAS chapter I applies shall comply with the requirements provided in (1) above not later than the first survey on or after 1 January 2029. (SOLAS V/23.4)
   (3) 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 adopted by the Maritime Safety Committee by resolution MSC.576(110). (SOLAS V/23.6)
   (4) Pilot transfer arrangements provided for in (1) above shall be approved by the Administration in accordance with part F of the performance standards adopted by the Maritime Safety Committee by resolution MSC.576(110). (SOLAS V/23.8)

   *: For the purpose of the present regulation, the expression "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.（SOLASV/23.7）

(To be continued)

2. Verification of Compliance
Pilot transfer arrangements installed before 1 January 2028, as specified in 1.(2) above, on ships to which SOLAS Chapter I applies shall be verified for compliance with SOLAS regulation V/23 and Res. MSC.576(110) not later than the first SE periodical survey (annual survey, intermediate survey, or renewal survey) conducted on or after 1 January 2029.
In order to comply with these requirements, modifications including hot work may be required. Therefore, ships scheduled to enter dry dock prior to 1 January 2029 are requested to take the necessary measures in advance to ensure compliance with the requirements.
Please note that, prior to carrying out any modifications, the relevant modification drawings are to be submitted to ClassNK Material and Equipment Department (EQD) for approval.

3. Definition
(1) Pilot transfer arrangements (Res. MSC.576(110) Introduction 2.1)
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:
(2) Point of access (Res. MSC.576(110) Introduction 2.2)
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:
(3) Manropes (Res. MSC.576(110) Introduction 2.3)
Ropes hung on either side of a pilot ladder for assistance in ascending and descending:
(4) Trapdoor (Res. MSC.576(110) Introduction 2.4)
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:
(5) Securing a pilot ladder at intermediate length (Res. MSC.576(110) Introduction 2.5)
Securing a pilot ladder at a point other than the thimble ends:

4. Illumination (SOLAS V/23.11)
Adequate means of illumination, either fixed or portable, shall be capable of illuminating all pilot transfer arrangements overside and the position on deck where pilots and other personnel embark or disembark. Portable lights, when used, shall have brackets to permit their positioning.

5. Refusal of Boarding (SOLAS V/23.12)
Where a pilot or other personnel suspect the pilot transfer arrangement provided is non-compliant, they should inform the master and refuse to use the arrangement until it is made compliant.

6. Performance Standards for Pilot Transfer Arrangements
(1) Pilot ladders (Res. MSC.576(110) Part A 4)
(i) 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. (Res. MSC.576(110) Part A 4.5)

(To be continued)

(ii) The side ropes on each side of the pilot ladder shall consist of a double length of uncovered rope not less than 20 mm and not more than 22 mm in diameter. The double length shall be made from a continuous length of rope with no joints having a breaking strength of at least 24 kN. (Res. MSC.576(110) Part A 4.6)

(2) Combination arrangements (Res. MSC.576(110) Part A 5)

(i) The accommodation ladder hoisting and lowering mechanism shall include protection that ensures the mechanism cannot be inadvertently operated during the transfer of pilots and other personnel. (Res. MSC.576(110) Part A 5.1)

(ii) Accommodation ladders, together with any suspension arrangements or attachments fitted and intended for use in accordance with these performance standards, shall meet the requirements for the means of embarkation on and disembarkation from ships as required by regulation II-1/3-9*. (Res. MSC.576(110) Part A 5.4)

*: Reference: MSC.1/Circ.1331/Rev.1

(iii) In the case of a combination arrangement using an accommodation ladder with a trapdoor in the lower platform, the lower platform shall: (Res. MSC.576(110) Part A 5.5)

(a) have an aperture with dimensions not less than 750 mm x 750 mm which is open to the ship's hull on the inboard side and which is designed to ensure that the horizontal distance between the pilot ladder and adjacent edges of the aperture is between 0.1 and 0.2 m;

(b) be designed and constructed to:

- allow the pilot ladder and manropes to pass through the aperture without obstruction or distortion;
- ensure the pilot ladder lies flat against the ship's side;
- ensure that structural members shall not interfere with or lay against the pilot ladders; and
- ensure the highest step of the pilot ladder is at least 2 m above the lower platform and remain compliant with part B;

(c) not be provided with fixtures other than the frame referred to in (g) below which allows a pilot ladder to be suspended from the lower platform of the accommodation ladder;

(d) have a trapdoor which opens upwards and which is secured flat on the embarkation platform or against a stanchion either at the aft end or outboard side of the platform, and in any case not obstructing the access to the ship;

(e) 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;

(f) be provided with sufficient handholds with a height of not less than 1.2 m above the platform; and

(g) where a structural frame is used to comply with (b) above, the following shall apply:

- the accommodation ladder platform, frame, pilot ladder connection points, accommodation ladder winch, running gear, pad eyes of manropes and locking arrangements shall be designed to withstand vertical forces of at least 48 kN;
- the highest step of the pilot ladder is at least 2 m above the platform and is secured to pad eyes on the inboard side of the frame so that it rests firmly against the side of the ship; and

(To be continued)

- manropes are secured directly to additional pad eyes 2 m above the platform on the inboard side of the frame.

(iv) On all ships to which the paragraph (2) applies, 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 to indicate to the user whether or not a combination arrangement is to be rigged. The dividing line between the upper and the lower halves of the pilot line shall be 9 m below the point of access. (Res. MSC.576(110) Part A 5.6)

(3) Securing arrangements (Res. MSC.576(110) Part A 6)

(i) All strong points, shackles and securing ropes provided or used in accordance with part A or part B shall have a breaking strength of not less than 48 kN. Securing ropes shall be tagged or otherwise permanently marked in the same way as provided in paragraph 11.3 and those used to aid in rigging the pilot ladder, shall be at least 3 m in length. The securing arrangements shall be positioned not less than 915 mm, or, if not possible, the maximum distance permitted by the width of the deck, from the edge of the deck, except for the case of a combination arrangement using an accommodation ladder. Strong points and shackles shall have breaking strength or equivalent safe working load limits clearly and permanently marked. Documentation of the conformance of the strong points, shackles and securing ropes shall be maintained on board and available for inspection purposes. (Res. MSC.576(110) Part A 6.1)

(ii) Permanent or removable means of bowsing a pilot ladder or embarkation platform to the ship's hull shall not be used to support the weight of the boarding arrangement or pilot and shall not be used for any other purpose than to secure the arrangement against the ship's side. Removable means of bowsing a pilot ladder or embarkation platform to the ship's side shall be able to be applied and removed by a single person and shall have a holding force of not less than 4 kN when used for the purpose of securing the lower platform of an accommodation ladder or 3 kN when used for securing the pilot ladder or manropes. (Res. MSC.576(110) Part A 6.2)

(iii) There shall be a means of securing a pilot ladder at intermediate lengths which shall be capable of securing the pilot ladder to strong points described in paragraph 6.1 by gripping each set of side ropes of the pilot ladder. The means of securing, shall have a breaking strength of not less than 48 kN and be designed to prevent any slippage of the side ropes under the conditions of the ladder and step attachment strength test and unrolling tests described in a standard acceptable to the Organization*. When type approving means of securing a pilot ladder at intermediate lengths in accordance with Part F, these tests shall be modified to reflect the attachment of the pilot ladder using a means of securing the pilot ladder other than using its own attachments.
(Res. MSC.576(110) Part A 6.3)

*: Refer to the recommendations by the International Organization for Standardization, in particular publication ISO 799-1:2019 Ships and marine technology - Pilot ladders - part 1: Design and specification.

(To be continued)

(4) Ships' side openings, doors and platforms (Res. MSC.576(110) Part A 7, Part B 14, 15.1.1.3)
   (i) Ships' side doors used for the transfer of pilots or other personnel shall not open outwards unless located below the freeboard deck.8 The side opening shall enable a safe, convenient and unobstructed passage large enough for the transfer of pilots and other personnel, with a minimum clearance of 2,200 mm in height and 915 mm in width. (Res. MSC.576(110) Part A 7.1)
   (ii) Ships' side openings without a boarding platform shall be provided with strong points which are on the lowest deck of the opening and inboard of the ship's side opening. Strong points shall also be provided on the deck head and inboard of the ship's side opening if it is intended to rig manropes in the manner provided for in (iv) below. (Res. MSC.576(110) Part A 7.2)
   (iii) Pilot ladders rigged from ships' side openings without a boarding platform shall not extend above the lowest deck of the opening and shall not be rigged from any other position, including the freeboard deck. (Res. MSC.576(110) Part B 14.1)
   (iv) When the pilot ladder is rigged from a ship side opening, manropes may be rigged from the deck head, provided that the manropes pass through the ring or the eye at the top of the stanchions at the point of access; (Res. MSC.576(110) Part B 15.1.1.3)
   (v) In any event, boarding platforms deployed from ships' side openings and outboard of the ship shall not be provided where the distance from the platform to the surface of the water in all seagoing conditions of draught and trim associated with the normal operation of the ship is less than 5 m. 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. (Res. MSC.576(110) Part A 7.3)
   (vi) Pilot ladders used in conjunction with ships' side openings with a boarding platform complying with (v) above shall be rigged aft of such platforms and may be rigged from the freeboard deck provided that the ladder and manropes are secured above the platform in accordance with paragraphs 13.1.5 and 13.1.7. (Res. MSC.576(110) Part B 14.2)

(5) Access to ship's deck (Res. MSC.576(110) Part A 8)
Means shall be provided to ensure safe, convenient and unobstructed passage for pilots and other personnel embarking on, or disembarking from, the ship between the head of the pilot ladder, or of any accommodation ladder, and the ship's deck; such access shall be gained directly by a clean and unobstructed platform securely guarded by handrails. Where such passage is by means of:
   (i) a gateway in the rails or bulwark, adequate handholds with a diameter of not less than 32 mm and not more than 36 mm shall be provided at the point of embarking on or disembarking from the ship on each side which shall be not less than 0.7 m and not more than 0.8 m apart in clear width. Each handhold shall be rigidly secured and locked to the ship's structure at or near its base and also to the ship at a higher point, and shall extend not less than 1.2 m above the deck to which it is fitted. Stanchions or handrails of the gateway shall not be attached to the bulwark ladder to prevent the bulwark ladder from overturning and shall be positioned no greater than 0.12 m inboard of the edge of the deck. A ring or eye with an inner diameter not less than 60 mm at a height of the stanchion above the deck shall be provided to accommodate manropes;

(To be continued)

(ii) a bulwark ladder, it shall be securely attached to the ship to prevent overturning. Two separate handhold stanchions with a diameter of not less than 32 mm and not more than 36 mm shall be fitted at the point of embarking on or disembarking from the ship on each side which shall be not less than 0.7 m and not more than 0.8 m apart in clear width. Each stanchion shall be rigidly secured and locked to the ship at or near its base and also at a higher point and shall extend not less than 1.2 m above the top of the bulwarks. Stanchions or handrails of the gateway shall not be attached to the bulwark ladder to prevent the bulwark from overturning and shall be positioned no greater than 0.12 m inboard of the edge of the deck. A ring or eye with an inner diameter not less than 60 mm at a height of the stanchion above the deck shall be provided to accommodate manropes; or

(iii) a shipside opening or door, adequate handholds with a diameter of not less than 32 mm and not more than 36 mm shall be provided at the point of embarking on or disembarking from the ship on each side which shall be not less than 0.7 m and not more than 0.8 m apart in clear width. Each handhold shall be rigidly secured and locked to the ship's structure at or near its base and also to the ship at a higher point to prevent dislodgement and shall extend not less than 1.2 m above the entry threshold. Stanchions or handrails shall be positioned no greater than 0.12 m inboard of the edge of the deck. A ring or eye with an inner diameter not less than 60 mm at a height of the stanchion above the deck shall be provided to accommodate manropes.

(6) Protection from chafing (Res. MSC.576(110) Part A 9)

Equipment and arrangements shall be designed and installed so that it is not possible for a pilot ladder side rope or manrope to make contact with any part of the ship's hull or associated fixtures and fittings which could have the potential to cause sharp bends, chafing, abrasion, pinching or otherwise degrade their performance. 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. They shall be considered acceptable to the Administration, provided these arrangements do not prevent pre-use inspections, are removed after use and stowed in accordance with section 23.

(7) Associated equipment (Res. MSC.576(110) Part A 11)

Manropes shall be:

(i) not less than 28 mm and not more than 32 mm in diameter and shall be mildew-resistant manila rope, or other material of equivalent strength, durability, elongation characteristics and grip;

(ii) of a single length free from splices and knots; and

(iii) tagged or otherwise permanently marked by the manufacturer with at least the following information:

(a) the name of the manufacturer;

(b) an equipment serial number or other means of unique identification which the manufacturer shall be able to validate;

(c) date of manufacture; and

(d) name and details of the approving authority.

(To be continued)

(8) Stowage of pilot ladders on winch reels (Res. MSC.576(110) Part C 16)
If a pilot ladder is to be stowed on a winch drum, the drum diameter shall be not less than 0.16 m and the drum shall be provided with sunken securing points.

(9) Operational Readiness, Onboard Inspection and Maintenance (Res. MSC.576(110) Part D)
(i) Periodic maintenance and inspections shall be carried out to ensure the pilot transfer arrangements are in good condition, free from contamination and ready for use. Regardless of the date of installation, maintenance and inspection of accommodation ladders used in the combination arrangement shall be carried out in accordance with SOLAS regulation II-1/3-9.3. (Res. MSC.576(110) Part D 22)
(ii) Repair or replacement of pilot ladder steps or spreader steps shall be prohibited. (Res. MSC.576(110) Part D 28)
(iii) At least one spare compliant pilot ladder and one spare set of compliant manropes shall be carried on board the ship. (Res. MSC.576(110) Part D 29)
(iv) Pilot ladders and manropes, including their spares, 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. (Res. MSC.576(110) Part D 30)

(10) Approval (Res. MSC.576(110) Part F)
A pilot ladder, including the means of securing the pilot ladder at intermediate lengths, and manropes shall be type-approved by the Administration in accordance with these performance standards. (Res. MSC.576(110) Part F 36)

For any questions about the above, please contact:

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1. RESOLUTION MSC.572(110)
2. RESOLUTION MSC.576(110)
3. MSC.1/Circ.1331/Rev.1
4. MSC.1/Circ.1428/Rev.1
5. MSC.1/Circ.1690

ANNEX 1

RESOLUTION MSC.572(110)
(adopted on 26 June 2025)

AMENDMENTS TO CHAPTERS II-2 AND V OF THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO article VIII(b) of the International Convention for the Safety of Life at Sea, 1974 ("the Convention"), concerning the amendment procedure applicable to the annex to the Convention, other than to the provisions of chapter I,

HAVING CONSIDERED, at its 110th session, amendments to the Convention proposed and circulated in accordance with article VIII(b)(i) of the Convention,

1 ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the Convention, the text of which is set out in the annex to the present resolution;

2 DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the said amendments shall be deemed to have been accepted on 1 July 2027, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet have notified the Secretary-General of their objections to the amendments;

3 INVITES Contracting Governments to the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 January 2028 upon their acceptance in accordance with paragraph 2 above;

4 REQUESTS the Secretary-General, for the purposes of article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Contracting Governments to the Convention;

5 ALSO REQUESTS the Secretary-General to transmit copies of this resolution and its annex to Members of the Organization which are not Contracting Governments to the Convention.

ANNEX

AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

CHAPTER II-2
CONSTRUCTION – FIRE PROTECTION, FIRE DETECTION AND FIRE EXTINCTION

Part C
Suppression of fire

Regulation 11
Structural integrity

2 Material of hull, superstructures, structural bulkheads, decks and deckhouses

1 Section 2 is replaced by the following:

"**2 Material of hull, superstructures, structural bulkheads, decks and deckhouses**

The hull, superstructures, structural bulkheads, decks and deckhouses shall be constructed of steel or other equivalent material. For the purpose of applying the definition of steel or other equivalent material as given in regulation 3.43, the "applicable fire exposure" shall be according to the integrity and insulation standards given in tables 9.1 to 9.8. For example, where divisions such as decks or sides and ends of deckhouses are permitted to have "B-0" fire integrity, the "applicable fire exposure" shall be half an hour."

4 Machinery spaces of category A

4.1 Crowns and casings

2 Paragraph 4.1 is replaced by the following:

"**4.1 Crowns and casings**

Crowns and casings of machinery spaces of category A shall be of steel construction and shall be insulated as required by tables 9.1 and 9.3 for passenger ships or tables 9.5 and 9.7 for cargo ships, as appropriate."

CHAPTER V
SAFETY OF NAVIGATION

Regulation 23
Pilot transfer arrangements

3 Regulation 23 is replaced by the following, together with the associated footnote:

"Regulation 23 – Pilot transfer arrangements

1 Ships on which pilots may be employed shall be provided with pilot transfer arrangements.

2 Pilot transfer arrangements shall enable pilots and other personnel to embark and disembark safely in all seagoing conditions of draught and trim.

3 Pilot transfer arrangements provided in accordance with paragraph 1 and 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 adopted by the Maritime Safety Committee by resolution MSC.576(110), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the annex other than chapter I.

4 Pilot transfer arrangements installed before 1 January 2028 on ships to which chapter I applies shall comply with the requirements provided in paragraph 3 not later than the first survey* on or after 1 January 2029.

5 Pilot transfer arrangements installed before 1 January 2028 on ships to which chapter I does not apply shall comply with the requirements provided in paragraph 3 not later than 1 January 2030.

6 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 adopted by the Maritime Safety Committee by resolution MSC.576(110), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the annex other than chapter I.

7 For the purpose of the present regulation, the expression "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.

8 Pilot transfer arrangements provided for in paragraph 3 shall be approved by the Administration in accordance with part F of the performance standards adopted by the Maritime Safety Committee by resolution MSC.576(110), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the annex other than chapter I.

9 Pilot transfer arrangements provided for in paragraph 3 on ships to which chapter I applies shall be inspected in accordance with regulations I/6 and I/7 or I/8. Pilot transfer arrangements on ships to which chapter I does not apply shall be inspected to the satisfaction of the Administration.

10 Mechanical pilot hoists shall not be used.

11 Adequate means of illumination, either fixed or portable, shall be capable of illuminating all pilot transfer arrangements overside and the position on deck where pilots and other personnel embark or disembark. Portable lights, when used, shall have brackets to permit their positioning.

12 Where a pilot or other personnel suspect the pilot transfer arrangement provided is non-compliant, they should inform the master and refuse to use the arrangement until it is made compliant.

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* Refer to *Unified interpretation of the term "first survey" referred to in SOLAS regulations* (MSC.1/Circ.1290)."

APPENDIX

CERTIFICATES

Record of equipment for passenger ship safety (Form P)

4 In section 5 (Details of navigational systems and equipment), new entries 16.1 to 16.3 are added as follows:

"16.1 Pilot ladder and manropes

16.2 Spare pilot ladder and manropes

16.3 Means of securing a pilot ladder at intermediate length"

Record of equipment for cargo ship safety (Form E)

5 In section 3 (Details of navigational systems and equipment), new entries 17.1 to 17.3 are added as follows:

"17.1 Pilot ladder and manropes

17.2 Spare pilot ladder and manropes

17.3 Means of securing a pilot ladder at intermediate length"

Record of equipment for cargo ship safety (Form C)

6 In section 5 (Details of navigational systems and equipment), new entries 17.1 to 17.3 are added as follows:

"17.1 Pilot ladder and manropes

17.2 Spare pilot ladder and manropes

17.3 Means of securing a pilot ladder at intermediate length"

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ANNEX 5

RESOLUTION MSC.576(110)
(adopted on 26 June 2025)

PERFORMANCE STANDARDS FOR PILOT TRANSFER ARRANGEMENTS

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO resolution A.886(21) on *Procedure for the adoption of, and amendments to, performance standards and technical specifications*, by which the Assembly resolved that the function of adopting performance standards and technical specifications, as well as amendments thereto, shall be performed by the Maritime Safety Committee, on behalf of the Organization,

RECALLING FURTHER resolution A.1045(27) on *Pilot transfer arrangements*, which was amended by resolution A.1108(29),

NOTING resolution MSC.572(110) by which it adopted amendments to regulation V/23 of the International Convention for the Safety of Life at Sea, 1974 ("the Convention") to make the performance standards on pilot transfer arrangements mandatory under the Convention,

RECOGNIZING that the responsibility for safe practices for the transfer of pilots and other personnel rests with each person involved in the activity including the shipowner, operator, master and crew, pilotage provider, pilot and pilot boat crew, as well as the person being transferred,

HAVING CONSIDERED, at its 110th session, the recommendation made by the Sub-Committee on Navigation, Communications and Search and Rescue at its eleventh session,

1 ADOPTS the *Performance standards for pilot transfer arrangements*, set out in the annex to the present resolution;

2 INVITES Contracting Governments to the Convention to note that the *Performance standards for pilot transfer arrangements* will take effect on 1 January 2028 upon entry into force of the amendments to regulation V/23 of the Convention adopted by resolution MSC.572(110);

3 NOTES that, under the provisions of regulation V/23 of the Convention, amendments to the *Performance standards for pilot transfer arrangements* shall be adopted, brought into force and take effect in accordance with the provisions of article VIII of the Convention concerning the amendment procedure applicable to the annex to the Convention other than chapter I;

4 REQUESTS the Secretary-General to transmit certified copies of this resolution and the text of the *Performance standards for pilot transfer arrangements* contained in the annex to all Contracting Governments to the Convention;

5 ALSO REQUESTS the Secretary-General to transmit copies of this resolution and the annex to all Members of the Organization which are not Contracting Governments to the Convention;

6 INVITES Governments to encourage the development of novel technologies aimed at improving the safety of pilot transfer arrangements and to keep the Organization advised of any positive results;

7 URGES all parties concerned to observe both the spirit and intent of these performance standards, to ensure safety is not compromised;

8 INVITES the Assembly to revoke resolutions A.1045(27) and A.1108(29) as of 1 April 2030, and endorse the action taken by the Maritime Safety Committee.

ANNEX

PERFORMANCE STANDARDS FOR PILOT TRANSFER ARRANGEMENTS

INTRODUCTION

1 Purpose

These performance standards provide for requirements for the design, manufacture, construction, rigging, installation of pilot ladder winch reels, operational readiness, onboard inspection and maintenance, familiarization and approval in relation to pilot transfer arrangements required under regulation V/23 of the 1974 SOLAS Convention, adopted by resolution MSC.572(110).

2 Definitions

For the purpose of these performance standards, the following definitions apply:

.1 *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.

.2 *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.

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

.4 *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.

.5 *Securing a pilot ladder at intermediate length* means securing a pilot ladder at a point other than the thimble ends.

3 General

3.1 Pilot transfer arrangements shall be designed, installed, inspected, maintained and rigged to enable pilots and other personnel to embark and disembark safely in all seagoing conditions of draught and trim.

3.2 The height of climb on a pilot ladder shall not be less than 1.5 m and not more than 9 m from the surface of the water to the point of access in all seagoing conditions of draught and trim. Whenever the height of climb on a pilot ladder from the surface of the water to the point of access exceeds 9 m, the ship shall be provided with and rig an accommodation ladder in conjunction with the pilot ladder (i.e. a combination arrangement).

3.3 Where the height of climb is less than 1.5 m from the surface of the water and a pilot ladder is not used as part of a pilot transfer arrangement, this does not exempt any vessel or personnel involved in the transfer from ensuring that the transfer is completed safely, is adequately risk assessed and any equipment other than a pilot ladder is used in accordance with these performance standards.

3.4 Pilot transfer arrangements shall be provided to enable pilots and other personnel to embark and disembark safely on either side of the ship. Necessary equipment shall be carried on each side unless the equipment is capable of being transferred for use on either side.

3.5 Pilot ladders and manropes used for the transfer of pilots and other personnel shall be clearly identified with permanent marking so as to enable identification of each appliance for the purposes of survey, inspection and record-keeping.

3.6 Reference in these performance standards to an accommodation ladder[1] includes a sloping ladder used as part of the pilot transfer arrangements.

3.7 The onboard inspection and rigging of the pilot transfer arrangements and the embarkation and disembarkation of pilots and other personnel shall be supervised by a designated responsible officer. During the transfer of pilots or other personnel, the responsible officer shall have means of communication with the navigation bridge and shall arrange for the escort of the pilot by a safe route to and from the navigation bridge and other personnel to an appropriate safe location.

PART A – DESIGN, MANUFACTURE AND CONSTRUCTION

4 Pilot ladders

4.1 The steps of the pilot ladders shall comply with the following requirements:

.1 if 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;

.2 if made of material other than hardwood, they shall be made from resilient plastic or rubber of equivalent strength, stiffness and durability;

.3 they shall have an efficient non-slip surface;

.4 they shall be long enough to accommodate a distance between the inner surface of the side ropes of not less than 400 mm, and shall be not less than 115 mm in width and 25 mm in thickness, excluding any non-slip device or grooving;

.5 they shall be equally spaced not less than 310 mm and not more than 350 mm apart measured from the top of each step or spreader step;

.6 they shall be secured in such a manner that each will remain horizontal; and

.7 the four lowest steps shall be of rubber of sufficient strength and stiffness or other equivalent material.

[1] Refer to SOLAS regulation II-1/3-9 on Means of embarkation on and disembarkation from ships.

4.2 Pilot ladders with more than five steps shall have spreader steps complying with paragraph 4.1 and each spreader step shall be not less than 1.8 m in length. The lowest spreader step shall be the fifth step from the bottom of the ladder and additional spreader steps shall be provided at such intervals as will prevent the pilot ladder from twisting, conforming to standards acceptable to the Organization.[2]

4.3 Permanent measuring marking shall be provided at a regular interval of every three steps, approximately every 1 m, throughout the length of the pilot ladder consistent with ladder design, use and maintenance in order to facilitate the rigging of the ladder to the required height.

4.4 Pilot ladders shall be permanently marked by the manufacturer with at least the following information on the underside of the uppermost step and the lowermost spreader step:

.1 the name of the manufacturer;

.2 an equipment serial number or other means of unique identification which the manufacturer shall be able to validate;

.3 date of manufacture; and

.4 name and details of the approving authority.

4.5 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.

4.6 The side ropes on each side of the pilot ladder shall consist of a double length of uncovered rope not less than 20 mm and not more than 22 mm in diameter. The double length shall be made from a continuous length of rope with no joints having a breaking strength of at least 24 kN. The midpoint of the double length shall be located on a thimble. The ends of each of the side ropes shall be properly finished.[3]

4.7 Each of the side ropes shall be mildew-resistant manila rope[4] or other material of equivalent strength, durability, elongation characteristics and grip which has been protected against actinic degradation.

4.8 Each of the side ropes shall be secured together both above and below each step with an arrangement properly designed for this purpose. Where a seizing method[5] with step fixtures, such as chocks or wedges, is used, it shall hold each step horizontal in all planes at all times. Where a mechanical clamping device is used to secure each of the side ropes together, it shall grip each of the side ropes in the pair independently and with the same grip force. Any surface of a mechanical clamping device that pilots or other personnel may handle shall be suitable to be grasped by bare hands. The use of cable ties, u-clamps or worm driven clips as a means of securing steps is prohibited.

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2 Refer to the recommendations by the International Organization for Standardization, in particular publication ISO 799-1:2019 *Ships and marine technology – Pilot ladders – Part 1: Design and specification*.

3 Refer to the recommendations by the International Organization for Standardization, in particular publication ISO 799-1:2019 *Ships and marine technology – Pilot ladders – Part 1: Design and specification*.

4 Refer to the recommendations by the International Organization for Standardization, in particular publication ISO 1181:2004 Fibre ropes – Manila and sisal – 3-, 4- and 8-strand ropes.

5 Refer to the recommendations by the International Organization for Standardization, in particular publication ISO 799-1:2019 *Ships and marine technology – Pilot ladders – Part 1: Design and specification*.

5 Combination arrangements

5.1 The length of the accommodation ladder shall be sufficient to ensure that its angle of slope does not exceed 45°. In ships with large draught ranges, several pilot ladder hanging positions shall be provided, resulting in lesser angles of slope. The accommodation ladder shall be at least 600 mm in width. The accommodation ladder hoisting and lowering mechanism shall include protection that ensures the mechanism cannot be inadvertently operated during the transfer of pilots and other personnel.

5.2 Intermediate platforms, if fitted, shall be self-levelling. Treads and steps of the accommodation ladder shall be so designed that an adequate and safe anti-skid foothold is provided at the operative angles.

5.3 The accommodation ladder and platform shall be equipped on both sides with stanchions and rigid handrails, but if hand ropes are used, they shall be tight and properly secured. The vertical space between the handrail or hand rope and the stringers of the ladder shall be securely fenced.

5.4 Accommodation ladders, together with any suspension arrangements or attachments fitted and intended for use in accordance with these performance standards, shall meet the requirements for the means of embarkation on and disembarkation from ships as required by regulation II-1/3-9.

5.5 In the case of a combination arrangement using an accommodation ladder with a trapdoor in the lower platform, the lower platform shall:

.1 have an aperture with dimensions not less than 750 mm x 750 mm which is open to the ship's hull on the inboard side and which is designed to ensure that the horizontal distance between the pilot ladder and adjacent edges of the aperture is between 0.1 and 0.2 m;

.2 be designed and constructed to:

.1 allow the pilot ladder and manropes to pass through the aperture without obstruction or distortion;

.2 ensure the pilot ladder lies flat against the ship's side;

.3 ensure that structural members shall not interfere with or lay against the pilot ladders; and

.4 ensure the highest step of the pilot ladder is at least 2 m above the lower platform and remain compliant with part B;

.3 not be provided with fixtures other than the frame referred to in paragraph 5.5.7, which allows a pilot ladder to be suspended from the lower platform of the accommodation ladder;

.4 have a trapdoor which opens upwards and which is secured flat on the embarkation platform or against a stanchion either at the aft end or outboard side of the platform, and in any case not obstructing the access to the ship;

.5 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;

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

.7 where a structural frame is used to comply with paragraph 5.5.2, the following shall apply:

.1 the accommodation ladder platform, frame, pilot ladder connection points, accommodation ladder winch, running gear, pad eyes of manropes and locking arrangements shall be designed to withstand vertical forces of at least 48 kN;

.2 the highest step of the pilot ladder is at least 2 m above the platform and is secured to pad eyes on the inboard side of the frame so that it rests firmly against the side of the ship; and

.3 manropes are secured directly to additional pad eyes 2 m above the platform on the inboard side of the frame.

5.6 On all ships to which section 5 applies, 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 to indicate to the user whether or not a combination arrangement is to be rigged. The dividing line between the upper and the lower halves of the pilot line shall be 9 m below the point of access.

6 Securing arrangements

6.1 All strong points, shackles and securing ropes provided or used in accordance with part A or part B shall have a breaking strength of not less than 48 kN. Securing ropes shall be tagged or otherwise permanently marked in the same way as provided in paragraph 11.3 and those used to aid in rigging the pilot ladder, shall be at least 3 m in length. The securing arrangements shall be positioned not less than 915 mm, or, if not possible, the maximum distance permitted by the width of the deck, from the edge of the deck, except for the case of a combination arrangement using an accommodation ladder. Strong points and shackles shall have breaking strength or equivalent safe working load limits clearly and permanently marked. Documentation of the conformance of the strong points, shackles and securing ropes shall be maintained on board and available for inspection purposes.

6.2 Permanent or removable means of bowsing a pilot ladder or embarkation platform to the ship's hull shall not be used to support the weight of the boarding arrangement or pilot and shall not be used for any other purpose than to secure the arrangement against the ship's side. Removable means of bowsing a pilot ladder or embarkation platform to the ship's side shall be able to be applied and removed by a single person and shall have a holding force of not less than 4 kN when used for the purpose of securing the lower platform of an accommodation ladder or 3 kN when used for securing the pilot ladder or manropes.[6]

[6] Refer to the recommendations by the International Organization for Standardization, in particular publication ISO 799-3:2022 *Ships and marine technology – Pilot ladders, part 3: Attachment and associated equipment*.

6.3 There shall be a means of securing a pilot ladder at intermediate lengths which shall be capable of securing the pilot ladder to strong points described in paragraph 6.1 by gripping each set of side ropes of the pilot ladder. The means of securing, shall have a breaking strength of not less than 48 kN and be designed to prevent any slippage of the side ropes under the conditions of the ladder and step attachment strength test and unrolling tests described in a standard acceptable to the Organization.[7] When type approving means of securing a pilot ladder at intermediate lengths in accordance with Part F, these tests shall be modified to reflect the attachment of the pilot ladder using a means of securing the pilot ladder other than using its own attachments.

7 Ships' side openings, doors and platforms

7.1 Ships' side doors used for the transfer of pilots or other personnel shall not open outwards unless located below the freeboard deck.[8] The side opening shall enable a safe, convenient and unobstructed passage large enough for the transfer of pilots and other personnel, with a minimum clearance of 2,200 mm in height and 915 mm in width.

7.2 Ships' side openings without a boarding platform shall be provided with strong points which are on the lowest deck of the opening and inboard of the ship's side opening. Strong points shall also be provided on the deck head and inboard of the ship's side opening if it is intended to rig manropes in the manner provided for in paragraph 15.1.1.3.

7.3 In any event, boarding platforms deployed from ships' side openings and outboard of the ship shall not be provided where the distance from the platform to the surface of the water in all seagoing conditions of draught and trim associated with the normal operation of the ship is less than 5 m. 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.

7.4 The boarding platform shall extend outboard from the ship's side for a minimum distance of 750 mm, with a longitudinal length of a minimum of 750 mm. The platform shall be securely guarded by handrails.

8 Access to ship's deck

Means shall be provided to ensure safe, convenient and unobstructed passage for pilots and other personnel embarking on, or disembarking from, the ship between the head of the pilot ladder, or of any accommodation ladder, and the ship's deck; such access shall be gained directly by a clean and unobstructed platform securely guarded by handrails. Where such passage is by means of:

.1 a gateway in the rails or bulwark, adequate handholds with a diameter of not less than 32 mm and not more than 36 mm shall be provided at the point of embarking on or disembarking from the ship on each side which shall be not less than 0.7 m and not more than 0.8 m apart in clear width. Each handhold shall be rigidly secured and locked to the ship's structure at or near its base and also to the ship at a higher point, and shall extend not less than 1.2 m above the deck to which it is fitted. Stanchions or handrails of the gateway shall not be attached to the bulwark ladder to prevent the bulwark ladder from overturning and shall be positioned no greater than 0.12 m inboard of the edge of the deck. A ring or eye with an inner diameter not less than 60 mm at a height of the stanchion above the deck shall be provided to accommodate manropes;

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7 Refer to the recommendations by the International Organization for Standardization, in particular publication ISO 799-1:2019 *Ships and marine technology – Pilot ladders – part 1: Design and specification*.

8 Refer to regulation 21 of annex I of the International Convention on Load Lines.

.2 a bulwark ladder, it shall be securely attached to the ship to prevent overturning. Two separate handhold stanchions with a diameter of not less than 32 mm and not more than 36 mm shall be fitted at the point of embarking on or disembarking from the ship on each side which shall be not less than 0.7 m and not more than 0.8 m apart in clear width. Each stanchion shall be rigidly secured and locked to the ship at or near its base and also at a higher point and shall extend not less than 1.2 m above the top of the bulwarks. Stanchions or handrails of the gateway shall not be attached to the bulwark ladder to prevent the bulwark from overturning and shall be positioned no greater than 0.12 m inboard of the edge of the deck. A ring or eye with an inner diameter not less than 60 mm at a height of the stanchion above the deck shall be provided to accommodate manropes; or

.3 a shipside opening or door, adequate handholds with a diameter of not less than 32 mm and not more than 36 mm shall be provided at the point of embarking on or disembarking from the ship on each side which shall be not less than 0.7 m and not more than 0.8 m apart in clear width. Each handhold shall be rigidly secured and locked to the ship's structure at or near its base and also to the ship at a higher point to prevent dislodgement and shall extend not less than 1.2 m above the entry threshold. Stanchions or handrails shall be positioned no greater than 0.12 m inboard of the edge of the deck. A ring or eye with an inner diameter not less than 60 mm at a height of the stanchion above the deck shall be provided to accommodate manropes.

9 Protection from chafing

Equipment and arrangements shall be designed and installed so that it is not possible for a pilot ladder side rope or manrope to make contact with any part of the ship's hull or associated fixtures and fittings which could have the potential to cause sharp bends, chafing, abrasion, pinching or otherwise degrade their performance. 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. They shall be considered acceptable to the Administration, provided these arrangements do not prevent pre-use inspections, are removed after use and stowed in accordance with section 23.

10 Safe approach of the pilot boat

Where rubbing bands or other constructional features prevent the safe approach of a pilot boat, these shall be cut back to provide at least 6 m of unobstructed ship's side. Specialized offshore ships less than 90 m or other similar ships less than 90 m for which a 6 m gap in the rubbing bands would not be practicable, as determined by the Administration, may be exempted. In this case, other appropriate measures shall be taken to ensure that pilots and other personnel are able to embark and disembark safely.

11 Associated equipment

Manropes shall be:

.1 not less than 28 mm and not more than 32 mm in diameter and shall be mildew-resistant manila rope,[9] or other material of equivalent strength, durability, elongation characteristics and grip;

.2 of a single length free from splices and knots; and

.3 tagged or otherwise permanently marked by the manufacturer with at least the following information:

.1 the name of the manufacturer;

.2 an equipment serial number or other means of unique identification which the manufacturer shall be able to validate;

.3 date of manufacture; and

.4 name and details of the approving authority.

PART B – RIGGING

12 Pilot ladder

In all ships, when it is intended to embark and disembark pilots or other personnel by means of the pilot ladder, the pilot ladder shall be secured to the dedicated strong points meeting the requirements of paragraph 6.1 and positioned so that:

.1 it is clear of any possible discharge from the ships and at all times hangs vertically, free and without obstruction;

.2 it is within the parallel body length of the ship and within the midship half-length of the ship;

.3 each step rests firmly against the ship's side and is horizontal in all planes throughout the entire vertical length of the ladder;

.4 when used in conjunction with ships' side openings, the ladder is secured in accordance with section 14;

.5 when a retrieval line is considered necessary to ensure the safe rigging of a pilot ladder, the line is secured to the forward end, at or above the lowest spreader step and leads forward. The retrieval line shall not hinder the pilot or other personnel nor obstruct the safe approach of the pilot boat; and

.6 the lowest step of the pilot ladder, by using the means specified in paragraph 6.3, is at the height above the surface of the water requested by the pilot or other personnel being transferred.

[9] Refer to the recommendations by the International Organization for Standardization, in particular publication ISO 1181:2004 Fibre ropes – Manila and sisal – 3-, 4- and 8-strand ropes.

13 Combination arrangements

13.1 The combination arrangement shall be so positioned and secured that:

.1 the pilot ladder complies with the requirements in section 12;

.2 the accommodation ladder leads aft and is clear of any discharges;

.3 the lower platform of the accommodation ladder is secured to the ship's side by means of permanent fixtures or removable fixtures within the parallel body length of the ship and within the midship half-length;

.4 the lower platform is in a horizontal position when in use and is a minimum of 5 m above the surface of the water in all seagoing conditions of draught and trim;

.5 the pilot ladder and manropes are secured to the ship's side at a point of nominally 1.5 m above the lower platform of the accommodation ladder except as outlined in paragraph 5.5.7;

.6 the pilot ladder and manropes are not secured to the lower platform of the accommodation ladder at any time; and

.7 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.

13.2 In the case of a combination arrangement using an accommodation ladder with a trapdoor in the lower platform, the lower platform shall be positioned and rigged in accordance with the requirements of paragraphs 5.5 and 13.1.

14 Ships' side openings

14.1 Pilot ladders rigged from ships' side openings without a boarding platform shall not extend above the lowest deck of the opening and shall not be rigged from any other position, including the freeboard deck.

14.2 Pilot ladders used in conjunction with ships' side openings with a boarding platform complying with paragraph 7.3 shall be rigged aft of such platforms and may be rigged from the freeboard deck provided that the ladder and manropes are secured above the platform in accordance with paragraphs 13.1.5 and 13.1.7.

15 Associated equipment

15.1 The following associated equipment shall be available and ready for immediate use at the point of access whilst the pilot or other personnel are being transferred:

.1 two manropes complying with the requirements stipulated within section 11 which shall:

.1 be free from contamination and knots; however, knots used to tie or secure manropes to strong points are acceptable;

.2 when required by pilots or other personnel embarking or disembarking, be rigged and secured in accordance with relevant requirements of these performance standards; and

.3 when rigged, be fixed at the rope end to dedicated strong points on the deck and pass through the ring or eye fitted at the top of the stanchions at the point of access to the deck. When the pilot ladder is rigged from a ship side opening, manropes may be rigged from the deck head, provided that the manropes pass through the ring or the eye at the top of the stanchions at the point of access;

.2 a lifebuoy equipped with a self-igniting light; and

.3 a heaving line free from contamination and having a length which can reach the waterline in any seagoing condition of draught or trim.

15.2 When required by section 8 of these performance standards, stanchions and bulwark ladders shall be provided.

PART C – INSTALLATION OF PILOT LADDER WINCH REELS

16 Stowage of pilot ladders on winch reels

If a pilot ladder is to be stowed on a winch drum, the drum diameter shall be not less than 0.16 m and the drum shall be provided with sunken securing points.

17 Point of access

17.1 When a pilot ladder winch reel is provided, it shall be situated at a position which will ensure pilots and other personnel embarking on, or disembarking from, the ship between the pilot ladder and the point of access to the ship, have safe, convenient and unobstructed access to or egress from the ship.

17.2 The point of access position and adjacent area shall be kept clear of obstructions, including the pilot ladder winch reel, for distances as follows:

.1 915 mm in width measured longitudinally;

.2 915 mm in depth, measured from the ship's side plating inwards; and

.3 2,200 mm in height, measured vertically from the access deck.

18 Physical positioning of pilot ladder winch reels

18.1 Pilot ladder winch reels which are fitted on a ship's upper deck for the purpose of providing a pilot ladder which services a ship's side opening below the upper deck or, alternatively, an accommodation ladder when a combination arrangement is provided shall:

.1 be situated at a location on the upper deck from which the pilot ladder is able to be suspended vertically, in a straight line, to a point adjacent to the ship's side opening access point or the lower platform of the accommodation ladder;

.2 be situated at a location which provides a safe, convenient and unobstructed passage for pilots or other personnel embarking on, or disembarking from, the ship between the pilot ladder and the place of access on the ship; and

.3 enable compliance with the relevant requirements of part A and part B.

18.2 Pilot ladder winch reels fitted inside a ship's side opening shall:

.1 be situated at a position which provides a safe, convenient and unobstructed passage for pilots or other personnel embarking on, or disembarking from, the ship between the pilot ladder and the place of access on the ship;

.2 be situated at a position which provides an unobstructed clear area with a minimum length of 915 mm and minimum width of 915 mm and minimum vertical height of 2,200 mm; and

.3 if situated at a position which necessitates a section of the pilot ladder to be partially secured in a horizontal position on the deck so as to provide a clear access as described above, then allowance shall be made so that this section of the pilot ladder may be covered with a rigid platform for a minimum distance of 915 mm measured horizontally from the ship's side inwards.

19 Handrails and handgrips

Handrails and handgrips shall be provided in accordance with section 8 to assist the pilot and other personnel to safely transfer between the pilot ladder and the ship, except as noted in paragraph 7.4 for arrangements with platforms extending outboard. The horizontal distance between the handrails and/or the handgrips shall be not less than 0.7 m or more than 0.8 m apart.

20 Securing of the pilot ladder

Where the pilot ladder is stowed on a pilot ladder winch reel which is located either within the ship's side opening or on the upper deck:

.1 the pilot ladder winch reel shall not be relied upon to support the pilot ladder when the pilot ladder is in use;

.2 the pilot ladder shall be secured to strong points, independent of the pilot ladder winch reel; and

.3 the pilot ladder shall be secured at deck level inside the ship's side opening or, when located on the ship's upper deck, at a distance of not less than 915 mm measured horizontally from the ship's side inwards.

21 Mechanical securing of pilot ladder winch reel

21.1 All pilot ladder winch reels shall have means of preventing the winch reel from being accidentally operated as a result of mechanical failure or human error.

21.2 Pilot ladder winch reels may be manually operated or, alternatively, powered by either electrical, hydraulic or pneumatic means.

21.3 Manually operated pilot ladder winch reels shall be provided with a brake or other suitable arrangements to control the lowering of the pilot ladder and to lock the winch reel in position once the pilot ladder is lowered into position.

21.4 Electrical, hydraulic or pneumatically driven pilot ladder winch reels shall be fitted with safety devices which are capable of cutting off the power supply to the winch reel and thus locking the winch reel in position.

21.5 Powered winch reels shall have clearly marked control levers or handles which may be locked in a neutral position.

21.6 A mechanical device or locking pin shall also be utilized to lock powered winch reels.

PART D – OPERATIONAL READINESS, ONBOARD INSPECTION AND MAINTENANCE

22 Periodic maintenance and inspections shall be carried out to ensure the pilot transfer arrangements are in good condition, free from contamination and ready for use. Regardless of the date of installation, maintenance and inspection of accommodation ladders used in the combination arrangement shall be carried out in accordance with SOLAS regulation II-1/3-9.3.

23 Pilot ladders, manropes and all associated equipment, when not in use, shall be stowed to prevent degradation caused by moisture, icing and sunlight, chemicals and greases and similar contaminants, and in accordance with the manufacturer's instructions.

24 Instructions for care, maintenance, inspection and stowage shall be supplied with each pilot ladder, manropes and all associated equipment. These instructions shall include:

.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, including warnings about chemical exposure, sunlight impact and other potential causes of ladder degradation;

.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.

25 Pilot transfer arrangements shall be subject to:

.1 inspection before and after each use by a responsible officer on board; and

.2 a detailed inspection every three months by a responsible officer on board.

26 In order to determine the suitability for ongoing use of the pilot transfer arrangements, inspections shall include the following:

.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 stanchion sockets welded onto the deck; and

.7 stowage arrangements.

27 A maintenance plan shall be developed and shall be available for inspection. The maintenance plan shall be easily understood, illustrated as appropriate wherever possible, and shall include the following:

.1 a checklist for use when carrying out the inspections required by section 25;

.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 in accordance with section 30 of these performance standards.

28 Repair or replacement of pilot ladder steps or spreader steps shall be prohibited.

29 At least one spare compliant pilot ladder and one spare set of compliant manropes shall be carried on board the ship.

30 Pilot ladders and manropes, including their spares, 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 E – FAMILIARIZATION

31 Onboard personnel involved in the inspection, maintenance, rigging or operation of any equipment for pilot transfer arrangements shall receive familiarization to perform their assigned duties. This shall form part of the onboard familiarization of the crew.

32 On ships to which SOLAS chapter IX applies, the company, as defined in SOLAS regulation IX/1.2, ensures that onboard personnel involved in the operation of inspection, maintenance, rigging or operation of any equipment for pilot transfer arrangements are familiarized with the onboard pilot transfer arrangements for safe operation in accordance with STCW regulation I/14.

33 On ships to which SOLAS chapter IX does not apply, familiarization on board shall include, but not be limited to:

.1 operation and use of the equipment and arrangements for the transfer of pilots and other personnel provided on board the ship;

.2 the characteristics of pilot transfer arrangements which shall not be used for the transfer of pilots or other personnel;

.3 carrying out inspections and maintenance of the pilot transfer arrangements, including spare ladders on board;

.4 replacement procedures of pilot ladders and manropes; and

.5 when applicable, measures and additional equipment or operational considerations to be made to ensure the integrity of the pilot ladder in special conditions, i.e. freezing or windy condition or rough weather especially when there is moderate swell.

PART F – APPROVAL

34 Pilot transfer arrangements installed in accordance with SOLAS regulation V/23.3 shall be approved by the Administration in accordance with these performance standards before being put into service for the first time and after repair, alteration or modification to the arrangements provided for in sections 5 to 8 and section 10 of part A, or part C, of these performance standards.

35 Pilot transfer arrangements installed in accordance with SOLAS regulations V/23.4 and 23.5 shall be approved by the Administration in accordance with these performance standards after alteration or modification, if any, or repair, to the arrangements provided for in sections 5 to 8 and section 10 of part A, or part C, of these performance standards.

36 A pilot ladder, including the means of securing the pilot ladder at intermediate lengths, and manropes shall be type-approved by the Administration in accordance with these performance standards.

37 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.

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MSC.1/Circ.1331/Rev.1
28 August 2025

REVISED GUIDELINES FOR CONSTRUCTION, INSTALLATION, MAINTENANCE AND INSPECTION/SURVEY OF MEANS OF EMBARKATION AND DISEMBARKATION

1 The Maritime Safety Committee, at its eighty-sixth session (27 May to 5 June 2009), approved the *Guidelines for construction, installation, maintenance and inspection/survey of means of embarkation and disembarkation* (MSC.1/Circ.1331), prepared by the Sub-Committee on Ship Design and Equipment at its fifty-second session, with a view to providing specific guidance on the construction, installation, maintenance and inspection/survey of means of embarkation and disembarkation such as accommodation ladders and gangways required under SOLAS regulation II-1/3-9.

2 The Maritime Safety Committee, at its 110th session (18 to 27 June 2025) approved amendments to MSC.1/Circ.1331, prepared by the Sub-Committee on Ship Design and Construction, at its eleventh session, as set out in the annex.

3 Member Governments are invited to bring the attached Revised Guidelines to the attention of shipowners, shipbuilders, designers, manufacturers, port State control authorities and other parties concerned in conjunction with SOLAS regulation II-1/3-9 (Means of embarkation on and disembarkation from ships).

4 The present circular supersedes MSC.1/Circ.1331.

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ANNEX

REVISED GUIDELINES FOR CONSTRUCTION, INSTALLATION, MAINTENANCE AND INSPECTION/SURVEY OF MEANS OF EMBARKATION AND DISEMBARKATION

1 APPLICATION AND DEFINITIONS

1.1 This document is intended to provide Guidelines for the construction, installation, maintenance and inspection/survey of means of embarkation and disembarkation required under SOLAS regulation II-1/3-9, adopted by resolution MSC.256(84). Where means of embarkation and disembarkation other than those specifically covered by these Guidelines are fitted, an equivalent level of safety should be provided.

1.2 Unless expressly provided otherwise, the expression "installed on or after 1 July 2026" in these Guidelines means:

(a) for ships for which the building contract is placed on or after 1 July 2026, or in the absence of the contract, the keels of which are laid or which are at a similar stage of construction on or after 1 July 2026, any installation date on the ship; or

(b) for ships other than those ships prescribed in (a) above, a contractual delivery date for the equipment or, in the absence of a contractual delivery date, the actual delivery date of the equipment to the ship on or after 1 July 2026.

1.3 For the purpose of these Guidelines, a "safety net" is a net which is rigged between the ship's side and the means of (dis)embarkation to prevent a person from falling into the water or onto the quayside from a means of (dis)embarkation.

2 CONSTRUCTION

2.1 Accommodation ladders and gangways for means of embarkation and disembarkation which are installed before 1 July 2026 on board ships constructed on or after 1 January 2010 should meet applicable international standards such as ISO 5488:1979, *Shipbuilding – Accommodation ladders*, ISO 7061:1993, *Shipbuilding – Aluminium shore gangways for seagoing vessels* and/or national standards and/or other requirements recognized by the Administration.

2.2 Accommodation ladders and gangways for means of embarkation and disembarkation which are installed on ships constructed on or after 1 January 2010, which are installed on or after 1 July 2026, should meet applicable international standards such as ISO 5488:2015, *Ships and marine technology – Accommodation ladders*, ISO 7061:2015 or ISO 7061:2024*, Ships and marine technology – Aluminium shore gangways for seagoing vessels* and/or national standards and/or other requirements recognized by the Administration.

2.3 Accommodation ladders and gangways installed on ships constructed before 1 January 2010, which are installed on or after 1 July 2026, should meet applicable international standards insofar as is reasonable and practicable, such as ISO 5488:1979, *Shipbuilding – Accommodation ladders*, or ISO 5488:2015, *Ships and marine technology – Accommodation ladders*, ISO 7061:1993, ISO 7061:2015 or ISO 7061:2024, *Ships and marine technology – Aluminium shore gangways for seagoing vessels* and/or national standards and/or other requirements recognized by the Administration.

2.4 The construction and test of accommodation ladder winches which are installed before 1 July 2026 on board ships constructed on or after 1 January 2010 should be in accordance with applicable international standards, such as ISO 7364:1983 *Shipbuilding and marine structures – Deck machinery – Accommodation ladder winches.*

2.5 The construction and test of accommodation ladder winches which are installed on or after 1 July 2026 on board ships constructed on or after 1 January 2010 should be in accordance with applicable international standards such as ISO 7364:2016 *Ships and marine technology – Deck machinery – Accommodation ladder winches*.

2.6 The construction and test of accommodation ladder winches installed on ships constructed before 1 January 2010, which are installed on or after 1 July 2026, should be in accordance with applicable international standards insofar as is reasonable and practicable, such as ISO 7364:1983, *Shipbuilding and marine structures – Deck machinery – Accommodation ladder winches*, or ISO 7364:2016 S*hips and marine technology – Deck machinery – Accommodation ladder winches*.

2.7 The structure of the accommodation ladders and gangways and their fittings and attachments should be such as to allow regular inspection, maintenance of all parts and, if necessary, lubrication of their pivot pin. Special care should be taken to ensure that the welding connection works are properly performed.

3 INSTALLATION

3.1 Location

As far as practicable, the means of embarkation and disembarkation should be sited clear of the working area and should not be placed where cargo or other suspended loads may pass overhead.

3.2 Lighting

Adequate lighting should be provided to illuminate the means of embarkation and disembarkation, the position on deck where persons embark or disembark and the controls of the arrangement.

3.3 Lifebuoy

A lifebuoy equipped with a self-igniting light and a buoyant lifeline should be available for immediate use in the vicinity of the embarkation and disembarkation arrangement when in use.

3.4 Arrangement

3.4.1 Each accommodation ladder should be of such a length to ensure that, at a maximum design operating angle of inclination, the lowest platform will be not more than 600 mm above the waterline in the lightest seagoing condition, as defined in SOLAS regulation III/3.13.

3.4.2 The arrangement at the head of the accommodation ladder should provide direct access between the ladder and the ship's deck by a platform securely guarded by handrails and adequate handholds. The ladder should be securely attached to the ship to prevent overturning.

3.4.3 For ships on which the height of the embarkation/disembarkation deck exceeds 20 m above the waterline specified in paragraph 3.4.1 and on other ships for which the Administration considers compliance with the provisions of paragraph 3.4.1 impractical, an alternative means of providing safe access to the ship or supplementary means of safe access to the bottom platform of the accommodation ladder may be accepted.

3.5 Marking

Each accommodation ladder or gangway should be clearly marked at each end with a plate showing the restrictions on the safe operation and loading, including the maximum and minimum permitted design angles of inclination, design load, maximum load on bottom end plate, etc. Where the maximum operational load is less than the design load, it should also be shown on the marking plate.

3.6 Test

3.6.1 After installation, the winch and the accommodation ladder should be operationally tested to confirm proper operation and condition of the winch and the ladder after the test.

3.6.2 The winch should be tested as a part of the complete accommodation ladder unit through a minimum of two times hoisting and lowering of the accommodation ladder in accordance with the onboard test requirement specified in international standards applicable to the winch.

3.6.3 Every new accommodation ladder should be subjected to a static load test of the specified maximum working load upon installation.

3.7 Positioning

3.7.1 Gangways should not be used at an angle of inclination greater than 30° from the horizontal and accommodation ladders should not be used at an angle greater than 55° from the horizontal, unless designed and constructed for use at angles greater than these and marked as such, as required by paragraph 3.5.

3.7.2 Gangways should never be secured to a ship's guardrails unless they have been designed for that purpose. If positioned through an open section of bulwark or railings, any remaining gaps should be adequately fenced.

3.7.3 Adequate lighting for means of embarkation and disembarkation and the immediate approaches should be ensured from the ship and/or the shore in hours of darkness.

3.8 Rigging (safety net)

3.8.1 A safety net should be mounted in way of the accommodation ladders and gangways where it is possible that a person may fall from the means of embarkation and disembarkation or between the ship and quayside.

3.8.2 The safety net in 3.8.1 is not required if the provisions of 3.8.3 and 3.8.4 below are met.

3.8.3 The hazard of a person falling through the sides of the means of (dis)embarkation is adequately mitigated if the top railing is of rigid construction and a side net* has been rigged between this railing and the base of the accommodation ladder, including its upper and lower platforms, or the gangway (see figure 1).

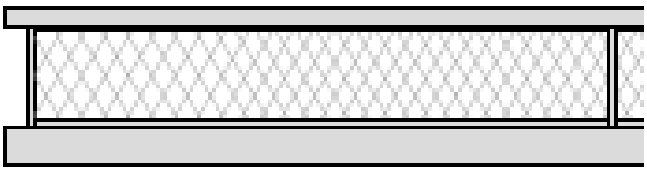

Figure 1: Side net between rigid top railing and base of ladder

3.8.4 The hazard of falling over the rigid top railing is adequately mitigated if this railing is installed in accordance with relevant international standards, at a height of not less than 1,000 mm.

3.9 Verification

Upon installation, the compliance of the entire arrangement with these Guidelines should be verified.

3.10 Protection of crew

When rigging the accommodation ladder, gangway and the safety net, the crew should have sufficient personal safety protection. The crew should wear life jackets and safety harnesses while rigging.

4 MAINTENANCE

4.1 Accommodation ladders and gangways, including associate winch and fittings, should be properly maintained and inspected at appropriate intervals as required by SOLAS regulation III/20.7.2, in accordance with manufacturers' instructions. Additional checks should be made each time the accommodation ladder and gangway is rigged, looking out for signs of distortion, cracks and corrosion. Close examination for possible corrosion should be carried out, especially when an aluminium accommodation ladder/gangway has fittings made of mild steel.

4.2 Bent stanchions should be replaced or repaired and guard ropes should be inspected for wear and renewed where necessary.

4.3 Moving parts should be free to turn and should be greased as appropriate.

4.4 The lifting equipment should be inspected, tested and maintained paying careful attention to the condition of the hoist wire. The wires used to support the means of embarkation and disembarkation should be renewed when necessary, as required by SOLAS regulation II-1/3-9.

* Refer to ISO 9554:2019, Fibre ropes – General specifications or other standards acceptable to the Administration.

4.5 Arrangements should also be made to examine the underside of gangways and accommodation ladders at regular intervals.

4.6 All inspections, maintenance work and repairs of accommodation ladders and gangways should be recorded in order to provide an accurate history for each appliance. The information to be recorded appropriately on board should include the date of the most recent inspection, the name of the person or body who carried out that inspection, the due date for the next inspection and the dates of renewal of wires used to support the embarkation and disembarkation arrangement.

4.7 The safety net and/or side net should be properly stored in ventilated places avoiding sunlight and chemical contamination. The safety net and/or side net should be checked and maintained regularly and replaced if found necessary.

5 EXAMINATION AND OPERATIONAL TEST DURING SURVEYS REQUIRED BY SOLAS REGULATIONS I/7 AND 8

5.1 Accommodation ladders/gangways and davits

5.1.1 *Accommodation ladder*

5.1.1.1 The following items should be thoroughly examined during annual surveys required by SOLAS regulations I/7 and 8 and checked for satisfactory condition of the accommodation ladder:

.1 steps;

.2 platforms;

.3 all support points such as pivots, rollers, etc.;

.4 all suspension points such as lugs, brackets, etc.;

.5 stanchions, safety pins, rigid handrails, hand ropes and turntables,side nets and their securing points;

.6 davit structure, wire and sheaves, etc.; and

.7 any other relevant provisions stated in these Guidelines.

5.1.1.2 At every five-yearly survey, upon completion of the examination required by paragraph 5.1.1.1, the accommodation ladder should be statically tested with the specified maximum working load of the ladder.

5.1.2 *Gangway*

5.1.2.1 The following items should be thoroughly examined during annual surveys required by SOLAS regulations I/7 and 8 and checked for satisfactory condition of the gangway:

.1 treads;

.2 side stringers, cross-members, decking, deck plates, etc.;

.3 all support points such as wheel, roller, etc.;

.4 stanchions, safety pins, rigid handrails, hand ropes; side nets and their securing points; and

.5 any other relevant provisions stated in these Guidelines.

5.1.2.2 At every five-yearly survey, upon completion of the examination required by paragraph 5.1.2.1, the gangway should be statically tested with the specified maximum working load of the gangway.

5.2 Winch

5.2.1 During annual surveys required by SOLAS regulations I/7 and 8, the following items should be examined for satisfactory condition:

.1 brake mechanism including condition of brake pads and band brake, if fitted;

.2 remote control system; and

.3 power supply system (motor).

5.2.2 At every five-yearly survey, upon completion of the examination required by paragraph 5.2.1, the winch should be operationally tested by raising and lowering the unloaded accommodation ladder.

5.3 Tests

5.3.1 The tests specified in sections 5.1 and 5.2 are for the purpose of confirming the proper operation of the accommodation ladder, gangway and/or winch, as appropriate.

5.3.2 The load used for the test should be:

.1 the design load; or

.2 the maximum operational load, if this is less than the design load and marked as per paragraph 3.5; or

.3 the load nominated by the shipowner or operator only in those cases where the design load or maximum operational load is not known (e.g. for accommodation ladders or gangways which are provided on board ships constructed prior to 1 January 2010), in which case that nominated load should be used as the maximum operational load for all purposes within these Guidelines.

5.3.3 The tests should be carried out with the load applied as uniformly as possible along the length of the accommodation ladder or gangway. The ladder or gangway should be in horizontal position, and the accommodation ladder should be suspended by the wire(s) and supported by the winch.

5.3.4 Following satisfactory completion of the applicable test(s) without permanent deformation or damage to the tested item, the load used for that test should be marked as the maximum operational load in accordance with paragraph 3.5.

5.4 Fittings and davits

During annual surveys required by SOLAS regulations I/7 and 8, all fittings and davits on the ship's deck associated with accommodation ladders and gangways should be examined for satisfactory condition.

5.5 Means of access to deck

During annual surveys required by SOLAS regulations I/7 and 8, the fittings or structures for means of access to decks such as handholds in a gateway or bulwark ladder and stanchions should be examined for satisfactory condition.

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MSC.1/Circ.1428/Rev.1
5 September 2025

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.572(110)) and the *Performance standards for pilot transfer arrangements* (resolution MSC.576(110)) developed at the eleventh session of the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) (4 to 13 June 2024).

2 The aforementioned amendments are expected to enter into force on 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 MSC.1/Circ.1428 and the poster previously circulated thereby, as set out in the annex. The illustrations are also available for download from www.impahq.org.

4 Member States are invited 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 should be implemented alongside the amendments to SOLAS regulation V/23 adopted by resolution MSC.572(110) and the *Performance standards for pilot transfer arrangements* adopted by resolution MSC.576(110).

6 MSC.1/Circ.1428 is revoked as of 1 April 2030.

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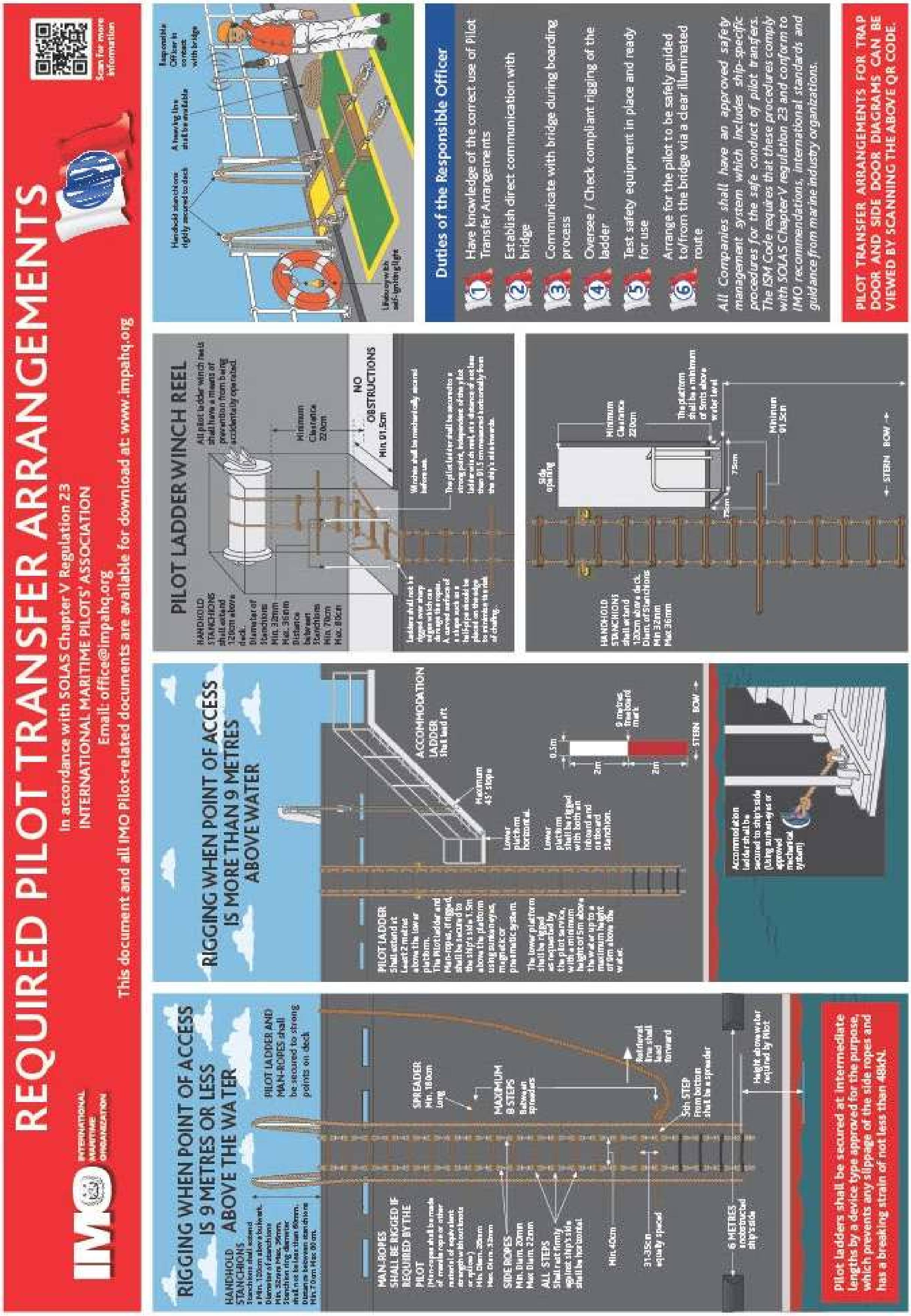
ANNEX


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

REQUIRED PILOT TRANSFER ARRANGEMENTS FOR TRAP DOOR AND SIDE DOOR

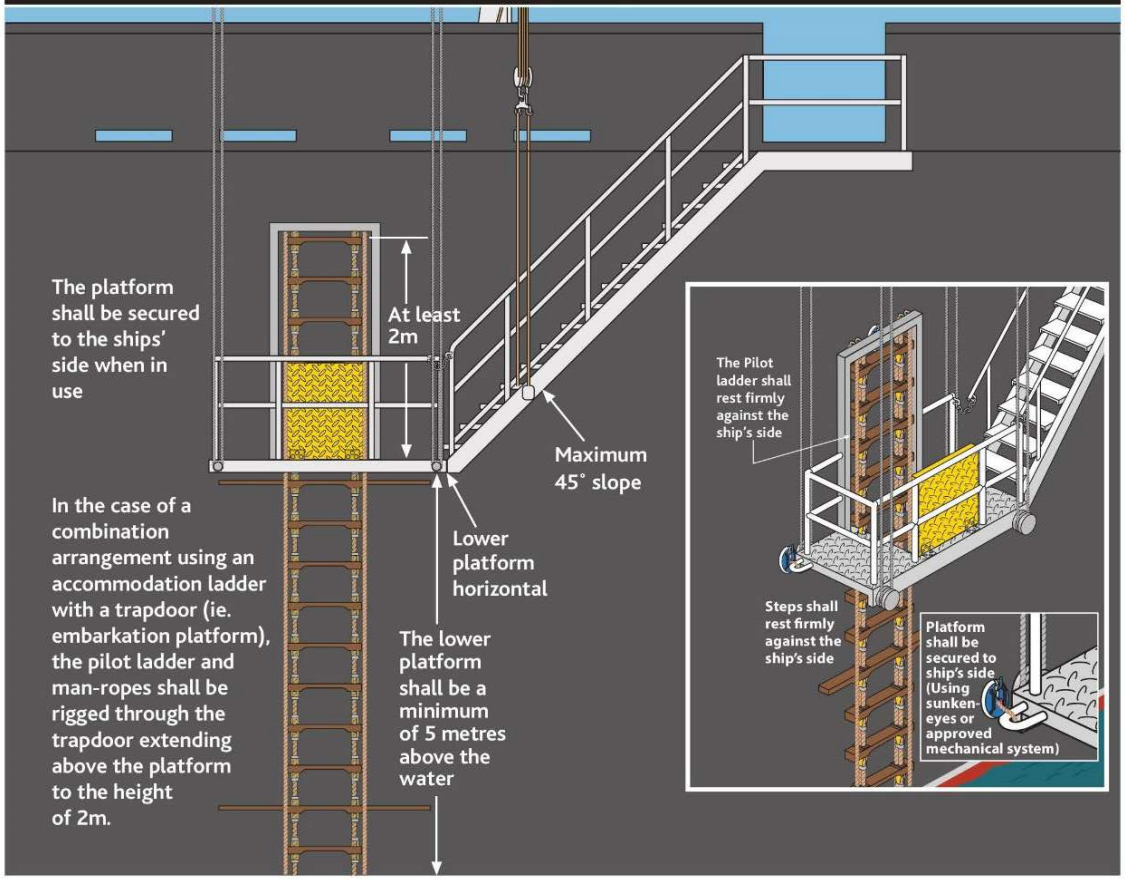
IMO INTERNATIONAL MARITIME ORGANIZATION

In accordance with SOLAS Chapter V Regulation 23

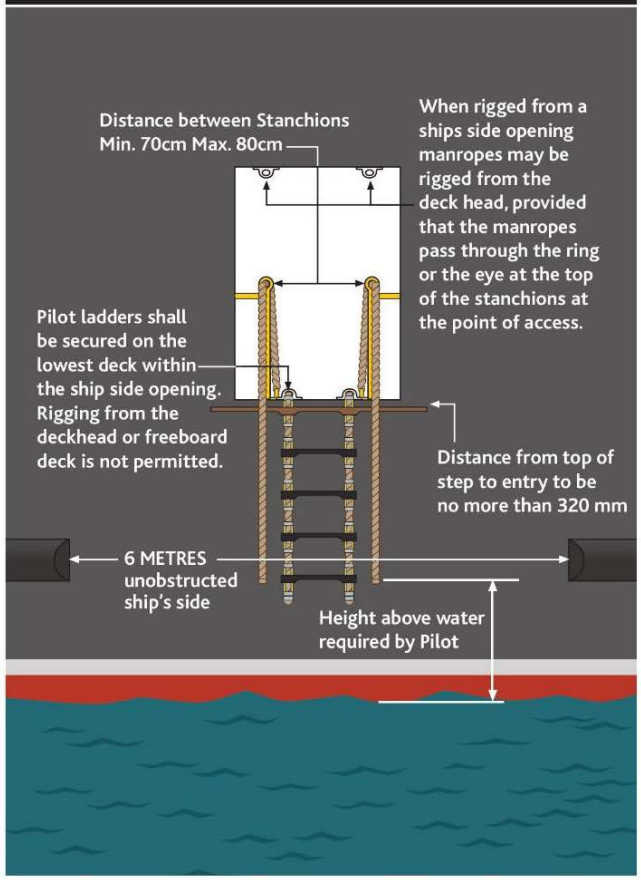
INTERNATIONAL MARITIME PILOTS' ASSOCIATION

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

IMO INTERNATIONAL MARITIME ORGANIZATION

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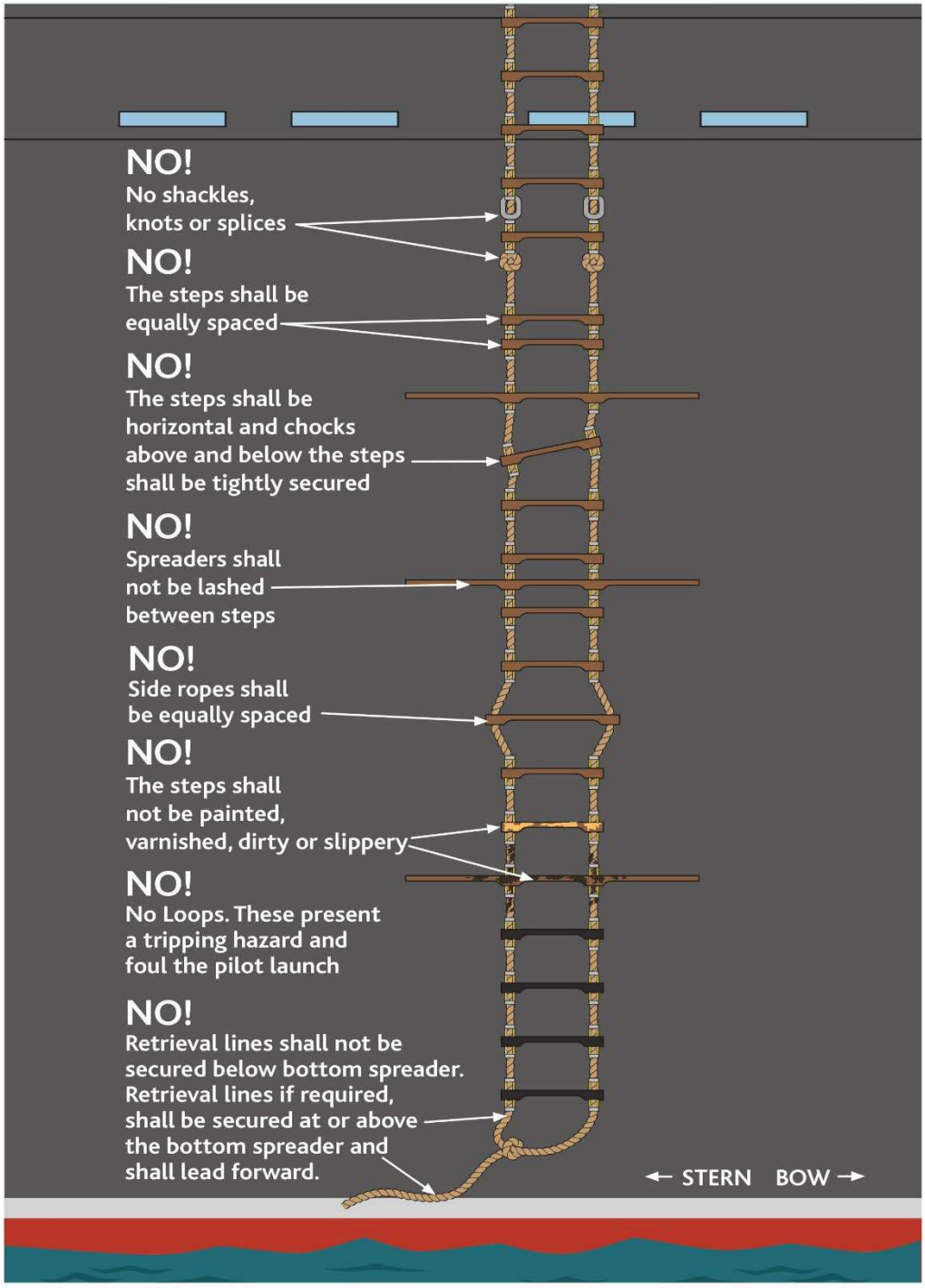

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MSC.1/Circ.1690
5 September 2025

VOLUNTARY EARLY IMPLEMENTATION OF THE AMENDMENTS TO SOLAS REGULATION V/23 ON PILOT TRANSFER ARRANGEMENTS

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 by resolution MSC.572(110).

2 The entry-into-force date of the aforementioned amendments is 1 January 2028.

3 In adopting the amendments to SOLAS regulation V/23 on Pilot transfer arrangements, the Committee, having considered the need for their voluntary early implementation, in accordance with the *Guidelines on the voluntary early implementation of amendments to the 1974 SOLAS Convention and related mandatory instruments* (MSC.1/Circ.1565), agreed to encourage the Contracting Governments to the International Convention for the Safety of Life at Sea, 1974, to implement them prior to the entry-into-force date.

4 Voluntary early implementation should be communicated by a Contracting Government to the Organization for dissemination through GISIS (module on survey and certification).

5 In addition to the aforementioned communication, a Contracting Government may also consider the use of the existing provisions for equivalent arrangements under SOLAS regulation I/5 to cover the interim period between the date of the voluntary early implementation and the entry-into-force date of the amendments.

6 A Contracting Government, in line with paragraph 1.2.4 of the *Procedures for Port State Control, 2023* (resolution A.1185(33)), as may be amended, when acting as a port State, should refrain from enforcing its decision to voluntarily early implement the amendments to SOLAS regulation V/23 on Pilot transfer arrangements to ships entitled to fly the flag of other Contracting Governments, calling at its ports.

7 The Contracting Governments, when undertaking port State control activities, should take into account the present invitation and any subsequent notifications communicated by other Contracting Governments through GISIS.

8 Contracting Governments are invited to be guided accordingly and to bring the contents of this circular to the attention of all concerned, especially port State control authorities and recognized organizations.