

Guide and FAQ on new SOLAS Regulations V/23 - Pilot Transfer Arrangements

Implementation Timeline & Key Compliance Date

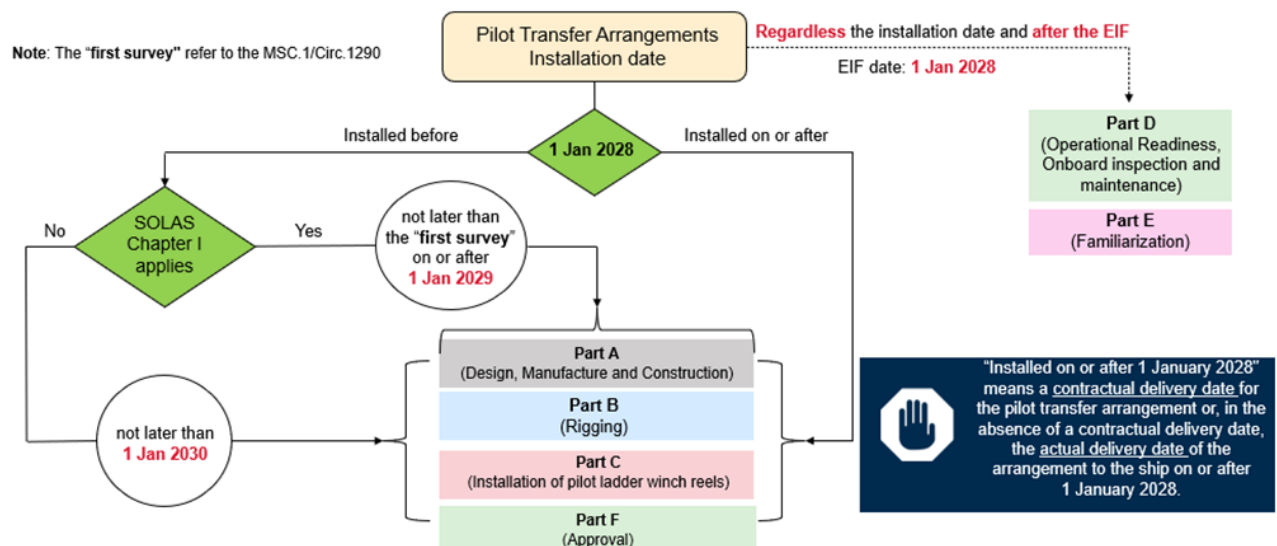


The amendments apply not only to newbuildings, but also retroactively to existing vessels:

- Pilot transfer arrangements installed on or after 1 January 2028 must comply with the amended requirements at the time of installation.
- Existing arrangements installed prior to 1 January 2028 are subject following timeline:

1. Ships falling under SOLAS Chapter I – seagoing cargo ships over 500 GT and all passenger ships on international voyages – must be brought into compliance at the “first survey” on or after 1 January 2029. These vessels shall be inspected in accordance with SOLAS regulations I/6 and I/7 or I/8.

2. Ships not covered by SOLAS Chapter I – such as cargo ships under 500 GT and domestic or non-international vessels – must comply with the requirements from 1 January 2030. These vessels shall be inspected to the satisfaction of the Administration.



Key requirements of SOLAS Regulation V/23 (Resolution MSC.572(110)).

As per MSC.572(110), the following requirements must be followed in any case and in accordance with the Performance Standards (MSC.576(110)).

1. Mechanical pilot hoists are prohibited.
2. Adequate fixed or portable lighting must illuminate all overside transfer arrangements and deck embarkation points. Portable lights require positioning brackets.
3. If pilots suspect non-compliance, they shall notify the master and refuse use until corrected.
4. The certificate forms Record of equipment for passenger ship safety (Form P), and for cargo ships (Form C and Form E), are amended to include "Pilot ladder and manropes, spare pilot ladder and manropes, and means of securing a pilot ladder at intermediate length".

Guide and FAQ on new SOLAS Regulations V/23 - Pilot Transfer Arrangements

Frequently Asked Questions (FAQ):

1. How to define the installation date?

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.

2. The pilot ladder of a new constructed VLCC is installed before 1 January 2028 (contractual delivery date), but vessel will be delivered on 5 January 2029. Do we need to comply with the new requirement?

Yes. Pilot transfer arrangements installed before 1 January 2028 on ships to which chapter I of SOLAS applies shall comply with the requirements not later than the **first survey** on or after 1 January 2029. With refer to the MSC.1-Circ.1290, for a ship under construction, where the keel is laid before, but the ship is delivered after, the date specified in the relevant regulation, the initial survey is the "**first survey**".

3. Do vessels need to carry extra pilot ladders and manropes?

Yes, the new regulation requires at least one spare compliant pilot ladder and one spare set of manropes must be carried on board. These are also required even if pilot transfer arrangements are provided on both sides of the ship.

4. What is the validity of the pilot ladder and manrope?

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.

5. Can the vessel crew carry out repairs to the pilot ladder steps or spreader?

No. Repair or replacement of pilot ladder steps or spreader steps **onboard** shall be **prohibited**. A spare set of pilot ladder arrangements must be ready to be moved to either side of the ship to replace damaged equipment as needed. Pilot transfer arrangements installed in accordance with SOLAS regulation V/23 shall be approved by the Administration in accordance with the performance standards (MSC.576(110)) before being put into service for the first time and **after repair, alteration or design modifications**.

6. When is a combination arrangement needed? Are there any changes to the pilot boarding marking?

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 climbing 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). On all ships which may require combination arrangements, 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.

As point of access is defined the top of the coaming, bulwark or platform where the actual pilot transfer takes place. Therefore, it must be verified that the pilot boarding mark is measured from the point of access, as defined above.