IMPA represents the international community of pilots. We use the resources of our membership to promote effective safety outcomes in pilotage as an essential public service.

BELIEFS

1. The public interest is best served by a fully regulated and cohesive pilotage service free of commercial pressure.

2. There is no substitute for the presence of a qualified pilot on the bridge.

3. IMO is the prime authority in matters concerning safety of international shipping.

4. All states should adopt a responsible approach based on proven safety strategies in establishing their own regulations, standards and procedures with respect to pilotage.

5. Existing and emerging information technologies are capable of enhancing on-board decision making by the maritime pilot.

Right and below: Compounding the danger to Pilots of non-SOLAS compliant Boarding Arrangements, is the efforts of some Administrations to force Pilots to use Elderly or Unsuitable vessels (like Tugs) to execute transfers. These two examples are both from Europe.
Results this year suggest that there is a small improvement in the level of compliance, yet still one in eight pilot transfer arrangements fail to comply.

It is most welcome that since last year many maritime stakeholders have referred to the IMPA pilot ladder safety report. Yet still so many stakeholders act as if SOLAS V/23 is optional or aspirational, rather than an internationally accepted standard. All maritime stakeholders need to stand up and take what action they can to improve pilot transfer safety.

Class Societies should ensure that when signing off boarding arrangements for vessels, that their primary consideration is safety rather than commercial expediency. Indeed, some societies have realised of late that their own surveyors use Pilot Ladders and suffer like Pilots from inadequate arrangements. Port and flag state inspectors should ensure their inspectors are familiar with SOLAS V/23 requirements and prepared to enforce their requirements. Shipowners’ superintendents should ensure that the equipment purchased actually meets requirements rather than simply rely on often fake certificates. Sadly, it is amongst some of the most respected of ship operators that we have found the most obvious non-compliant arrangements.

It should not be assumed however that all accidents are a result of non-compliance with SOLAS V/23. This is not the case, there are many other contributory factors. This last year there have been deaths in Portugal and Finland due to pilot boat issues which are not covered by SOLAS regulations. It is a sad fact that many major maritime administrations pay scant regard to the suitability of the craft that they employ to provide pilot transfer services. Once again cost rather than safety is the driver of some administrations providing unsuitable craft. Adoption of suitable codes for craft engaged in pilot transfers would help ensure they are fit for purpose.

The most perilous part of a vessel’s voyage is in pilotage waters, which is why pilots are engaged. For pilots the most perilous part of their day is embarking and disembarking the vessel, which is why SOLAS V/23 is required. Your compliance, consideration and action are essential.
The chart below shows 4,339 returns from participating IMPA members which have been grouped into 6 geographical areas. The total non-compliance is shown as a percentage of total returns from each region and as a total.

<table>
<thead>
<tr>
<th>COUNTRY</th>
<th>TOTAL RETURNS</th>
<th>COMPLIANT</th>
<th>NON COMPLIANT</th>
<th>NON COMPLIANT AS %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Africa</td>
<td>100</td>
<td>81</td>
<td>19</td>
<td>19.00</td>
</tr>
<tr>
<td>Asia / Oceania</td>
<td>810</td>
<td>687</td>
<td>123</td>
<td>15.19</td>
</tr>
<tr>
<td>Europe</td>
<td>1679</td>
<td>1442</td>
<td>237</td>
<td>14.12</td>
</tr>
<tr>
<td>Middle East</td>
<td>79</td>
<td>71</td>
<td>8</td>
<td>10.13</td>
</tr>
<tr>
<td>North America</td>
<td>371</td>
<td>297</td>
<td>74</td>
<td>19.95</td>
</tr>
<tr>
<td>South America</td>
<td>1300</td>
<td>1191</td>
<td>109</td>
<td>8.38</td>
</tr>
<tr>
<td>TOTAL</td>
<td>4339</td>
<td>3769</td>
<td>570</td>
<td>13.14</td>
</tr>
</tbody>
</table>

**Compliance by Region**

- **Africa**: 81 compliant, 19 non-compliant
- **Asia / Oceania**: 687 compliant, 123 non-compliant
- **Europe**: 1442 compliant, 237 non-compliant
- **Middle East**: 71 compliant, 8 non-compliant
- **North America**: 297 compliant, 74 non-compliant
- **South America**: 1191 compliant, 109 non-compliant
The following chart shows a break down of all returns by vessel type. Both the number and the percentage of non-compliant vessels by type are shown.

<table>
<thead>
<tr>
<th>VESSEL TYPE</th>
<th>TOTAL NUMBER OF VESSELS</th>
<th>COMPLIANT</th>
<th>NON COMPLIANT</th>
<th>NON COMPLIANT AS %</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Cargo</td>
<td>621</td>
<td>519</td>
<td>102</td>
<td>16.43</td>
</tr>
<tr>
<td>Oil Tanker</td>
<td>712</td>
<td>628</td>
<td>84</td>
<td>11.8</td>
</tr>
<tr>
<td>Ro/Ro</td>
<td>162</td>
<td>148</td>
<td>14</td>
<td>8.64</td>
</tr>
<tr>
<td>Passenger</td>
<td>233</td>
<td>208</td>
<td>25</td>
<td>10.73</td>
</tr>
<tr>
<td>Container</td>
<td>946</td>
<td>830</td>
<td>116</td>
<td>12.26</td>
</tr>
<tr>
<td>Gas Tanker</td>
<td>165</td>
<td>154</td>
<td>11</td>
<td>6.67</td>
</tr>
<tr>
<td>Reefer</td>
<td>22</td>
<td>18</td>
<td>4</td>
<td>18.18</td>
</tr>
<tr>
<td>Fishing</td>
<td>13</td>
<td>8</td>
<td>5</td>
<td>38.46</td>
</tr>
<tr>
<td>Bulkcarrier</td>
<td>603</td>
<td>503</td>
<td>100</td>
<td>16.58</td>
</tr>
<tr>
<td>Chemical Tanker</td>
<td>308</td>
<td>267</td>
<td>41</td>
<td>13.31</td>
</tr>
<tr>
<td>Car Carrier</td>
<td>106</td>
<td>95</td>
<td>11</td>
<td>10.38</td>
</tr>
<tr>
<td>Rig Supply Vessel</td>
<td>115</td>
<td>97</td>
<td>18</td>
<td>15.65</td>
</tr>
<tr>
<td>Other (E.G. Navy)</td>
<td>400</td>
<td>352</td>
<td>48</td>
<td>12</td>
</tr>
</tbody>
</table>

**COMPLIANCE BY VESSEL TYPE**

- Compliant
- Non-Compliant
The following chart shows a breakdown of all returns by means of transfer. Both the number and the percentage of non-compliant means of transfer by type are shown.

<table>
<thead>
<tr>
<th>MEANS OF TRANSFER</th>
<th>TOTAL NUMBER</th>
<th>COMPLIANT</th>
<th>NON COMPLIANT</th>
<th>NON COMPLIANT AS %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pilot Ladder</td>
<td>2729</td>
<td>2397</td>
<td>332</td>
<td>12.17</td>
</tr>
<tr>
<td>Combination</td>
<td>956</td>
<td>805</td>
<td>151</td>
<td>15.79</td>
</tr>
<tr>
<td>Side Door and Pilot Ladder</td>
<td>455</td>
<td>396</td>
<td>59</td>
<td>12.97</td>
</tr>
<tr>
<td>Gangway</td>
<td>82</td>
<td>76</td>
<td>6</td>
<td>7.32</td>
</tr>
<tr>
<td>Helicopter</td>
<td>45</td>
<td>42</td>
<td>3</td>
<td>6.67</td>
</tr>
<tr>
<td>Deck to Deck</td>
<td>164</td>
<td>136</td>
<td>28</td>
<td>17.07</td>
</tr>
<tr>
<td>TOTAL</td>
<td>4431</td>
<td>3852</td>
<td>579</td>
<td></td>
</tr>
</tbody>
</table>

### Compliance by Means of Transfer

- **Pilot Ladder**: 2729 total returns, 2397 compliant, 332 non-compliant, 12.17% non-compliant.
- **Combination**: 956 total returns, 805 compliant, 151 non-compliant, 15.79% non-compliant.
- **Side Door and Pilot Ladder**: 455 total returns, 396 compliant, 59 non-compliant, 12.97% non-compliant.
- **Gangway**: 82 total returns, 76 compliant, 6 non-compliant, 7.32% non-compliant.
- **Helicopter**: 45 total returns, 42 compliant, 3 non-compliant, 6.67% non-compliant.
- **Deck to Deck**: 164 total returns, 136 compliant, 28 non-compliant, 17.07% non-compliant.

#### Chart:

The chart visually represents the compliance by means of transfer, with each bar indicating the percentage of compliant and non-compliant returns.
The first pie chart shows the percentage of the defects that were reported to the Authority. The second pie chart shows non-compliance by type of defect. Both the number and percentage are shown.

**TOTAL NUMBER OF NON-COMPLIANT SHIPS IN SURVEY REPORTED**

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of defects reported to Authority</td>
<td>46</td>
</tr>
<tr>
<td>% of non-compliant ships reported</td>
<td>8.07</td>
</tr>
<tr>
<td>% of ships reported</td>
<td>8.07</td>
</tr>
<tr>
<td>% of ships not reported</td>
<td>91.93</td>
</tr>
</tbody>
</table>

**NON-COMPLIANCE BY TYPE OF DEFECT TOTAL AS %**

<table>
<thead>
<tr>
<th>Type of Defect</th>
<th>Total</th>
<th>As %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pilot ladder</td>
<td>337</td>
<td>49.2</td>
</tr>
<tr>
<td>Bulwark/Deck</td>
<td>140</td>
<td>20.44</td>
</tr>
<tr>
<td>Combination</td>
<td>83</td>
<td>12.12</td>
</tr>
<tr>
<td>Safety Equipment</td>
<td>125</td>
<td>18.25</td>
</tr>
<tr>
<td>TOTAL</td>
<td>685</td>
<td></td>
</tr>
</tbody>
</table>
The first pie chart shows the types of defects of the pilot ladder. Both the number and percentage are shown. The second pie chart shows the types of defects of the bulwark / deck arrangements. Both the number and percentage are shown.
The first pie chart shows the combination defects. Both the number and percentage are shown. The second pie chart shows the safety equipment defects. Both the number and percentage are shown.
REQUIRED BOARDING ARRANGEMENTS FOR PILOT

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

INTERNATIONAL MARITIME PILOTS’ ASSOCIATION

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

RIGGING FOR FREEBOARDS OF 9 METRES OR LESS

HANDHOLD STANCHIONS
Min. Diam. 32mm
Min. 70cm Above Bulwark

MAN-ropes (without knots)
Min. Diam. 28mm Max. Diam. 32mm

SPREADER
Min. 180cm Long

MINIMUM 9 STEPS
Between spreaders
Min. 40cm

Side Ropes
Min. Diam. 18mm

ALL STEPS
Must rest firmly against ship’s side

5th STEP
Finishishment must be a spreader

6 METRES
unobstructed ship’s side

Height Required by Pilot

COMBINATION ARRANGEMENT FOR SHIPS WITH A FREEBOARD OF MORE THAN 9 METRES

WHEN NO SIDE DOOR AVAILABLE

PILOT LADDER
Must extend at least 2 metres above lower platform

SPREADER
Min. 180cm Long

Ladder must be firmly attached to ship’s side
T. thru the lower accommodation platform

MINIMUM CLEARANCE
Minimum 220cm
Minimum 91.5cm

ACCOMMODATION LADDER
Secured to ship’s side

Minimum 45° Marker Should load aft

The lower platform shall be a minimum of 9 metres above the sea

Recommended Boarding Mark

Handhold stanchions rigidly secured to deck

Responsible Officer in contact with Bridge

Ladder must have a means of prevention from being accidentally operated.
The brake and lock must be operative on manually operated winches.
Power winches must have an operative safety device to lock the winch in position.

All pilot ladder winch reels should have a means of prevention from being accidentally operated.

Ship’s side doors used for transfers should not open outward.

SIDE ROPES
Min. Diam. 18mm

ALL STEPS
Must rest firmly against ship’s side

6 METRES
unobstructed ship’s side

Height Required by Pilot

PILOT LADDER WINCH REEL

MINIMUM CLEARANCE
Minimum 220cm
Minimum 91.5cm

Pilot ladder winch reels must have a means of prevention from being accidentally operated.

The brake and lock must be operative on manually operated winches.

Power winches must have an operative safety device to lock the winch in position.

NO!
No shackles, knots or splices

NO!
The steps must be equally spaced

NO!
The steps must be horizontal and chocks under the steps must be tightly secured

NO!
Spreaders must not be lashed between steps

NO!
Side ropes must be equally spaced

NO!
The steps should not be painted, dirty or slippery

NO!
Loops and tripping lines present a tripping hazard and foul the Pilot Launch

HANDHOLD STANCHIONS
Min. Diam. 32mm
Min. 80cm Above Bulwark

MINIMUM CLEARANCE
Minimum 220cm
Minimum 91.5cm
THE INTERNATIONAL MARITIME PILOT’S ASSOCIATION

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