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## FOR INTERNAL DISTRIBUTION

Our Ref: Outcome of MSC 106

Date: 11 November 2022

IMPA Notice: 972

Dear Colleagues,

### **OUTCOME OF THE 106<sup>TH</sup> SESSION OF THE IMO MARITIME SAFETY COMMITTEE (MSC 106)**

#### **Pilot Transfer Arrangements**

The Committee considered the proposal from China (MSC 104/15/23) to amend SOLAS regulation V/23 and associated guidance.

Following the intervention of the President, 18 member States<sup>1</sup>, the International Chamber of Shipping (ICS) and BIMCO spoke in favour of including this work in the agenda of the relevant Sub-Committee. Columbia intended to speak in favour but was unable to. The target year for completion is 2024, which would allow entry into force from 2028 at the latest. This is a substantial level of support, with all who spoke recognising both the contribution of maritime pilots and the importance of ensuring they can embark/disembark ships safely.

Notwithstanding, we have work to do to ensure that amendments related to equipment and arrangements are applicable to both new and existing ships.

The proposal of the delegation of Turkiye for a very broad range of measures covering standards for pilot boats, boarding procedures, transfers by helicopter, the use of fall prevention equipment and a broadening of application of requirements to non-SOLAS vessels was not supported.

During MSC 106, IMPA met with the delegation of China to discuss the way forward on joint submissions to IMO in February 2023. This was a positive meeting demonstrating a high degree of commitment to collaborate to ensure that amendments to SOLAS regulation V/23 and associated guidance are effective in improving safety for pilots. Collaboration with China on this work is a matter of priority.

Members attention is drawn to:

1. The contribution of the results of the IMPA Safety Campaign to the justification of the proposal from China. Without this information, China would not have had a proposal supported by data; and

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<sup>1</sup> Australia, Bahamas, Brazil, Canada, Denmark, Ecuador, France, Finland, Germany, Ghana, Japan, Marshall Islands, Netherlands, New Zealand, Norway, Panama, Spain, United States.

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2. The level of support from member States that had maritime pilots actively participating in their delegations. This demonstrates how effective our community can be when we take a collegiate approach to influencing the work of the IMO. Notice 971 dated 8 November 2022 refers.

### **Maritime Autonomous Surface Ships (MASS)**

The Committee established a working group to progress development of a non-mandatory instrument for MASS. This is the so-called "MASS Code".

Progress was slow due to a lack of familiarity of the members of the working group with the methods for developing goal-based requirements. This is a matter of concern and IMPA will continue to monitor the progress of this work. To that end we expect to participate in small groups developing goals and requirements for navigation, remote operation and mooring and towing.

During the meeting there was no active consideration of matters relating to navigation, including pilot transfer arrangements on MASS, but the IMPA team did ensure that proper consideration of hazards and risks was not removed from the structure of the draft MASS Code.

Again the value of having maritime pilots on the delegations of member States was demonstrated.

**Action: Members are requested to note the outcome of MSC 106, and take action as appropriate to disseminate this information as widely as possible within their memberships.**

Any questions should be sent to the undersigned ([m.williams@impahq.org](mailto:m.williams@impahq.org)).

Yours sincerely,



Matthew Williams  
Deputy Secretary General