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**IMPA Notice: 999**

13 June 2024

Dear Colleagues,

### UPDATE: AMENDMENTS TO SOLAS REGULATION V/23 AND ASSOCIATED INSTRUMENTS

The IMO Sub-Committee responsible for amendments to SOLAS regulation V/23 and associated instruments (NCSR 11) concluded on 13 June 2024.

I want to thank the pilot organisations represented in the delegations of Australia, Brazil, France, Italy, Panama, the Republic of Korea, the United Kingdom, and the United States of America. Their presence was invaluable in achieving the outcome summarised below. We should be grateful to those member States and the delegations of Bahamas, Canada, Japan, Liberia, the Marshall Islands, Singapore and New Zealand, ITF and the Nautical Institute for their collaboration during demanding discussions.

#### Outcome

Objective	Outcome
<b>Primary Objective: Consolidated mandatory requirements applicable to new and existing ships</b>	Achieved
Application to SOLAS and non-SOLAS ships	
Removal of grandfathering clauses	
Third-party type approval of pilot ladders, manropes and means of securing pilot ladders at intermediate length	
Alignment of trapdoor arrangements with ISO 799-3:2019	
General alignment with the ISO 799 series of standards	
Means of securing at intermediate lengths	
Familiarisation, inspection, maintenance and replacement of pilot ladders and manropes	
Voluntary early implementation by flag State Administrations	
0.5m minimum diameter for winch reel drums	
Maximum service life of 30 months from the date of manufacture	0.16m
Finalisation of the new <i>Required Pilot Transfer Arrangements</i> poster	36 months
	Modifications

#### ***Minimum diameter for winch reel drums***

During the discussions, it became clear that mandating a minimum winch reel drum diameter of 0.5m would result in strong opposition to removing grandfathering clauses. Including familiarisation, inspection, maintenance, and replacement requirements in the new performance standard means that more frequent ladder replacement mitigates the risk of radial compression damage to pilot ladders. IMPA did not oppose a reduction in the minimum diameter to 0.16m (proposed by Japan) to ensure that application of all other requirements to existing ships could be achieved.

#### ***Maximum service life for pilot ladders and manropes***

IMPA brokered a compromise in response to demands that pilot ladders and manropes be subject to a maximum service life based on the date they were put into service onboard, rather than date of manufacture. This resulted in a slight increase in the maximum permissible service life to 36

months from the date of manufacture whilst giving industry the flexibility to also use pilot ladders and manropes for a maximum of 30 months from the date they were put into service onboard. 36 months from the date of manufacture remains the absolute maximum permissible service life of pilot ladders and manropes under the new standard.

### ***Finalisation of the new Required Pilot Transfer Arrangements poster***

A number of member states made constructive comments on IMPA's proposed Required Pilot Transfer Arrangements poster. NCSR 11 recorded these and invited IMPA to make appropriate modifications and submit a modified poster to the IMO in November 2024 for endorsement.

### **Next steps**

<b>Stage</b>	<b>When</b>
Modifications to the new pilot ladder poster	Now - November 2024
Submission of the new pilot ladder poster to IMO	November 2024
Approval by the Maritime Safety Committee (MSC 109)	December 2024
Adoption by the Maritime Safety Committee (MSC 110)	June 2025
Entry Into Force	1 January 2028
Compliance deadline(s)	SOLAS: First survey after 1 January 2029 Non-SOLAS: 1 January 2030

### **Draft Amendments**

The Secretariat will circulate a consolidated copy of the draft amendments to SOLAS regulation V/23 and the new performance standard as soon as it is available.

If you have any questions or require more information, please do not hesitate to contact me at [m.williams@impahq.org](mailto:m.williams@impahq.org).

**Action: Members are invited to note the outcome of NCSR 11 and the significant progress made in improving the safety of pilot transfer arrangements.**

Yours sincerely,



Matthew Williams  
Secretary General