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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.

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

Scan for more information

PILOT LADDER WINCH REEL

HANDHOLD STANCHIONS shall extend 120cm above deck.

Stanchions
Min. 32mm
Max. 36mm

Winch
Min. 700mm
Max. 800mm

Minimum Clearance 220cm

NO OBSTRUCTIONS
Min. 01.5m

Winch shall be mechanically secured before use.

The pilot ladder shall be secured to a strong point, independent of the pilot ladder winch reel, its distance of action shall be 0.5m minimum horizontally from the ship's side towards the aft.

Ladder shall not be rigged over sharp edges or corners. A curved surface of a shape such as a half-pipe should be used to prevent the rope from being damaged by sharp edges or corners.

PILOT TRANSFER ARRANGEMENTS FOR TRAP DOOR AND SIDE DOOR DIAGRAMS CAN BE VIEWED BY SCANNING THE ABOVE QR CODE.

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.

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

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.



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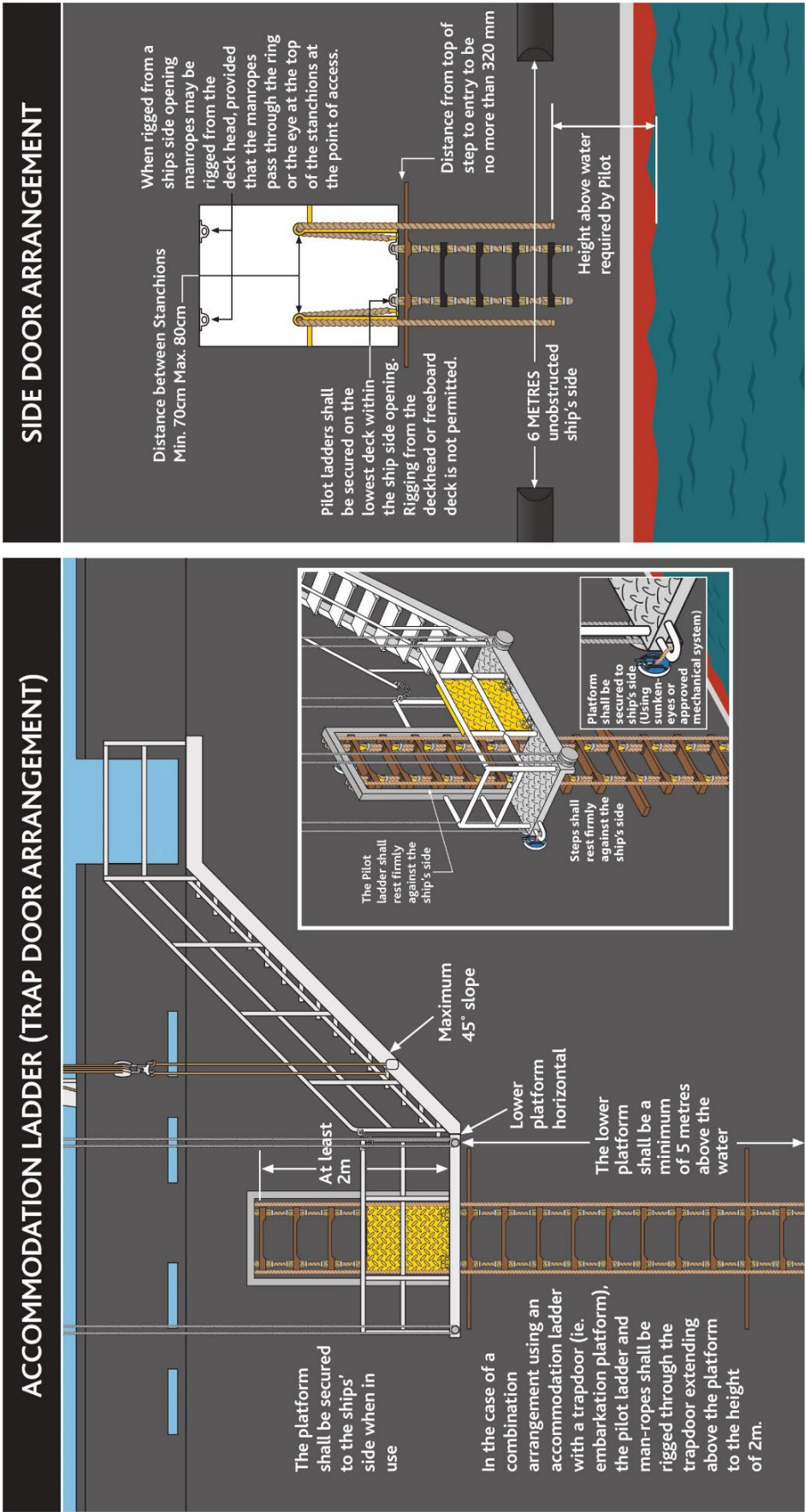
REQUIRED PILOT TRANSFER ARRANGEMENTS FOR TRAP DOOR AND SIDE DOOR



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

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NON-COMPLIANT PRACTICES



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