

SUB-COMMITTEE ON NAVIGATION,
COMMUNICATIONS AND SEARCH AND
RESCUE
12th session
Agenda item 19

NCSR 12/INF.7
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ANY OTHER BUSINESS

Improving the safety of pilot transfer arrangements

Submitted by IMPA

SUMMARY

Executive summary: This document provides the results of the IMPA Safety Campaign/Survey 2024 and a summary of SOLAS regulation V/23 compliance trends (2018-2024).

Strategic direction, if applicable: 7

Output: 7.44

Action to be taken: Paragraph 8

Related documents: Resolutions A.911(22), A.1045(27) and MSC.308(88); MSC 104/15/23; MSC 106/14, MSC 106/19; NCSR 6/INF.10; NCSR 7/INF.17; NCSR 8/INF.3; NCSR 9/INF.7; NCSR 10/16/2; NCSR 11/13/2; III 8/4 and III 8/19

Introduction

1 IMPA has submitted reports of Safety Campaigns/Surveys conducted by the Association to the Organization in 2007, 2010, 2015 and 2017-2023.

IMPA Safety Campaign/Survey 2024

2 The results for 2024 indicate that the percentage of non-compliant arrangements experienced by pilots was 13%, with the rolling two-year average rate of non-compliance remaining being 15%.

3 Comprehensive results from the 2024 Safety Campaign are available at [Results of the 2024 IMPA Safety Campaign/Survey](#).

4 Key findings from the Campaign/Survey in 2024 included:

.1 highest rates of non-compliance found in Europe and Australasia;

- .2 no significant change in historic non-compliance trends (refer to figures 1 and 2 below);
- .3 pilot ladders remain the leading source of non-compliant observations;
- .4 9% of pilot ladders reported as non-compliant were not secured to a strongpoint; and
- .5 retrieval line rigging and pilot ladder serviceability remain weaknesses.

Trends in Safety Campaign/Survey Results, 2018-2024

5 Figure 1 summarizes observed compliance trends for 2018-2024. This demonstrates the persistent risk facing maritime pilots, seafarers, surveyors and port and flag State inspectors.

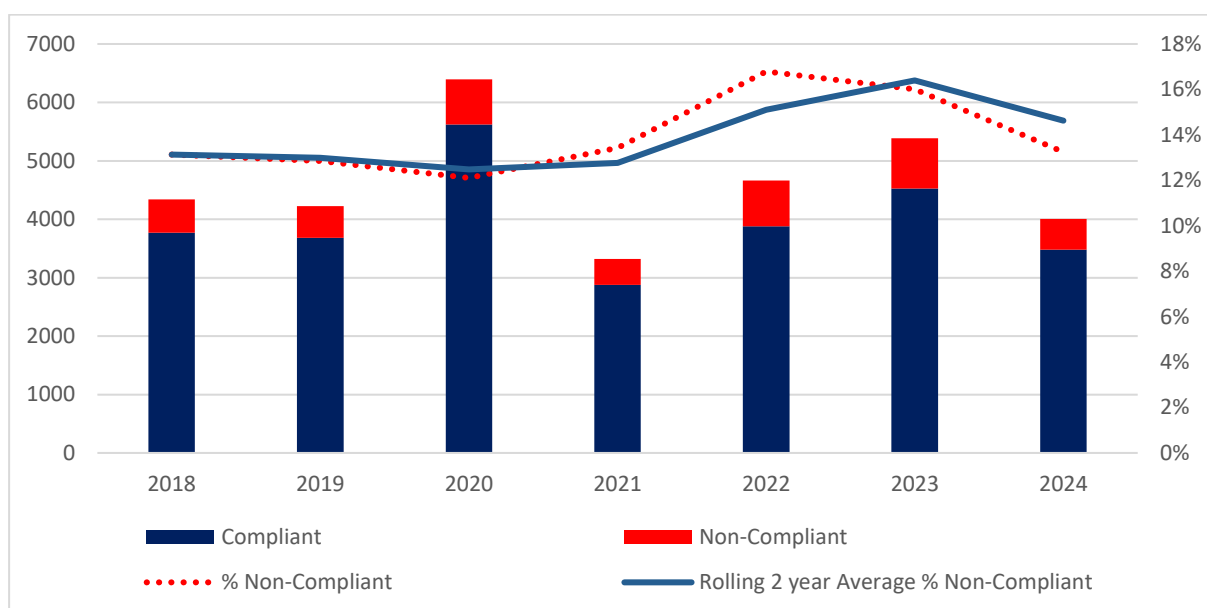


Figure 1: Compliance trends, 2018-2024

6 Underpinning the non-compliance trend in figure 1 are four aspects of pilot transfer safety: pilot ladders, bulwark arrangements and access to the deck, combination arrangements and associated safety equipment. Figure 2 provides a summary of the trends in these four aspects.

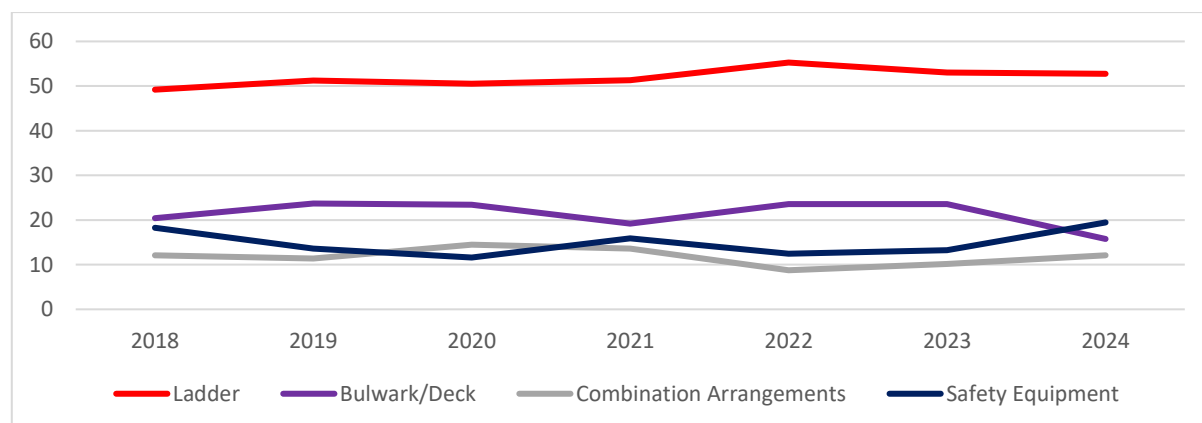


Figure 2: Drivers of non-compliance, 2018-2024

- 7 Combined with the findings in paragraph 4, figures 1 and 2:
- .1 highlight the significant opportunities for the safety of all personnel using pilot transfer arrangements, which can be realized by the implementation and enforcement of the consolidated, mandatory requirements for pilot transfer arrangements finalized at NCSR 11, approved at MSC 109 and anticipated to be adopted at MSC 110; and
 - .2 demonstrate the case for encouraging flag State Administrations to voluntarily implement the amendments on ships flying their flag before entry into force of the amendments, anticipated for 1 January 2028.

Action requested of the Sub-Committee

- 8 The Sub-Committee is invited to note the information provided.
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