

# **EMPA Recommendation No 5 Recommendation on Pilot Transfer Arrangements**

## **Introduction**

The transfer of a Pilot, between a Pilot boat and ship, presents significant risks to the Pilot and Pilot boat crew. To bring these risks to an acceptable level, International Regulations have been adopted in the way of SOLAS Chapter V Regulation 23, IMO Resolution A.1045(27), ISO 799 and the ISM code in which the vessel will have prescribed procedures under the vessel's Safety Management System.

This recommendation aims to advise Pilots, Port Authorities, Ship Owners, Ship Operators, Masters, Officers and Crew on where to find the current regulations and offer practical advice on the rigging and use of Pilot Transfer Arrangements.

While amending Recommendation No 5. Recommendations on Pilot Ladders, this recommendation replaces EMPA (European Maritime Pilots Association) recommendations:

- No 4. Recommendations on accommodation ladders;
- No 7. Recommendations on side ports used for the embarkation or disembarkation of Pilots;
- No 9. Recommendations on Pilot Ladders - use of tripping and heaving lines;
- No 10. Recommendations on 9 metre line;

## **Consideration**

Taking into account:

- The consistent number of accidents and incidents involving the transfer of Pilots to and from vessels.
- The risks involved in Pilot Transfer where in the past years Pilots either lose their life or are seriously injured while using non compliant Pilot Transfer Arrangements.
- The annual IMPA (International Maritime Pilots' Association) - International Maritime Pilots' Association Safety Surveys



consistently show a large and unacceptable rate of non compliance with Pilot Transfer Arrangements.

- The safety of Pilots and Pilot boat crew.
- The ship's own safety management system.
- Local and national requirements regarding Pilot transfer to and from vessels, such as the UK MCA Boarding and Landing Code.
- Local Pilot requests and advice from the Pilot boat.

## Policy

- The role of EMPA is to facilitate the exchange of information between its members to continuously improve the professional and technical proficiency of Maritime Pilots in its member Associations, Pilots within the EU and Pilots in neighbouring countries.
- EMPA aims to assure the safety of all Maritime Pilots in the EU and neighbouring countries, by increasing the safety and efficiency of navigation, thereby enhancing environmental protection from ship-borne pollutants.
- EMPA recommendations add practical advice, drawing from the collective experiences of its members, to be read in addition to local, national, and international regulations. These recommendations provide information to Pilots, shipowners, and Captains. These recommendations are also written to advise stakeholders that have a direct or indirect impact on the maritime industry.
- Pilot Transfer Arrangements (PTA's) are part of the ships' safety equipment and are regulated by the IMO. As the International Maritime Pilots' Association are permanently represented at the IMO, in the interests of its Members we aim to cooperate with IMPA on a regular basis on any necessary amendments that may be required to SOLAS Chapter V Regulation 23, and IMO Resolution A.1045(27)
- Every Pilot should reject an unsafe PTA, and report deficiencies to the relevant Port State Control and Harbour Authority. An



inspection should be carried out at the next port and the Pilot advised of any irregularities prior to the arrival of the vessel.

- Vessels are required by SOLAS Chapter V Regulation 23, 2.1 to provide a safe means of embarkation and disembarkation for the Pilot.

SOLAS Chapter V, Regulation 23, 2.1 states: *“All arrangements used for pilot transfer shall efficiently fulfil their purpose of enabling pilots to embark and disembark safely. The appliances shall be kept clean, properly maintained and stowed and shall be regularly inspected to ensure that they are safe to use. They shall be used solely for the embarkation and disembarkation of personnel.”*

### EMPA Recommends

In the interest of the safety of Pilots, the safety and efficiency of navigation, and the protection of the marine environment, the European Maritime Pilots' Association asks that Masters, crews, and shipowners fully comply with current legislation regarding PTA's.

- Particular care and attention must be paid to the maintenance and inspection of PTA's. ISO 799 requires that Pilot ladders be load tested, and certified after 30 months. Ships' planned maintenance systems should provide for regular inspection of PTA's by a competent person at regular intervals. Pilot ladders are worn out long before the 30 month inspection and load test in vessels that use the services of Pilots regularly.
- Flag States and Classification Societies as regulatory and enforcement authorities are obliged to ensure that their vessels comply with the above mentioned legislation, and are required to take action on reported deficiencies;
- Port State Control, in compliance with Port State Control Directive (2009/16/EC) and taking into consideration national legislation on implementing the Port State Control Directive, shall ensure that the Pilot Transfer Arrangements comply with SOLAS Chapter V, Regulation 23 and the Unified interpretation of SOLAS Chapter V, Regulation 23 (MSC.1/Circ.1375/Rev.1);



- Member Associations and Pilotage Authorities are strongly advised to develop a training programme that includes Pilot Transfer Arrangements and boarding techniques for Pilots and Pilot boat crew members.
- Member Associations and Pilotage Authorities shall ensure that Pilots and Pilot boat crews are competent and trained to ensure the safe transfer of Pilots.
- A risk assessment involving the Pilot boat crew and Pilots shall be undertaken to determine that the transfer of the Pilot will be carried in as safe conditions as possible
- Pilotage Authorities and Member Associations shall ensure Pilots report deficiencies (as is required by Port State Control Directive 2009/16/EC) in the rigging of Pilot Transfer Arrangements to their relevant Port State Authority.
- EMPA recommends that Member Associations meet with Port State Control Authorities to raise awareness of the high level of non-compliant Pilot Transfer Arrangements that Pilots experience as opposed to the number of deficiencies found by Port State Control.
- Pilots shall refuse to use any non-compliant Pilot Transfer Arrangement, and as soon as is practicable, report any deficiency to the relevant Port State Control and Harbour Authority;
- Member Associations are urged to send Notice to Mariners on PTAs prior to ship's arrival that should include general recommendations, but specially the more specific local requirements. An example on NtM can be found attached to this recommendation.

For further information, please visit [www.pilotladdersafety.com](http://www.pilotladdersafety.com). The aim of this website is to improve Pilot ladder safety by sharing knowledge and information, showing how it is done right, the first time. This is an independent website. All views expressed on this website are those of the autor(s) of posted articles and pages.

*Revised at EMPA General Meeting 28<sup>th</sup> April 2022*