



Association of Resource Companies, Ship Operators, Ports & Terminals

Pilot Transfer (Ladder) Arrangements

Scope of presentation

Data sets relating to non-compliance

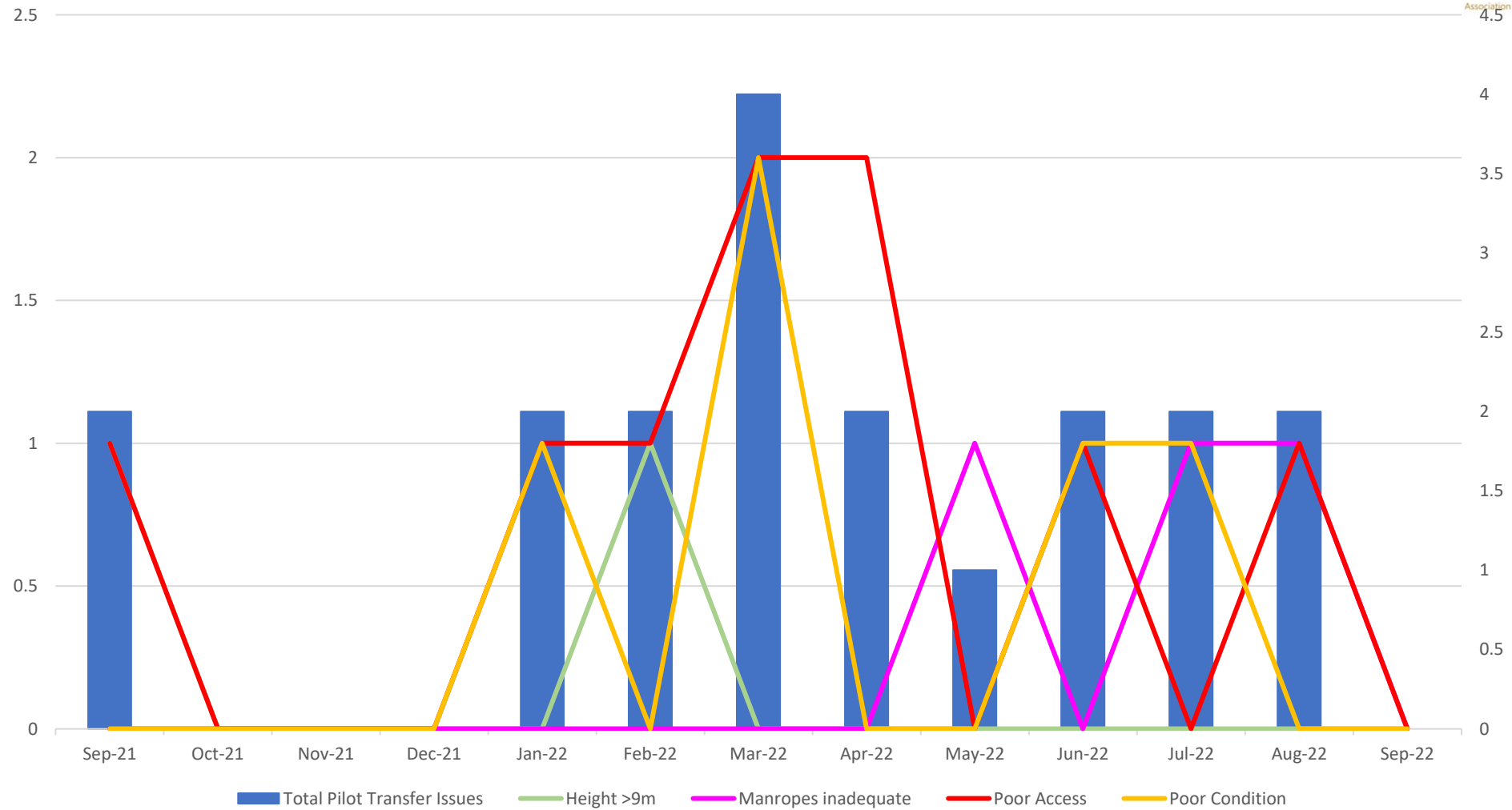
Examples of non-compliance

Adoption of standards by Ports / Pilotage Providers

The way forward (discussion)

AIM: A common understanding and approach by all parties

Pilot Transfer Issues - Sydney



25% of all pilot reported incidents are pilot ladder related

Pilot Transfer Video - Sydney





SHIPPING AGENTS' MEMO

12-2022

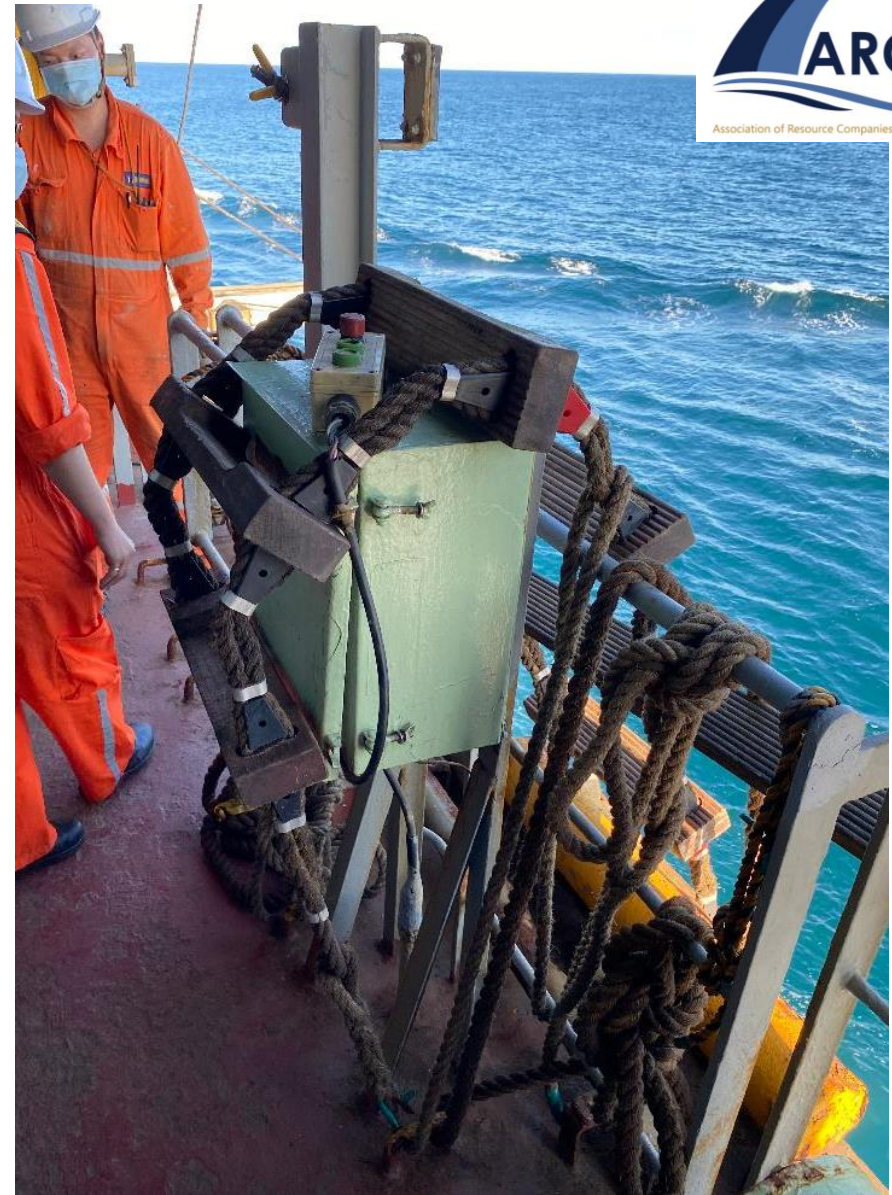
Date: 05 September 2022

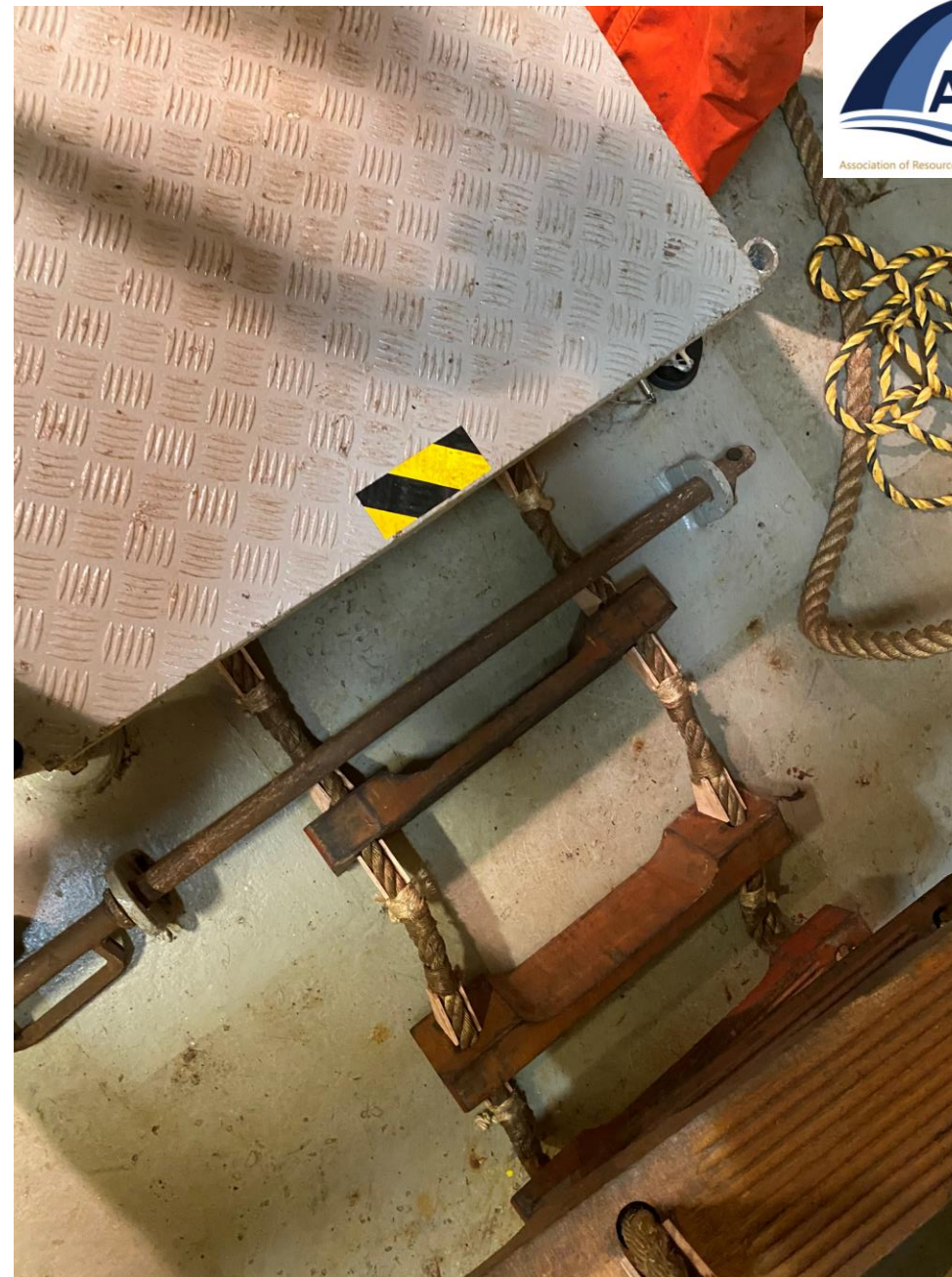
Subject: Incident during Pilot disembarkation - Verification of Pilot disembarkation arrangements

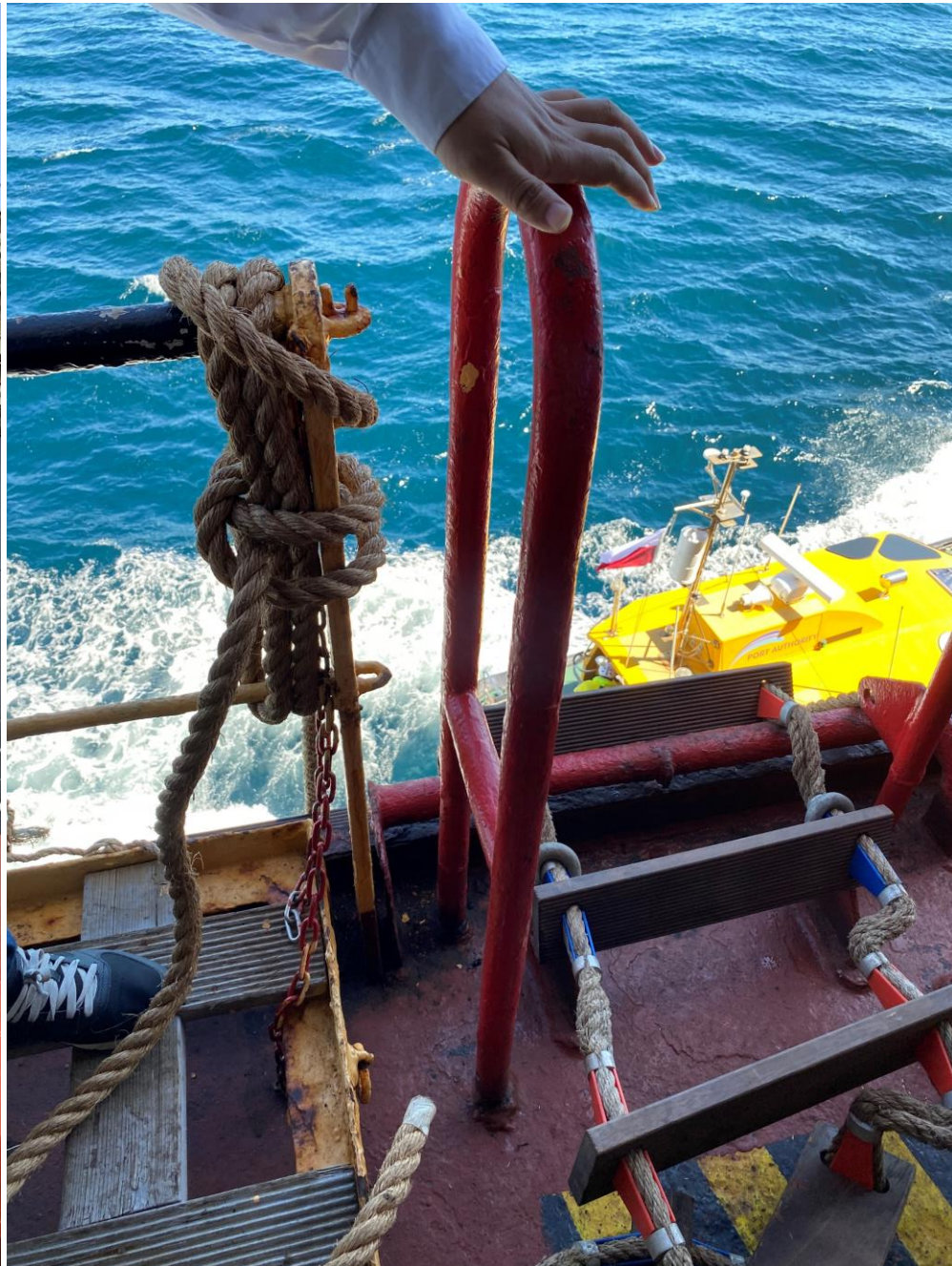
Compliance with these requirements is mandatory for all vessels calling at the Port of Fremantle.

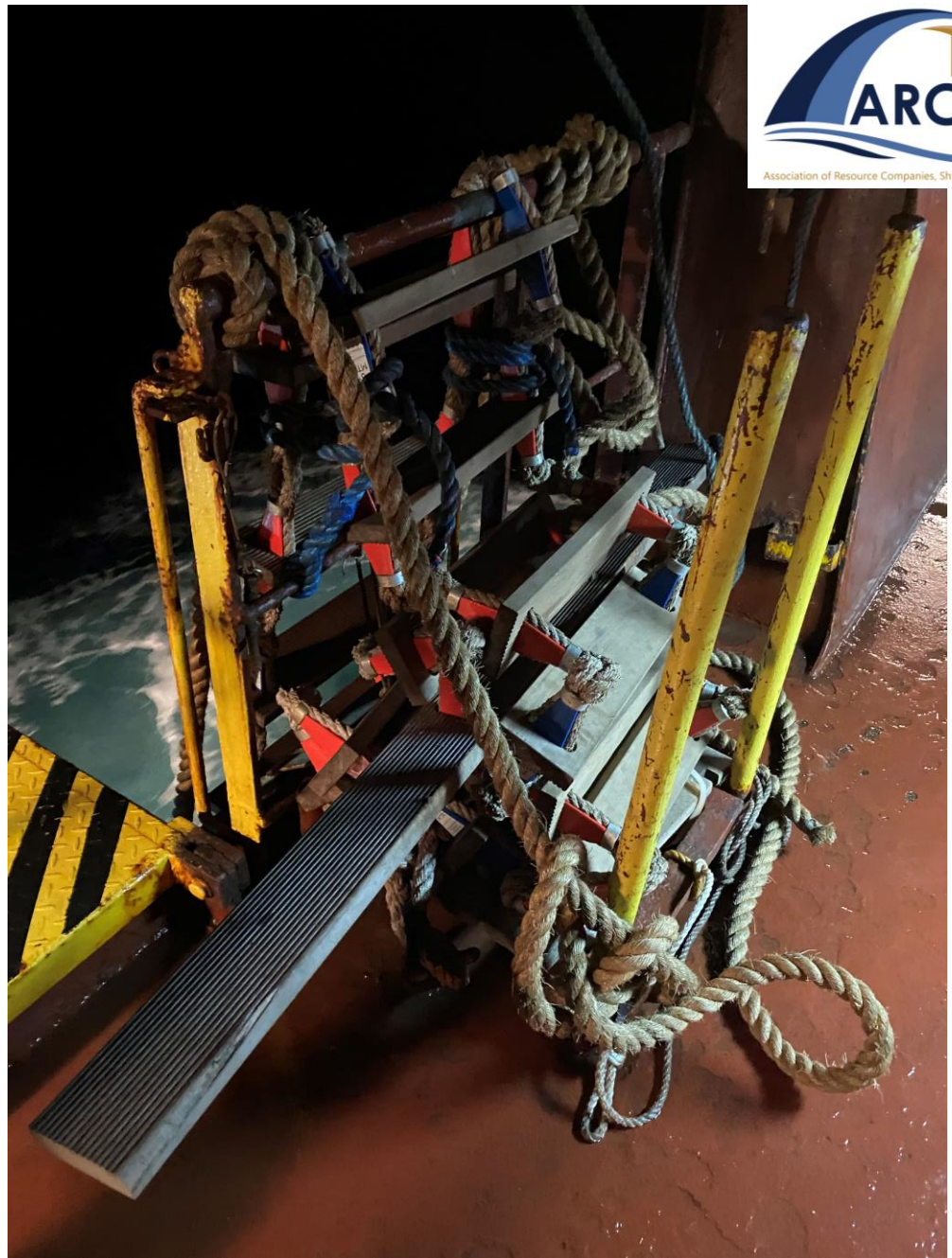
Fremantle Ports experienced a serious incident during marine pilot transfer operations recently. The incident involved a fall of the marine pilot, from a vessel on to the pilot boat landing deck due to failure of a pilot boarding arrangement component (manropes). The marine pilot suffered significant injuries due to the fall.











Pilot Ladder Standards

AMSA Marine Orders Part 21 (Safety and emergency arrangements) paragraph 12
SOLAS Chapter V Regulation 23
AMSA Marine Notice 03/2022 Pilot transfer arrangements
IMO Res.A1045 (27) Pilot Transfer Arrangements
IMO Res.A1108(29) Amendments to the Recommendations
on Pilot Transfer Arrangements (Res A.1045(27))
ISO 799-1:2019 Ships and marine technology – Pilot ladders (Superseded ISO799:2004)
IMO MSC.1/Circ.1428
MSC.1/Circ.1495/Rev.1. Revised Unified Interpretation of SOLAS Regulation V/23.3.3 on
Pilot Transfer Arrangements

As a part of our continual improvement process and to ensure safe marine pilot transfers, with effect from 01 November 2022, all vessels arriving at the Newcastle should be equipped with pilot ladders less than 30 months old or where they had been in service over 30 months, they should have been subjected to a strength test as required under ISO 799-1:2019.

What about manropes??

What about storage??

CERTIFICATION



Load Test of ManRopes

This is to certify that on this date, ManRopes for Pilot Ladder were load tested with the weight of 2 seafarers 75.0 kgs + 82.0 kgs with a Total weight of 157 kgs. and found in good order and without any visual defect and in acceptable condition.

Not just about standards..

Interpreting the standards

Adequate ship board engineering solutions

Staff understanding the risks involved

The safe way forward (discussion)

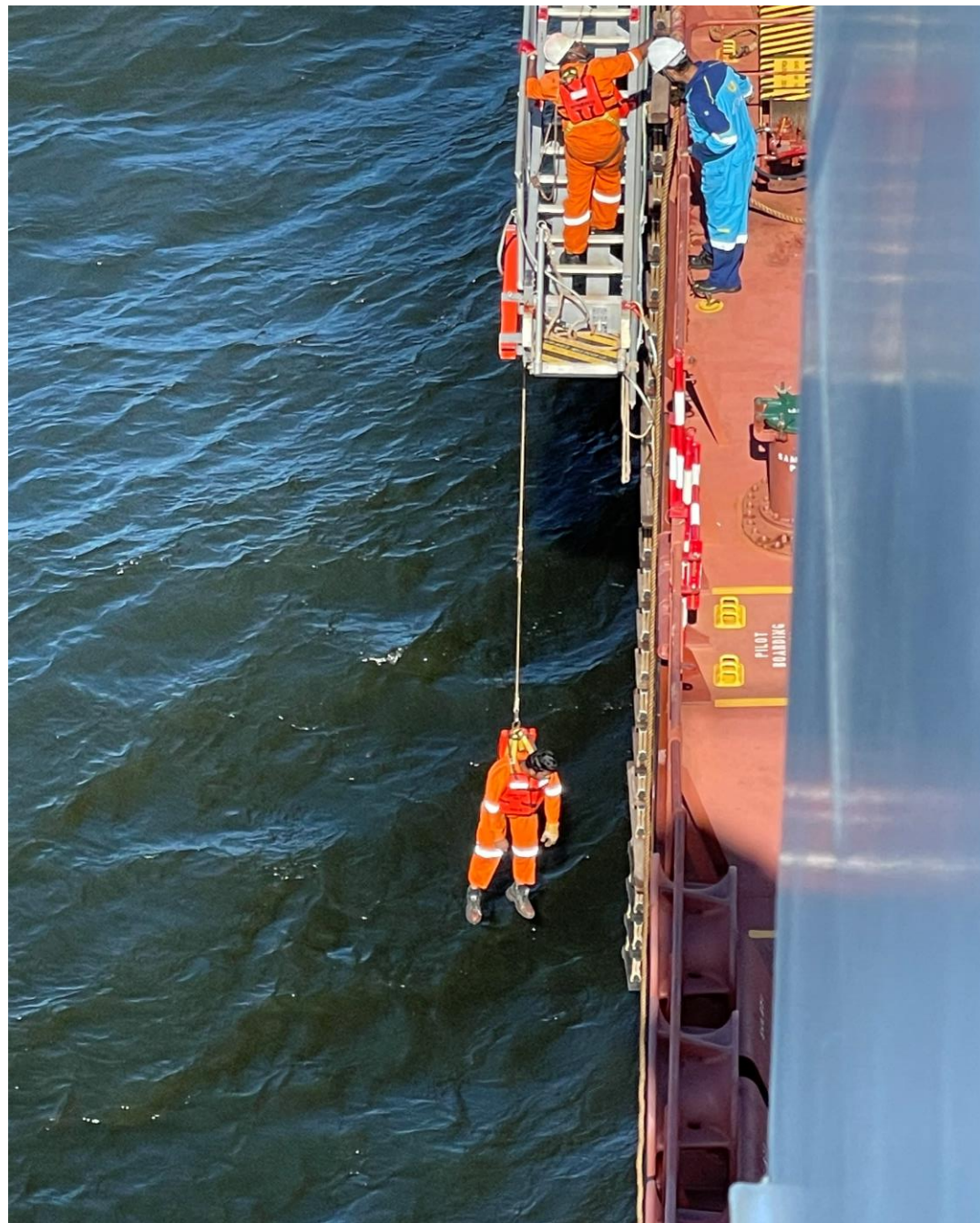
A common sense approach to a high risk operation

Rigging a pilot ladder

Routine task?

Risk Assessed?

Consequences?





Association of Resource Companies, Ship Operators, Ports & Terminals