



JAPAN P&I NEWS

To the Members

Australia—Maritime Safety Awareness Bulletin on Pilot Transfer Arrangements

We have obtained the bulletin regarding the safety of pilot transfer arrangements issued by the Australian Maritime Safety Authority (AMSA).

Pilot transfer remains a high-risk operation, and accidents caused by improper maintenance of ladders, incorrect rigging, and inadequate risk assessments are occurring worldwide.

This bulletin introduces case studies and safety measures to prevent recurrences, and also highlights the amendments to SOLAS Chapter V Regulation 23 and new performance standards that will enter into force on January 1, 2028. For full details, please refer to the [Maritime Safety Awareness Bulletin \(Issue #23\)](#).

Practical Advice

Accidents during pilot transfers directly lead to severe personal injuries or fatalities. In addition to this bulletin, Members are recommended to reiterate and strictly implement the following safety measures:

- Pilot ladders are susceptible to degradation from UV exposure, dirt, and chemicals. Ensure thorough visual inspections before use and store them in a suitable environment.
- Rigging must be carried out by trained crew members in accordance with SOLAS and IMO/ISO standards, and verified by a responsible officer before use. It is strictly prohibited to rig the ladder in a way that its weight is carried by the steps or chocks.
- Before commencing operations, conduct a risk assessment including weather and sea conditions. Ensure that rigging requirements and procedures are thoroughly confirmed through a toolbox meeting.
- If there is any safety concern regarding the transfer arrangement, crew members should immediately stop the operation regardless of their rank. Fostering a culture where seafarers can stop work if they feel it is unsafe is the last line of defense in preventing accidents.

Yours faithfully,

The Japan Ship Owners' Mutual Protection & Indemnity Association