

Pilot Boarding Arrangements Advisory for Vessels Calling at Ports of Auckland

Important notice to all Port Agents and Vessel Operators – Please read and distribute

Background:

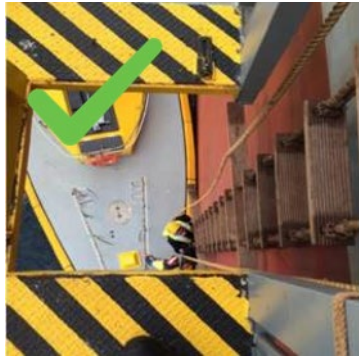


Ports of Auckland Ltd have previously sent advisory notices to customers on 23rd December 2019 and 18th February 2020, accompanied with clear diagrams illustrating acceptable and unacceptable arrangements of pilot boarding arrangements through trapdoors. In December 2021, MNZ granted approval for alternative pilot transfer arrangements, as in the appendix. Reference regulation 23 of chapter V of SOLAS 1974, adopted by the International Maritime Organization (IMO) in 2011 and New Zealand law by Maritime Rule Part 53. On March 30, 2022, POAL (Ports of Auckland) circulated the foregoing document to all agents.

We wish to remind all lines and agents of the Safety Update sent out by Maritime NZ in respect of Pilot Ladders. The below link is provided in relation to the update, and we request you to take a moment and read through this information. Please share this information internally and with the Masters of each of your vessels: <https://www.maritimenz.govt.nz/commercial/safety/safety-updates/navigation-stability/pilot-ladders.asp>

This update is issued to raise awareness of the potential risk of using improperly secured pilot ladders. It looks at the safety of boarding arrangements and the methods used to secure pilot ladders.

This safety update is for

- New Zealand and foreign ship owners and operators
- Maritime NZ recognised surveyors and recognised organisations.
- Maritime NZ Maritime Officers, Investigators and Technical Advisors
- Maritime Pilots

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|  | <p>Example A - Ideal Example</p> <ul style="list-style-type: none"> • The trapdoor opens outboard. • The pilot ladder extends 2m above the platform. • The pilot ladder remains flat on the ship's hull throughout its suspended length. • The trapdoor in the platform is framed only on three sides. The inboard side does not include a frame section and thus does not offer any foot tripping or weight distribution obstruction when the pilot is transitioning between the ladder and the platform. • During the transition from the rope ladder to the platform the pilot is uninterrupted and does not lean |
|  | <p>Example B. This example is non-compliant.</p> <ul style="list-style-type: none"> • The pilot ladder does not extend 2m above the platform. (non-compliant) • There is a steel fence with horizontal round bars, offered as hand holds above the platform. (non-compliant) • The Pilot ladder is attached to the underside of the platform and not to strong points on the deck. (non-compliant) |
|  | <p>Example C. This example is non-compliant.</p> <ul style="list-style-type: none"> • The pilot ladder does not extend 2m above the platform. (non-compliant) • There is a steel fence with horizontal round bars, offered as hand holds above the platform. (non-compliant) |

Following are examples of a compliant and non-compliant combination ladders. We have provided sufficient notice to the industry regarding these requirements, and consequently, vessels with non-compliant trap door arrangements arriving at Auckland will no longer be boarded by a pilot, with immediate effect. Please request your chartering teams to fix vessels with compliant trap door arrangements for trading in our region.

If you have any questions, please contact Allan D' Souza on +64 027 552 2033 or email allan.d'souza@poal.co.nz

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