



FLEET PRESERVE
— MARINE CONSULTANTS —

TECHNICAL ADVISORY · FP-TA 01/2026

Pilot Transfer Arrangements

The 2028 Compliance Roadmap

Amended SOLAS regulation V/23 (MSC.572(110)) and the new mandatory Performance Standards for Pilot Transfer Arrangements (MSC.576(110)): what changes, which ships are affected and when, and a step-by-step plan for the office and the ship.

1 Jan 2028

Entry into force · Parts D & E apply to all ships

1st survey $\geq$ 1 Jan 2029

Existing SOLAS ships verified against Parts A–C

30 / 36 months

Mandatory service life of every pilot ladder

From **1 January 2028**, the pilot transfer guidance that most fleets have treated as "recommended practice" becomes **mandatory SOLAS law**, applies to **existing ships**, and brings type approval, hard strength values and a fixed service life for every pilot ladder. For most operators the real deadline is 2027 — because the modifications, procurement and SMS work must be completed before the ships are surveyed.

197 → 523

Tokyo MOU pilot-transfer deficiencies, 2020 → 2024

1 → 12

Related detentions over the same period

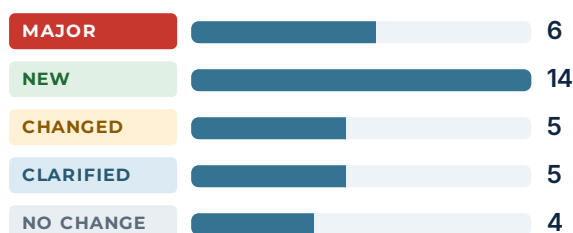
≈14%

of arrangements reported non-compliant in IMPA's 2025 safety campaign

Five things every Technical Manager needs to know

- 1 It is retroactive.** Existing installations must be verified against the design, securing and winch-reel requirements (Parts A–C) no later than the **first survey on or after 1 January 2029**. Maintenance, inspection and familiarisation rules (Parts D–E) apply to **every ship from 1 January 2028**.
- 2 Pilot ladders get an expiry date.** Every ladder and manrope set — spares included — must be withdrawn **36 months after manufacture or 30 months after entering service**, whichever comes first. Step repairs are banned.
- 3 Everything gets a number.** Strong points, shackles and securing ropes: **≥48 kN**, marked, documented. Bowsing: 3–4 kN. Handholds: Ø32–36 mm. Side doors: 2,200 × 915 mm.
- 4 New equipment is needed.** A **type-approved device to secure the ladder at intermediate length**, a spare ladder and manropes, and — on combination arrangements — protection of the hoisting mechanism and a **white/red pilot mark** on the hull.
- 5 Approval moves to the Administration.** Ladders, manropes and intermediate securing devices must be **type-approved**; installed arrangements need approval after any repair or alteration, and the Record of Equipment will be reissued.

At a glance — 36 items reviewed

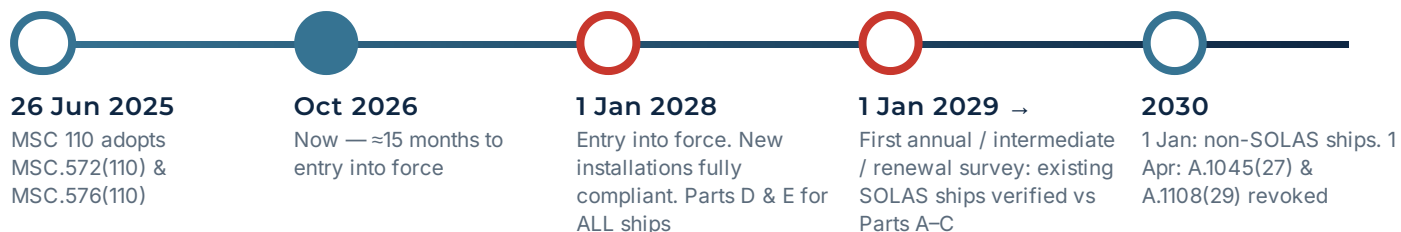


"Strengthened" counted as Changed; "Consolidated" as Clarified. Full comparison: pages 5–7.

Our recommendation

Start with a **fleet-wide gap assessment in Q4 2026 – Q1 2027**. It tells you which ships need structural work (strong points, trapdoors, handholds, winch reels) and must be aligned with the 2027 docking and survey programme — and which only need procurement and SMS changes.

Timeline



What applies to your ship — and when

MSC.576(110)	Scope	New installation on/after 1 Jan 2028	Existing installation — SOLAS ship installed before 1 Jan 2028	Existing — non- SOLAS
Intro · General	Height of climb, both sides, identification, responsible officer	At installation	1 Jan 2028	1 Jan 2028
Part A	Design, manufacture & construction; securing; openings; access; chafing	At installation	First survey ≥ 1 Jan 2029	1 Jan 2030
Part B	Rigging of pilot ladder, combination arrangement, side openings	At installation	First survey ≥ 1 Jan 2029	1 Jan 2030
Part C	Installation of pilot ladder winch reels	At installation	First survey ≥ 1 Jan 2029	1 Jan 2030
Part D	Operational readiness, inspection, maintenance, service life, spares	1 Jan 2028	1 Jan 2028	1 Jan 2028
Part E	Familiarisation of onboard personnel	1 Jan 2028	1 Jan 2028	1 Jan 2028
Part F	Approval of arrangements; type approval of ladders, manropes, intermediate devices	Before first use	After repair / alteration	After repair / alteration

"First survey" = the first annual, intermediate/periodical or renewal survey under SOLAS I/7–I/8 on or after 1 January 2029. Records of Equipment (Forms E, C, P) are revised and reissued after 1 January 2028; several class societies already issue a Statement of Compliance for early verification. Confirm the flag State's position for each ship.

The practical deadline is 2027, not 2029

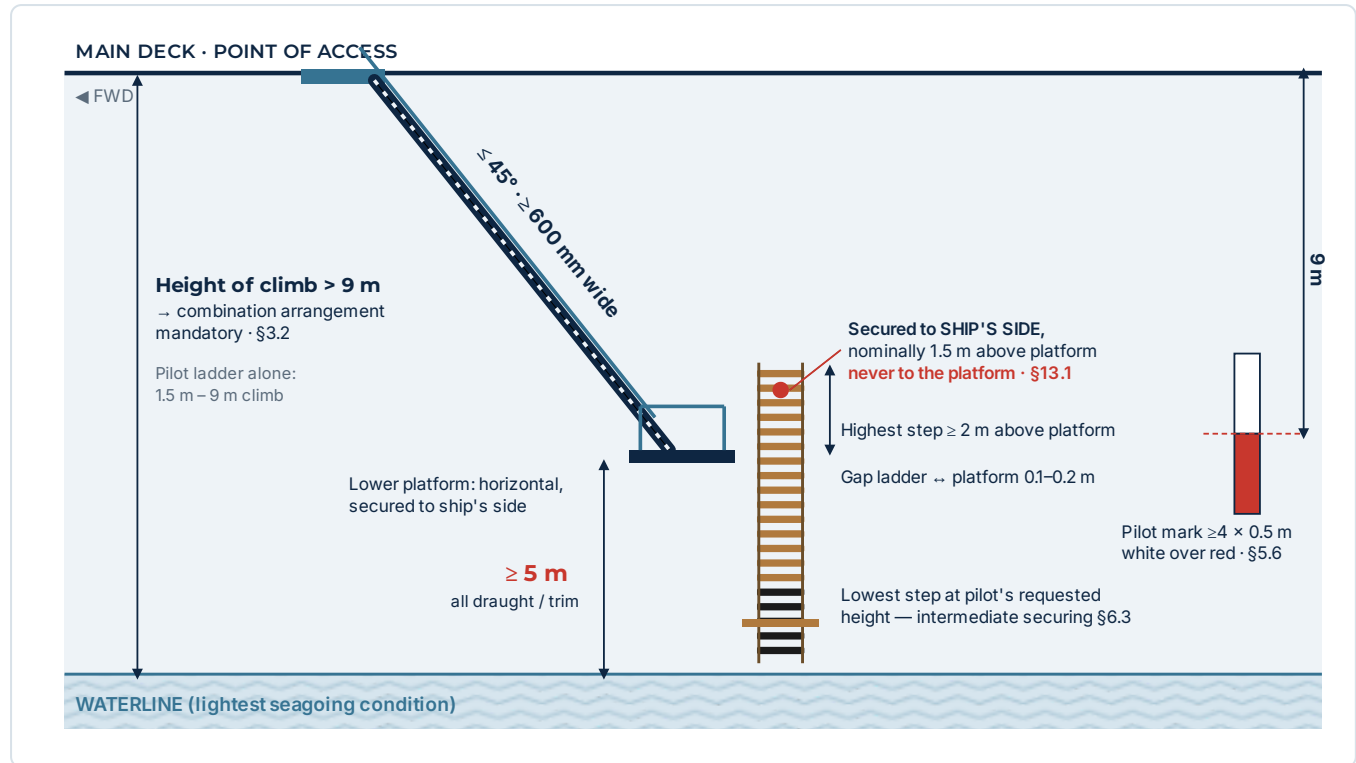
Parts D and E bite on **1 January 2028**: from that day a ladder older than its 30/36-month limit, a missing spare, no maintenance plan or no 3-monthly inspection record is a **PSC deficiency** — on any ship. Structural items (strong points, trapdoors, handholds, winch reels) should be fixed at the **last docking or survey window before 2029**.

Ships most exposed

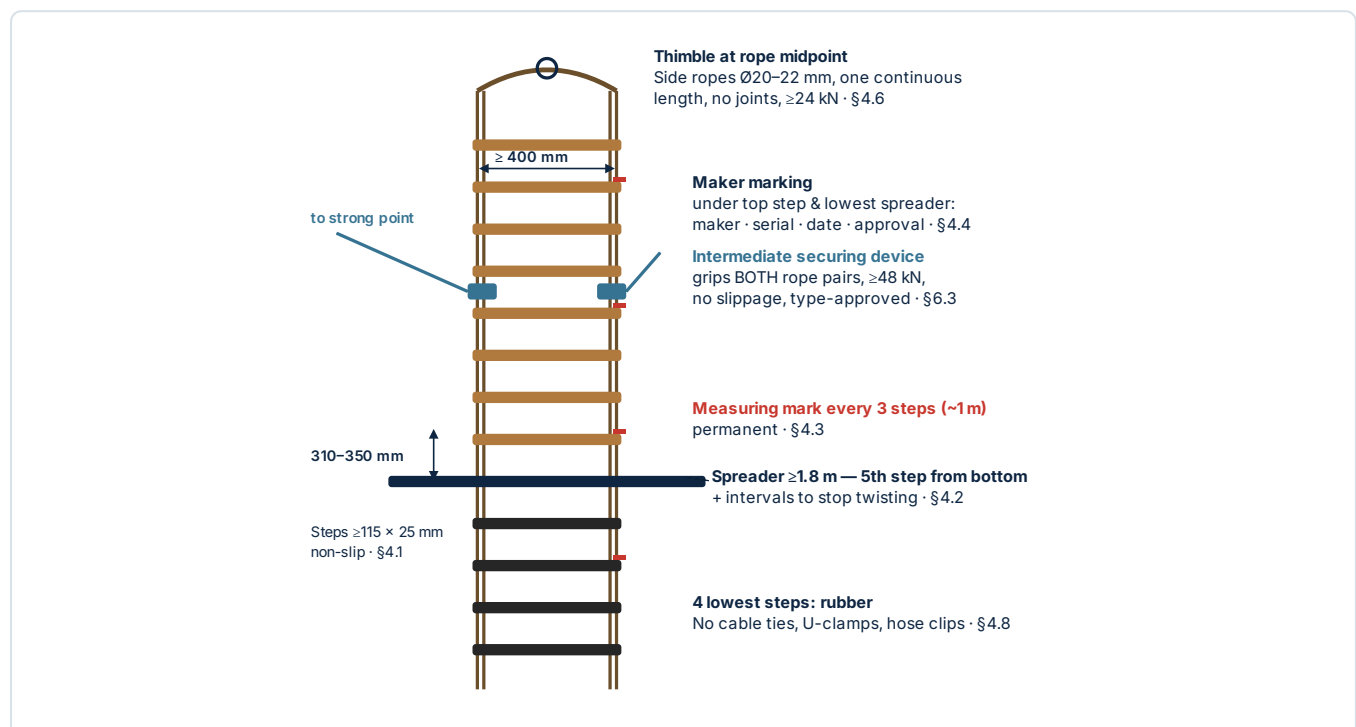
- Ships with **freeboard > 9 m** in ballast (Capesize, Kamsarmax, Panamax) — combination arrangement, trapdoor, pilot mark
- Arrangements **installed before July 2012**
- Ships with **pilot ladder winch reels** or side-door boarding
- Older tonnage with **unmarked, uncertified strong points**

The arrangement, in one picture

Combination arrangement as required by MSC.576(110) §5 and §13 — the configuration behind most PSC findings on bulk carriers in ballast.



The pilot ladder from 2028



Schematic, not to scale. Dimensions and references per MSC.576(110); ISO 799-1:2019 and ISO 799-3:2022 are the referenced standards.

What changes — item by item

Current guidance (A.1045(27) as amended by A.1108(29), and SOLAS V/23 as it stands) against the new mandatory standard. **MAJOR** items need budget, engineering or procurement lead time.

Item	Today · A.1045(27) / A.1108(29)	From 1 Jan 2028 · MSC.576(110)	Impact	Ref.
A Pilot ladder — design, construction & marking				
Steps	≥400 mm between ropes; 115 × 25 mm min.; 310–350 mm spacing; 4 lowest steps rubber	Unchanged	NO CHANGE	\$4.1
Spreader steps	≥1.8 m long; lowest spreader = 5th step from bottom	Unchanged; intervals to prevent twisting per ISO 799-1:2019	NO CHANGE	\$4.2
Side ropes	Uncovered rope ≥18 mm; ≥24 kN breaking strength	20–22 mm; double length from ONE continuous rope, no joints, midpoint on a thimble; ≥24 kN; UV-protected manila or equivalent	CHANGED	\$4.6–4.7
Securing of steps	Seizing or mechanical clamping to maker's design	Clamps must grip each rope independently with equal force. Cable ties, U-clamps and worm-drive clips PROHIBITED	NEW	\$4.8
Measuring marks	Not required	Permanent marks every 3 steps (~1 m) along full length	NEW	\$4.3
Manufacturer marking	Manufacturer's certificate of conformity	Maker, serial no., date of manufacture, approving authority — under top step AND lowest spreader	NEW	\$4.4
Ladder length	Reach water in all conditions incl. 15° adverse list	Unchanged — single length	NO CHANGE	\$4.5
Manropes	28–32 mm diameter	28–32 mm manila or equivalent; single length, no splices or knots; maker-marked like ladders	CHANGED	\$11
B Securing arrangements				
Strong points, shackles, securing ropes	Secured to strong points — strength not quantified	≥48 kN breaking strength, permanently marked; ropes tagged and ≥3 m long; ≥915 mm from deck edge; conformity documents on board	MAJOR	\$6.1
Bowsing arrangements	Not quantified	Applied/removed by one person; ≥4 kN (platform) / ≥3 kN (ladder, manropes); never load-bearing	NEW	\$6.2
Securing at intermediate length	No requirement	Type-approved device gripping BOTH side-rope pairs to strong points; ≥48 kN; zero slippage. Sets lowest step at pilot's requested height	MAJOR	\$6.3 · 12.6
Retrieval line	Not specified	If used: at/above lowest spreader, forward end, leading forward, clear of pilot boat	NEW	\$12.5
Chafing protection	General good practice	No contact causing sharp bends, chafe or pinching; rounded contact points, or removable pads stowed after use	NEW	\$9

Item	Today · A.1045(27) / A.1108(29)	From 1 Jan 2028 · MSC.576(110)	Impact	Ref.
C Combination arrangements (accommodation ladder + pilot ladder)				
Slope and width	≤45°; ≥600 mm	Unchanged	NO CHANGE	\$5.1
Hoisting mechanism	No explicit requirement	Protection so the mechanism cannot be operated inadvertently during transfer	NEW	\$5.1
Handrails and fencing	Rigid handrails or tight hand ropes, both sides	As before + vertical space between handrail and stringers securely fenced	CHANGED	\$5.3
SOLAS II-1/3-9	General reference	Ladder AND suspension/attachments to II-1/3-9, incl. its maintenance & inspection regime regardless of installation date	STRENGTHENED	\$5.4 · 22
Lower platform	Horizontal; ≥5 m above water; secured to ship's side	In ALL seagoing draught/trim; secured within parallel body and midship half-length	CLARIFIED	\$13.1
Pilot ladder at platform	Secured nominally 1.5 m above platform	Never secured to the lower platform; highest step ≥2 m above platform; gap 0.1–0.2 m	CLARIFIED	\$13.1
Trapdoor platforms	A.1108(29) provisions	Aperture ≥750 × 750 mm; handholds Ø28–32 mm, ≥1.2 m high; frame, pad eyes, winch and running gear for ≥48 kN	CONSOLIDATED	\$5.5
Pilot boarding mark	Not required	White-over-red mark ≥4 m × 0.5 m on hull; dividing line 9 m below point of access	NEW	\$5.6
D Ship's side openings & access to deck				
Side doors	Must not open outwards	+ minimum clear opening 2,200 mm (h) × 915 mm (w)	CHANGED	\$7.1
Side-door platforms	Not specified	Prohibited where <5 m above water; ≥750 × 750 mm, guarded, SWL-marked, test certificate on board	NEW	\$7.3–7.4
Handholds / stanchions	0.7–0.8 m apart; Ø ≥32 mm; ≥1.2 m high	Ø32–36 mm; ≤0.12 m inboard of deck edge; ring/eye ≥60 mm for manropes; not attached to bulwark ladder	CHANGED	\$8
Rubbing bands	6 m clear ship's side	Unchanged; exemption only for specialised ships <90 m	CLARIFIED	\$10

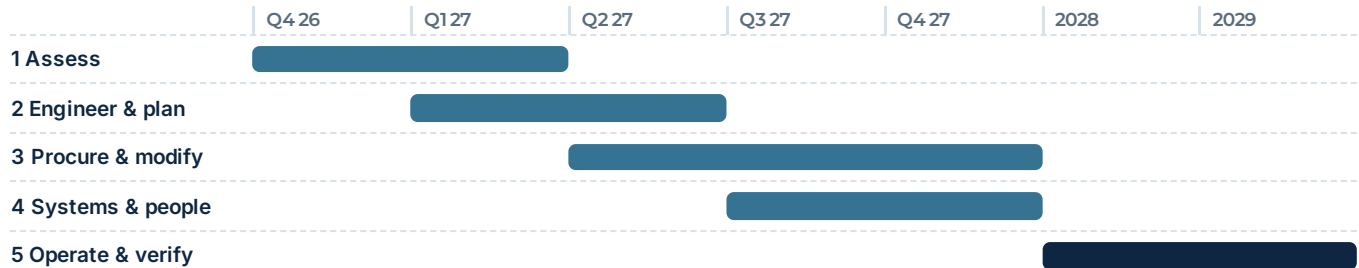
Item	Today · A.1045(27) / A.1108(29)	From 1 Jan 2028 · MSC.576(110)	Impact	Ref.
E Pilot ladder winch reels				
Winch reels	General provisions	Drum Ø ≥0.16 m; 915 × 915 × 2,200 mm clear access zone; reel NEVER carries the ladder in use; brake/lock, power cut-off, lockable neutral controls, locking pin	MAJOR	\$16–21
F Operation, inspection, maintenance & people				
Inspections	General maintenance obligation	Before AND after each use + detailed inspection every 3 months by responsible officer	NEW	\$25–26
Maintenance plan	Not required	Illustrated plan: checklist, maker's instructions, schedule, spares sources, log, in-service & withdrawal record	NEW	\$27
Service life	Replace when damaged/worn	WITHDRAW at 36 months from manufacture or 30 months in service — whichever first. Applies to spares too	MAJOR	\$30
Repairs	Replacement steps permitted	Repair or replacement of steps or spreaders PROHIBITED	MAJOR	\$28
Spares	Not specified	≥1 spare compliant ladder + 1 spare set of manropes on board	NEW	\$29
Stowage	General	Protected from moisture, icing, sunlight, chemicals, grease — per maker's instructions	CLARIFIED	\$23
Responsible officer	Required	+ communication with bridge; escort by a safe route	CLARIFIED	\$3.7
Familiarisation	Not specified	All crew involved familiarised under STCW I/14 as part of onboard familiarisation	NEW	\$31–33
G Approval				
Ladders, manropes, intermediate devices	Manufacturer's certification to SOLAS / ISO 799	TYPE APPROVAL by the Administration + audited maker QC or final product verification	MAJOR	\$36–37
Installed arrangements	No formal approval	Administration approval before first use and after any repair or alteration (§5–8, §10, Part C)	NEW	\$34–35

Reading this table

"No change" does not mean "no action": these requirements become **mandatory, verified at survey and inspected by PSC** against a single SOLAS reference, instead of an Assembly recommendation.

The roadmap — five phases

A realistic sequence for a fleet of bulk carriers and general cargo ships. Structural work is driven by the docking programme; everything else can run in parallel.



1 ASSESS

Q4 2026 – Q1 2027

- Fleet inventory: ships, freeboards, boarding positions, winch reels, side doors
- Onboard gap survey against MSC.576(110) (Annex A)
- Record maker, manufacture and in-service dates of every ladder and manrope set
- Verify strong points, shackles, securing ropes: capacity, marking, documents
- Collect flag and class guidance for each ship

2 ENGINEER & PLAN

Q1 – Q2 2027

- Define modifications per ship and send drawings to class / flag
- Strong-point and frame calculations (48 kN) where not documented
- Align structural work with the 2027 docking and survey programme
- Write the technical purchase specification — type approval to MSC.576(110)
- Set the fleet budget: equipment, yard work, approvals

3 PROCURE & MODIFY

Q2 – Q4 2027

- Order type-approved ladders, manropes, intermediate securing devices (+ spares)
- Fit / mark strong points; fix handholds, trapdoors, chafing points
- Hoisting-mechanism lock-out; fencing; white/red pilot mark
- Winch-reel locking and power cut-off; independent securing
- File certificates and conformity documents on board

4 SYSTEMS & PEOPLE

Q3 – Q4 2027

- Revise SMS pilot transfer procedure and rigging guidance
- Pre- / post-use checklist and 3-monthly detailed inspection form
- Illustrated maintenance plan, log and service-life register
- PMS jobs: 3-monthly inspection, withdrawal-date alerts
- Crew familiarisation package (STCW I/14) and records

5 OPERATE & VERIFY

1 Jan 2028 →

- Parts D & E live on every ship
- Internal verification visit / superintendent check before first survey
- Record of Equipment reissued; Statement of Compliance where offered
- Survey verification at first survey ≥ 1 Jan 2029
- Include pilot transfer in internal audits and pre-vetting checks

Action register

Who does what, and by when. Target dates assume a start in November 2026 — move them to fit your docking programme.

OFFICE ACTIONS

#	Action	Owner	Target
1	Nominate a fleet focal point	Technical Dept / DPA	Nov 2026
2	Issue a fleet circular and gap-survey checklist to all Masters	Technical / HSSQE	Nov 2026
3	Consolidate returns into a fleet compliance matrix (ship × item)	Technical	Jan 2027
4	Agree modification scope and approval route with class and flag	Superintendents	Mar 2027
5	Plan structural work into 2027 dockings / surveys	Technical / Dry-dock	Mar 2027
6	Standard purchase spec: MSC.576(110) type approval, delivery shortly before use	Technical / Purchasing	Apr 2027
7	Revise SMS procedure, forms, PMS jobs; issue familiarisation material	HSSQE / DPA	Sep 2027
8	Internal verification of each ship before first survey ≥ 2029	Superintendents	Dec 2027 →

VESSEL ACTIONS

#	Action	Owner	Target
1	Complete the gap survey (Annex A) with photos of each boarding position	Master / C/O	Dec 2026
2	Measure freeboard at lightest condition; confirm >9 m / <9 m case	C/O	Dec 2026
3	List every ladder & manrope set: maker, serial, manufactured, in service	C/O / Bosun	Dec 2026
4	Report strong points, shackles, securing ropes: marking and documents	C/O	Dec 2026
5	Remove cable ties, U-clamps, hose clips; quarantine repaired ladders	C/O	Immediately
6	Carry out and record modifications and new-equipment fitting	Master / C/E	2027
7	Run familiarisation for all personnel involved; record it	Master / C/O	Q4 2027
8	From 1 Jan 2028: pre/post-use + 3-monthly inspections, service-life register	Master / C/O	Ongoing

The fleet compliance matrix

One sheet for the whole fleet: ships in rows, the checklist items of Annex A in columns, each cell **compliant / action / not applicable**, with owner, cost and target date. It turns 55 requirements into a single management picture and becomes the evidence file for class, flag and vetting.

Do immediately — no cost

- Remove cable ties, U-clamps and hose clips from steps
- Stop repairing steps; quarantine repaired ladders
- Record manufacture and in-service dates of every ladder
- Never secure the ladder to the lower platform

Pilot ladder service life — plan purchasing now

§30: every ladder and manrope set, spares included, is withdrawn at **36 months from manufacture** or **30 months from entering service** — whichever comes first. A ladder that sits in the store counts down too.

Example A · made Jan 2027, into service Jul 2027



Example B · made Mar 2026, kept as spare, in service Jan 2028



■ In store (counts towards 36 months) ■ In service (max. 30 months)

Purchasing rules we recommend

- Buy **type-approved to MSC.576(110)** — ask for the certificate, not a declaration
- Specify the **latest possible date of manufacture** and just-in-time delivery
- Budget **≥2 ladder + manrope sets per ship every ~30 months** (more with two-side or multiple positions)
- Standardise one intermediate securing device across the fleet
- Stockpiling ladders in 2026–27 to "get ahead" may backfire

Service-life register

A one-page register per ship — item, serial, maker, manufactured, into service, withdrawal date — linked to PMS alerts at 90 and 30 days. It is required by §27.6, and it is the first thing a PSC officer will ask for.

Ten findings we expect PSC and vetting inspectors to raise

01 Ladder secured to the lower platform — or to stanchions/handrails instead of dedicated strong points.

02 Unmarked strong points and shackles — no breaking strength marked, no documents on board.

03 Ladder beyond service life — or no record of manufacture / in-service dates.

04 Repaired steps and banned fixings — cable ties, U-clamps or hose clips on steps.

05 Steps not horizontal / ladder twisting — ladder not lying flat against the hull.

06 Lower platform below 5 m — or not horizontal at the actual draught.

07 Accommodation ladder winch live — no lock-out during the transfer.

08 Manropes knotted, spliced or missing — or not led through stanchion rings.

09 Loose or wrong-size handhold stanchions — sockets corroded, wrong spacing.

10 No responsible officer / no radio — lifebuoy with light or heaving line not ready.



Annex A — Self-assessment checklist

For the Master and Chief Officer, or the attending superintendent. Photograph each boarding position (both sides). Any "No" becomes an action in the fleet compliance matrix.

Vessel: _____

IMO: _____

Date: _____

Inspected by: _____

#	Requirement	Ref.	Yes	No	Remarks / action
1	Documentation & records				
1	Pilot transfer arrangement drawing on board, showing both sides and all boarding positions	§34–35	☐	☐	
2	Conformity documents for strong points, shackles and securing ropes (≥48 kN) on board	§6.1	☐	☐	
3	Type-approval certificates for pilot ladders, manropes and intermediate securing device	§36	☐	☐	
4	Maintenance plan (illustrated) incl. checklist, schedule, log, spares sources	§27	☐	☐	
5	Record of date of manufacture, date into service and withdrawal date for every ladder & manrope set	§27.6–30	☐	☐	
6	Maker's care, inspection & stowage instructions on board for each item	§24	☐	☐	
7	SMS procedure revised to MSC.576(110); forms and PMS jobs updated	§25–27	☐	☐	
2	Pilot ladders & manropes				
8	Side ropes Ø20–22 mm, continuous, no joints, midpoint on thimble	§4.6	☐	☐	
9	No cable ties, U-clamps or worm-drive clips on steps	§4.8	☐	☐	
10	Measuring marks every 3 steps (~1 m) along full length	§4.3	☐	☐	
11	Maker marking under top step and lowest spreader step	§4.4	☐	☐	
12	Ladder long enough in lightest condition with 15° adverse list	§4.5	☐	☐	
13	No repaired or replaced steps / spreaders	§28	☐	☐	
14	Every ladder & manrope set within 36 / 30-month service-life limit	§30	☐	☐	
15	One spare compliant ladder and one spare set of manropes on board	§29	☐	☐	
16	Manropes Ø28–32 mm, single length, no splices/knots, maker-marked	§11	☐	☐	

#	Requirement	Ref.	Yes	No	Remarks / action
3	Securing arrangements				
17	Dedicated strong points with ≥ 48 kN breaking strength marked	§6.1	☐	☐	
18	Strong points ≥ 915 mm from deck edge (or max. deck width allows)	§6.1	☐	☐	
19	Shackles with breaking strength / SWL permanently marked	§6.1	☐	☐	
20	Securing ropes tagged / permanently marked and ≥ 3 m long	§6.1	☐	☐	
21	Type-approved intermediate-length securing device on board and crew trained in its use	§6.3	☐	☐	
22	Bowsing lines: single-person operation, ≥ 3 kN / ≥ 4 kN, not load-bearing	§6.2	☐	☐	
23	Chafing points rounded, or removable pads available and stowed after use	§9	☐	☐	
4	Combination arrangement (if fitted)				
24	Accommodation ladder slope $\leq 45^\circ$ at all boarding positions; width ≥ 600 mm	§5.1	☐	☐	
25	Hoisting mechanism protected against inadvertent operation	§5.1	☐	☐	
26	Handrails both sides; vertical space to stringers securely fenced	§5.3	☐	☐	
27	Ladder & suspension comply with SOLAS II-1/3-9 (incl. 5-yearly load tests)	§5.4 · 22	☐	☐	
28	Lower platform horizontal and ≥ 5 m above water in all seagoing conditions	§13.1.4	☐	☐	
29	Platform secured to ship's side within parallel body & midship half-length	§13.1.3	☐	☐	
30	Pilot ladder secured to ship's side ~ 1.5 m above platform — never to platform	§13.1.5–.6	☐	☐	
31	Highest step ≥ 2 m above platform; gap 0.1–0.2 m	§13.1.7	☐	☐	
32	Trapdoor (if any): aperture $\geq 750 \times 750$ mm, handholds $\varnothing 28$ –32 mm, frame ≥ 48 kN	§5.5	☐	☐	
33	White/red pilot boarding mark $\geq 4 \times 0.5$ m, dividing line 9 m below access	§5.6	☐	☐	



#	Requirement	Ref.	Yes	No	Remarks / action
5 Point of access, openings & winch reels					
34	Handholds Ø32–36 mm, 0.7–0.8 m apart, ≥1.2 m high, ≤0.12 m inboard	§8	☐	☐	
35	Ring/eye Ø ≥60 mm at top of stanchions for manropes	§8	☐	☐	
36	Bulwark ladder secured against overturning; stanchions not attached to it	§8.2	☐	☐	
37	Side doors: not opening outwards; clear opening ≥2,200 × 915 mm	§7.1	☐	☐	
38	6 m unobstructed ship's side at boarding position (rubbing bands cut back)	§10	☐	☐	
39	Winch reel: drum Ø ≥0.16 m, clear zone 915 × 915 × 2,200 mm	§16–17	☐	☐	
40	Winch reel: brake/locking pin, power cut-off, lockable controls; ladder secured independently	§20–21	☐	☐	
6 Operations & people					
41	Designated responsible officer with radio to bridge at every transfer	§3.7	☐	☐	
42	Lifebuoy with self-igniting light and heaving line ready at point of access	§15.1	☐	☐	
43	Pre-use and post-use inspections recorded	§25.1	☐	☐	
44	Detailed 3-monthly inspection recorded (incl. spares, winch reels, stanchion sockets)	§25.2 · 26	☐	☐	
45	Stowage protected from moisture, sunlight, chemicals and grease	§23	☐	☐	
46	Crew familiarisation for pilot transfer recorded under STCW I/14	§31–32	☐	☐	

Master

Chief Officer

Reviewed by office

How Fleet Preserve can help

Fleet Preserve is an independent marine surveying and technical consultancy headquartered in Athens, Greece, supporting shipowners and managers worldwide. Our team are naval architects and marine engineers with more than 18 years of hands-on experience in fleet technical management, dry-docking, PSC, vetting and ISM auditing on bulk carriers and general cargo ships. We can take on the whole programme or any single step.

01

Fleet gap assessment

Desktop review of drawings and certificates plus an onboard survey of every boarding position. Output: ship-by-ship compliance matrix, photo record and prioritised action list.

02

Engineering & approvals

Modification design, strong-point and frame checks (48 kN), trapdoor and handhold arrangements, drawings for class/flag, and yard specifications for your 2027 dockings.

03

SMS & crew package

Revised pilot transfer procedure, checklists, illustrated maintenance plan and log, service-life register, PMS job set and a crew familiarisation briefing.

04

Pre-survey & PSC readiness

Independent verification before the first survey on or after 1 January 2029, plus spot checks during PSC concentrated campaigns and ahead of RightShip / SIRE / CDI inspections.

Book a gap assessment

Send us your fleet list. We will respond promptly with a tailored scope of work, programme and quotation.

WEB

fleetpreserve.com

EMAIL

info@fleetpreserve.com

REFERENCES

IMO Resolution MSC.572(110) — Amendments to SOLAS regulation V/23 · IMO Resolution MSC.576(110) — Performance standards for pilot transfer arrangements (adopted 26 June 2025) · IMO Resolutions A.1045(27) and A.1108(29) · SOLAS regulation II-1/3-9 · ISO 799-1:2019, ISO 799-3:2022, ISO 1181:2004 · Class society guidance (DNV, LR, ABS) and flag notices on the 2028 requirements · Tokyo MOU deficiency data and IMPA 2025 safety campaign figures as reported by UK P&I Club.

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