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SLS.14/Circ.450/Rev.1
3 April 2012

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

Equivalent arrangements accepted under regulation I/5

Shipside doors used for pilot transfer

Communication by the Government of Germany

The Secretary-General of the International Maritime Organization has the honour to transmit herewith the text of a communication from the Government of Germany in respect of equivalent arrangements for shipside doors used for pilot transfer for ships, shown in the annex, accepted under regulation I/5 of the above Convention.

The Secretary-General would be grateful if steps could be taken to bring this information to the attention of the appropriate authorities.

ANNEX



Bundesministerium
für Verkehr, Bau
und Stadtentwicklung

Bundesministerium für Verkehr, Bau und Stadtentwicklung • Postfach 20 01 00, 53170 Bonn

The Secretary General
International Maritime Organisation
4 Albert Embankment
London SE1 7SR

**Subject: Equivalent arrangements accepted under SOLAS
regulation I/5 equivalent arrangements, SLS 14/Circ.**

Our file no. : 62321.3/1-SOLAS-Kap V/19, SLS
Date : Bonn, 08/03/2012
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Your Excellency,

In accordance with SOLAS in terms of the provision of SOLAS regulation I/5, the Government of Germany should like to inform all Contracting Governments of the acceptance of existing arrangements and equipments, i.e. the German Government allows ships to continue their operation with the existing shipside doors for pilot transfer opening upwards and outwards, so that they are not required to convert these side doors as stipulated by the amended SOLAS regulation V/23.1.5.

I should be grateful if the enclosed statement were circulated to all Contracting Governments and if steps could be taken to bring this information to the attention of the appropriate authorities.

For the Federal Ministry of Transport, Building
and Urban Affairs

Yours faithfully

Hans-Heinrich Callsen-Bracker

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Statement by the Government of Germany

Equivalent arrangements accepted under SOLAS regulation I/5

Shipside doors used for pilot transfer

The Government of Germany accepted under SOLAS regulation I/5 equivalent arrangements for shipside doors used for pilot transfer for the following ships:

DRESDEN EXPRESS	IMO 8902553
HOECHST EXPRESS	IMO 8902565
KIEL EXPRESS	IMO 8902539
LEVERKUSEN EXPRESS	IMO 8902541
LUDWIGSHAFEN EXPRESS	IMO 8902577
ESSEN EXPRESS	IMO 9036909
PARIS EXPRESS	IMO 9038919
STUTTGART EXPRESS	IMO 9038907

Details

RESOLUTION MSC.308(88) IMO adopted among others amendments to SOLAS chapter V "Safety of Navigation". This includes an amendment to regulation 23 – Pilot transfer arrangements. The revised regulation requires in paragraph 5 that shipside doors used for pilot transfer shall not open outwards and states in the new paragraph 1.5 that ships constructed before 1 January 1994 shall comply with paragraph 5 not later than the first survey on or after 1 July 2012.

The a.m. ships were constructed before 1993 and are a series of similar ships. All of them are equipped with shipside doors for pilot transfer. The doors were designed in such a way that they open outwards and are lifted upwards when opened.

Accepted equivalent arrangement

The a.m. ships are allowed to continue their operation with the existing shipside doors for pilot transfer opening upwards and outwards and it is not required to convert these side doors as stipulated by the amended SOLAS regulation V/23.1.5.

Review

In accepting the equivalent arrangement the Administration has considered the following facts:

1. The shipside doors on the a.m. ships **are lifted upwards** and in their final position have a distance of approximately 5.70 metres to the sea surface, measured at design draft. The position of these opened side doors minimizes the risks for approaching pilot boats.
2. The German pilot association "Elbe-Pilots" were contacted to get information about their experience with the use of the relevant side doors. Pilots of this association board the a.m. ships regularly when they call at the port of Hamburg. The pilot association confirmed that in practice no problems had ever occurred regarding the upward and outward opening shipside doors even when the pilots were boarding from large pilot tenders.
3. An investigation revealed that no accidents in connection with the use of the shipside doors for pilot transfer on a.m. ships were reported since the ships were delivered from the shipyard to the owners.