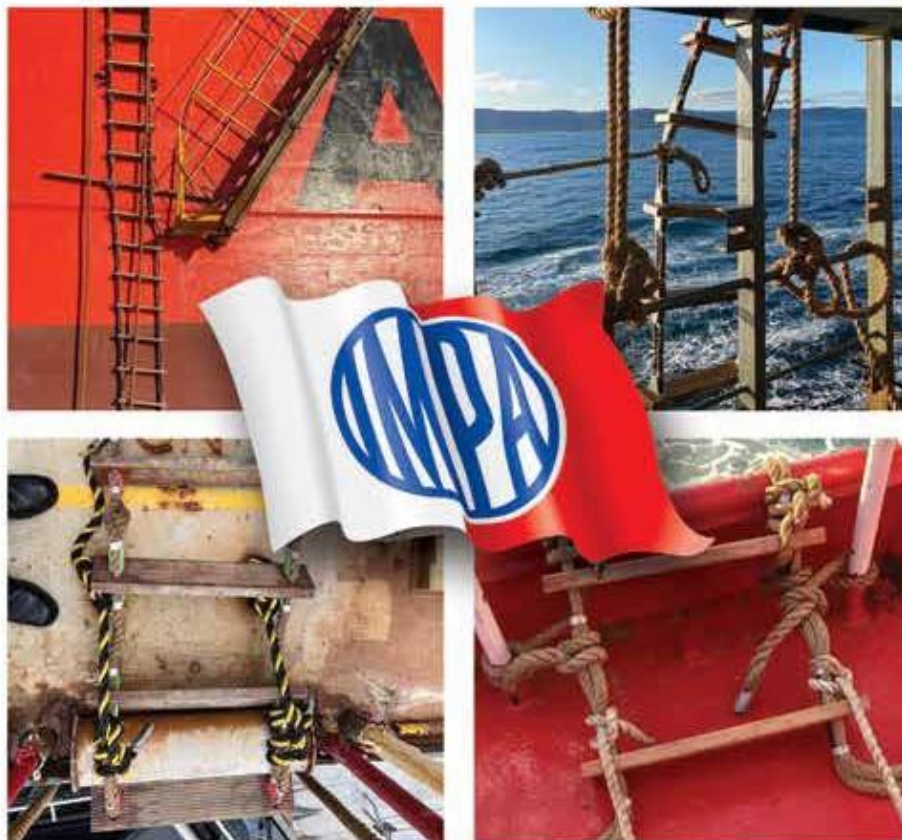


SAFETY CAMPAIGN



2025

INTRODUCTION

IMPA represents the international community of pilots. We use the resources of our membership to promote effective safety outcomes in pilotage as an essential public service.



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IMPA BELIEFS

1. The public interest is best served by a fully regulated and cohesive pilotage service free of commercial pressure.
2. There is no substitute for the presence of a qualified pilot on the bridge.
3. IMO is the prime authority in matters concerning safety of international shipping.
4. All states should adopt a responsible approach based on proven safety strategies in establishing their own regulations, standards and procedures with respect to pilotage.
5. IMPA represents the international community of pilots. We use the resources of our membership to promote effective safety outcomes in pilotage as an essential public service.
6. Existing and emerging information technologies are capable of enhancing on-board decision making by the maritime pilot.

Headlines from 2025

Non-compliance rate

14 %

Number of reports

5285*

Number of pilots participating

>940

Highest rates of non-compliance found in Africa (24 %) and Oceania (22 %)

No significant change to historic non-compliance trends

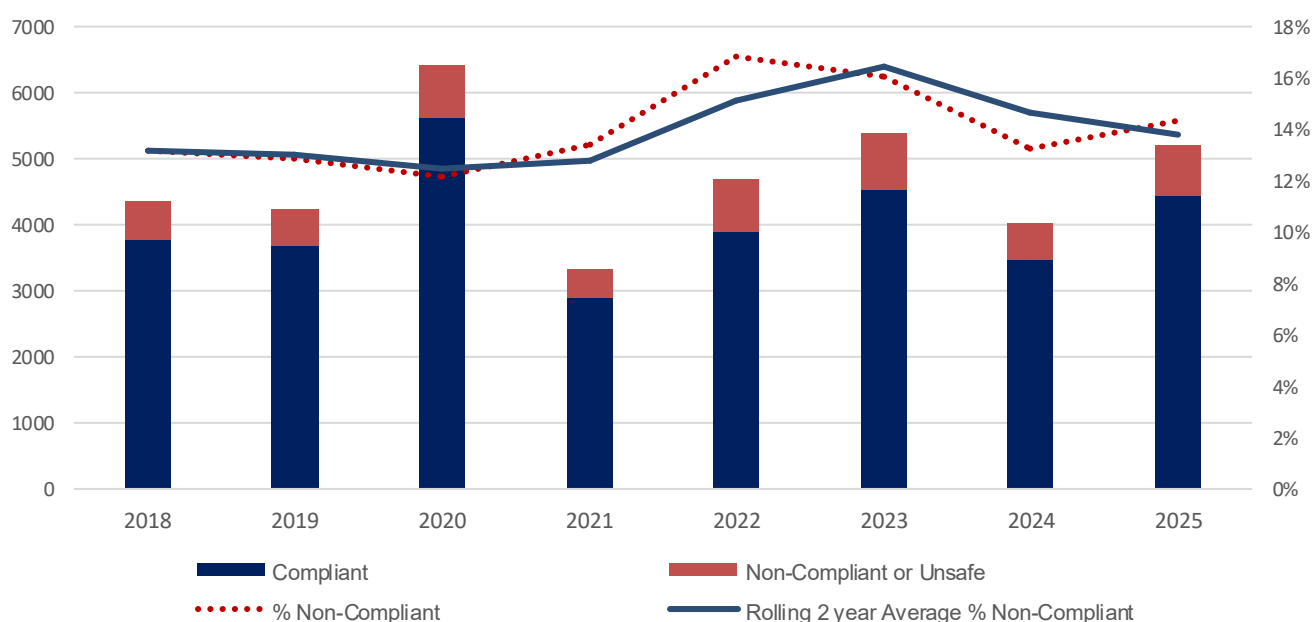
Pilot ladders remain the leading source of non-compliant observations

10 % of non-compliant pilot ladders were not secured to a strongpoint

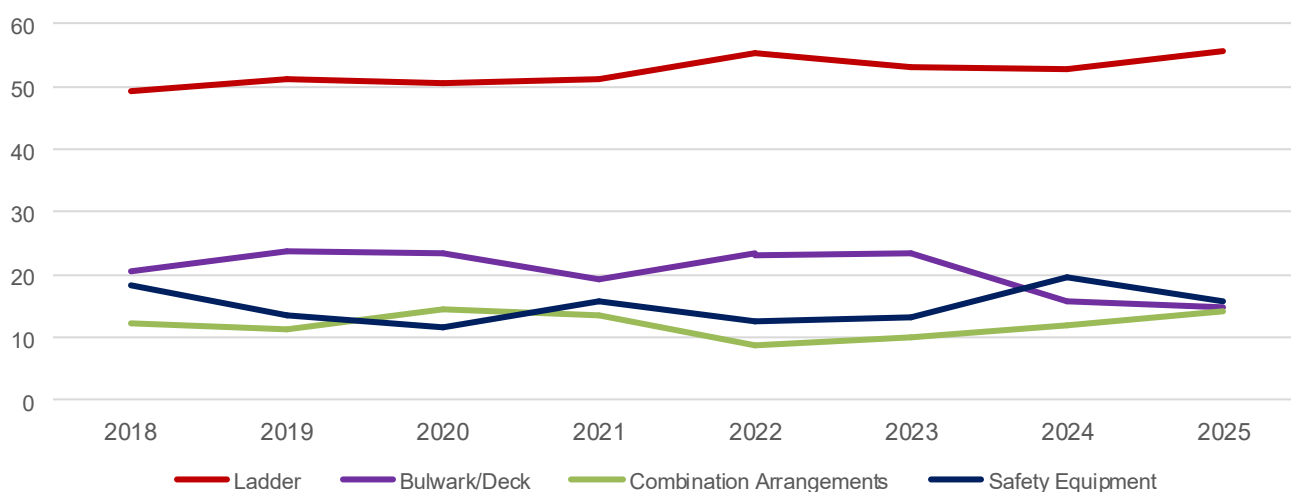
85 % of non-compliant observations were not reported to port State authorities

2025 results in context

Compliance Trends, 2018 - 2025



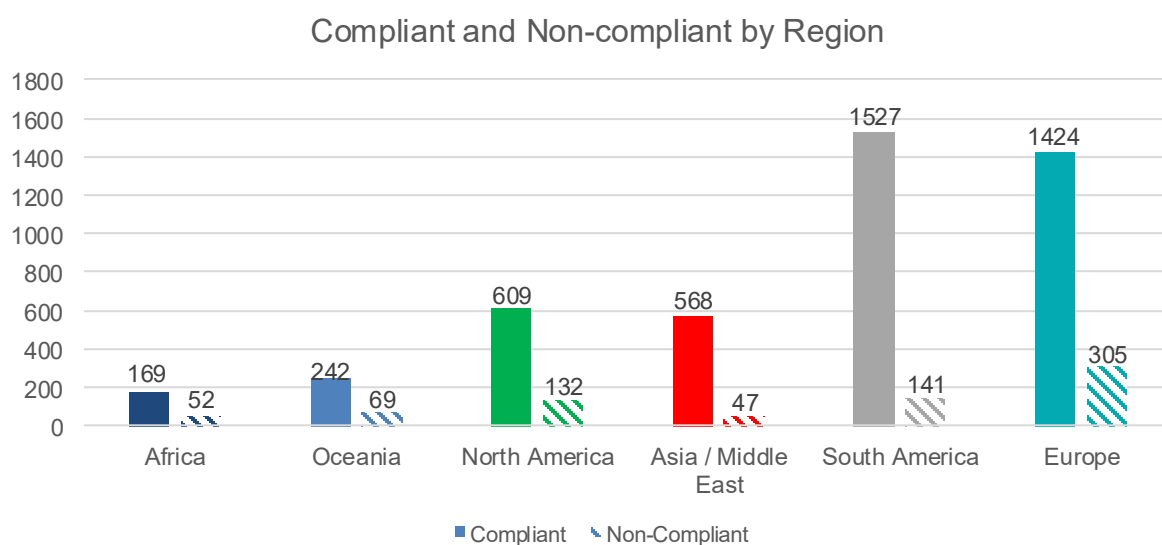
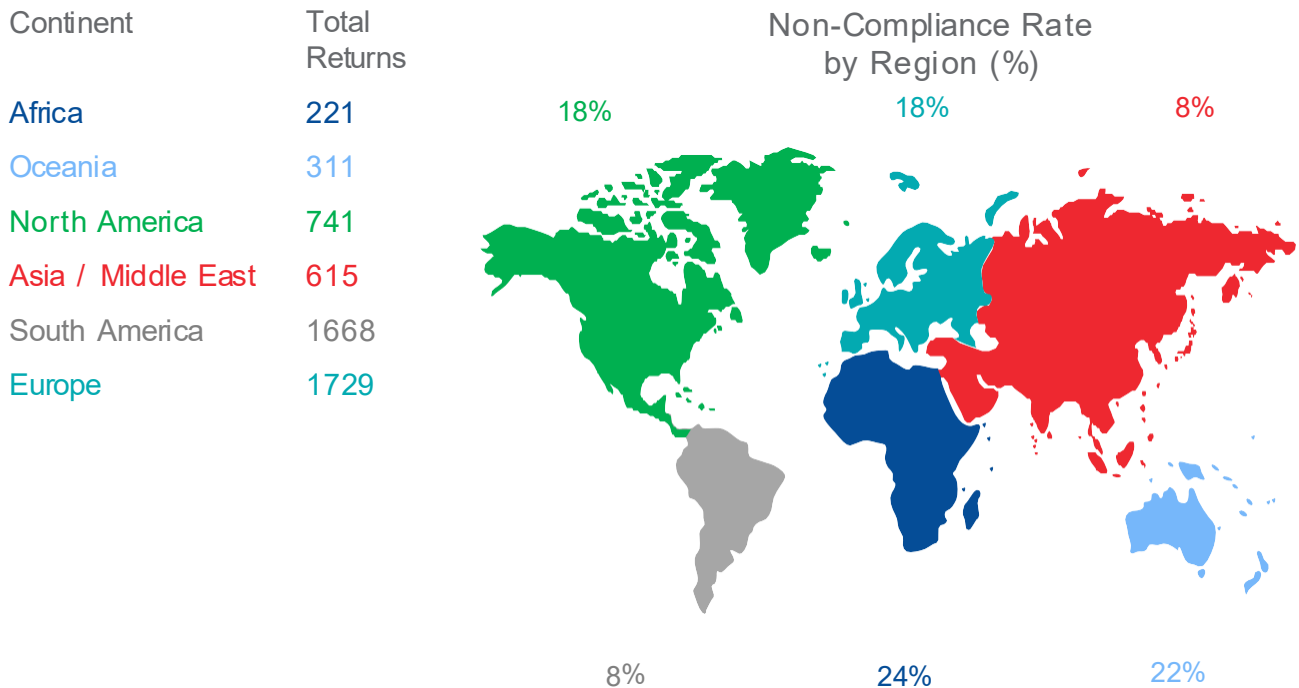
Drivers of Non-Compliance, 2018 - 2025



* Includes transfers by helicopter

PARTICIPANTS

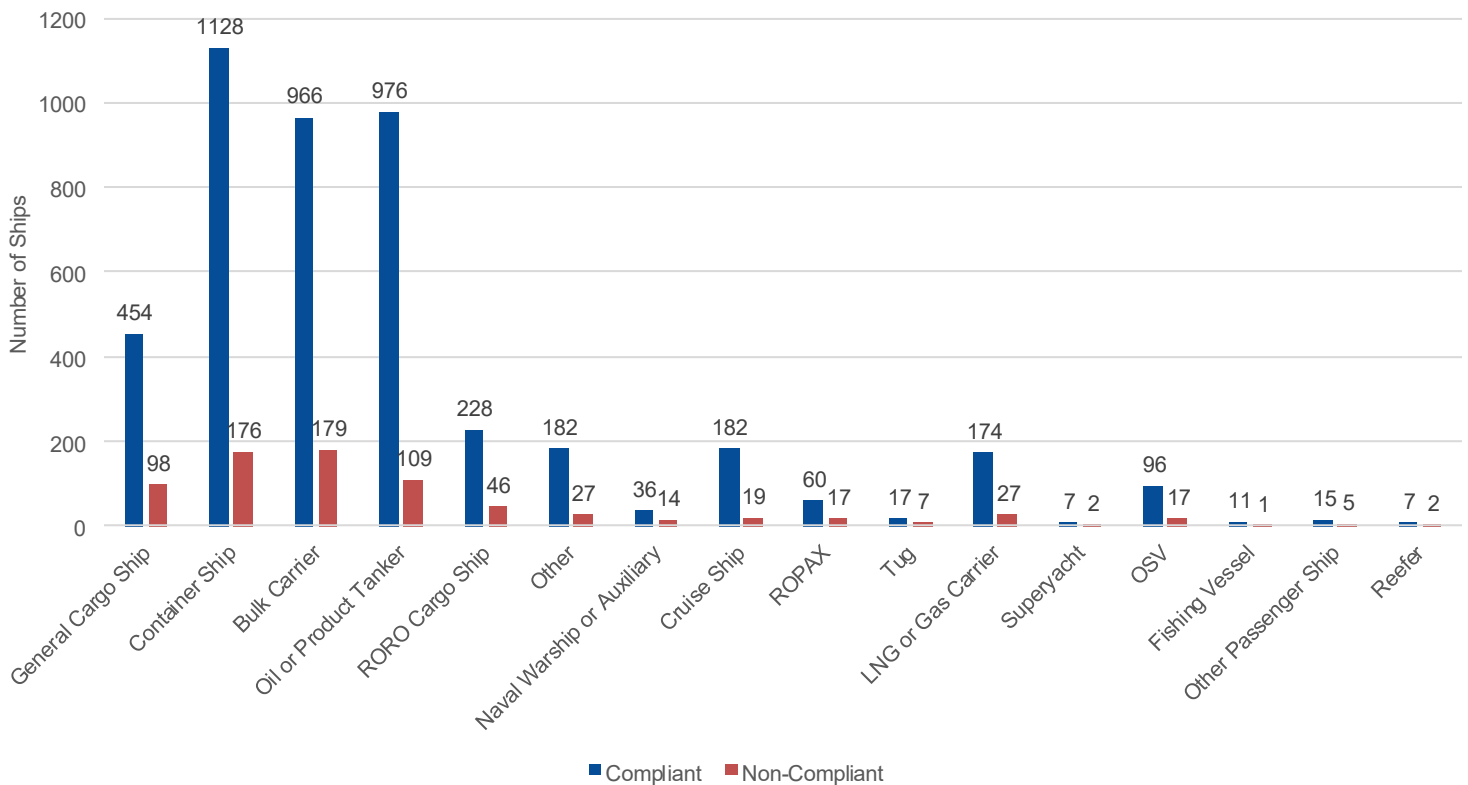
The charts below illustrate data from **5285** returns provided by participating maritime pilots, which have been grouped into six geographical areas.



SHIP TYPE

Ship Type	Total Ships	Compliant	Non-Compliant	Non-Compliance Rate (%)
Container Ship	1304	1128	176	14
Bulk Carrier	1145	966	179	16
Oil or product Tanker	1085	976	109	10
General Cargo Ship	552	454	98	18
Cruise Ship	201	182	19	10
RORO Cargo Ship	274	228	46	17
Other	209	182	27	13
LNG or Gas carrier	201	174	27	13
OSV	113	96	17	15
ROPAX	77	60	17	22
Naval	50	36	14	28
Tug	24	17	7	29
Reefer	9	7	2	22
Other passenger Ship	20	15	5	25
Superyacht	9	7	2	22
Fishing Vessel	12	11	1	8

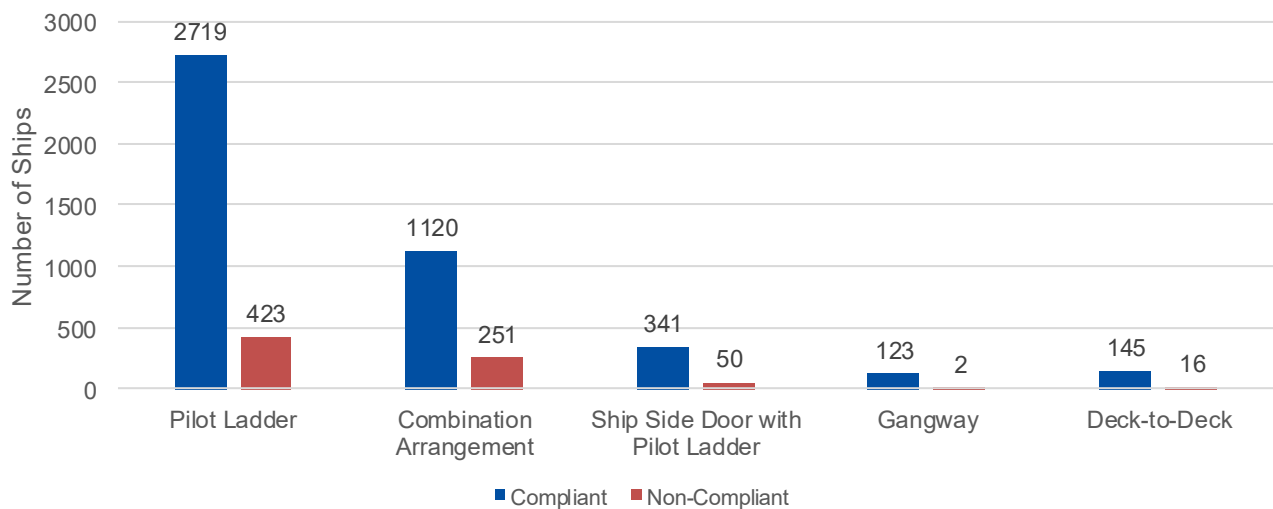
Compliance by Ship Type



MEANS OF TRANSFER

Compliance by Means of Transfer	Total	Compliant	Non-Compliant	Non-Compliance Rate (%)
Pilot Ladder	3142	2719	423	13
Combination Arrangement	1371	1120	251	18
Ship Side Door with Pilot Ladder	391	341	50	13
Gangway	125	123	2	2
Deck-to-Deck	161	145	16	10

Compliant and non-compliant by means of transfer
(Excluding Helicopter)

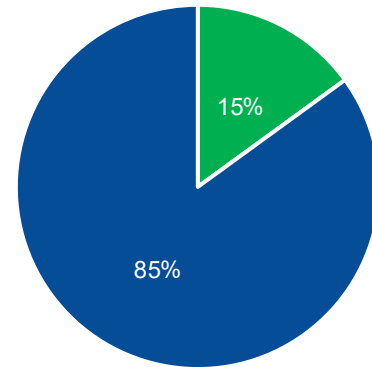


NON-COMPLIANCE BY TYPE OF DEFECT

The first pie chart shows the percentage of the defects that were reported to the appropriate authorities, including but not limited to Port State Control. The second pie chart shows non-compliance by element of the pilot transfer arrangement. Both the number and percentage are shown.

% of non-compliant pilot transfer arrangements reported to authorities

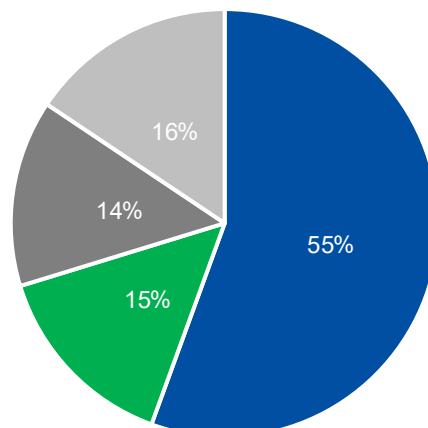
Total number of non-compliant reports	723
Number of non-complaint pilot transfer arrangements reported to the appropriate authorities	108
Number of non-complaint pilot transfer arrangements not reported to the appropriate authorities	615



■ % Reported ■ % Not Reported

Non-Compliant by Element of the Pilot Transfer Arrangement	Total Number of Reports	% of Total Reports
Pilot Ladder	665	56
Access to the Deck	176	15
Combination Arrangement	169	14
Safety Equipment	187	16

% of non-compliance by element of the pilot transfer arrangement



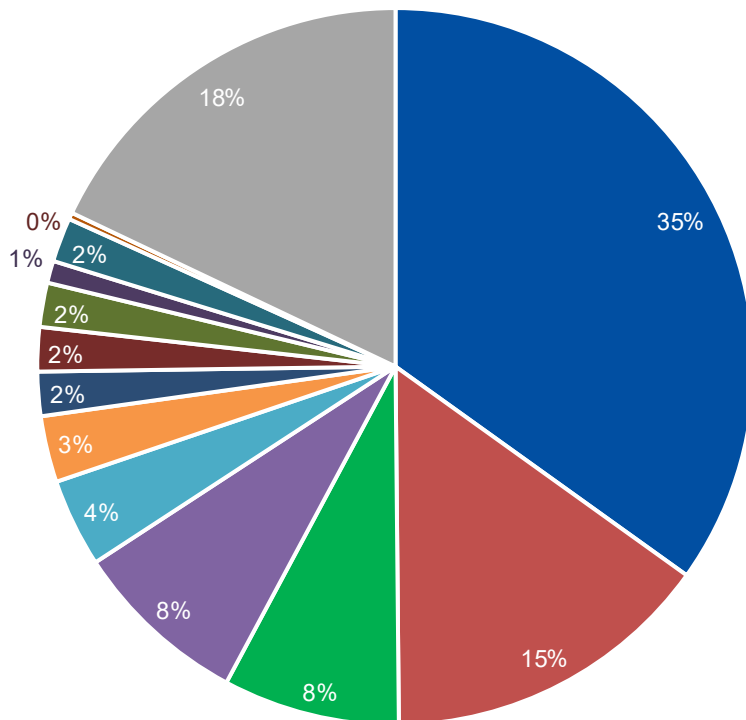
■ Pilot Ladder ■ Access to the Deck ■ Combination Arrangement ■ Safety Equipment

NON-COMPLIANCE BY TYPE OF DEFECT PILOT LADDER

Defect	Total	% of all pilot ladder defects
Incorrectly rigged retrieval line	234	35
Steps not horizontal	100	15
Pilot ladder not against the hull throughout its entire vertical length	56	8
Pilot ladder not within the midships half length of the ship	50	8
Incorrect step fitting	28	4
Sideropes of unsuitable material	17	3
Steps slippery or contaminated	16	2
Steps not evenly spaced	13	2
Climb on pilot ladder greater than 9m	10	2
Steps painted or varnished	5	1
Steps broken	14	2
Steps made of a material other than hardwood, plastic or rubber	2	0.3
Other	120	18

Pilot ladder non-compliance by defect type

- Incorrectly rigged retrieval line
- Steps not horizontal
- Pilot ladder not against the hull throughout its entire vertical length
- Pilot ladder not within the midships half length of the ship
- Incorrect step fitting
- Sideropes of unsuitable material
- Steps slippery or contaminated
- Steps not evenly spaced
- Climb on pilot ladder greater than 9m
- Steps painted or varnished
- Steps broken
- Steps made of a material other than hardwood, plastic or rubber
- Other

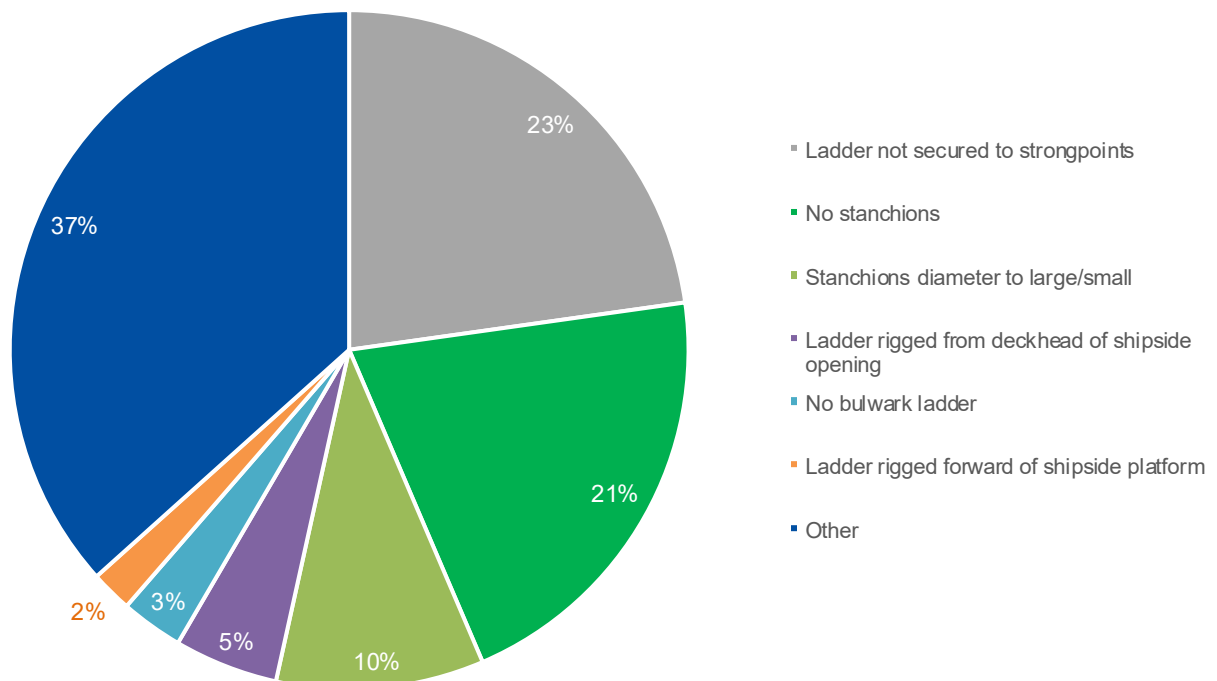


NON-COMPLIANCE BY TYPE OF DEFECT

ACCESS TO THE DECK

Defect	Total	% of all access to the deck defects
Ladder not secured to strongpoints	40	23
No stanchions	37	21
Stanchions diameter to large/small	18	10
Ladder rigged from deckhead of shipside opening	8	5
No bulwark ladder	5	3
Ladder rigged forward of shipside platform	3	2
Other	65	37

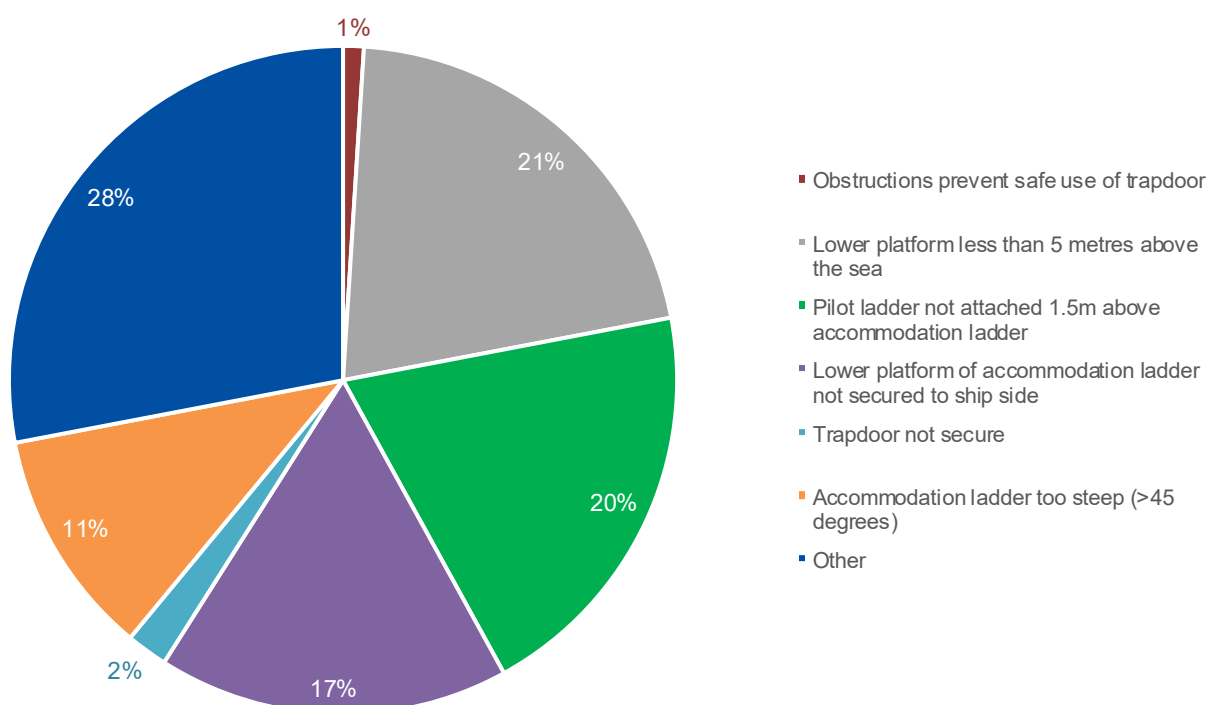
Access to the deck non-compliance by defect type



NON-COMPLIANCE BY TYPE OF DEFECT COMBINATION ARRANGEMENT

Defect	Total	% of all combination arrangement defects
Obstructions prevent safe use of trapdoor	2	1
Lower platform less than 5 metres above the sea	36	21
Pilot ladder not attached 1.5m above accommodation ladder	33	20
Lower platform of accommodation ladder not secured to ship side	28	17
Trapdoor not secure	4	2
Accommodation ladder too steep (>45 degrees)	19	11
Other	47	28

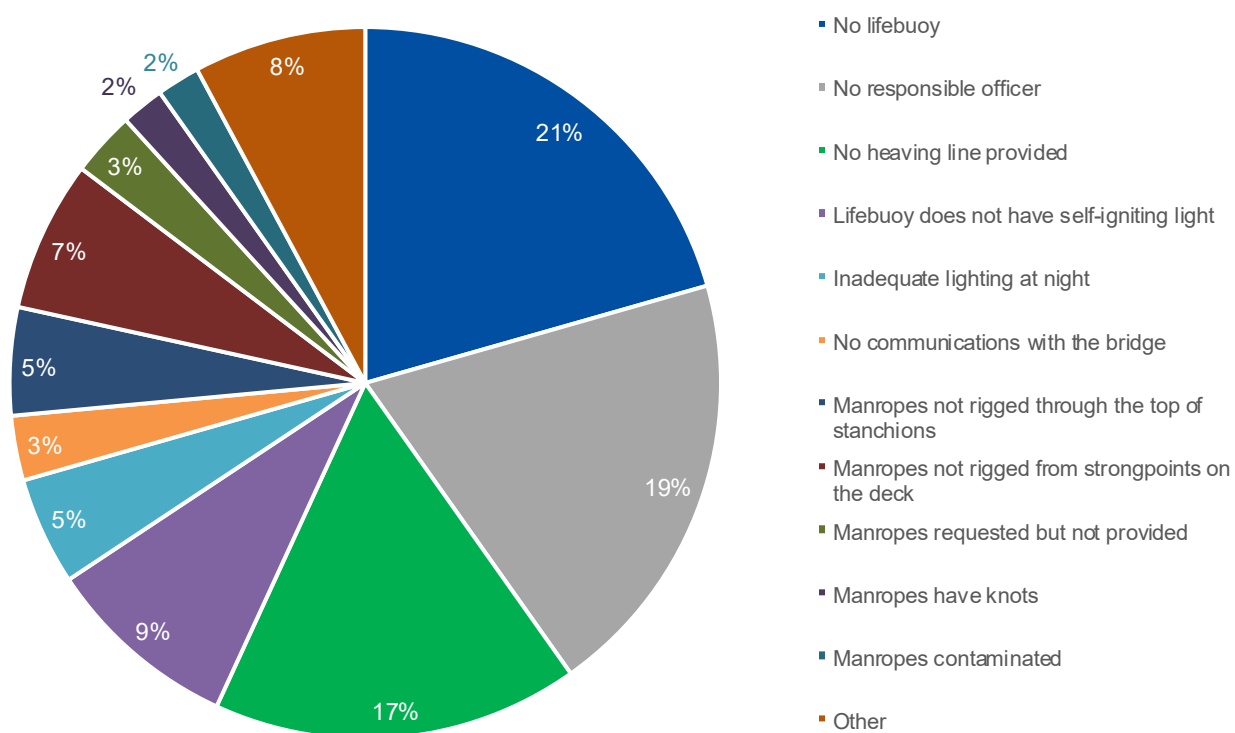
Combination arrangement non-compliance by defect type



NON-COMPLIANCE BY TYPE OF DEFECT SAFETY EQUIPMENT

Defect	Total	% of all safety equipment defects
No lifebuoy	40	21
No responsible officer	37	20
No heaving line provided	31	17
Lifebuoy does not have self-igniting light	17	9
Inadequate lighting at night	9	5
No communications with the bridge	5	3
Manropes not rigged through the top of stanchions	9	5
Manropes not rigged from strongpoints on the deck	12	7
Manropes requested but not provided	6	3
Manropes have knots	3	2
Manropes contaminated	3	2
Other	15	8

Safety equipment non-compliance by defect type



SAFETY CAMPAIGN 2025



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