



The International Maritime Pilots' Association

An Introduction to the Association in 2025



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Why IMPA?



Respecting Differences, Focused on Unity

“IMPA continues to grow from strength to strength. We recognize that every member has unique national and local challenges and that every member approaches pilotage in a particular way. The Association’s success reflects its respect for the unique situations of members and a focus on the unifying forces that bring together a community of more than 50 members across 5 continents, representing over 8,000 pilots conducting more than 3 million acts of pilotage every year. With serious 1.91 incidents per 10 million acts of pilotage, it is a profession which truly benefits society, ensuring the safety of navigation, pollution prevention and efficiency of maritime trade. IMPA is moving full-ahead. There are challenges to be overcome, but the future is bright for its pilots!”

Captain Simon Pelletier, President of IMPA



IMPA at a Glance

*The International
Pilot*

The International
Community for Pilots

Providing Technical
Expertise

A Global Community
since 1971



For the Mutual
Benefit of Members

Led by Licensed
Pilots

Consultative status
at the IMO since 1973

Not-for-Profit



Our Achievements

26 Biennial Congresses bringing together more than 200 pilots to exchange knowledge, experience and expertise (1973 -)	Maintained observer status at the IMO since 1973	Adoption of A.960(23) Recommendations on training and certification and operational procedures for maritime pilots other than deep-sea pilots (2003)	10 Annual Safety Campaigns and corresponding reports to IMO (2005 -)	MoUs with INTERTANKO, CIRM, IALA, PIANC, IAPH, IHMA and a Letter of Intent with IHO	Established links with industry Associations and stakeholders in pilotage and related fields (Continuous)	Establishment of the first online community dedicated to the exchange of experience and expertise between maritime pilots	Amendments to SOLAS regulation V/23 to address trapdoor arrangements (2012)
Recommendations on BRM(P), PPU, MPX, Pilot Transfer Arrangements developed using the knowledge, experience and expertise of our Members	Defended a maximum climb of 9m on a pilot ladder in SOLAS regulation V/23 (2016)	Significant contributions to the development of ISO 799-1:2019, 799-2:2021 and 799-3:2022 (2019 – 2022)	Study into methods of securing pilot ladders at intermediate length (University of Southampton, 2022 – 2023)	Contributions to the ICS Guide to Helicopter/Ship Operations, Fifth Edition (2021)	Shipping Industry Guidance on Pilot Transfer Arrangements, Third Edition (2022)	Contributions to the ICS Bridge Procedures Guide, Sixth Edition (2022)	51 submissions to the IMO on pilotage and related fields
The first comparative Study into the Value of Maritime Pilotage based on data for the Danish Strait, Puget Sound and the Türkiye Strait (2022)	The first Seminar to IMO Member States and international organizations on pilots and pilotage (2022)	Review of SOLAS Regulation V/23 and associated instruments by IMO (2023 – 2025)	Active and current participation in IMO work relating to maritime autonomous surface ships (MASS) (Ongoing)	International Study on Remote Pilotage (2024 – 2027)		



Our Mission

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

Our Beliefs

The public interest is best served by fully regulated and cohesive pilotage services free of commercial pressure.

There is no substitute for the presence of a qualified pilot on the bridge.

IMO is the prime authority in matters concerning the safety of international shipping.

All states should adopt a responsible approach based on proven safety strategies in establishing their own regulations, standards and procedures with respect to pilotage.

Existing and emerging information technologies can enhance onboard decision-making by the maritime pilot.

Our Vision

We will always strive to provide leadership within the maritime community in all matters related to pilotage.

We will constantly seek out the best available knowledge and information and make it available to our members in order to advance our profession and maintain its relevance to the modern world.

We will continue to be recognized as the only global representative body for pilots.

We will expand our membership to include every maritime nation in the world.

We will continue to grow as a facilitator of communications between member organizations.

We want all states to recognise IMPA as the international authority on pilotage matters, to give regard to our policies and resolutions and seek our expertise.

We will continue to work towards improving the pilot's safety environment to minimise personal injury



A Global Community

More than 50 Pilots'
Organisations

Over 50 countries

Over 8000 licensed
pilots

More than 3 million
acts of pilotage
annually

1.91 incidents per 10
millions acts of
pilotage



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Giving You an International Voice



The United Nations specialized agency responsible for the safety and security of shipping and the prevention of marine and atmospheric pollution by ships.

IMO promotes the establishment of pilotage services by Member States as the risk control measure of last resort.

The Maritime Safety Committee (MSC) is responsible for SOLAS regulation V/23 and associated instruments affecting the safety of pilot transfer arrangements.

The IMO Assembly has adopted *Recommendations on Training and Certification and on Operational Procedures for Maritime Pilots other than Deep-Sea Pilots (A.960(23))*, which provides an international benchmark for maritime pilotage practices.

176

Delegations from port and flag States, including your own

Member States



155

Inter-governmental and non-governmental organization representatives covering all aspects of maritime safety, environmental protection, legal matters and trade facilitation

International Organizations



1

Representing maritime pilotage and pilots, and providing the IMO with the expertise it needs in pilotage and related fields

IMPA



Leadership and Governance

IMPA Constitution

General Assembly

Executive Committee

President

Simon Pelletier
(Canada)

Senior Vice President

Alvaro Moreno
(Panama)

Secretary General

Mr Matthew Williams

Vice President

Ricardo Falcão
(Brazil)

Vice President

Adam Roberts
(Australia)

Vice President

André Gaillard
(France)

Vice President

Paul Schoneveld
(UK)

Vice President

Governance Matters

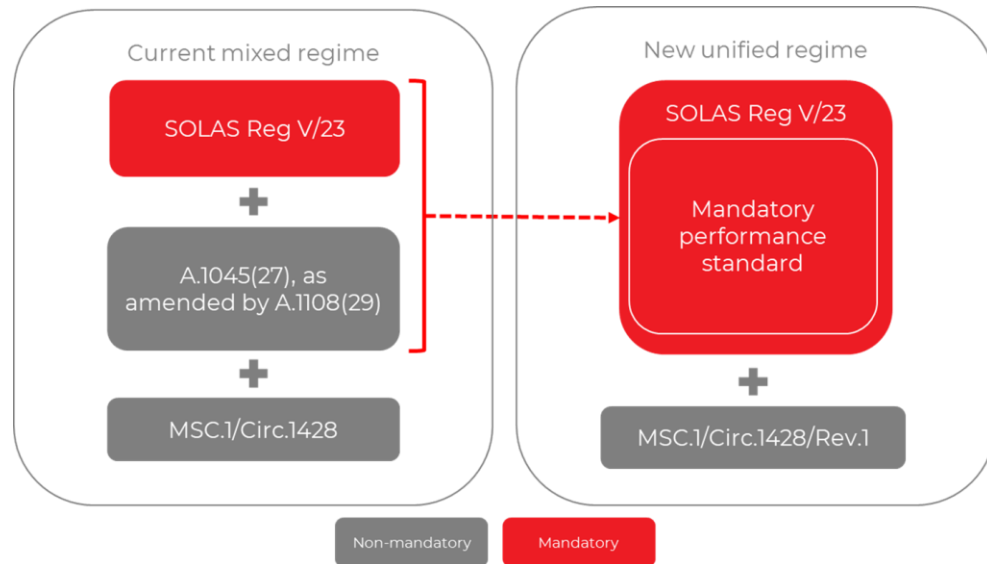
- A constitution governs IMPA.
- Executive Officers are elected for a maximum 4-year term of office but may be re-elected for further terms by the membership.
- Executive Officer elections are held during the biennial IMPA General Assembly.
- IMPA Members are represented based on the principle of one member, one vote.
- The Executive Committee appoints the Secretary General to lead a diverse and capable Secretariat.



Major Workstreams in 2025

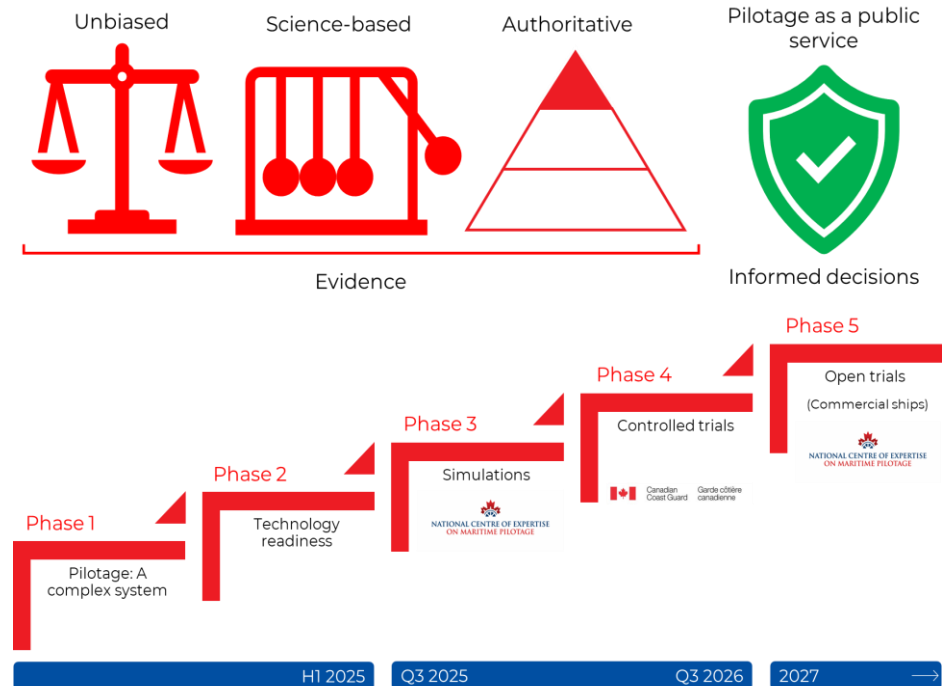
SOLAS regulation V/23 and performance standards for pilot transfer arrangements

Adoption of a coherent, mandatory regime for pilot transfer arrangements which applies to all ships, regardless of when they were built.



International Study on Remote Pilotage

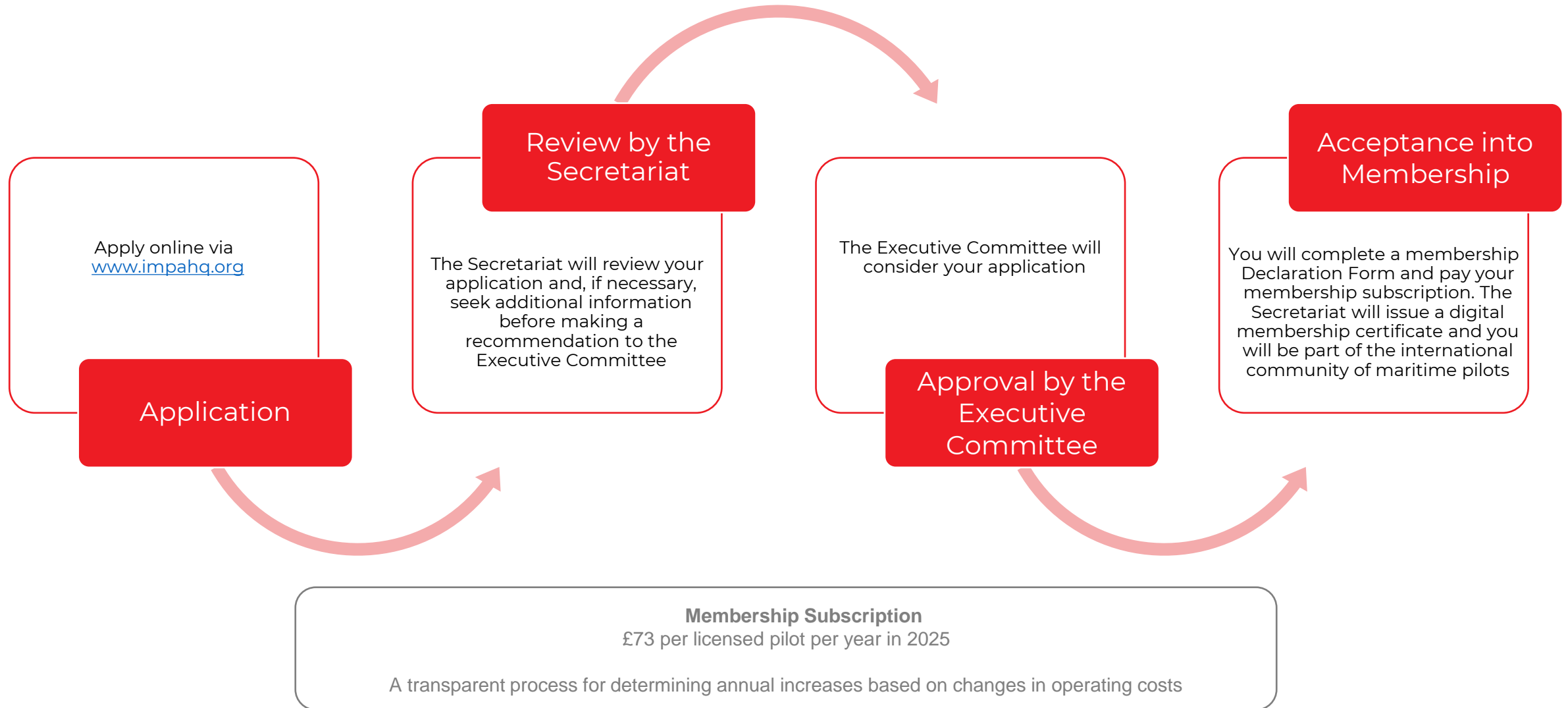
Ground-truthing the concept of remote pilotage by providing authoritative insights for pilots' organizations and competent authorities.



International Organizations We Work With



Membership Application Process





For all enquiries, please contact the IMPA Secretariat.

We look forward to hearing from you.



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