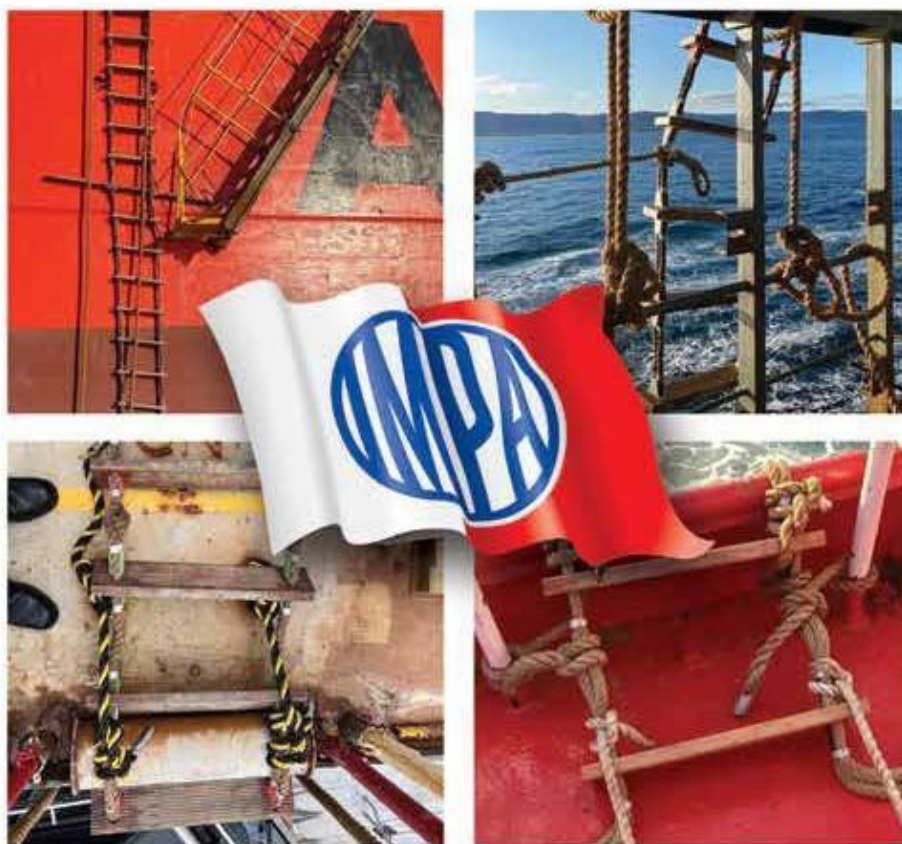


SAFETY CAMPAIGN



2026

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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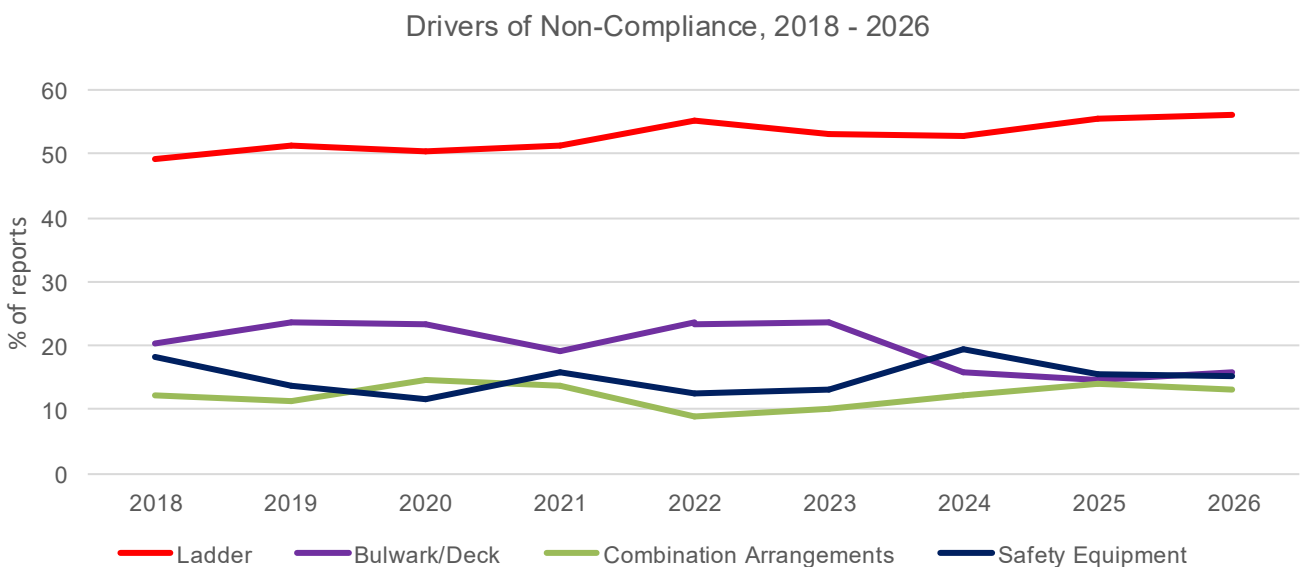
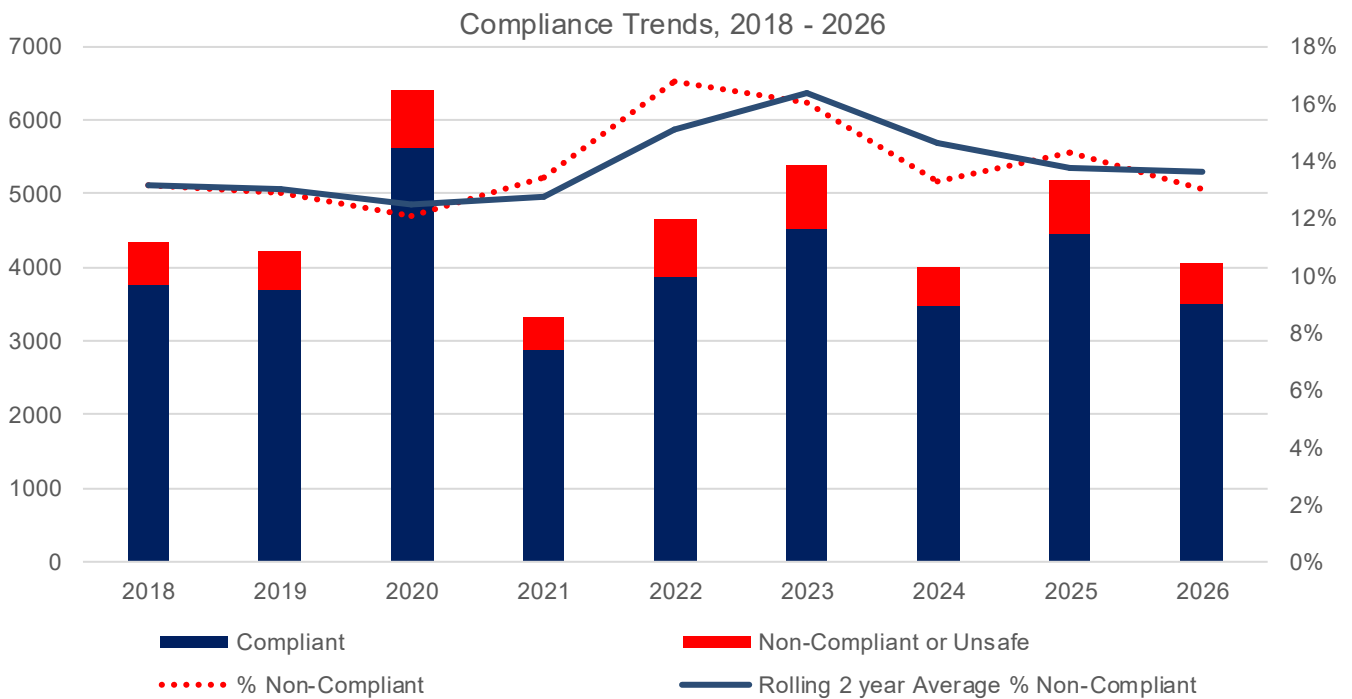
IMPA BELIEFS

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 the 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 our membership resources to promote effective safety outcomes in pilotage, an essential public service.
6. Existing and emerging information technologies are capable of enhancing on-board decision-making by the maritime pilot.

Headlines from 2026

Non-compliance rate 13%	Number of reports 4051*	Number of pilots participating >740	Highest rates of non-compliance found in Asia / Middle East (24%) and Africa (22%)
No significant change to historic non-compliance trends	Pilot ladders remain the leading source of non-compliant observations	35% of non-compliant reports included pilot ladders not secured to strongpoints	89% of non-compliant observations were not reported to port State authorities

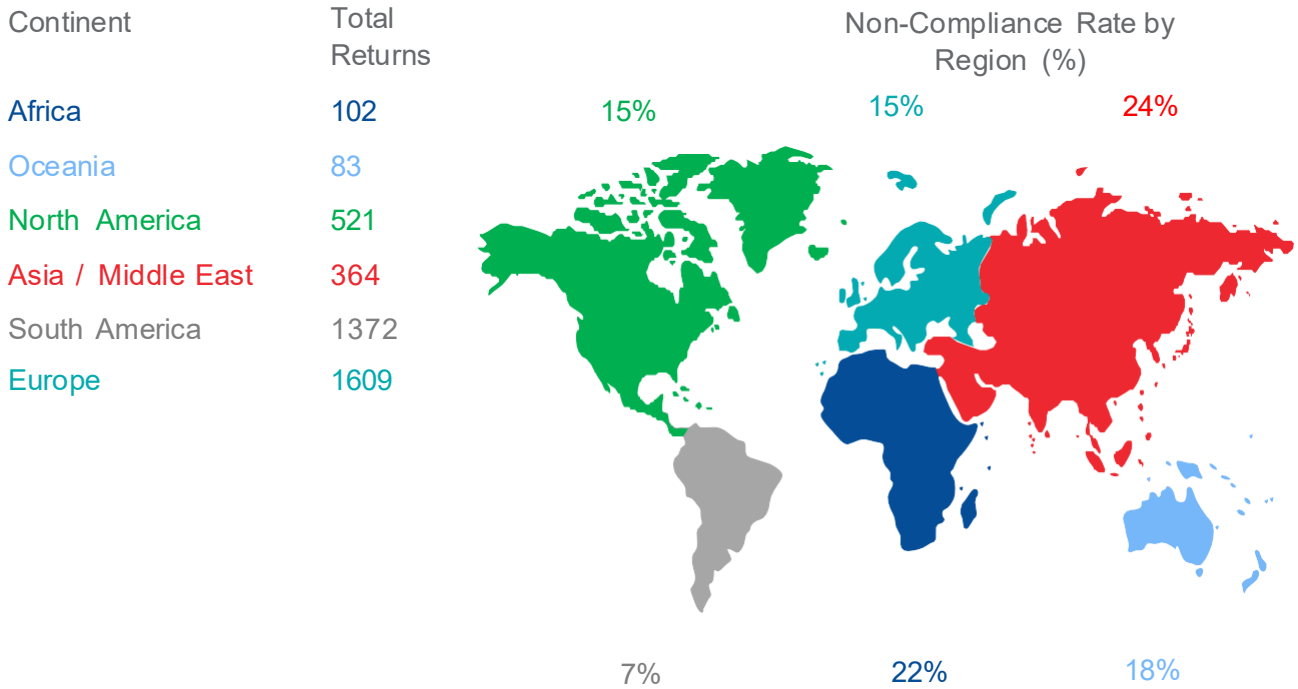
2026 results in context



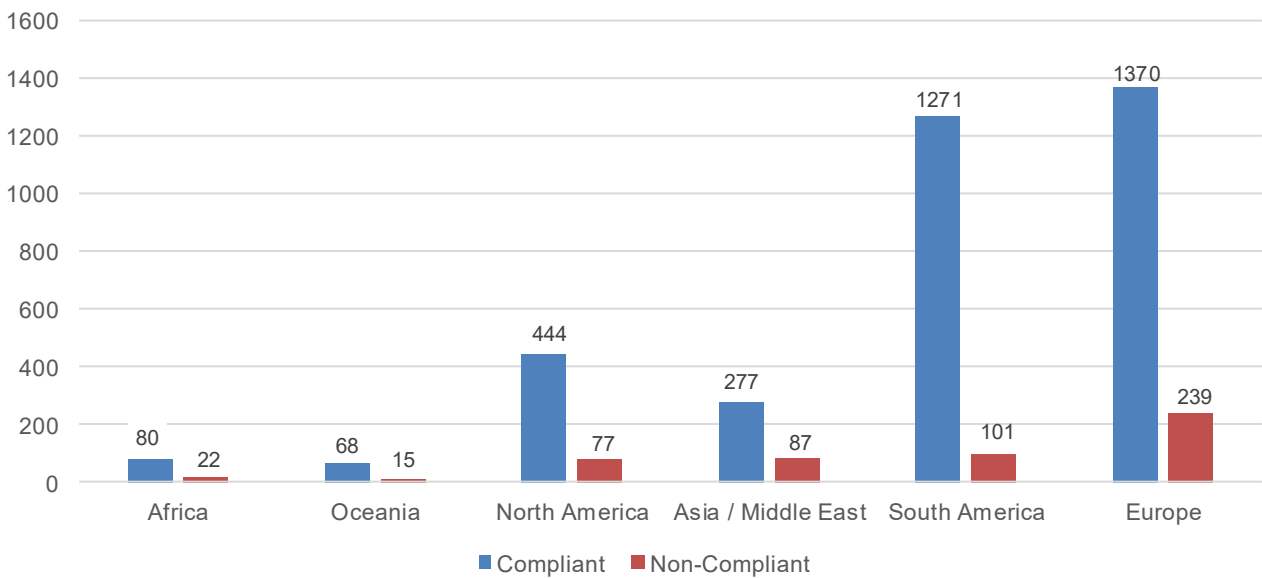
* Includes transfers by helicopter

PARTICIPANTS

The charts below illustrate data from **4051** returns provided by participating maritime pilots, which have been grouped into six geographical areas.



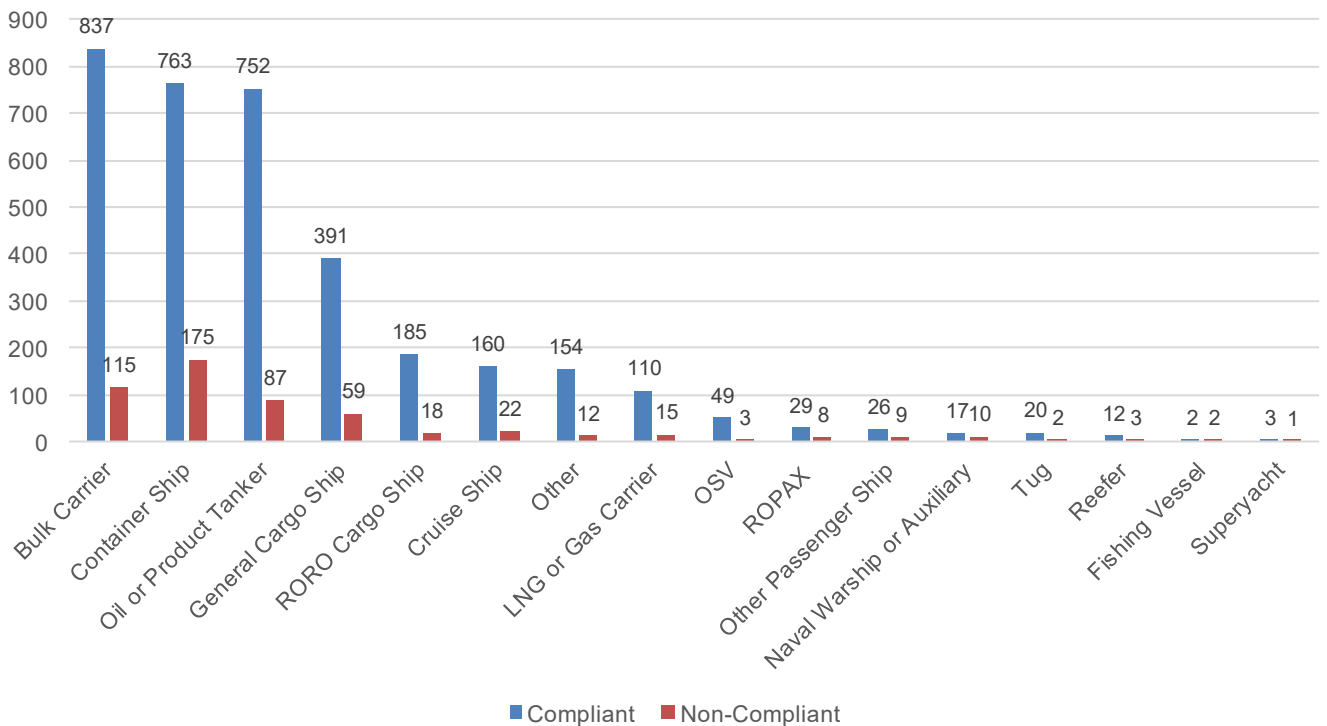
Compliant and Non-Compliant by Region



SHIP TYPE

Ship Type	Total	Compliant	Non-Compliant	Non-Compliance Rate (%)
Bulk Carrier	952	837	115	12%
Container Ship	938	763	175	19%
Oil or Product Tanker	839	752	87	10%
General Cargo Ship	450	391	59	13%
RORO Cargo Ship	203	185	18	9%
Cruise Ship	182	160	22	12%
Other	166	154	12	7%
LNG or Gas Carrier	125	110	15	12%
OSV	52	49	3	6%
ROPAX	37	29	8	22%
Other Passenger Ship	35	26	9	26%
Naval or Auxiliary	27	17	10	37%
Tug	22	20	2	9%
Reefer	15	12	3	20%
Fishing Vessel	4	2	2	50%
Superyacht	4	3	1	25%

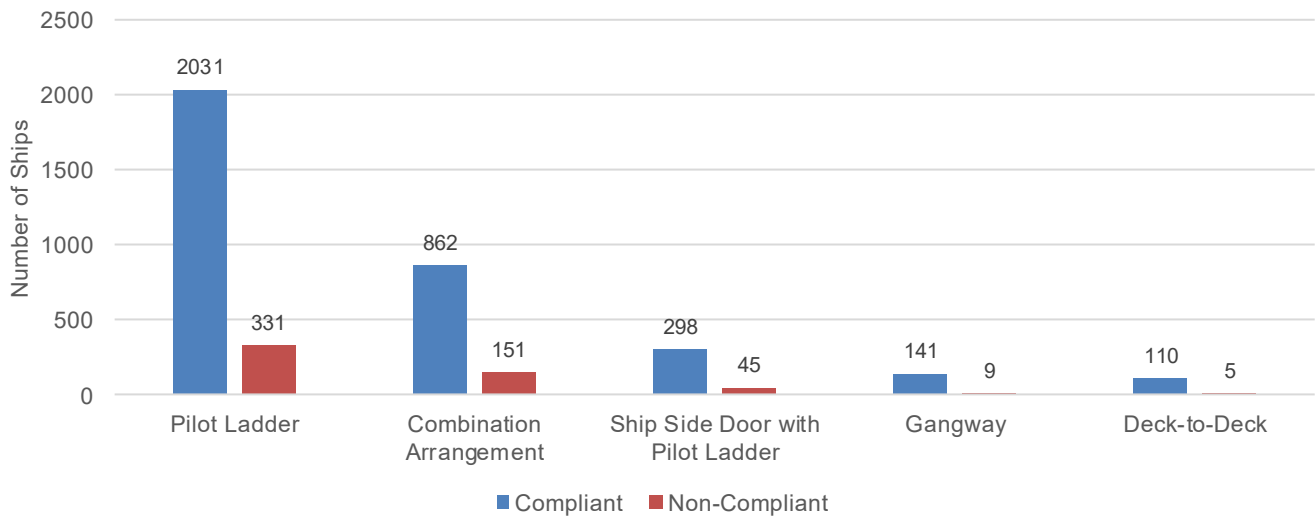
Compliance by Ship Type



MEANS OF TRANSFER

Compliance by Means of Transfer	Total	Compliant	Non-Compliant	Non-Compliance Rate (%)
Pilot Ladder	2362	2031	331	14%
Combination Arrangement	1013	862	151	15%
Ship Side Door with Pilot Ladder	343	298	45	13%
Gangway	150	141	9	6%
Deck-to-Deck	115	110	5	4%

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

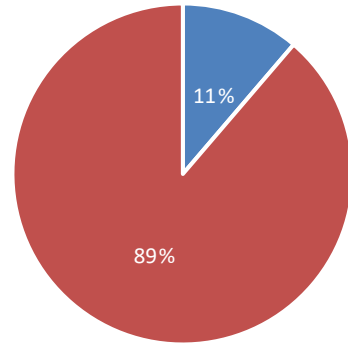


NON-COMPLIANCE BY TYPE OF DEFECT

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.

Reports to appropriate authorities	
Number of non-complaint pilot transfer arrangements reported to the appropriate authorities	61
Number of non-complaint pilot transfer arrangements not reported (incl. no response) to the appropriate authorities	480

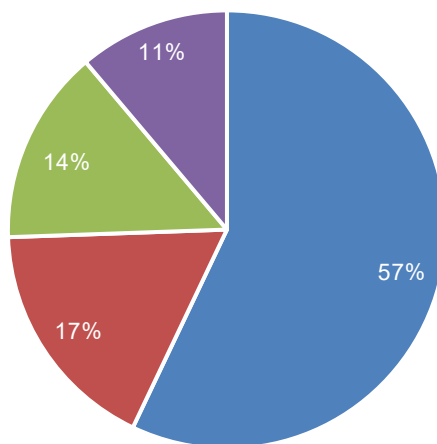
% of non-compliant pilot transfer arrangements reported to authorities



■ % Reported ■ % Not reported

Non-Compliant by Element of the Pilot Transfer Arrangement	Total Number of Reports	% of Total Reports
Pilot Ladder	440	57%
Access to the Deck	134	17%
Safety Equipment	111	14%
Combination Arrangement	86	11%

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



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

NON-COMPLIANCE BY TYPE OF DEFECT PILOT LADDER

Defect	Total	% of All Pilot Ladder Defects
Incorrectly rigged retrieval line	190	43%
Steps not horizontal	64	15%
Pilot ladder not against the hull throughout its entire vertical length	35	8%
Incorrect step fittings	15	3%
Pilot ladder not within the midships half length of the ship	13	3%
Steps broken	9	2%
Steps not evenly spaced	8	2%
Climb on pilot ladder greater than 9m	6	1%
Sideropes of unsuitable material	4	1%
Steps slippery or contaminated	3	1%
Steps painted or varnished	3	1%
Steps made of a material other than hardwood, plastic or rubber	2	0.5%
Other	88	20%

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

- Incorrect step fittings

- Pilot ladder not within the midships half length of the ship

- Steps broken

- Steps not evenly spaced

- Climb on pilot ladder greater than 9m

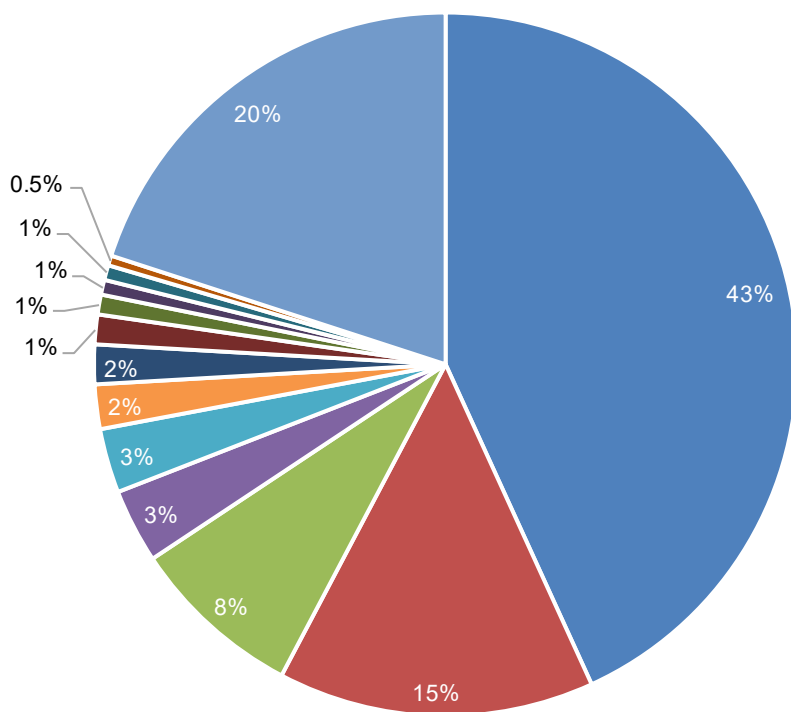
- Sideropes of unsuitable material

- Steps slippery or contaminated

- Steps painted or varnished

- Steps made of a material other than hardwood, plastic or rubber

- Other

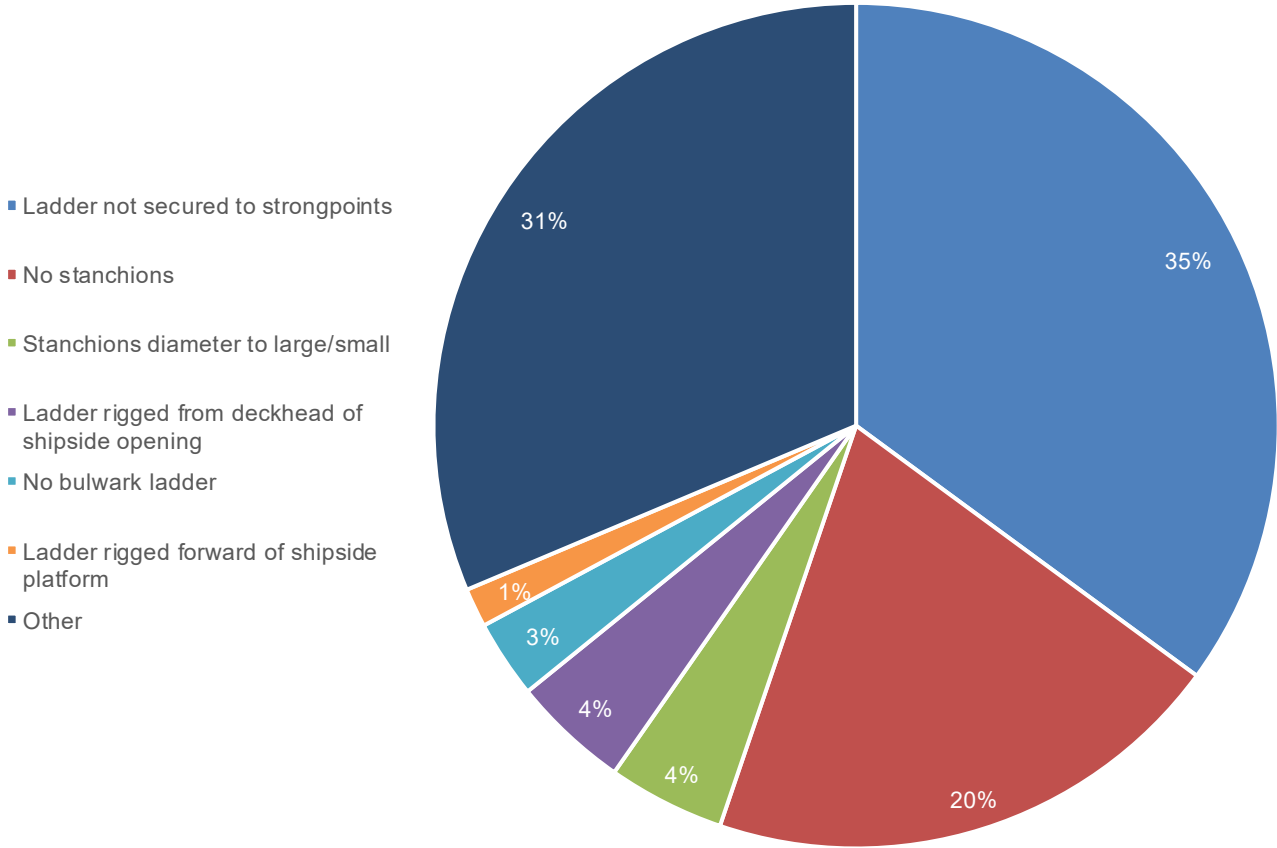


NON-COMPLIANCE BY TYPE OF DEFECT

ACCESS TO THE DECK

Defect	Total	% of All Access to the Deck Defects
Ladder not secured to strongpoints	47	35%
No stanchions	27	20%
Stanchions diameter to large/small	6	4%
Ladder rigged from deckhead of shipside opening	6	4%
No bulwark ladder	4	3%
Ladder rigged forward of shipside platform	2	1%
Other	42	31%

Access to the deck non-compliance by defect type

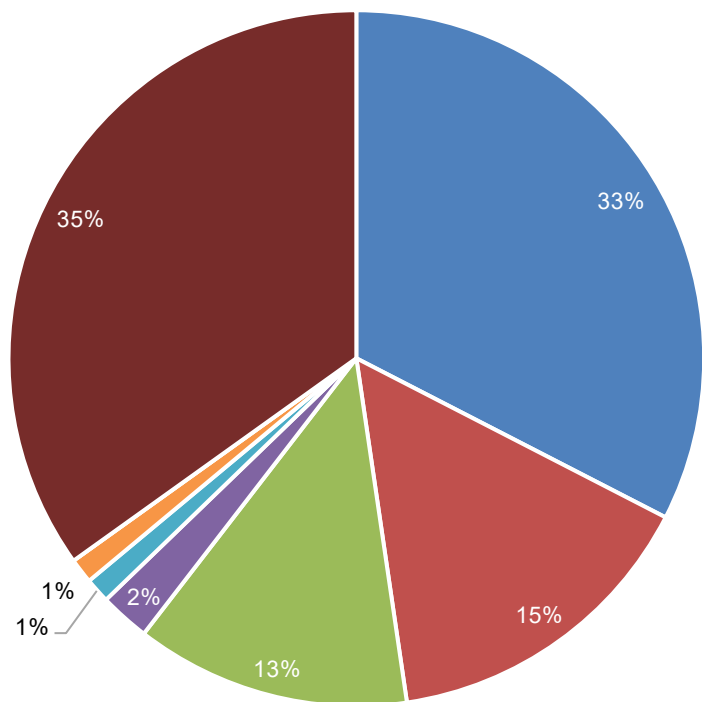


NON-COMPLIANCE BY TYPE OF DEFECT COMBINATION ARRANGEMENT

Defect	Total	% of all Combination Arrangement Defects
Lower platform less than 5m above the surface of the water	28	33%
Pilot ladder not secured at least 1.5m above the lower platform	13	15%
Lower platform of accommodation ladder not secured to ship side	11	13%
Accommodation ladder too steep (>45 degrees)	2	2%
Obstructions prevent safe use of trapdoor	1	1%
Trapdoor not secured	1	1%
Accommodation ladder not leading aft	0	0%
Other	30	35%

Combination arrangement non-compliance by defect type

- Lower platform less than 5m above the surface of the water
- Pilot ladder not secured at least 1.5m above the lower platform
- Lower platform of accommodation ladder not secured to ship side
- Accommodation ladder too steep (>45 degrees)
- Obstructions prevent safe use of trapdoor
- Trapdoor not secured
- Accommodation ladder not leading aft
- Other

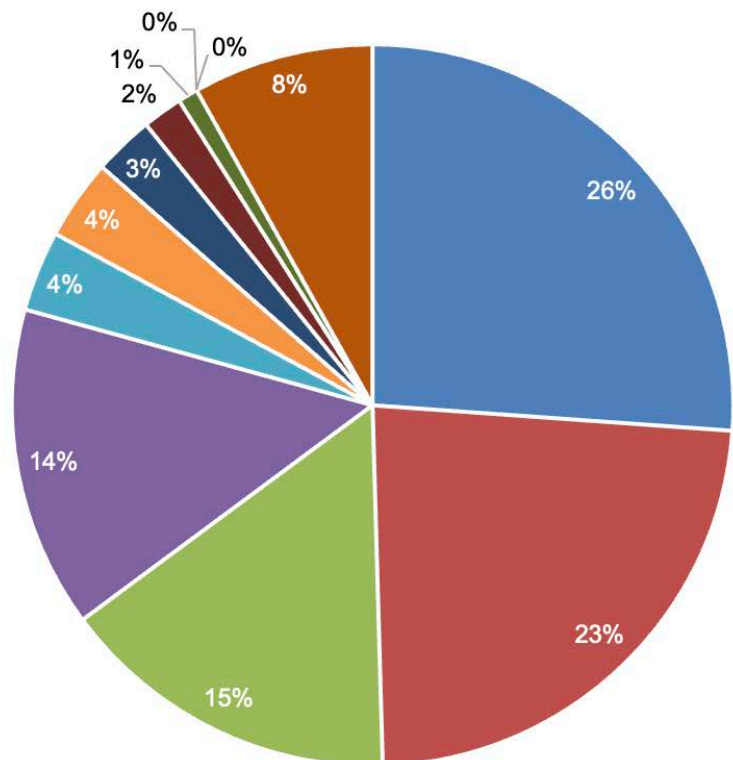


NON-COMPLIANCE BY TYPE OF DEFECT SAFETY EQUIPMENT

Defect	Total	% of all Safety Equipment Defects
No lifebuoy	29	26%
No responsible officer	26	23%
Lifebuoy does not have self-igniting light	17	15%
No heaving line provided	16	14%
Inadequate lighting at night	4	4%
Manropes not rigged through the top of stanchions	4	4%
No communications with the bridge	3	3%
Manropes have knots	2	2%
Manropes not rigged from strongpoints on the deck	1	1%
Manropes requested but not provided	0	0%
Manropes contaminated	0	0%
Other	9	8%

Safety equipment non-compliance by defect type

- No lifebuoy
- No responsible officer
- Lifebuoy does not have self-igniting light
- No heaving line provided
- Inadequate lighting at night
- Manropes not rigged through the top of stanchions
- No communications with the bridge
- Manropes have knots
- Manropes not rigged from strongpoints on the deck
- Manropes requested but not provided
- Manropes contaminated
- Other



SAFETY CAMPAIGN 2026



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