

SAFETY CAMPAIGN



2024

INTRODUCTION

The International Maritime Pilots' Association (IMPA), established in 1970, represents pilots' organisations in over 50 countries and a professional community of over 8,000 maritime pilots. The Association is a not-for-profit organisation which uses the resources of its membership to promote effective safety outcomes in maritime pilotage as an essential public service. It achieves this objective by bringing together pilots' associations from around the world to share knowledge, expertise and experience on matters affecting maritime pilotage.

The Association is also the active, formal voice of maritime pilotage and pilots in relevant international fora and has been a non-governmental organisation with consultative status at the International Maritime Organization (IMO) since 1973. IMPA delegates make lasting contributions to different aspects of the technical work of the IMO.

THE SAFETY SURVEY

IMPA has conducted an annual safety campaign in its present form since 2015, although the Association has made data about the safety of pilot transfer arrangements and the experience of maritime pilots available to IMO since 2008.

The campaign takes place, 1 – 15 October each year.

In 2024 the survey was supported for the first time by a native application which it is anticipated will help more maritime pilots actively participate in the future.

IMPA would like to express its appreciation to CHIRP-Maritime for its collaboration on an awareness raising video released ahead of the survey this year. We look forward to further collaboration in the future.

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.



INDEX

- 2 Introduction
- 3 Executive Summary
- 4 Participants
- 5 Ship Type
- 6 Means of Transfer
- 7 Reports to Authorities
- 7 Types of Defect
- 8 Pilot Ladder Defects
- 9 Access to the Deck Defects
- 10 Combination Arrangements Defects
- 11 Safety Equipment Defects

Headlines from 2024

Non-compliance rate
13%

Number of reports
4052

Number of pilots participating
>500

Highest rates of non-compliance found in Europe (19%) and Australasia (23%)

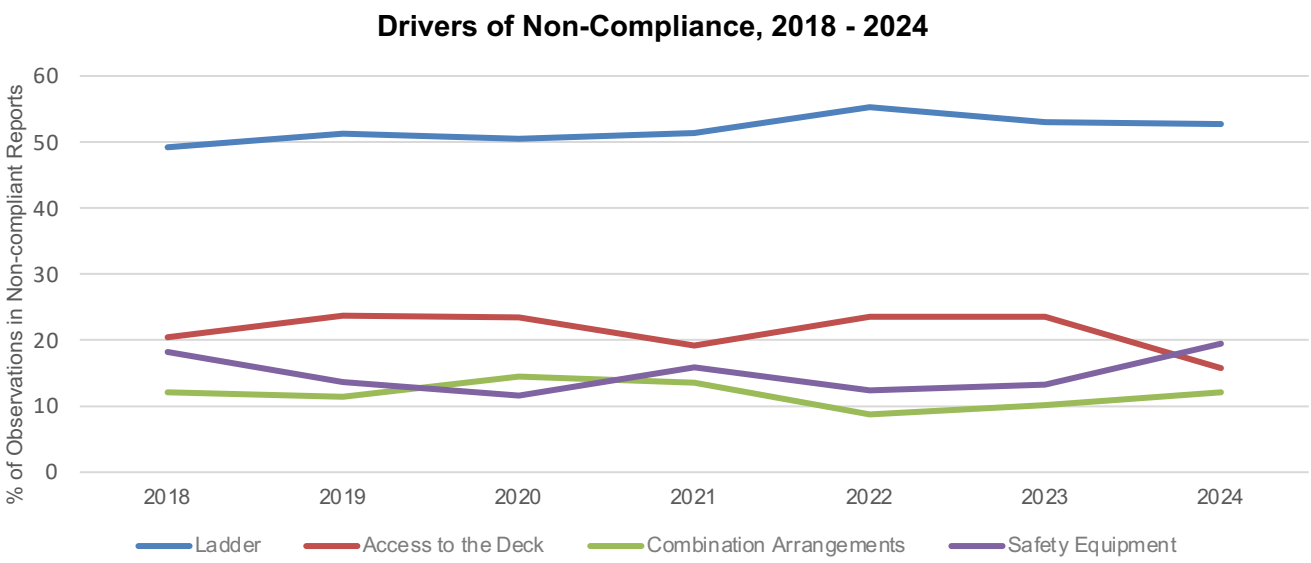
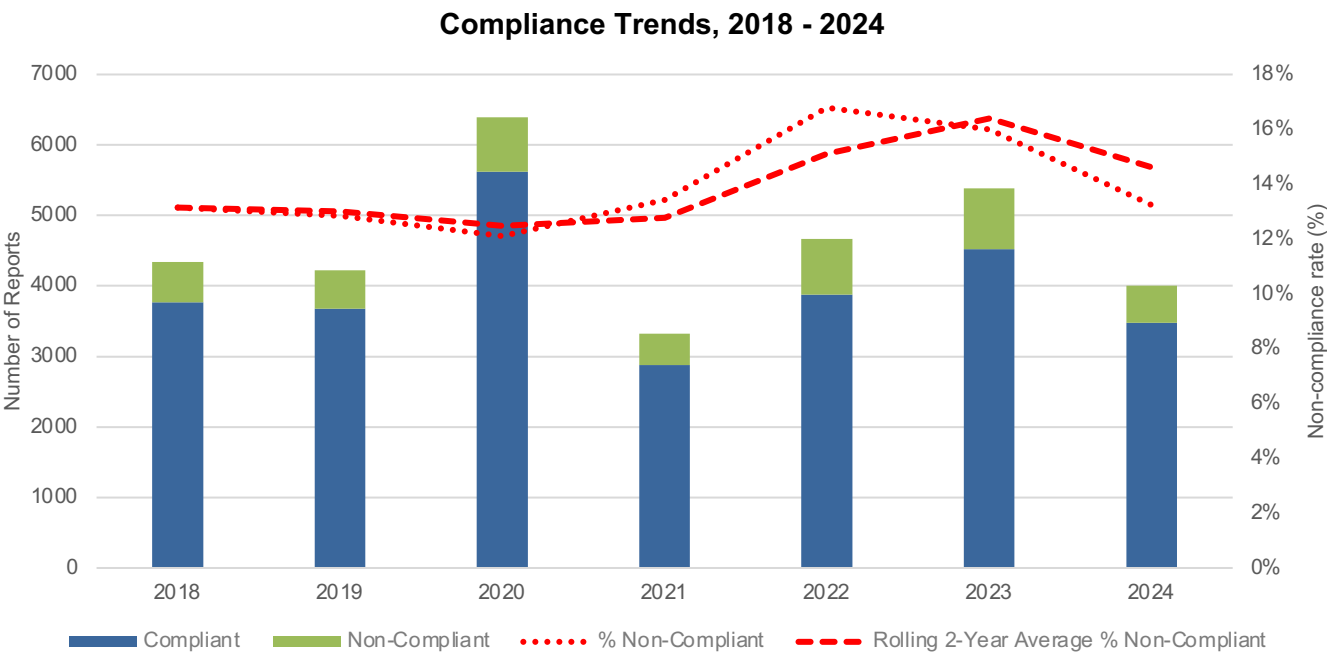
No significant change to historic non-compliance trends

Pilot ladders remain the leading source of non-compliant observations

9% of non-compliant pilot ladders were not secured to a strongpoint

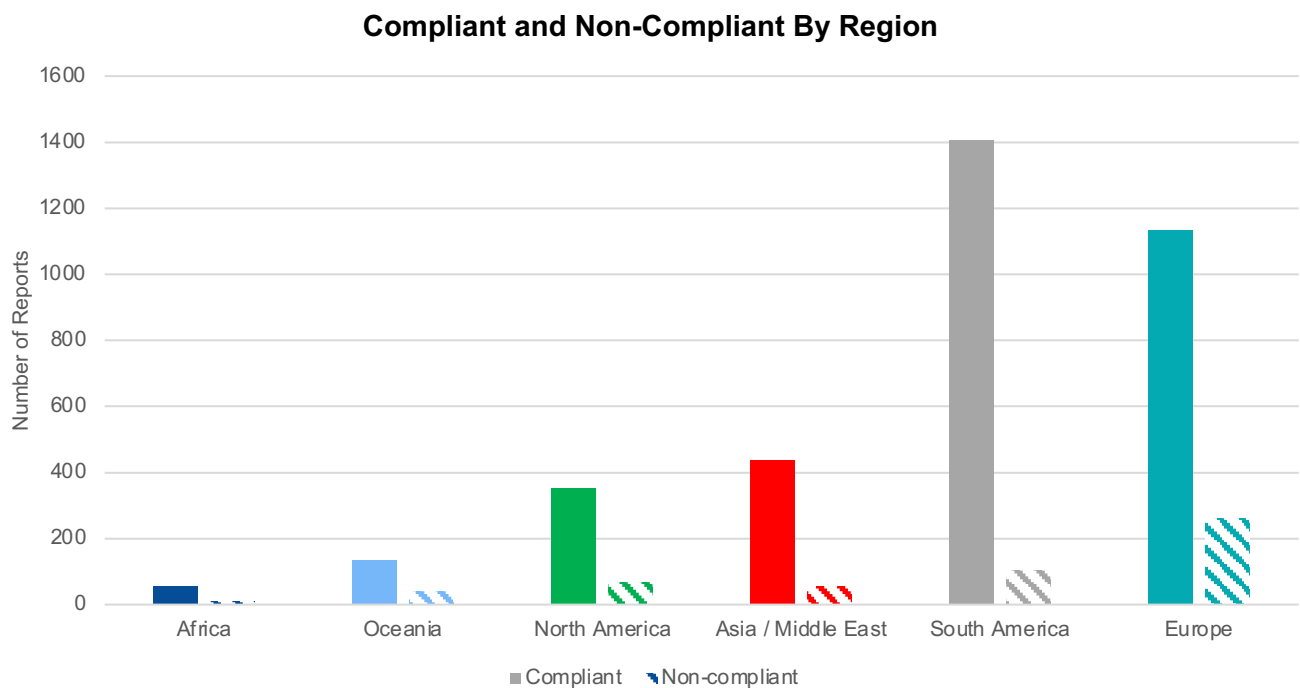
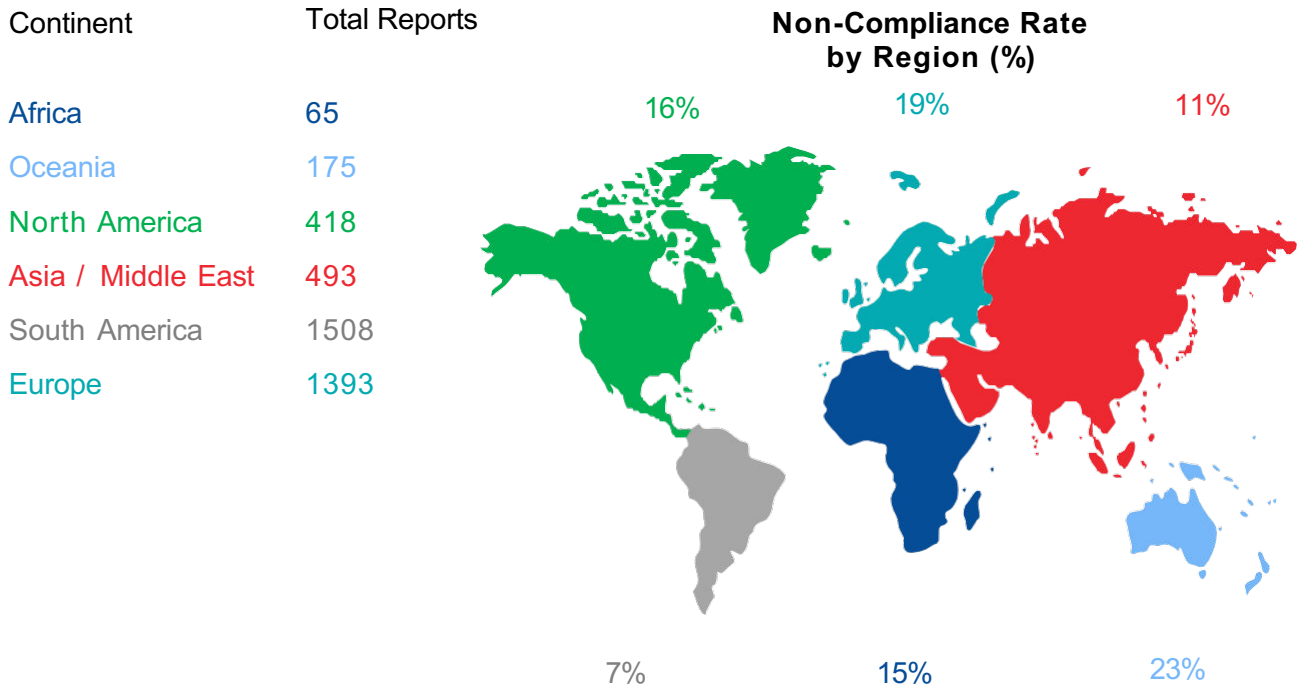
Retrieval line rigging and pilot ladder serviceability remain weaknesses

2024 results in context



PARTICIPANTS

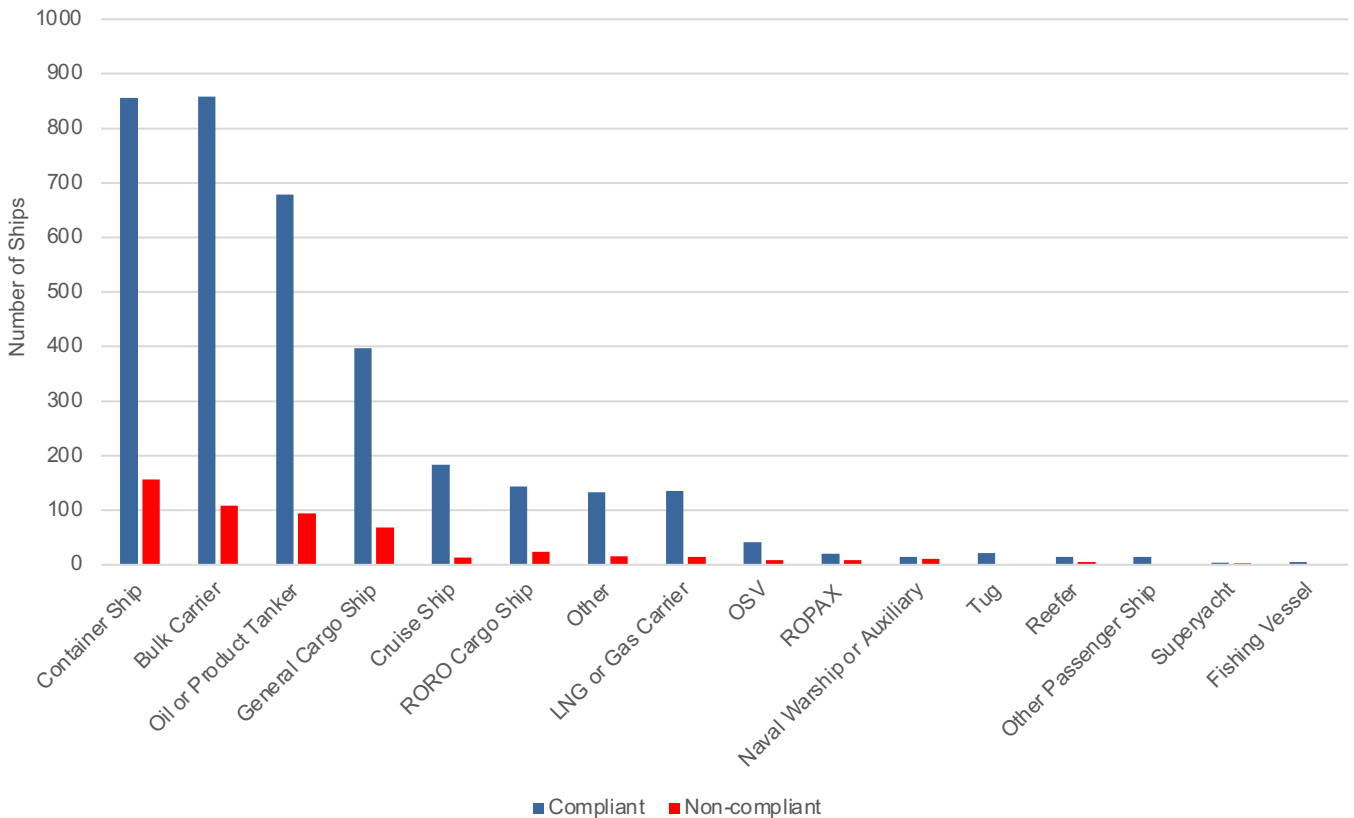
The charts below illustrate data from **4052** returns provided by participating maritime pilots, which have been grouped into six geographical areas.



COMPLIANCE BY SHIP TYPE

Ship Type	Total Ships	Compliant	Non-Compliant	Non-Compliance Rate (%)
Container Ship	1013	856	157	16
Bulk Carrier	966	858	108	11
Oil or product Tanker	773	679	94	12
General Cargo Ship	465	397	68	15
Cruise Ship	197	184	13	7
RORO Cargo Ship	167	143	24	14
Other	149	133	16	11
LNG or Gas carrier	149	135	14	9
OSV	50	41	9	18
ROPAX	28	20	8	29
Naval	25	14	11	44
Tug	23	21	2	9
Reefer	19	14	5	26
Other passenger Ship	15	14	1	7
Superyacht	7	4	3	43
Fishing Ship	6	5	1	17

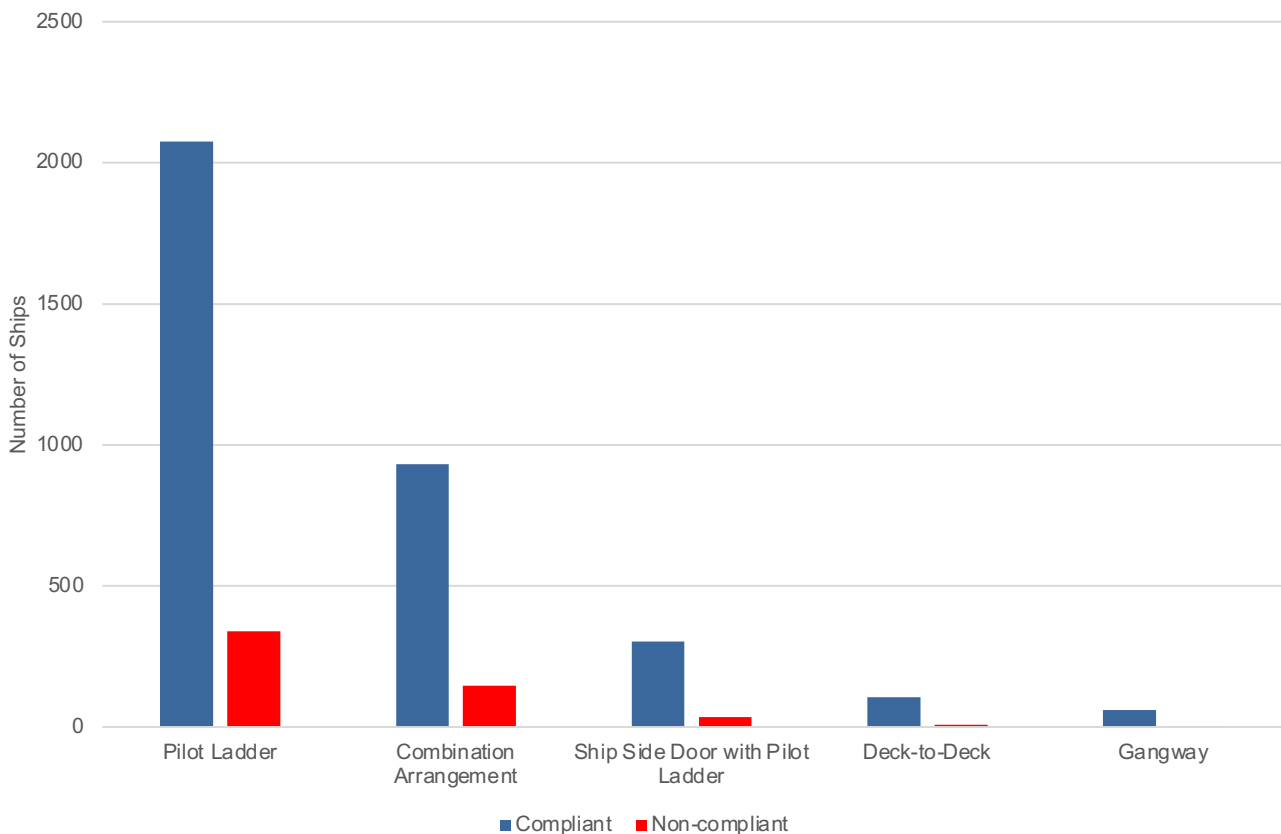
Compliance by Ship Type



COMPLIANCE BY MEANS OF TRANSFER

Compliance by Means of Transfer	Total	Compliant	Non-Compliant	Non-Compliance Rate (%)
Pilot Ladder	2414	2075	339	17
Combination Arrangement	1078	931	147	19
Ship Side Door with Pilot Ladder	340	304	36	10
Deck to Deck	113	106	7	16
Gangway	63	61	2	7

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

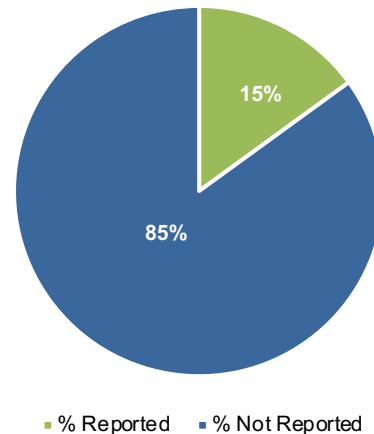


NON-COMPLIANCE BY TYPES OF DEFECT

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.

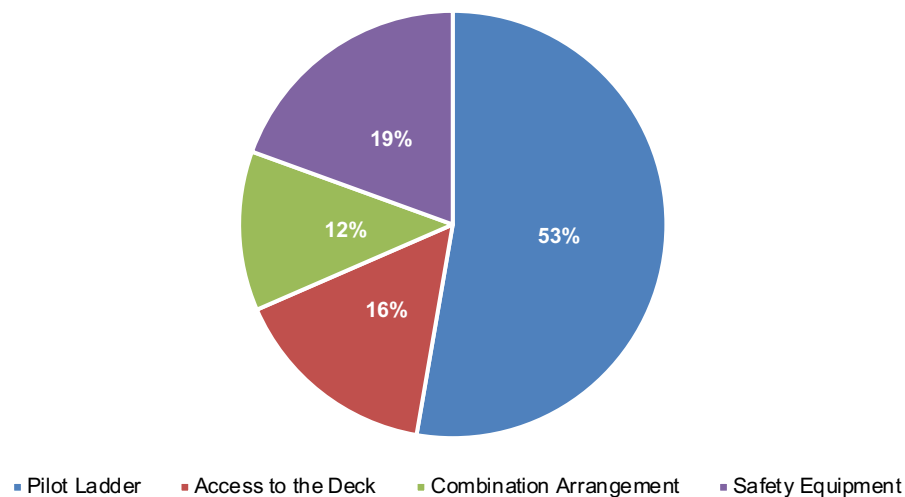
Total number of non-compliant reports	531
Number of non-complaint pilot transfer arrangements reported to the appropriate authorities	80
Number of non-complaint pilot transfer arrangements not reported to the appropriate authorities	451

% of non-compliant pilot transfer arrangements reported to authorities



Non-Compliant by Element of the Pilot Transfer Arrangement	Total Number of Reports	% of Total Reports
Pilot Ladder	485	53
Access to the Deck	145	16
Combination Arrangement	111	12
Safety Equipment	179	19

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



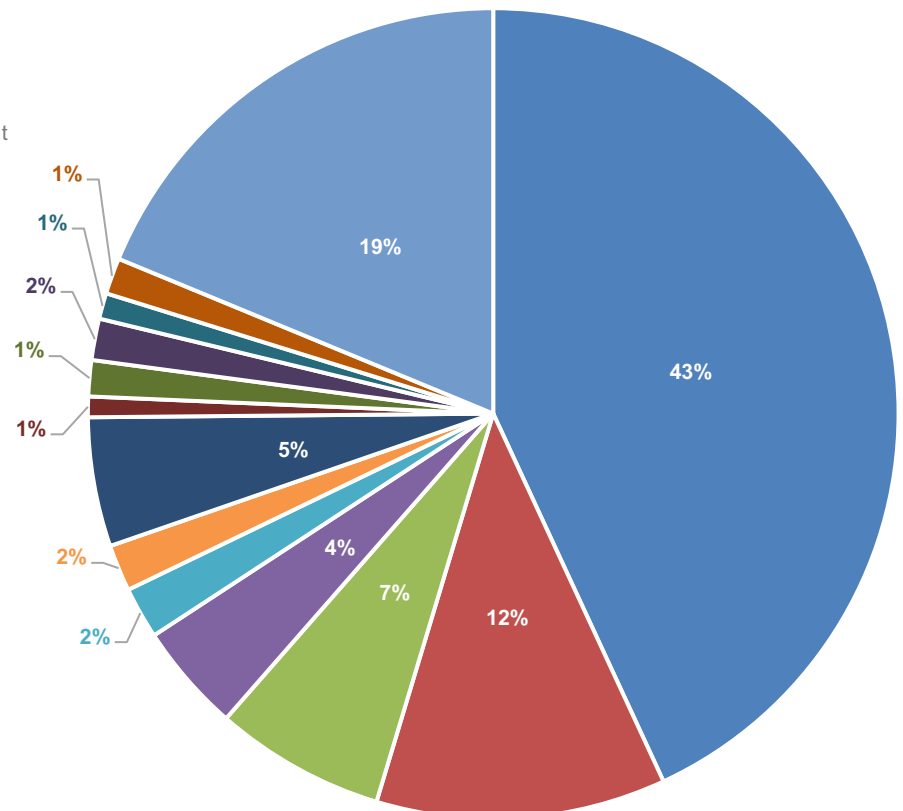
NON-COMPLIANCE BY TYPE OF DEFECT

PILOT LADDER

Defect	Total	% of all pilot ladder defects
Incorrectly rigged retrieval line	209	43
Steps not horizontal	56	12
Pilot ladder not against the hull throughout its entire vertical length	33	7
Pilot ladder not within the midships half length of the ship	25	5
Incorrect step fitting	21	4
Sideropes of unsuitable material	10	2
Steps slippery or contaminated	9	2
Steps not evenly spaced	8	2
Climb on pilot ladder greater than 9m	7	1
Steps painted or varnished	7	1
Steps broken	5	1
Steps made of a material other than hardwood, plastic or rubber	4	1
Other	91	19

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
- Sideropes of unsuitable material
- Steps slippery or contaminated
- Pilot ladder not within the midships half length of the ship
- Steps made of a material other than hardwood, plastic or rubber
- Climb on pilot ladder greater than 9m
- Steps not evenly spaced
- Steps broken
- Steps painted or varnished
- Other

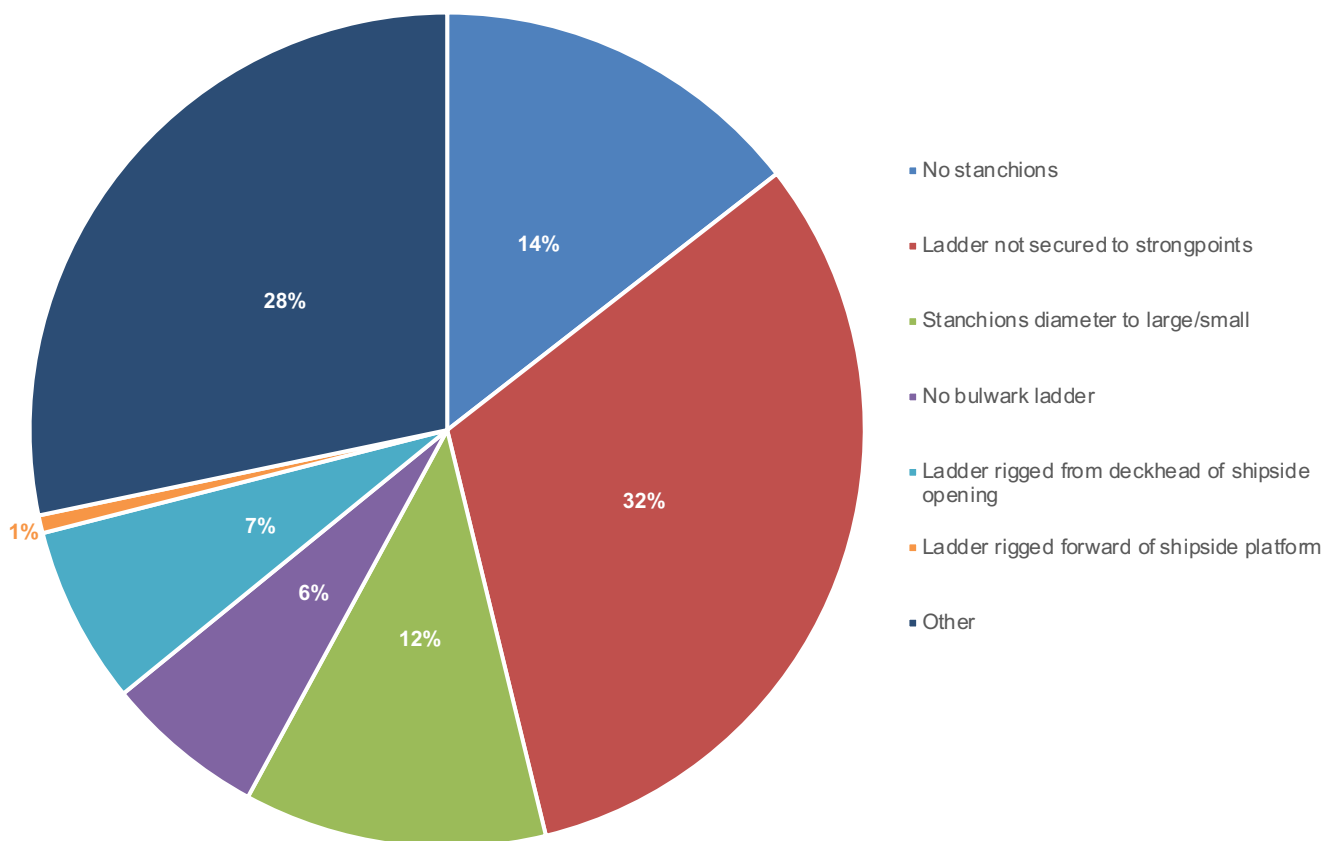


NON-COMPLIANCE BY TYPE OF DEFECT

ACCESS TO THE DECK

Defect	Total	% of all access to the deck defects
Ladder not secured to strongpoints	46	32
No stanchions	21	14
Stanchions diameter to large/small	17	12
Ladder rigged from deckhead of shipside opening	10	7
No bulwark ladder	9	6
Ladder rigged forward of shipside platform	1	1
Other	41	28

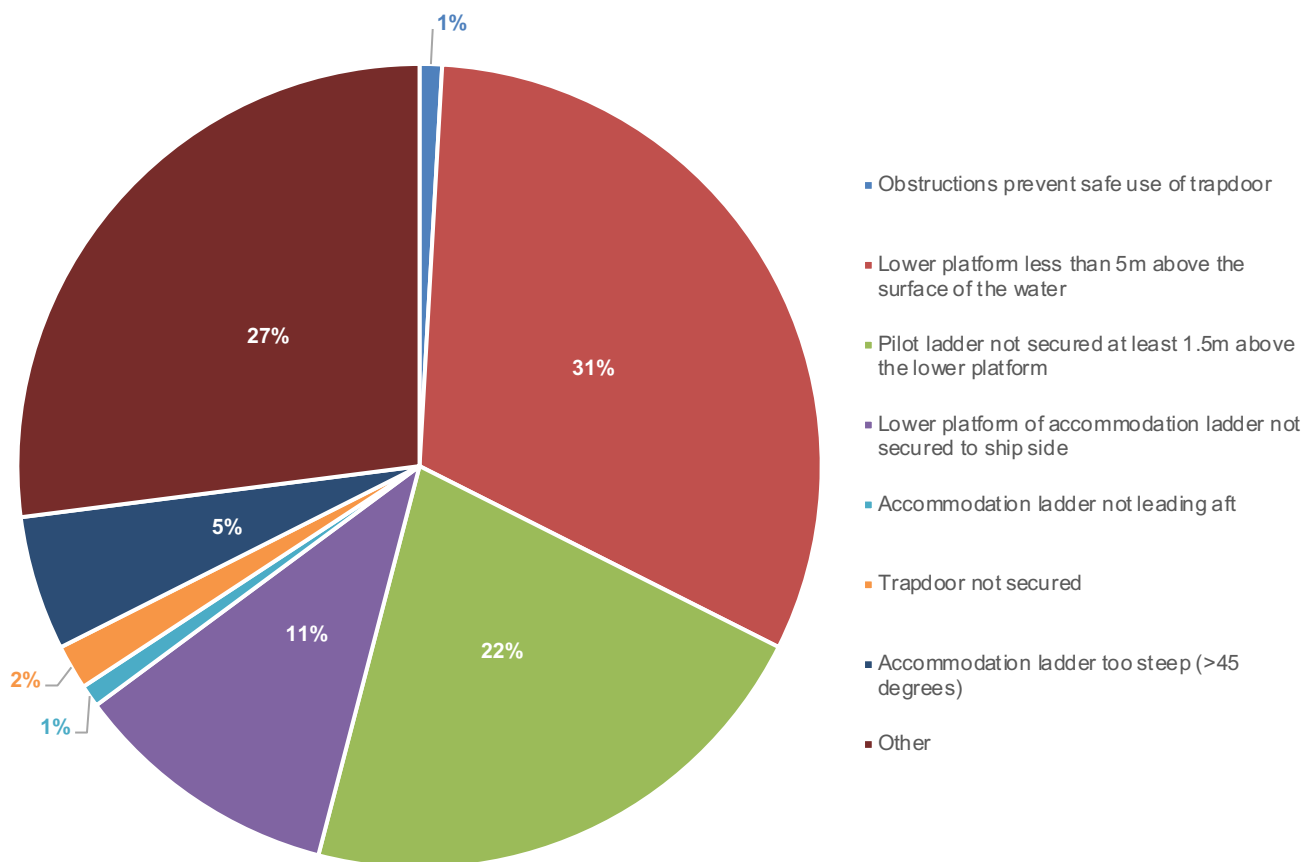
Access to the deck non-compliance by defect type



NON-COMPLIANCE BY TYPE OF DEFECT COMBINATION ARRANGEMENT

Defect	Total	% of all combination arrangement defects
Lower platform stanchions/rail incorrect rigged	41	19
Lower platform less than 5 metres above the sea	37	17
Ladder(s) not secured to ship's side	33	15
Pilot ladder not attached 1.5m above accommodation ladder	31	15
Lower platform not horizontal	31	15
Accommodation ladder too steep (>45 degrees)	12	6
Accommodation ladder not leading aft	0	0
Other	28	13

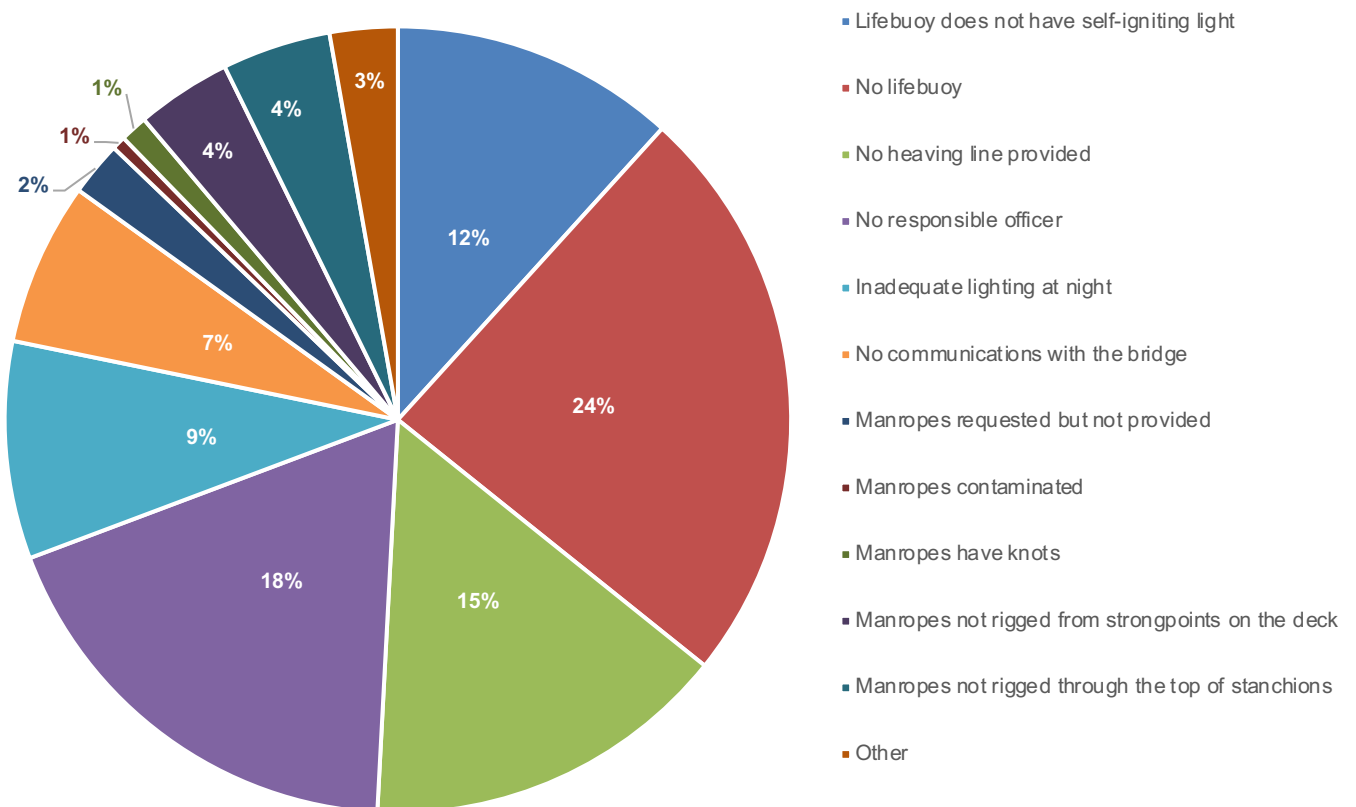
Combination arrangement non-compliance by defect type



NON-COMPLIANCE BY TYPE OF DEFECT SAFETY EQUIPMENT

Defect	Total	% of all safety equipment defects
No lifebuoy	43	24
No responsible officer	33	18
No heaving line provided	27	15
Lifebuoy does not have self-igniting light	21	12
Inadequate lighting at night	16	9
No communications with the bridge	12	7
Manropes not rigged through the top of stanchions	8	4
Manropes not rigged from strongpoints on the deck	7	4
Manropes requested but not provided	4	2
Manropes have knots	2	1
Manropes contaminated	1	1
Other	5	3

Safety equipment non-compliance by defect type



SAFETY CAMPAIGN 2024

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