

SUMMARY OF THE INAUGURAL MEMBERS' WORKING GROUP AND FORUM

Virtual (Teams), 1000 – 1200UTC, 15 October 2025

Chair: ***Matthew Williams, Secretary General***

Participants: *American Pilots' Association
Association of Bar and Port Pilots, Portugal
Canadian Marine Pilots' Association
Dutch Maritime Pilots' Association
French Maritime Pilots' Association
Italian Federation of Harbour Pilots
Korea Maritime Pilots' Association
New Zealand Maritime Pilots' Association
Panama Canal Pilots' Association
Trinidad and Tobago Pilots' Association*

Apologies: *Association of Marine Pilots Ireland
Australasian Maritime Pilots Institute
Namport
Spanish Pilot Association*

1. Introduction to the MWGF

The Secretary General outlined the intent of the MWGF, its three objectives:

- To provide members with an interactive opportunity to gain insights into the technical, policy and influence work of the Association between Congresses.
- To provide a forum for members to share experience, opportunities and challenges facing them nationally with a view to enabling mutual support between members, and to inform IMPA of the need, if any, to take action at an international level; and
- To enable members to participate in the technical work of the Association.

In line with the intention for the MWGF to be interactive, participants were invited to ask any questions or make comments as they arose.

2. IMPA in international forums (IMO, IALA)

The Secretary General explained the work undertaken and being undertaken by IMPA at IMO Committees and Sub-Committees, as well as IALA Committees covering:

- The purpose of pilotage.
- The safety of pilots on duty.
- Human capital.
- Ship-shore interfaces.
- MASS and digitalisation in navigation.
- Energy efficiency of ships and GHG emissions reductions.

- Port state control.
- Marine safety investigations.

The information provided was based on slides 3-5 in MWGF 1/S/1 (Secretariat).

3. **Next steps with SOLAS regulation V/23 and the new mandatory performance standards**

The Secretary General presented an overview of the work done in relation to the amendments to SOLAS Regulation V/23 and the new mandatory performance standard.

The Secretary General emphasised that with the opportunity created by the unified mandatory standards for pilot transfer arrangements came a responsibility for maritime pilots and pilots' organisations to get their own houses in order. In the event of accidents and incidents, the spotlight is now expected to be on pilots and pilots' organisations themselves. The MWGF was reminded of the publication of *Pilot Transfer Operations* in May 2024.

The MWGF was informed of the work to update the ISO 799 series of standards to support globally consistent implementation of the new IMO requirements.

The information provided was based on slides 7-9 in MWGF 1/S/1 (Secretariat).

4. **The International Study on Remote Pilotage (R-Pilot)**

The Secretary General presented a thorough review of the intentions and status of the International Study on Remote Pilotage (R-Pilot) as well as the next steps.

Emphasis was given to explaining the outcome of the Phase 2 Technology Readiness Assessment of proposed candidate solutions for trials submitted by AD Navigation and DanPilot/Danelec, conducted in collaboration with the National Centre of Expertise on Marine Pilotage (Canada), the Canadian Coast Guard and Lloyd's Register.

The information provided was based on slides 11-19 in MWGF 1/S/1 (Secretariat).

5. **Pilotage as a complex system**

The Secretary General informed the MWGF of the progress being made, in collaboration with the University of York, on modelling pilotage as a complex system.

This work aims to help pilots' organisations and competent authorities understand the impact of changes in systems of pilotage on complexity and systemic risks arising from such changes. The first test case for this work would be remote pilotage. Still, it is anticipated that the tools developed will apply to a wide range of legal, regulatory, operational, and technical changes to pilotage systems.

The information provided was based on slides 14 and 15 in MWGF 1/S/1 (Secretariat).

6. **Emerging opportunities and challenges affecting members**

The MWGF has an exchange of views on the following:

- Trinidad and Tobago highlighted the value of the work done by IMPA on engine power limitation, citing their experience with the investigation into a tanker collision with a

berth when power limitation was being used, but the pilot was not informed.

- In the context of remote pilotage, Trinidad and Tobago notes interest from LNG terminal operations in remote pilotage during emergencies or in very poor weather conditions. The MWGF agreed that, in general, there were jurisdictions where it is acceptable for a pilot to pilot a ship without being onboard in emergencies. However, the MWGF noted that this was very different from the concept of remote pilotage being promoted in the Baltic.
- The Netherlands highlighted that acute geopolitical tensions in Northern Europe were leading to a change in attitudes towards pilotage in the Netherlands. The shift is towards the role of pilots in security and national resilience, in addition to the safety of navigation and efficient port operations. A similar experience was shared by France, where cooperation with the Navy, Army and customs agency was increasing.
- Portugal highlighted that EMPA is also helping the Directorate-General for Mobility and Transport (DG MOVE) understand the role pilots play in ensuring security and resilience.
- Canada highlighted the issues of spoofing and jamming, as well as the general experience of GNSS availability from the perspective of pilots. It was agreed that any specific action by IMPA would benefit from being informed by the results of the Royal Institute of Navigation's report into GNSS resilience. Furthermore, it may be time for IMPA to consider updating its guidance on PPUs to address cybersecurity and GNSS spoofing and jamming.
- The USA noted that increasingly, pilots and piloting technology were being used to compensate for a lack of investment in port infrastructure to accommodate larger ships. Whilst the ability of pilots and the multiplier effect of decision support tools was a positive story in many ways, when the reliance on pilots and piloting technology went too far, in the context of ships outgrowing port infrastructure and bridges.
- France has emphasised that French pilots are now considered crucial to national resilience. The French will meet with relevant agencies to assess the resilience of their computer-based systems and identify any weaknesses. In this regard, it was suggested that IMPA should promote the continued relevance of physical aids to navigation.
- Panama identified a limited but potentially viable case for the use of remote pilotage, specifically on the Pacific Coast.

7. Opportunities for Members to contribute to IMPA's work

The Secretary General advised that IMPA would undertake work to revise its guidance for ship designers and shipyards on pilot transfer arrangements. Participation of members of the MWGF in this work would be welcome.

8. Arrangement for the next MWGF

The next MWGF is scheduled to take place in the first half of 2026.

The participants discussed having separate meetings on the same day to accommodate different time zones. It was agreed that initially, due to the infrequent meetings, the MWGF would meet in a single combined session, with this arrangement to be kept under review.



9. **Any other business**

There were no items.