

International
Maritime
Pilots'
Association

IMPA Safety Campaign 2026

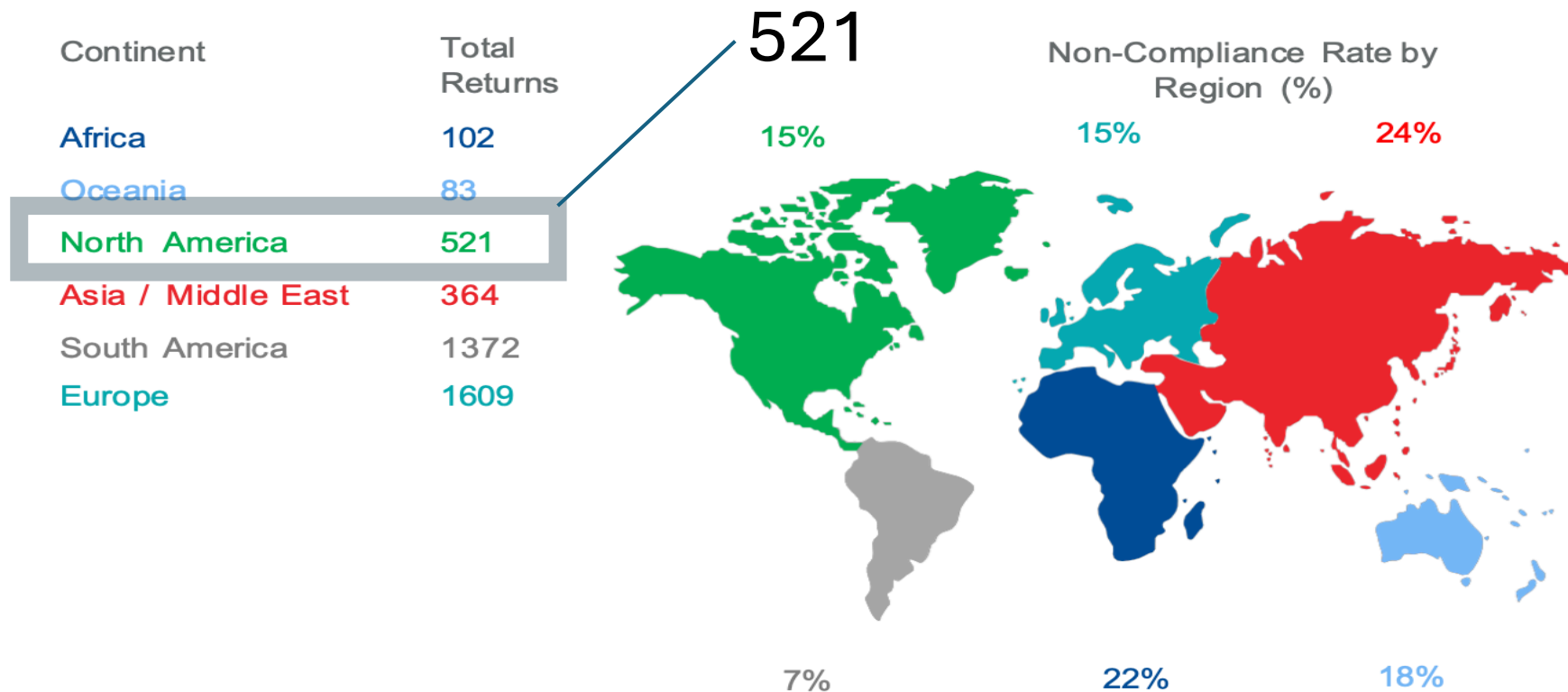
BOPC Summary Report



Worldwide there were 4051 responses

PARTICIPANTS

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



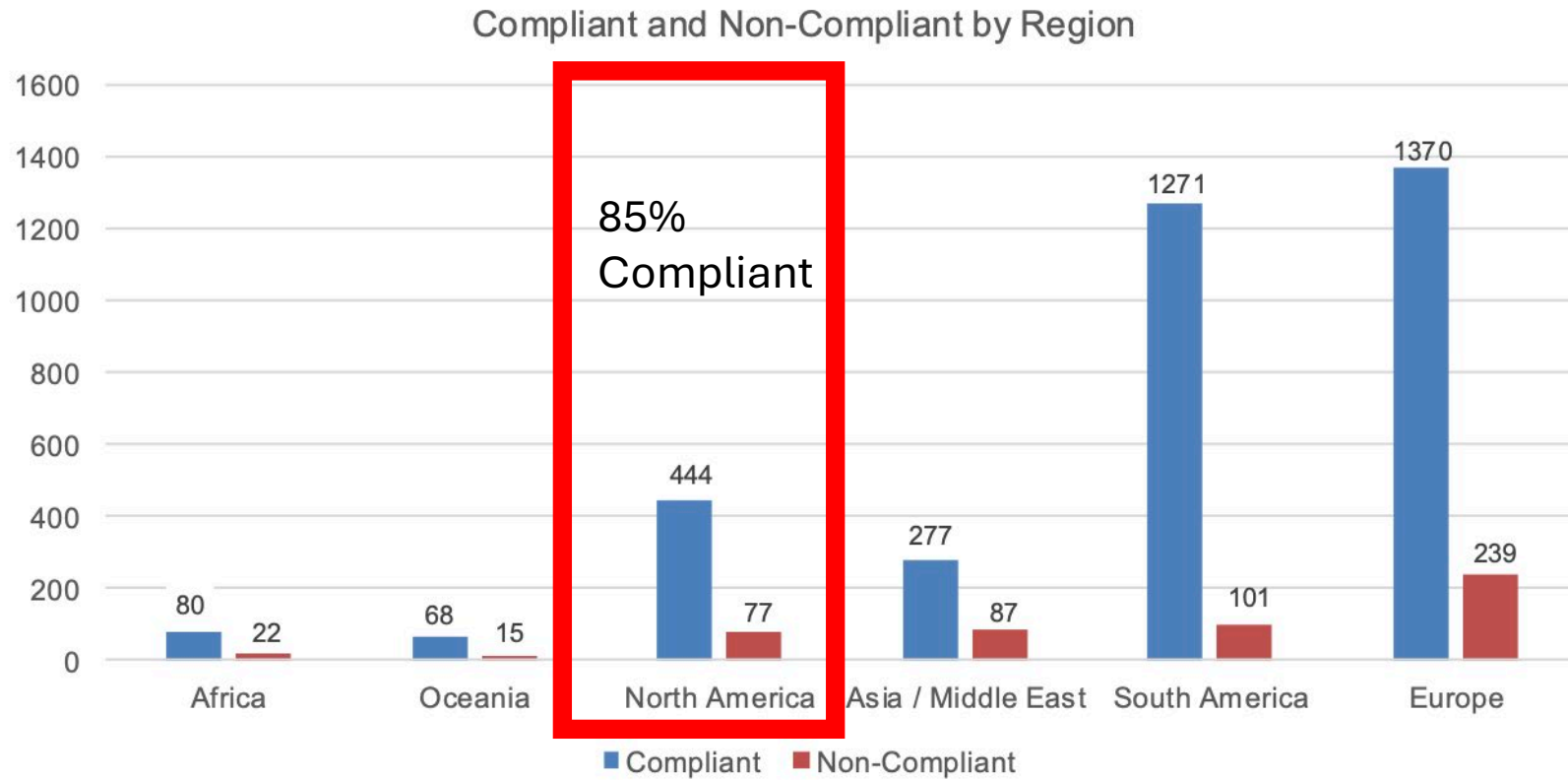
San Francisco Bar Pilots

- San Francisco Bar Pilots had strong participation in the 2026 safety campaign



- I personally wish to express my appreciation to the pilots at SFBP who took time to complete the survey and get IMPA valuable data to advance transfer safety efforts at the IMO.
- 16% of all responses from NORTH AMERICA were SFBP

What were the results?



Lets look at some important facts

EXECUTIVE SUMMARY

3

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%)

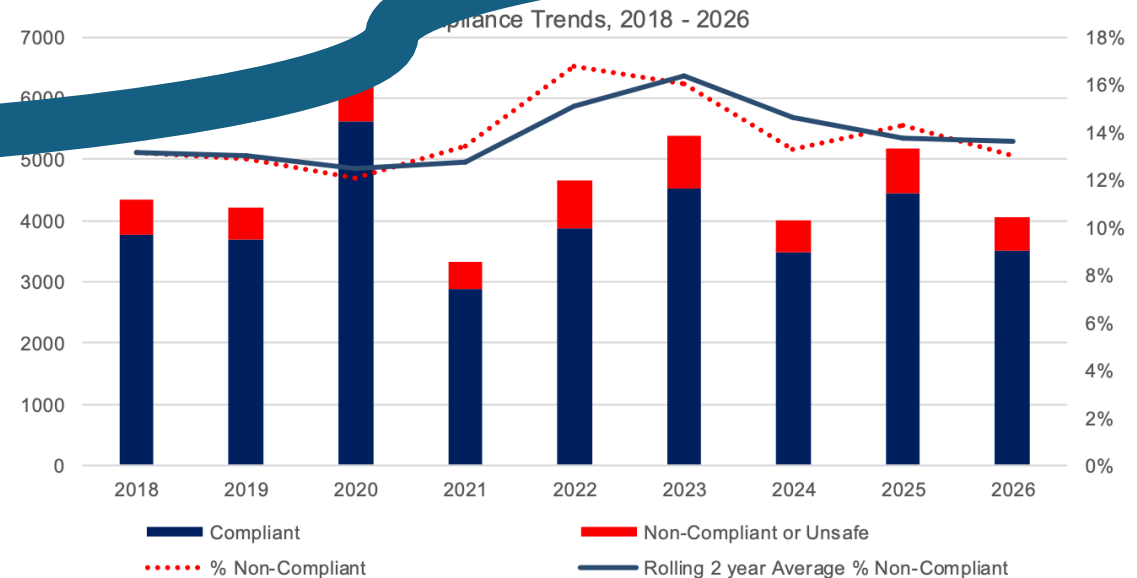
No significant change to historic non-compliance trends

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



89% of non-compliant observations were not reported to port State authorities

How does the statement

“89% of non-compliant transfer arrangements are not reported to state authorities”

correlate to how well our jurisdiction is doing to ensure our safety standards are indeed being met?

Safety standards... reported violations

- **California HNC 1156.6. (a)**

If suspected safety standard violations concerning pilot hoists, pilot ladders, or the proper rigging of pilot hoists or pilot ladders are reported to the board, the executive director shall investigate the report. The executive director may personally inspect or assign a commission investigator to personally inspect the equipment for its compliance with the relevant safety standards promulgated by the United States Coast Guard and the International Maritime Organization.

Executive Director's monthly agenda item...

- **1156.6. (a)**

The executive director shall report his or her findings and recommendations, if any, to the board. The board shall receive the executive director's findings, which may include other reports, information, or statements from interested parties.

Newest → Older

0%

Most recent: **Jul 9, 2026**

Most reported: **3.1b INTERMEDIATE
SECURING** · 1×

SUBMIT PTA REPORT

2

REPORTS

0%

COMPLIANCE RATE



LadderWatch

— A STEP AHEAD —



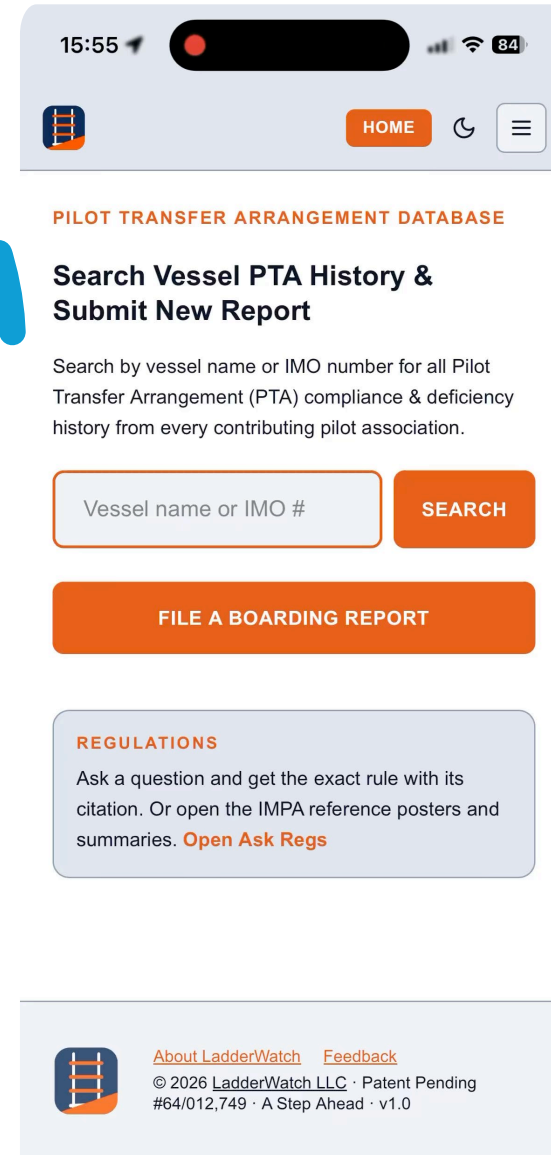
LadderWatch

... a reporting platform used by maritime pilots to document the condition of pilot transfer arrangements: the ladders, gangways, and combination rigs pilots use to board and disembark vessels. When a pilot observes a deficiency, it is recorded against one of the 47 codes, each tied to its governing regulation.

- Developed by a SE Alaska Pilot.
- I've been beta testing the platform for a couple of months and evaluating the APP's usefulness to our jurisdiction.
- The APP is a subscription-based access service.

Searchable – know the vessel's history before you board.

Type a vessel name or IMO number. LadderWatch searches a database covering more than 100,000 vessels and returns the deficiency history from every pilot in the network, color-coded by severity, with the most recent boardings on top. Compliance picture in seconds, before you come alongside.



The screenshot shows the LadderWatch mobile application interface. At the top, there's a status bar with the time 15:55, a battery level indicator, and signal strength. Below the status bar is a navigation bar with a logo on the left, a 'HOME' button in the center, and a menu icon on the right. The main content area is titled 'PILOT TRANSFER ARRANGEMENT DATABASE'. Below this title, there's a section for 'Search Vessel PTA History & Submit New Report'. This section includes a search bar with the placeholder text 'Vessel name or IMO #' and a 'SEARCH' button. Below the search bar is a large orange button labeled 'FILE A BOARDING REPORT'. Further down, there's a section titled 'REGULATIONS' with a brief description and a link to 'Open Ask Regs'. At the bottom of the screen, there's a footer with the LadderWatch logo, links for 'About LadderWatch' and 'Feedback', and copyright information: '© 2026 LadderWatch LLC · Patent Pending #64/012,749 · A Step Ahead · v1.0'.

15:55

HOME

PILOT TRANSFER ARRANGEMENT DATABASE

Search Vessel PTA History & Submit New Report

Search by vessel name or IMO number for all Pilot Transfer Arrangement (PTA) compliance & deficiency history from every contributing pilot association.

Vessel name or IMO #

SEARCH

FILE A BOARDING REPORT

REGULATIONS

Ask a question and get the exact rule with its citation. Or open the IMPA reference posters and summaries. [Open Ask Regs](#)

[About LadderWatch](#) [Feedback](#)

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Sample Report:



17:57 Tue Jul 21

portal.ladderwatch.com

50%

San Francisco Bar Pilots

Pilot Transfer Arrangement Report

Generated Jul 21, 2026 at 05:57 PM PDT

Pilot identity withheld

VESSEL

CHEM LITHIUM

IMO 9815252 · Tanker · LR

BOARDING

DATE

July 8, 2026

PTA TYPE

Pilot ladder only

Deficient - Used

DEFICIENCIES OBSERVED

1.9 Retrieval line leading aft, taut, tied below spreader, or fouling launch

Moderate

Required: If a retrieval line is fitted it must be secured at or above the lowest spreader step and lead forward, clear of the pilot and of the pilot boat. A missing retrieval line is not itself a deficiency.

A. 1045(27) §2.1.5; MSC.576(110) §12.1.5; MSC.1/Circ.1428/Rev.1 Annex, Non-Compliant Practices poster

If unaddressed: The retrieval line can foul the pilot ladder or pilot boat, pull the ladder off the hull, or create a trip or entanglement hazard during transfer.

Observed at Jul 9 at 01:16 PM

NOTES

Retrieval line was present but tied below the spreader — non-compliant rigging position. Pilot boarded and requested crew correct the arrangement before departure.

Master Notified: Yes

[ladderwatch.com/categories — Deficiency Code Reference](#)

San Francisco Bar Pilots Confidential

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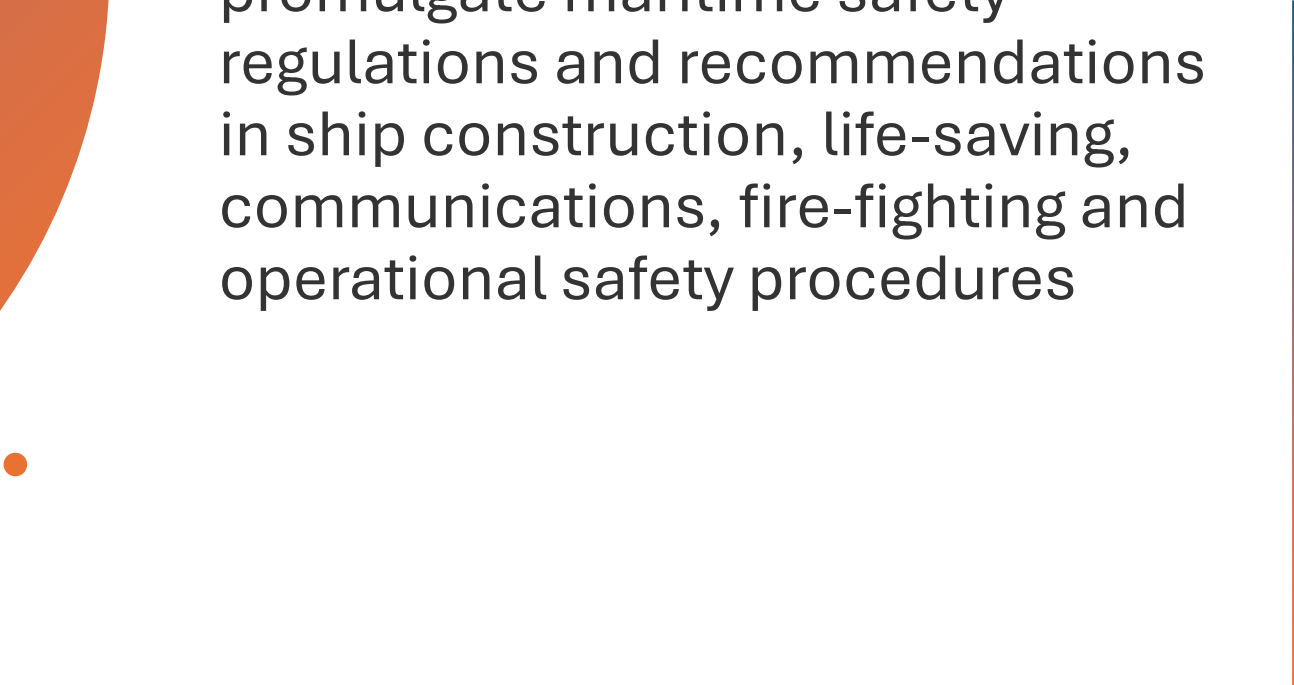
Advantages

- Easy to search for vessel
- Easy to make report
 - simply dictate what you observed
 - Choose the severity (reportable, near miss, refusal)
 - Create shareable reports (captain, organization, Port State)
- Quick access to all relevant regulations
- Shareable database between pilot groups



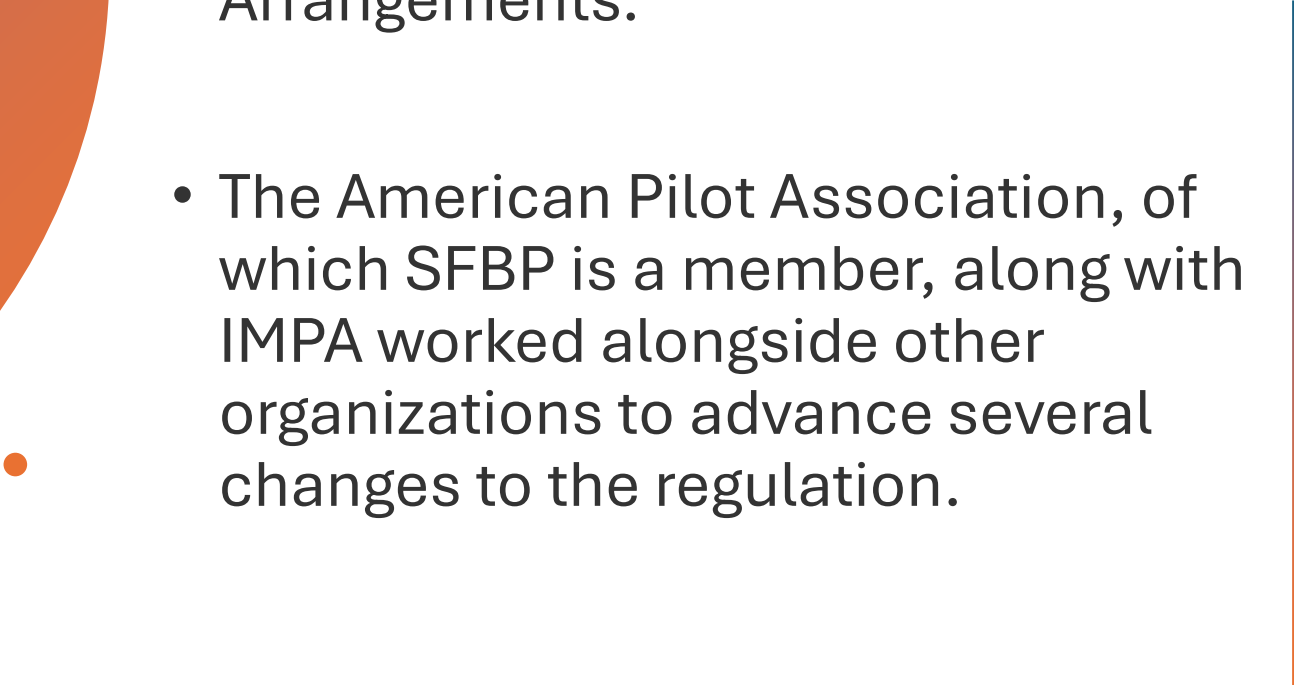


SOLAS V/23

- Safety of Life At Sea
 - International maritime safety treaty
 - First convention of signatory countries was in 1914.
 - Continues to evolve and promulgate maritime safety regulations and recommendations in ship construction, life-saving, communications, fire-fighting and operational safety procedures
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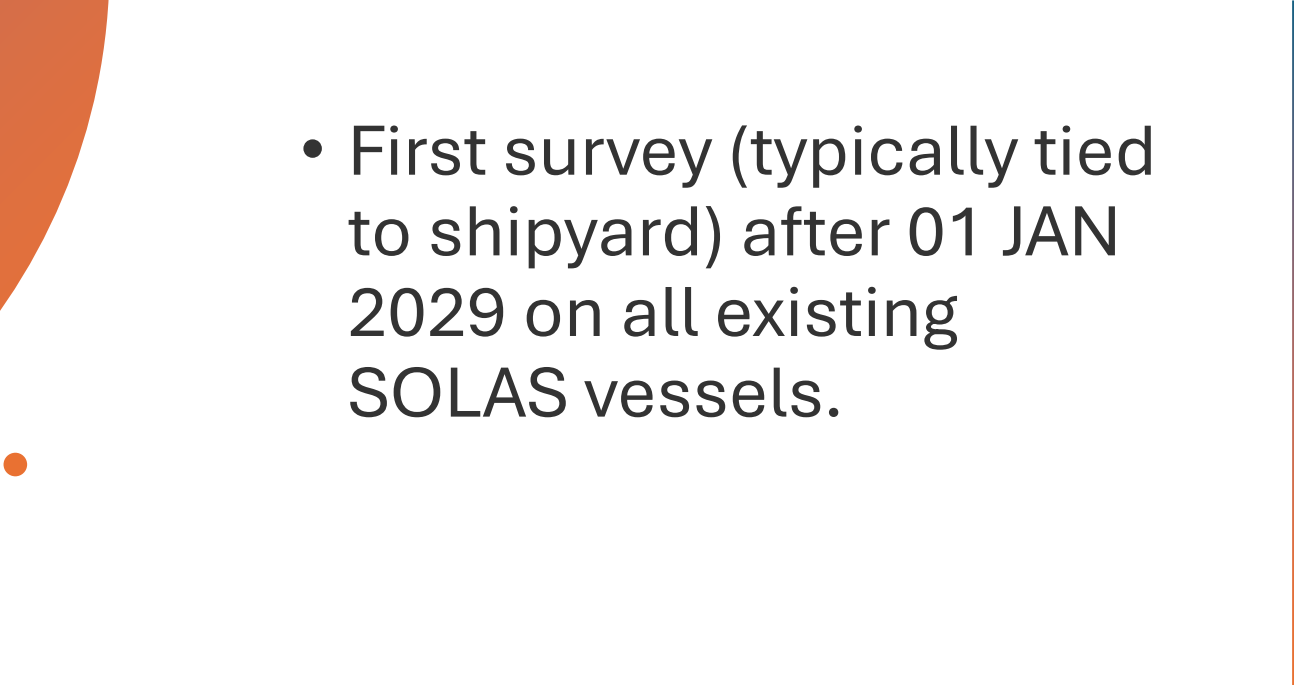


SOLAS V/23

- SOLAS Chapter V regulation 23 outlines the mandatory international standards for Pilot Transfer Arrangements.
 - The IMO in June 2025 adopted amendments on Pilot Transfer Arrangements.
 - The American Pilot Association, of which SFBP is a member, along with IMPA worked alongside other organizations to advance several changes to the regulation.
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SOLAS V/23 Timeline for Implementation

- 2026 – 2028 voluntary early implementation
 - 01 JAN 2028 entry into force for all new installations on all ships.
 - First survey (typically tied to shipyard) after 01 JAN 2029 on all existing SOLAS vessels.
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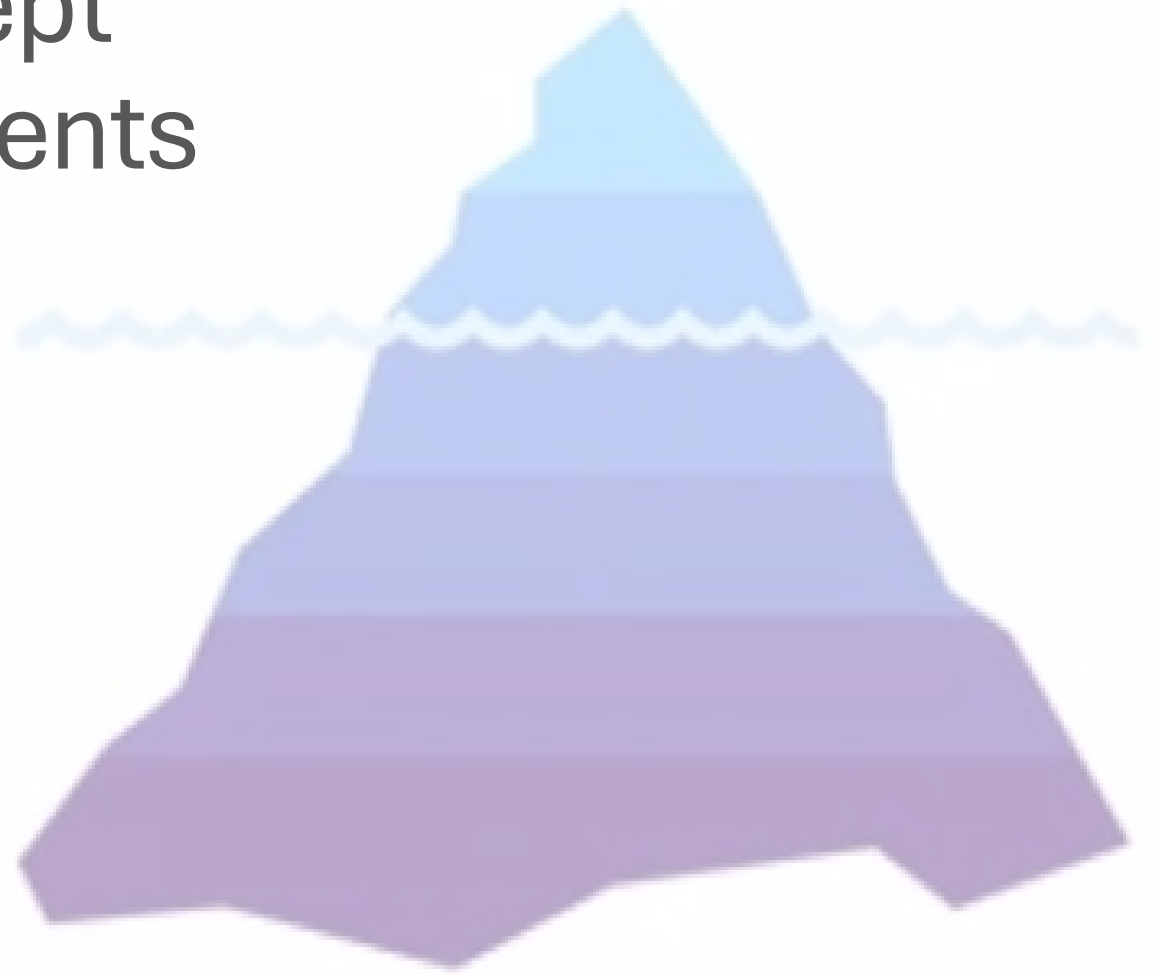


Changes to SOLAS V/23

Highlights of Substantive Changes

- recommendations that were part of REG23 are now mandatory compliance.
 - Pilot ladders have an expiration date of 36mo from manufacturing and 30mo maximum in service life
 - Securing methodology is clarified for ladders rigged at intermediate lengths.
 - Mandatory training and inspections
 - Explicitly states the right of pilots to refuse a PTA.
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Anyone familiar with the
"Safety Iceberg" concept
understands that incidents
and observable near
misses are only the
visible (and often the
only reported)
component of a
problem



My concern is for my fellow pilot's safety

Every month we hear the Executive Director report “no safety standard violations reported.”

While that may be true, the IMPA survey indicates underreporting ladder non-compliances is endemic to pilots worldwide and we are no different.

Removing barriers to robust reporting, as LadderWatch does, will undoubtedly result in better reports and higher safety for the pilot and the next pilot.

The BOPC has a direct interest, by statute, in ensuring pilot ladders and boarding arrangements are maintained and deployed properly.

I encourage:

- Board licensed pilots to be familiar with SOLAS V/23 as it exists and the changes that are coming.
- Board licensed pilots to utilize SFBP resources to report deficiencies often. And the Port Agent to report, as necessary to the Executive Director, pilot transfer arrangements that need immediate correction.
- Improve opportunity to capture deficiency reports and track trends and utilize this Board, via HNC 1156.6 & 1156.7, to investigate, report and correct hazardous PTAs.
- The board consider utilizing resources such as the LadderWatch APP to facilitate active reporting.