



The UKMPA is the professional body for Marine Pilots in the United Kingdom

There is an executive of 9 pilots (Chairman, 2 vice chairmen and 6 regional representatives) plus a Secretary General which undertakes the day to day running of UKMPA. In addition, there are 6 deputies as well as a Technical and Training Committee.

Unlike all other industry stakeholders, the work of the UKMPA is carried out entirely by working pilots, (we have no employees) however, attending such meetings does incur expenditure for travel and accommodation.

The members of the executive committee regularly meet with industry stakeholders in many different fora to ensure that pilotage and the professional interests of pilots are taken into account and are understood.

Meetings are held regularly with the DfT, MCA, PMSC Steering Group, BPA, UKMPG, Port Skills and Safety (where we are helping to develop the Marine Pilot Certificate with other industry representatives) UKHMA, Trinity House and other bodies as well as politicians and civil servants locally and nationally. In addition, the UKMPA has membership of the CHIRP Maritime Advisory Board and are often consulted by the MAIB when appropriate.

The UKMPA frequently seeks legal and other professional advice on behalf of its members.

Periodically, the UKMPA works with third parties on technical research and development projects such as the EU funded MARNIS and AZIPILOT projects.

The UKMPA plays a major role within the European Maritime Pilots' Association EMPA including currently holding one of the vice-president positions. This often demands meetings with European industry stakeholders, politicians and bureaucrats.

The UKMPA also currently has a vice-president at the International Maritime Pilots' Association IMPA, which is an NGO member of IMO. Pilots are an invaluable contributory resource in this arena, advising the secretariat as well as ship-owners, flag states and classification societies whose concerns with commercial efficiency often overlook safety matters. These often directly impact upon pilots, for example correct provision and standards for boarding arrangements, practical ship construction solutions and sensible development of e-nav innovations.



In addition to the Pilot Magazine which is published quarterly, regular Newsletters are sent to the membership via the Local Secretaries. Important developments are also passed through this channel through the publication of UKMPA Circulars, EMPA Bulletins and IMPA Notices. There is also the UKMPA website, LinkedIn group and Twitter feed which hosts many useful conversations and shares information amongst members.

UNITE

In 1986 the (then) UKPA became branch 503 of the TGWU. The UKMPA was furnished with an office at Transport House and Secretarial assistance. There is a memorandum of understanding which requires all members of the UKMPA to be members of UNITE. Unite looks after the industrial issues effecting pilots.

Insurance

UKMPA membership includes compulsory insurance. This is vital as with the relatively small number of members, the UKMPA cannot hope to acquire sufficient funds to take on or defend a sustained legal campaign to protect a member. The policies represent remarkably good value for the individual as the premiums are based upon the whole membership taking out the policies. The executive meets with the broker on a regular basis to ensure that the policies are appropriate and to ensure that we get the best possible premiums. The policies are explained on the UKMPA website if you wish to confirm what you are covered for. [CLICK HERE for details on the Circle Insurance web site.](#)

The costs met by our insurers have run into six figures in a number of cases working on behalf of pilots. The policy is between the pilot and insurer so it is not possible to publish the details of such cases. Apart from injuries the most common use is in disputes between pilots and CHAs.