



EMPA Recommendation No 32

Recommendation on environmental sustainability

Introduction

By adopting a set of proposals to make all sectors of the EU's economy fit to deliver the European Green Deal, Europe strives to be the first climate neutral continent. It is legislating for clean, accessible, and affordable forms of private and public transport. This includes transporting goods and passengers through the air, over water, road, and rail. Complimentary to energy saving solutions in transportation, sustainable alternative fuels will contribute to greening the transport sector.

Europe's Green Deal is not just about reducing greenhouse gas (GHG) emissions. It aims to protect the environment, restore nature, and enable biodiversity to thrive again.

Europe's seas, oceans, and environment are a source of natural and economic wealth for Europe. We must preserve and protect them to ensure that they continue sustaining us today, but also future generations. The economic and environmental risk from today's large cargo ships makes the role of pilots even more essential since pilotage is considered the most significant risk reduction measure available to avoid accidents that may lead to oil spills from ship casualties. Pilots need to exercise their professional judgment by ensuring safe and efficient passage of vessels undeterred by any commercial or economic pressure. Pilotage provides an essential and unique service not only to the environment but firmly to the shipping industry. If open to competition it would jeopardise maritime safety and security, the protection of the environment, and ports' efficiency. As part of the EU Green Deal, pilotage should remain exempt from competition.

The European Commission launched the Fit for 55 measures that will support Europe's climate policy framework and put the EU on track for a 55% reduction in greenhouse gas emissions by 2030, compared to 1990 levels, and net-zero emissions by 2050. The interconnected proposals cover climate, land use, energy, transport, and taxation to bring them into line with the targets agreed in the European Climate Law.

On the other hand, IMO's initial strategy on reducing Greenhouse Gas (GHG) emissions from ships, adopted in 2018, requires that total annual GHG be reduced by at least 50% by 2050 compared to 2008 levels.

To achieve their global net-zero goal, European Governments, regulators, and other stakeholders are pushing hard to reach this objective well before the deadlines.

Recognising that the pilotage part of a ship's voyage will only contribute to a small percentage of the emissions for that voyage, we are changing work practices and promoting technological evolutions that will reduce emissions for the part of the voyage that is under our control.

EMPA is a significant stakeholder in the pan-European logistics chain. We have come to a point where European pilots also need to participate actively in GHG emission reduction where possible.

Consideration

Taking into account:

- The urgent need to deal with climate emergency.
- The crucial role of maritime pilots in the maritime industry.
- The need as individuals to aim for a better world, not just for us, today, but for future generations.
- European and international regulation that aims for GHG emission reduction in our sector.
- The established role Maritime Pilots already play in protecting the marine environment 24 hours a day, 365 days a year.

Policy

- The role of EMPA is to facilitate the exchange of information between its members to continuously improve the professional and technical proficiency of Maritime Pilots in its Member Associations, Pilots within the EU, and Pilots in neighbouring countries.
- EMPA aims to improve professionalism and promote best practices among its member associations. Increasing the safety and efficiency of navigation by having a professional Pilot onboard from a well-regulated Pilotage service enhances environmental protection from ship-borne pollutants by preventing marine casualties.



- EMPA strongly defends and advocates that Pilotage as an essential and unique service to marine environment and to the shipping industry, can only be performed in an environment free from competition.
- EMPA aims to work at the forefront of our profession and collaborate with all stakeholders.
- EMPA recommendations offer practical advice, drawing from its members' collective knowledge and experience, to be read in addition to local, national, and international regulations. These recommendations provide information to Pilots, shipowners, and Captains. These Recommendations advise stakeholders that directly or indirectly impact the maritime industry.

EMPA Recommends

In the interest of the safety of Pilots, the safety and efficiency of navigation, and the protection of the marine environment, the European Maritime Pilots' Association recommends that:

- All Member Associations have a proactive attitude towards GHG emission reduction and the protection of the natural environment;
- All Member Associations share their best practices with EMPA so that as one we can bring all to the same level of GHG emission reduction.

Ashore

- To promote the sustainable use of energy and, wherever possible, reduce energy consumption (i.e., correct use of heating, cooling, and lighting).
- The use of alternative fuels for cars used by the organisation.
- Buildings and other facilities energy management systems.
- When building new or renewing, always take into consideration efficiency.
- Use of self-generated power and heating (i.e., wind, solar, etc.)
- Waste reduction and management, always considering the best ecological option.

At sea

- To promote the use of eco speeds on the pilot boats.
- Use innovative modern design techniques when designing pilot boats and use energy-efficient engines, where possible



considering the use of alternative fuels as a means of powering new pilot boats.

- Monitorisation of engine consumptions and maintenance even remotely when possible.
- Training the Pilot boat crew on transfer times to and from the Pilot boarding areas and training on how to maximise efficiency from the pilot boat engines.
- Ensuring the hull of the pilot boat is as clean as possible to avoid drag to reduce consumption and improve speed.
- The correct use of power on tugboats (i.e., when vessel alongside almost fast).

Information Management

- Pilot boats speed monitoring.
- When booking manoeuvres to promote information sharing between stakeholders, thus reducing idle times, inappropriate speeds, or the need to travel longer distances.
- Efficiency of scheduling of pilotage services to reduce the number of trips by the pilot boat. Minor adjustments in pilotage service/pilot waiting times may result in fewer trips.
- Ensuring the tugs used in a port are appropriate for the size of vessels the port caters for. Overpowered tugs will increase GHG emissions unnecessarily;

Adopted at EMPA General Meeting 28th April 2022