



EMPA

EMPA NEWSLETTER

26-05-2020

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Editorial

Dear colleagues,

You may have wondered why you did not receive the EMPA Journal in 2019. Alas declining advertising revenues and rising printing and mailing costs forced this step upon us.

The above and environmental considerations led to a decision by our Board to try and keep you informed and abreast of events via more cost-effective channels. We already have a website, which serves to provide you with all relevant information, as well as a presence on various social media platforms such as Facebook, Twitter and LinkedIn.

We can get information out to you far more quickly with the help of these platforms so we invite you to visit them to get your regular fix of EMPA news.

To these publicly accessible media we are adding the EMPA newsletter of which this is the first issue.

Our newsletter will be distributed digitally at regular intervals, it can also be consulted on our website. The newsletter will bring you information about current events, commemorations, snippets of history and upcoming developments and events.

We also hope to re-establish a flow of advertising revenue in the near future. We are currently engaged in talks with our sponsors.

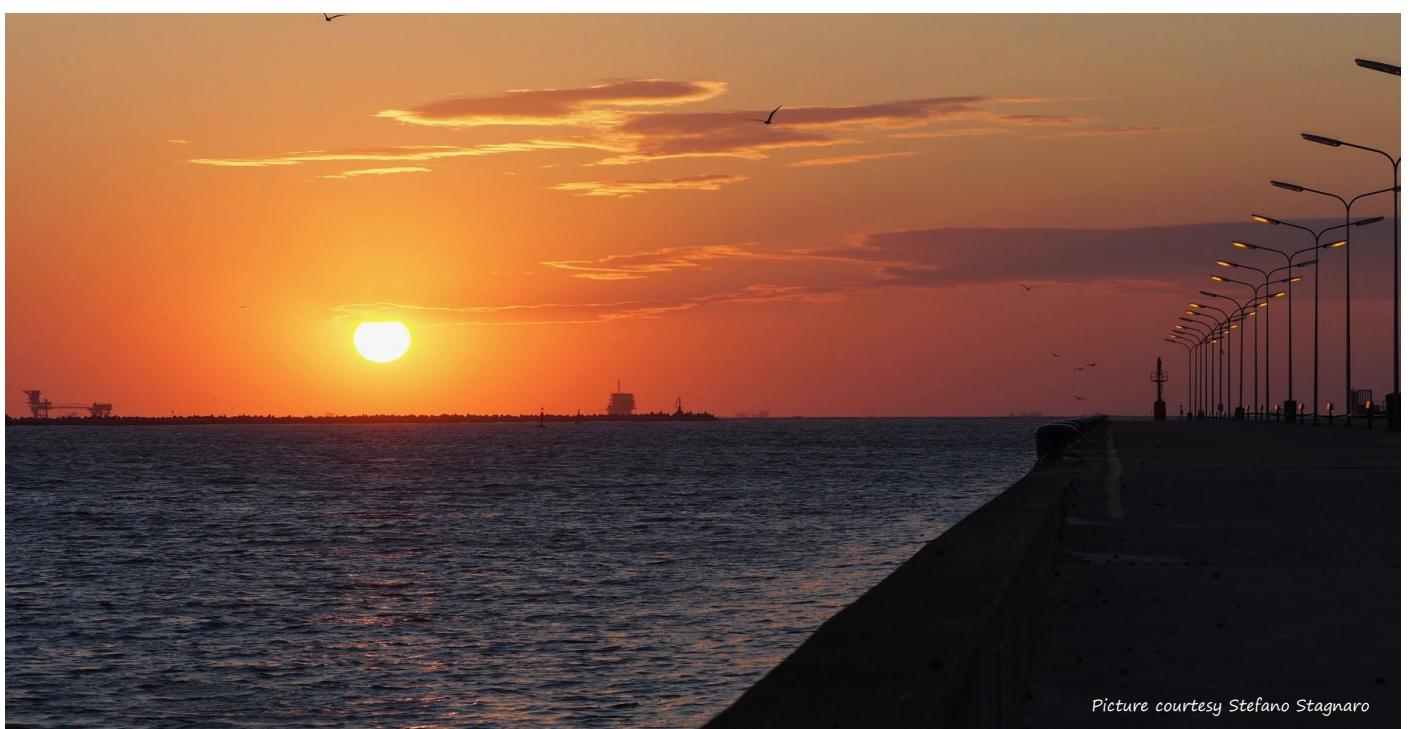
It is our hope that you will enjoy our newsletter and find it useful. Let us know what you think. We also invite you to submit information, articles and pictures for inclusion on the website or in the newsletter.

All submissions should be sent to: office@empa-pilots.eu

We look forward to hearing from you.

Olivier Allaert

EMPA Newsletter editor/webmaster



Picture courtesy Stefano Stagnaro

Message from the President of EMPA

Europe and the rest of the world is experiencing our most far-reaching disaster in modern times. Most governments have more or less closed down our entire societies, in order desperately trying to avoid critical collapse of the health services; and in order to save lives.

But nevertheless, some critical sectors have still been functioning remarkably well during these difficult times, among them is our own maritime transport industry!

It is with great pride that I have observed that maritime pilots across Europe, including in the most critically virus affected regions, uninterruptedly and indefatigably have been carrying out their duties in a safe and professional way during this crisis.

On behalf of the EMPA Board, I would like to express my admiration and sincere gratitude to every single European pilot for your invaluable contribution in keeping the traffic of ships in Europe's ports and fairways effective, safe and secure!

I would also like to thank our Secretary General and our office staff and the entire Board of Directors for keeping our association running, and for taking well care of the numerous tasks that have been necessary to address during the past months.

When the crisis emerged, we were just completing the comprehensive preparations for EMPA's 54th General Meeting that was supposed to be arranged in Antwerp in April. A large number of interesting, influential and knowledgeable presenters had agreed to address the General Meeting, and a lot of extensive practical preparations had been arranged. Now, everything has been postponed, to an uncertain future.

Not least has it been necessary to maintain EMPA's communication with European institutions and with all the other maritime stakeholders, in order to assure that EMPA's interests are respected. These important tasks have been carried out by our Secretary General to our full satisfaction!

EMPA has prioritized to inform our membership about the various guidelines and recommendations that have been issued by IMO, WHO, the EU, and the different national authorities in Europe. This has been done primarily through maintaining and continuously updating the [COVID-19/Pilotage](#) web page on EMPA's web server.

These procedures and requirements are to a very large degree coinciding and compatible: Most important are the crucial recommendations to keep social distance, to avoid unnecessary large groups, and always to maintain good hand hygiene.

EMPA's clear recommendation is to follow the development of this pandemic closely, and to adhere to recommendations issued by WHO, IMO, national and local health authorities.

By and large, this has been functioning remarkably well! In a very few instances, issues have arisen where virus mitigation guidelines issued by different organizations appear not to have been harmonized, in particular when it comes to the feasibility of wearing masks or mouth/nose covering. Such instances should be dealt with in a pragmatic way by all parties. The overarching objective of reducing the contagion risk for all involved personnel and for our society, should always be emphasized upon. IMO has recommended that we all have a responsibility to comply with any screening or other protocols or procedures introduced by visiting ships to address COVID-19. Furthermore, it is important to maintain good mutual communication beforehand on the procedures that are to be followed.

It has been heart-breaking to witness all the reports of good people who have lost their lives during this pandemic! It is also shocking to witness the enormous impact that this crisis has on our economies, and for the businesses that keep our societies running.

In addition to the highly valued and much appreciated contribution of the health workers, I think that also the thousands of seafarers of the global merchant fleet deserve much appreciation. Many of them are experiencing anxiety and uncertainty about how their dear ones will fare, and when they will be able to have crew change and visit their families again. The international cruise ship industry has been among the most affected during this crisis. It is almost unimaginable for us maritime pilots to perceive that most probably, we will not be able to serve these ships during the normally very hectic summer months that now lie before us.

Many knowledgeable people have tried to predict what kind of society that will emerge when this crisis is over. What will be the impact on the way we live and interact, on the global trade, and on the industries that we all rely on, when the Corona Virus is no threat anymore? I will not try to indulge into such prophecy – apart for concluding that the need for local knowledge, for competent manoeuvring skills and ship handling experience that is crucial in order to handle big vessels safely and efficiently in the ports of Europe, that need will prevail also in the future!

Stein Inge Dahn
EMPA President



In the following joint statement, ECSA, EMPA and ETF call upon Member States' authorities to harmonise their national regulations on COVID-19 protective measures. EMPA continues to advise all members to adhere to the recommendations issued by the WHO, IMO, national and local health authorities.

COVID-19 Joint statement of ECSA, EMPA and ETF

on protective measures to minimise risks between crew and shore based personnel boarding a ship

ECSA, EMPA and ETF welcome the recommendations by the European Healthy GateWays and call for a common approach for the health and safety of maritime transport workers and smooth and efficient operations in port

- Despite the many challenges posed by the current COVID-19 crisis, maritime professionals across the whole European shipping industry are working hard to ensure the continued supply of goods, energy and equipment and the necessary transport services to millions of citizens currently affected by the COVID-19 pandemic. Maritime transport workers are also essential to the resumption of passenger transport services throughout Europe.
- In order to ensure these professionals will be able to do their jobs in a safe and healthy environment, as well as to keep the maritime logistics chain working smoothly, it is important to have a clear and common approach on procedures applying to the physical interface between the vessels' crew and external workers visiting the vessel, including pilots.
- The European Commission's Guidelines on protection of health for persons on board ships^[1] read as follows: "Contact between crew and port workers, including pilots, should be reduced to an absolute minimum to protect all persons from risk of transmission of COVID-19. For any necessary contact, personal protective equipment (PPE) should be worn by workers on board ships and in ports and social distancing measures put in place." This is also reflected in the recently adopted European Commission's Guidelines on the progressive restoration of transport services and connectivity,^[2] which states that transport workers who are required, due to the nature of their work, to have a high level of interaction with others should be provided by their employers with the appropriate level of PPE. In addition, the IMO Circular Letter No.4204/Add.14 on crew change protocols and the guidance in Circular Letter No.4204/Add.6 both recommend Governments and relevant national authorities to request port authorities and port workers to comply with any screening or other protocols or procedures introduced by visiting ships to address COVID-19.
- Member States have adopted their own national guidance regarding the use of PPE and social distancing which has led to diverging guidance by the port and flag states. This gives rise to health and safety concerns amongst those onboard in cases where shore based personnel boarding a ship, following national regulations, do not observe the protocols on wearing PPE and temperature testing provided by the visiting vessel. The IMO's guidance for ensuring good communications for a safe shipboard interface between ship and shore-based personnel (Circular Letter No.4204/Add.16) will greatly assist in these cases.
- However, complementary to this guidance, the signatories strongly consider that a common approach is needed in ports on the use of PPE, social distancing and temperature screening in the ship-shore interface. This will help ensure safe and healthy working environments for maritime transport workers as well as smooth and efficient operations in ports.

[1] Communication from the Commission Guidelines on protection of health, repatriation and travel arrangements for seafarers, passengers and other persons on board ships, OJ C 119, 14.4.2020,

[2] Communication from the Commission, COVID-19: Guidelines on the progressive restoration of transport services and connectivity, C(2020) 3139 final, 13.5.2020

- Therefore ECSA, EMPA and ETF representing European shipowners, European maritime pilots and European seafarers welcome the additional guidance provided by the EU Healthy GateWays on the recommended Personal Protective Equipment^[3] and social distance to be required of shore based personnel when boarding the vessel. They also provide guidance on the possibilities for requiring temperature testing^[4].
- We therefore urgently call upon Members States' authorities and all stakeholders to effectively work towards the implementation of the guidance by the European Healthy GateWays Joint Action and adapt national guidance accordingly, so as to ensure all 'shore based personnel boarding a ship' should wear PPE, (including masks) provided by their employers^[5] and apply rules of social distancing (maintaining a distance of at least 1,5m) when boarding a vessel. Serious consideration should also be given to the EHG's recommendations regarding temperature testing.

[\[3\] EU Healthy Gateways Joint Action, "WHO, WHERE, HOW: Overview of personal protective equipment \(PPE\) recommended for personnel, crew and passengers at points of entry and on board conveyances in the context of the COVID-19 pandemic \(VERSION 4 – 20/05/2020\)"](#)

[\[4\]General guidance for restarting transportation activities to serve tourism after lifting restrictive measures in response to the COVID-19 pandemic](#)

[\[5\] Communication from the Commission, COVID-19: Guidelines on the progressive restoration of transport services and connectivity, C\(2020\) 3139 final, 13.5.2020](#)

EU News Section



(From left to right: Capt. Dimitar Dimitrov, Capt. Kim Ossieur, Capt. Stein Inge Dahn, Aileen Van Raemdonck)

No less than three active maritime pilots were present at this year's European Shipping Week in Brussels, bringing together EU policy makers and the main stakeholders from the maritime sector. The various events held during the week revolved around the following themes: Trade and competitiveness; Safe and social shipping and Shipping and the environment.

Capt. Kim Ossieur (maritime pilot Scheldt Estuary, Belgium) delivered an impressive testimony during the panel debate on "Enhanced Participation of Women in European Shipping Industry". On the last day of the week, EU and national policy makers, as well as several stakeholders, visited the Antwerp Port Authority Building and Brabo's maritime pilots' simulator training centre. EMPA Secretary General Aileen Van Raemdonck gave a speech on pilotage in general and the participants took a ride on the fast boats that are currently used to transport the pilots to the ships.

COVID-19 Info on Local Regulations

EMPA has created an overview on its [website](#) in order to provide members and third parties with the latest information on international and national protocols and guidelines to stop the spread of COVID-19. This page is updated regularly, as information becomes available.

EMPA Member Associations

Belgium

- [Guidelines to prevent spreading of the COVID-19 Coronavirus](#)

Croatia

- [Information for Marine Pilots](#)

Finland

- [Finnpilot Information to customers](#)

France

- [Fiche info COVID-19](#)
- [COVID-19 Personnels ports aeroports gares](#)
- [Coronavirus 2020 personnes en zone risquee](#)
- [COVID-19 - Recommandations générales pour mise en application à bord des navires](#)
- COVID-19 Permanence du service de santé des gens de mer
- Protocole national de déconfinement VF

Germany

- [COVID-19 Note](#)

Ireland

- [Marine Notice Irish Maritime Administration, Department of Transport, Tourism and Sport](#)

Italy

- [Fedepiloti actions](#)

The Netherlands

- [Additional Procedure for Pilot Embarkation](#)

Norway

- [Norsk Losforbund](#)
- [Norwegian Coastal Administration](#)
- [Norwegian Coastal Administration \(NCA\) Pilot Service response to COVID-19](#)

Poland

- [Guidelines on extending the validity of seafarers](#)
- [Measures COVID-19](#)

Portugal

- [Measures COVID-19](#)

Spain

- [Guía de buenas prácticas - Colegio Oficial Nacional de Prácticos de Puerto](#)
- [Consejos para el buque en el embarque del Práctico - Colegio Oficial Nacional de Prácticos de Puerto](#)

Sweden

- [Measures COVID-19](#)

UK

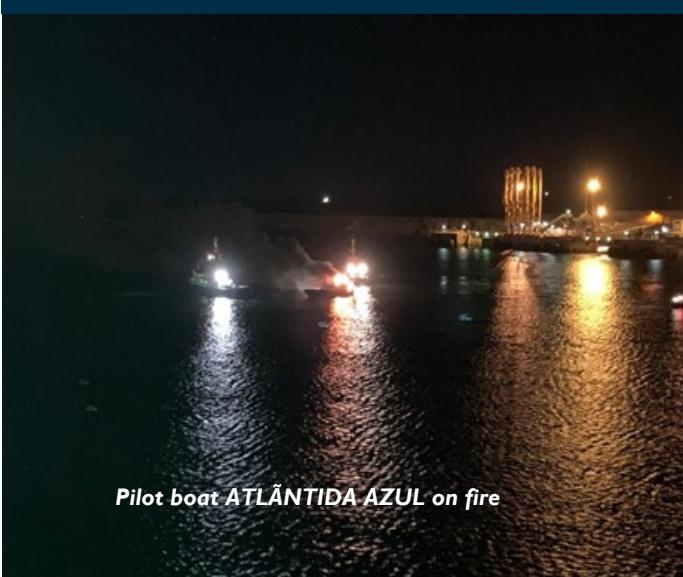
- [UKMPA Circular 8.20 Pilotage Operations during CV19](#)
- [UKMPA Circular 7.20 Maintaining Pilotage Operations](#)
- [Briefing note for UK ports](#)
- [UKMPA Circular 6.20 Covid19 Update](#)

European/International Associations

- [IMO Circular Coronavirus \(COVID-19\) – Preliminary list of recommendations for Governments and relevant national authorities on the facilitation of maritime trade during the COVID-19 pandemic](#)
- [European Commission Guidelines for seafarers, passengers and other persons on board ships](#)
- [EU Healthy Gateways Advice for ship operators for preparedness and response to the outbreak of COVID-19](#)
- [IMO Interim guidance Operational considerations for managing COVID-19 cases and outbreaks on board ships](#)
- [ICS Coronavirus \(COVID-19\) Guidance for ship operators for the protection of the health of seafarers](#)
- [World Ports COVID-19 Information Portal](#)
- [COVID-19 related guidelines for ensuring a safe shipboard interface between ship and shore-based personnel](#)
- [NEW: IMO Circular Letter No. 4204/Add.16 COVID-19 related guidelines for ensuring a safe shipboard interface between ship and shore-based personnel](#)

For all the latest information, I would like to refer you to our [website](#)

Cooperation Between Member Associations



Pilot boat ATLÂNTIDA AZUL on fire

On the evening of Thursday June 20th 2019, our fellow pilots from SINES, in Portugal unfortunately lost their 55' pilot boat that finally sunk after suffering a fire in the engine room. Luckily there were no casualties.

Portuguese pilots' President, Miguel VIEIRA DE CASTRO, immediately launched a call through the EMPA Board, in search of any pilot boat availability.

The French pilots from Bordeaux and Gironde estuary, having a spare 55' pilot boat immediately operational reacted promptly, and shortly after coming to an agreement with the SINES Port Authority and Miguel, decided to send their pilot cutter "RUMBA" over there.

Tristan PAILLARDON and Christian RIOUT, respectively President and Vice-president of the Gironde pilots, plus a crew of two (Coxswain and engineer) sailed at 9h00 on Monday 24th June for an 830 nautical miles passage, with an obligation to stay at a distance of maximum 20 miles from the coastline. 5 refuellings were coordinated and arranged on Sunday, the first one in SANTANDER, then in GIJÓN on June 24th evening, another one in La CORUÑA and then in LEIXÕES on the 25th, and finally in CASCAIS on Wednesday.

After 3 days of safe navigation and two overnights in GIJON and LEIXÕES, pilot boat "RUMBA" passed SINES jetties around 20h00 on Wednesday 26th and was immediately handed over to our Portuguese colleagues. After a few weeks of tests, Sines port Authority, decided, in agreement with our Portuguese colleagues to finally buy "RUMBA".

This operation gives us the opportunity to underline the very helpful cooperation that was given to the French team by our Spanish colleagues, especially José-Luis in SANTANDER, Angel and Javier in GIJÓN, who arranged everything needed, and our good colleagues from LA CORUÑA who were able to arrange divers to remove a piece of fishing net stuck in the rudder. A very warm thanks to all of them and also to David in LEIXÕES for their help and availability!



Upcoming Events

Now that the COVID-19 measures are systematically becoming less strict in various European countries, we are looking forward to see new data for future events and conferences.

For more information, please consult our [website](#)

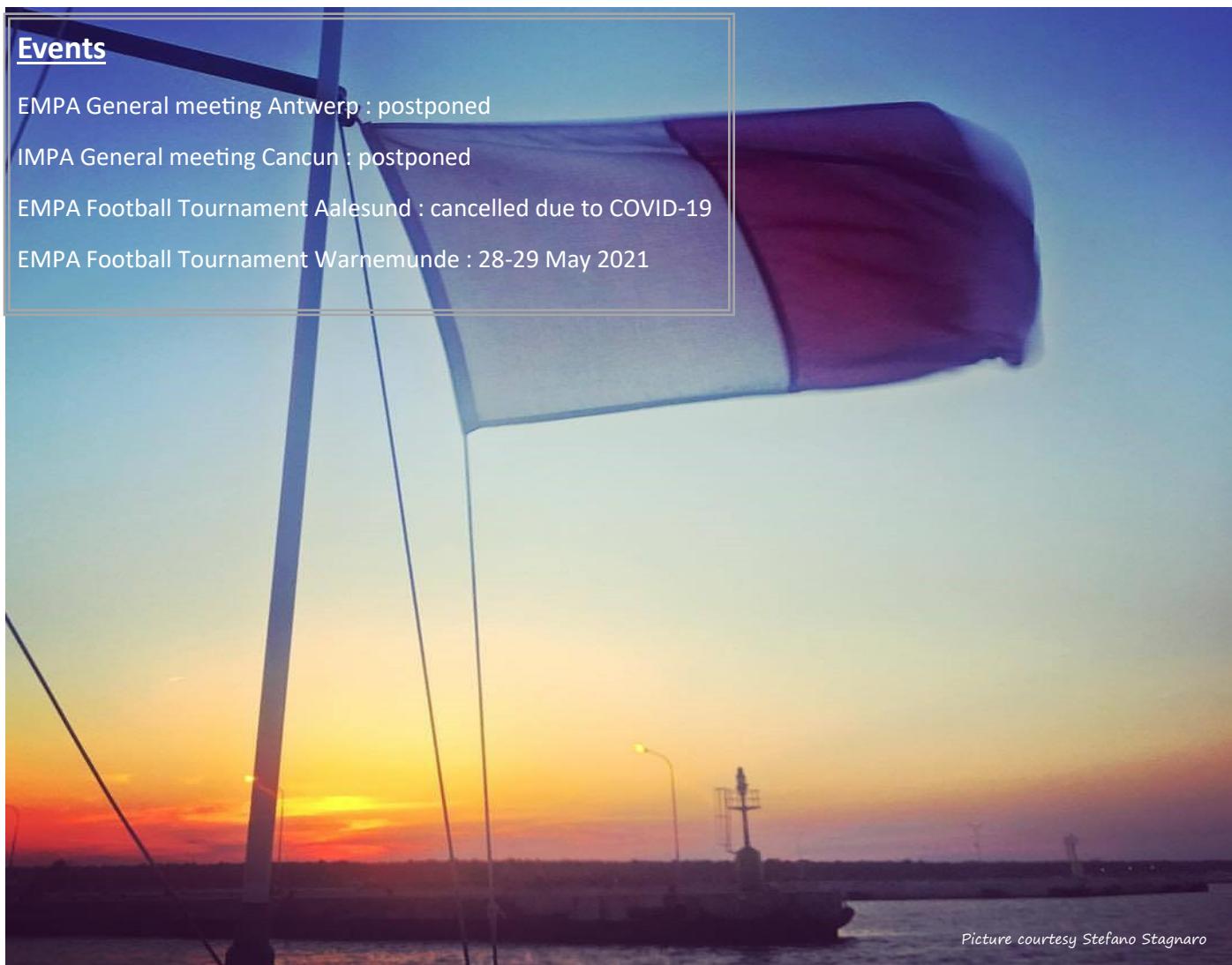
Events

EMPA General meeting Antwerp : postponed

IMPA General meeting Cancun : postponed

EMPA Football Tournament Aalesund : cancelled due to COVID-19

EMPA Football Tournament Warnemunde : 28-29 May 2021



Picture courtesy Stefano Stagnaro

EU Meetings

Council of the European Union

Transport, Telecommunications and Energy Council

- 4-5 June 2020, Luxembourg

Environment Council

- 22 June 2020, Luxembourg

Extraordinary Plenary Session

- 27 May 2020, Brussels

Transport Committee

- 28 May 2020, Brussels
- 8 June 2020, Brussels
- 23 June 2020, Brussels

Environment Committee

- 28 May 2020, Brussels

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