



# EMPA Newsletter

2026 EDITION 6

After a long and difficult winter of severe weather across many of our ports, I hope this spring brings safer seas, smoother schedules, and renewed energy to all pilotage stations. Thank you for the professionalism you continue to show, often in the toughest conditions, keeping ships, crews, cargo and communities secure and safe.

This season also begins under the shadow of a profound loss. We extend our deepest condolences to our colleagues and the port community in Italy, following the tragic death of a pilot-launch coxswain in the Port of Livorno on February 24th. Our thoughts are with the family, friends and colleagues affected.

Incidents are a stark reminder of why we continually invest in our safety, especially in pilot-transfer safety, procedures, equipment and training. In that spirit, we must raise our game on EMPAsafe. The system is only as effective as the data we all put into it. Over the coming weeks we will focus on better EMPAsafe usage that will result in better insight, faster feedback and safer transfer for all of us.

Over the past months, EMPA has been actively engaged in Brussels, visiting several Permanent Representations to the EU to explain, with concrete examples, the pilot's role not only in safety, but also in security, in a competition free market without economic pressure!!!

Our message is simple and consistent: having the pilot on board makes all the difference for navigational safety, situational awareness, resilience, and the protection of critical maritime infrastructure. This is central to our contributions to the ongoing EU Ports Strategy discussions, where we continue to advocate for practical, operationally sound solutions.

Looking ahead, we are finalising preparations for the EMPA General Meeting in Ghent, with a strong programme, excellent speakers, and plenty of time for technical exchanges and networking. We will also be presenting the new EMPA website, designed to make it easier to find guidance, best practices, policy updates, and event information—built for pilots, by pilots.

And because this BoD aims to better understand who we are, I'm delighted that this spring we will meet many of you at the EMPA Football Tournament in Ålesund, kindly organised by our Norwegian colleagues. It will be a great opportunity to connect and to celebrate the spirit of our community.

Thank you for the work you do every day. I look forward to seeing you in Ghent, Ålesund, and across Europe — as we continue to promote safe, secure and efficient pilotage.

Fair winds and following seas, be happy, be safe!

In this Newsletter you can expect:
Editorial
Pilotage! More than just a verb!
Jamming & Spoofing
Pilot ladder, a little update
EMPA General Meeting
EMPA Contact details



*Miguel Castro*  
President, EMPA - European Maritime Pilots' Association



## Pilotage! More than just a verb.

Certain projects and pilot authorities' quest to reimagine Pilotage by removing pilots from the bridge is puzzling. To be clear, I am talking about "remote pilotage".

To "pilot" is a verb (a verb is an action word). So how can someone remotely/virtually control something they have no control over (1) ? I often imagine going to the gym remotely to get my exercise in, but I can't seem to make it work! When I look at "remote pilotage", I ask "why" what is the added value that technology can bring to our industry, which is not being achieved by having a highly trained professional on the bridge who looks after the states' and ports' interests?

I chose the argument to define "pilot" as a verb with great care and consideration, as it is the bedrock on which the definition of a pilot is based in our national legal framework, inherited from the British. In Irish pilotage laws, a pilot is defined as "Any person not belonging to a ship who has the conduct thereof". I have had people argue with me, saying the definition doesn't require the pilot to be on board the ship. My counterargument is that when a "pilot" was defined in law (written in the 19th century), where else was the pilot but on the ship's bridge? The pilot's presence is implied and does not need to be defined. Laws must be interpreted in a manner conducive to the time they were written. In many European countries, pilotage legislation, pilots are viewed as advisors; however, like Ireland, these laws were written with the view of the pilot being onboard. How can someone offer good advice when they only have part of the information?

Pilotage itself was established as a compulsory public service, not a private (optional) navigation service contract, but a statutory mandate for the protection of local and national interests. Pilotage was designed to serve the state, not the shipowner; hence, it is regulated nationally, and each country's pilotage law is tailored to its needs.

While technology has evolved over time and we have moved from the lead line, the underlying principles of the vessel's "conduct" remain a performative task rather than an advisory one. It requires the pilot to be on board. I am sure those in favour of "remote pilotage" will argue that the "Always Speaking" principle in law, which allows new tools to be introduced as technology evolves and legislation lags behind, such as the gradual move from paper charts to ECDIS. This principle allows for new tools but does not allow a change in the nature of the act; in my argument, "conduct" means a pilot must be onboard because, given the nature of our job, it involves more than just giving courses and speeds. Conduct refers to action, while a communicative act conveys information; this illustrates the difference between verbs and nouns, as in a pilot being onboard and giving advice over the radio.

"Remote Pilotage" simplistically views the role of a pilot as a person who guides a ship from one point to another by issuing courses and speed while monitoring digital readouts. Maritime Pilotage has proven (over millennia) to be the single greatest risk mitigation measure ensuring the safety of navigation and ship handling in our ports and protecting our natural environment and critical public infrastructure because we are onboard ships monitoring first hand, how the ship is behaving, if it has any issues, monitoring and managing the bridge team's action in cooperation with the Captain during navigation, berthing and unberthing. Having piloted vessels that encountered issues during pilotage, such as engine failures, steering problems, and fires, I have learned that observing the Captain's facial expression, body language, and actions offers insights. These non-verbal cues often reveal undisclosed information, enabling an effective response to the unfolding incident and the development of a plan to ensure the vessel's safety (2) . I can't see how removing a pilot from the bridge and placing them at an office desk with multiple screens will improve maritime safety or replicate the protection pilots provide to our ports, harbours, and national supply chains.

1) Drones and other remotely controlled craft are controlled from a remote position

2) Albert Mehrabian, face-to-face communication regarding feeling and attitudes is often broken down into 7% verbal (words), 38% vocal (tone), and 55% non verbal (body language).



# EMPA Newsletter

2026 EDITION 6

Another essential role of pilots entrusted to us under European and national legislation, which demonstrates the role of a pilot is intended to be onboard rather than ashore, is the Port State Control Directive 2009/16/EC, which require pilots to report ship defects that are apparent to them. As we are the first state representative to board a ship, we are perfectly positioned to ensure the ship is fit to continue its journey to the berth and to ensure the safety and security of our ports and harbours. One may ask, how many defects do ships really have these days? In the last published Paris MoU report, they found that 60% of ships inspected had one or more defects, meaning that almost 2 out of every 3 ships visiting Paris MoU ports had issues that did not comply with international regulations.

Having worked in a pilotage district that has offered "remote assistance"<sup>(3)</sup> for many years, I have seen the benefits of using technology to guide ships in further without a pilot on board while the weather is bad. But we recognise that there is no substitute for having a pilot on board and endeavour to board a pilot whenever it is safe to do so. Throughout those years, we have recognised the behavioural differences between ship Captains and crews when giving advice over the radio to conducting pilotage onboard. We have found that ship crews always prefer having a pilot present.

Before becoming a pilot, I worked at sea in various roles, ultimately reaching the position of Captain. Remote assistance is not a new concept; it has been around for many years. It is a service offered at various ports with a similar purpose to what we implement where I work as a pilot. The goal is to maintain maritime transport flow when weather conditions worsen. However, like in my workplace, this service is viewed as a lesser option. Once deemed safe to transfer a pilot, pilotage services resume as usual.

These remote advice services are typically limited to specific ship sizes and are not available for all vessels. The limitations and risk mitigation measures can vary from port to port, depending on local conditions and risk assessments.

Another argument I hear against my interpretation of pilotage is the definition of pilotage in the European Port Services Regulation (EU) 2017/352. Which says "guidance by a pilot or pilot station"; my counterargument is that, at the time of writing, this reflected established practices in Europe, as described above, where information was supplied through remote advice rather than the act of pilotage. This is a classic example of a category error, where two things may seem similar but are fundamentally different. For instance, it's like engaging a surgeon via video call to guide you through a procedure, rather than having them physically present in the room performing it. The same distinction applies to pilotage. One involves providing information, while the other consists of taking action. The EU Port Services Regulation is a financial regulation governing market access and not written like a national pilotage regulation; it concerns itself with fair play in port services, market access, and financial transparency. Pilotage is regulated at the national level by each Member State, which must define what it expects from its pilots and pilotage services.

Maritime pilots are ensuring the resilience of the maritime transport sector, especially amid an increasingly volatile political and ever evolving technological landscape. Our expertise is paramount in effectively countering disruptive practices, such as Global Navigation Satellite System (GNSS) spoofing and jamming, which pose serious threats to the integrity of Automatic Identification Systems (AIS) and satellite navigation systems, as well as "remote pilotage" systems.

When these once reliable navigational technologies fail or experience interruptions, the specialised knowledge and skills of maritime pilots become indispensable for the safe navigation and manoeuvring of vessels. Our ability to accurately assess and respond to dynamic environmental conditions, coupled with our in depth familiarity with local waterways, allows us to navigate and manoeuvre ships with confidence even when GNSS systems are unreliable.

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3) Notice how I did not use the word Pilotage as I am not physically present onboard and therefore cannot perform my duties as a pilot.



# EMPA Newsletter

2026 EDITION 6

Our specialist knowledge as expert navigators and ship handlers, coupled with detailed local knowledge, makes us the ultimate cybersecurity solution. To 'pilot' a ship is an act of oversight. You cannot provide oversight if you are looking through a lens that someone else can turn off or distort from a distance.

It is important to acknowledge that piloting encompasses far more than merely providing course and speed information. We have a distinct responsibility to fulfil for our state and its ports, as well as a duty to safeguard the public interest. The designation "remote pilotage" significantly diminishes the value of our profession; therefore, I believe this term should be replaced with "remote advice." This is because what is being offered is advisory in nature, and the pilot does not, and cannot, execute their role in its entirety remotely as expected under national legislation.

The tech industry frequently uses the term "solution," suggesting that a remedy to a problem requires attention. However, I question what specific problem "remote pilotage" is actually addressing. From my perspective, it seems to create more challenges, particularly in the realms of cybersecurity, GNSS spoofing and jamming, as well as national security. By removing a pilot from the ship, we increase our vulnerability to disruptive practices, putting both the state's interests and the ship itself at risk of becoming unwitting victims.

I am very frustrated with the frequent use of tech buzzwords that are unclear but make big promises. Terms like "disruption," "digital transformation," "leveraging data," and "data-driven decisions" are everywhere. The tech industry needs to stop using this jargon and communicate clearly and honestly. Instead of chasing "solutions" for problems that do not even exist, I urge the industry to focus on creating technology that truly helps pilots and benefits the wider maritime community. This challenge is not just a good idea for the tech industry; it is essential for real progress and innovation.

I have no doubt that proponents of "remote pilotage" and many in the tech industry will label me as anti-technology, and this article as protectionist of an outdated profession. However, I do support the tech industry. I regularly use Portable Pilot Units, which is an excellent tool that is now at my disposal, and I believe every port should digitise and adopt a port management information system. There is a vast amount of information required to run and organise ports, and it is often dispersed across different entities and digital platforms. If this information were centralised, both port management and pilot management would function much more smoothly. Leading to greater efficiency in ports and reduced emissions.

While my argument emphasises the indispensable role and legal responsibility of onboard pilots in ensuring safe navigation, it is crucial to acknowledge the valuable advancements technology brings to the maritime industry. Innovations such as real-time data analytics, enhanced communication systems, and automated monitoring tools complement pilots' expertise. They can streamline operations, improve efficiency, and refine decision-making processes. When utilised as supportive tools rather than substitutes, technology can enhance the pilot's ability to protect our ports, navigate challenging conditions, and respond proactively to emerging risks.

I look forward to the International Maritime Pilots Association report on "remote pilotage" when it is finalised and published, but this is still a few years away.



Figure 1 Pilot at work



# EMPA Newsletter

2026 EDITION 6

A pilot is a highly trained, skilled individual who traditionally holds a Master Mariners Licence and has spent many years at sea, often including time as a ship's Captain (4). These skills are further refined at a national level to excel at navigating around rocks and sandbanks while also developing precise ship-handling skills. This is a job not suited to everyone, and some pilotage authorities use psychometric testing to assess the suitability of new applicants. In the 2019 Study Predicting Maritime Pilotage Selection With Personality Traits, the following sentence *"Intrinsic characteristics that contribute to effective maritime piloting are often difficult to cultivate through formal or informal learning methods. These dimensions include self-confidence, autonomy, clear communication skills, situational awareness, risk assessment aptitudes, and the capacity to maintain composure under extreme pressure"*(5). The role demands a great deal of skill, nerves of steel, and the ability to stay calm in challenging situations, such as engine failure.

Is it not a complete waste of training, skills, and abilities to have pilots spend their time behind a screen?

Let us not forget that the role of a pilot is about more than issuing guidance; it is about safeguarding our ports and protecting our environment. Embracing innovation is crucial, but it should never come at the cost of compromising safety. To understand "remote pilotage", we need to understand the role of a pilot: who we are, what we do, and why we do it. Before consigning the traditional role of a pilot to the bin, a system that has evolved in baby steps over thousands of years and with a success rate of 99.95%, we must critically evaluate the claims that "remote pilotage" is a viable alternative, which can deliver similar results, after all, the safety of life at sea, environmental protection, and the functioning of national supply chains rests on the shoulders of pilots.



Figure 2 Briefing the Captain

Article written by Patrick Galvin  
Chairman Association Marine Pilots Ireland

4) In some countries, the path to becoming a pilot is evolving because the number of local professional seafarers is decreasing. These nations are creating comprehensive training programs that span several years, covering many skills required to be a skilled ship's officer along with qualities of a great pilot

5) <https://scispace.com/pdf/predicting-maritime-pilot-selection-with-personality-traits-1dh2tdzugl.pdf>



## Jamming and Spoofing: The Silent Threat to Modern Navigation

Digital navigation has transformed shipping. Precision, integration, and redundancy have made bridge systems more advanced than ever before. Yet alongside this progress, a new and evolving threat has emerged — one that challenges not only our technology, but also our vigilance and seamanship.

A fatigued officer of the watch. A pilot navigating confined waters at night. High workload. Reduced manning. These are the perfect conditions for spoofing to succeed. The potential consequences are severe: grounding, collision, or deviation into restricted or dangerous waters — all without early warning.

### When the Alarms Sound: Jamming

In everyday language, “jamming” may suggest music or signal blocking. At sea, however, GNSS jamming manifests as a relentless stream of alarms. Systems demand acknowledgment, resetting, and muting. The bridge team becomes occupied with managing the disturbance.

While disruptive and distracting, jamming has one redeeming feature: it is visible. The crew is made aware that something is wrong. Alarms sound. Positions are lost. The problem announces itself.

### The Greater Danger: Spoofing

Spoofing is more insidious. Unlike jamming, spoofing provides no alarm, no immediate sign of malfunction. Instead of denying a signal, it manipulates it. By gradually altering GNSS data, an attacker can shift a vessel’s perceived position without detection. The bridge displays remain calm and convincing — while reality slowly diverges from what officers believe to be true.

### Accessible, Affordable, and Difficult to Trace

The rapid development of AI-driven tools and the mass production of signal transmitters have significantly lowered the barrier to entry. Equipment capable of interfering with GNSS signals is increasingly accessible and cost-effective.

While some may use such devices for personal privacy protection, the same tools can be deliberately deployed against vessels and critical infrastructure. As with drone technology, spoofing offers high impact at relatively low cost. Meanwhile, identifying and prosecuting perpetrators remains extremely challenging.

### The Overlooked Vulnerabilities

Even vessels equipped with anti-spoofing protection are not immune. In a recent case, a ship’s gyrocompass — physically independent from other bridge systems — was successfully spoofed. The gyro relied on its own dedicated GNSS antenna for latitude and speed input. By feeding false data indicating negative speed, the system produced an eight-degree error in course over ground.



There was no warning...



# EMPA Newsletter

2026 EDITION 6

While the primary navigation systems were operating in spoof-protected mode with multiple secured GNSS receivers, this critical instrument had been overlooked. A single weak link introduced significant navigational error.

This incident raises an uncomfortable question: How many officers onboard fully understand their system architecture? And how many can confidently switch a gyro to manual speed and latitude input if required?

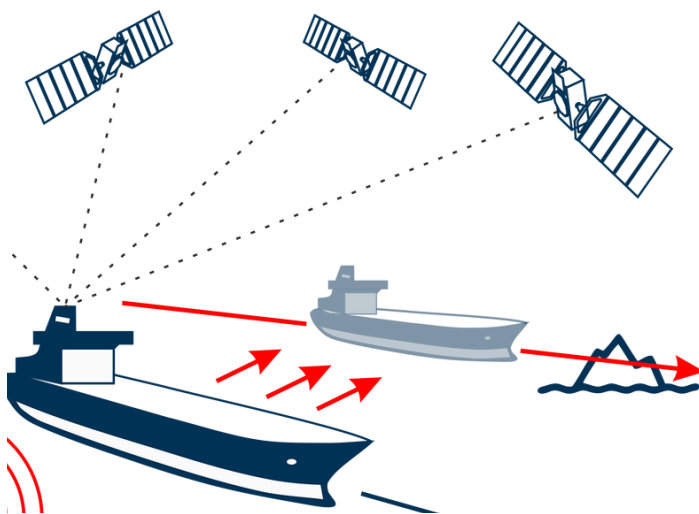
## Technology Alone Is Not the Solution

Anti-spoofing technologies are improving. Detection algorithms are advancing. But this remains an arms race. As protective systems evolve, so do the methods used to circumvent them.

The most reliable safeguard remains what it has always been:

- Proper lookout
- Regular radar position fixing
- Dead reckoning
- Cross-checking of independent sensors
- Sound seamanship

These principles are not outdated. They are essential resilience measures.



Article written by Kaj Hahtonen  
Vice President EMPA  
Chairman Deep Sea Pilots committee EMPA

## The Human Factor

The safety of shipping does not rest solely on equipment. It rests on people.

Shipowners carry responsibility for ensuring proper manning levels that allow vigilance and redundancy in decision-making. Fatigue and understaffing create the precise conditions in which spoofing can succeed unnoticed.

As traditional navigation skills risk gradual erosion in an increasingly automated environment, renewed emphasis on core competencies is essential.

## The Role of Pilots

Maritime pilots are on the frontline. We witness firsthand the anomalies, the unexplained deviations, the subtle inconsistencies between radar, visual bearings, and digital displays.

It is our responsibility to report incidents, raise awareness, and emphasise the seriousness of these threats. Forums such as the European Maritime Pilots' Association General Meeting provide valuable platforms for collaboration, shared learning, and coordinated action.

## A Call for Vigilance

Jamming announces itself with noise. Spoofing works in silence.

In an era of rapid technological advancement, resilience depends not only on smarter systems, but on sharper awareness. The future safety of navigation will rely on maintaining the balance between digital innovation and traditional seamanship.

The sea has always demanded respect. In the age of signal manipulation, it demands vigilance more than ever.

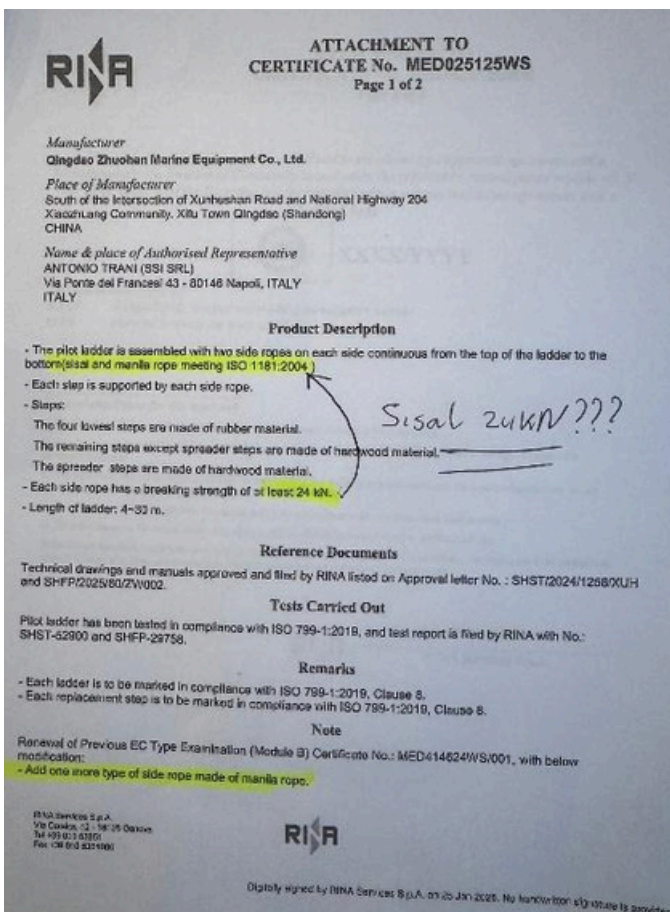


## PILOT LADDERS, A LITTLE UPDATE..

Dear all, it has been a little quiet on my socials lately; I had some time off from driving ships. This doesn't mean however that the Dangerous-ladders team has been sleeping. Behind the screens a lot is going on and this article is to give you all a small update about things going on in the wonderful world of ladders. By the way: I never use AI to write things... just to let you know....

In this article I'll pinpoint a few cases of which I am quite sure they will be of interest to all of you my fellow ladder climbers.

### BAD QUALITY LADDERS



I was happily climbing a ladder and something did not feel good. I took a second look at the side ropes and they felt really smooth and flexible...too smooth and flexible and the colour was quite yellow-ish, like fresh straw or hay... The ropes also smelled differently than normally (yes, I smell ropes...)

Upon arrival on the bridge I explained my concerns to the Captain and he pulled the certificate out of one of the 1254 big folders that are present on the bridge. I soon found out I was right about the side ropes: they were made out of sisal and of course class-approved.

This is something the vessel cannot do much about: they order a ladder in good confidence and end up with class approved crap.

The next day I contacted the class approving this ladder and that ended up in a 4 weeks back and forward emailing where I tried to convince the class surveyor that actually had approved this ladder in China. He stated that sisal had the exact same specifications as manilla has... We all know this is not the case. Sisal isn't even fit for outdoor use when you read the specifications.

Breaking strength is insufficient, it's water absorbent and rots away even when you look at it. Unfortunately, despite of me sending him all kinds of scientific strength test reports, he persisted (and still does..) in stating sisal is also top notch for producing pilot ladders. Last step I took was to contact IACS and they just told me to discuss with the class... What's the point of having IACS at all, I wonder?? I'm out of options on this one. All you can do is thoroughly check before you climb and when in doubt, politely decline until the issue has been solved.

The new regulations will definitely help you on this one: (MSC.572(110) Regulation V/23: **where a pilot or other personnel suspect the pilot transfer arrangement provided is non compliant, they should inform the master and refuse to use the arrangement until it is made compliant.** Whilst working on the new rules in our small working group we entered this final rule in the V/23 making it international law... Please please use this rule for your on safety (in force 2028).





# EMPA Newsletter

2026 EDITION 6

## SOME GOOD DEVELOPMENTS

Luckily not all is misery in ladderland, most is but some things are not...

A brand new type of vessels was and is being built as we speak. There will be around 11(?) of these vessels if I am correct. One of those popped up in my area and both the Belgium and Dutch pilot boat could not safely come along side to put a pilot on board.

The fendering you see sticks out almost 70 centimetres which of course is a very dangerous asset to these otherwise really nice vessels. After this both the Dutch and the Belgium pilot associations in my area decided to ban these vessels altogether. They might be serviced by helicopter under some special conditions.

Quite soon after that we had a meeting together with the shipowner and naval architects who designed this series of vessels and during this meeting and a lot of emails we came up with some solutions. We did however tell them that we are not an approving body of any kind; we advise, advising is our job after all... All we can do is explain to them what we absolutely do not want and what could be acceptable in our advising opinion. It is up to class to approve... Must add: class approved this dangerous design in the first place (yes, class...again...)

Moral of the story: when you stop accepting dangerous setups and engage with all involved parties, a satisfying solution will eventually pop up. They are now in the process of modifying these vessels. All's well that ends well I guess..



Please stay safe everyone!!



Arie Palmers  
Registered Pilot Scheldemonden



60th

# GENERAL MEETING

NAVIGATING THE PAST, STEERING THE FUTURE

▶▶▶▶▶▶▶▶▶▶  GHENT, 14-15 APRIL 2026  ◀◀◀◀◀◀◀◀◀



# Ghent

EMPA



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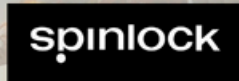
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## EMPA



### MONDAY, APRIL 13TH

DAY 0

17:00PM - 19:00PM

Registration - NH collection Ghent

18:00PM - 19:00PM

Council of Presidents

19:00PM - 22:00PM

Welcome reception & Walking Dinner  
Delegates and accompanying persons

## Navigating the Past, Steering the Future

Hotel NH Collection Ghent 14th - 15th April 2026

### TUESDAY APRIL 14TH

DAY 1 MORNING

8:30AM - 9:00AM

REGISTRATION & WELCOME COFFEE SPONSORED BY ILAWA

9:00AM - 9:50AM

OPENING CEREMONY

- EMPA President - Miguel Vieira de Castro
- City of Ghent - Vice Mayor Sofie Bracke
- North Sea Port - Harbour Master Wim Van Bogaert
- IMPA - President Simon Pelletier

9:50AM - 10:20AM

KEYNOTE SPEECH DG MOVE

- Head of Unit D3 - Ports, Security and Inland Navigation - Torsten Klimke

10:20AM - 10:30PM

COMMERCIAL PRESENTATION ABEKING & RASMUSSEN

10:30AM - 11:30AM

moderator - Aileen Van Raemdonck

ROUND TABLE

EU PORT STRATEGY | INDUSTRIAL MARITIME STRATEGY | CHALLENGES

- ECSA Secretary General - Sotiris Raptis
- ETA Secretary General - Anna Maria Darmanin
- ESPO Secretary General - Isabelle Ryckbost
- FEPORT Secretary General - Lamia Kerdjoudj
- RWS Specialist Advisor Shipping - Carien Droppers

11:30AM - 12:00PM

COFFEE BREAK SPONSORED BY NEXT GENERATION SHIPYARDS

12:00AM - 13:00PM

moderator - Gerhard Janßen

ROUND TABLE - HUMAN CAPITAL RESILIENCE

- MDK - PROJECT OLIVIA - CEO Nathalie Balcaen
- GREENPORT - Patrick Galvin
- EMSF-ETF Secretary General Livia Spera
- HR and GRIMALDI LINES - Marcello Pica

13:00PM - 14:10PM

LUNCH KINDLY SPONSORED BY TRENZ

DAY 1 AFTERNOON

14:10PM - 14:40 PM

KEYNOTE SPEECH ANNE LEGRÉGEOIS

- Deputy Director of Fleets & Seafarers / Secretary-General of the superior Council of the Merchant Navy

14:40PM - 16:00PM

moderator - José Antonio Perez

PORT SECURITY IN A CHANGING GEOPOLITICAL ENVIRONMENT

- Harbour Master / Manager Port of Antwerp-Bruges - Niels Vanlaer
- Rear Admiral - Spanish Navy - Benigno González-Aller Gross
- EMSA Senior Project Officer for Maritime Security, Unit Safety and Security, Department Safety, Security and Surveillance - Roberto San Martín Hernalz
- Managing Director Hartmann Reederei - Georg Haase

16:00PM - 16:40PM

COMMERCIAL PRESENTATION ORIZON & COFFEE BREAK SPONSORED BY NAVICOM DYNAMICS

16:40PM - 17:40PM

moderator - Kaj Hahtonen

THE ROLE OF PILOTS IN A CHANGING GEOPOLITICAL ENVIRONMENT

- Polish Pilot - Tomasz Dobrzyński
- Dutch Pilot - Hans van Driel
- Norwegian Pilot - Johannes Sivertsen

19:30PM - 23:30PM

DINNER - D'OUDE VISMIJN "EAU'RANGERIE" KINDLY SPONSORED BY ORIZON

PROGRAMME

## EMPA



## Navigating the Past, Steering the Future

Hotel NH Collection Ghent 14th - 15th April 2026

### WEDNESDAY APRIL 15TH

DAY 2

8:30AM - 9:00AM

WELCOME COFFEE SPONSORED BY TRELLEBORG

9:00AM - 9:30AM

Chair - Kaj Hahtonen

DEEP-SEA COMMITTEE

9:30AM - 10:30AM

Chair - José Antonio Perez Lorente

TRAINING & TECHNICAL

- EMPAsafe - AMURA - Airam Rodriguez
- EGNOS project presentation - Sergio Cabrera Bona
- Legal impact / Liability EU pilots - Jan-Niklaas Brons

10:30AM - 11:00AM

COMMERCIAL PRESENTATION BALTIC WORKBOATS SHIPYARD & COFFEE BREAK SPONSORED BY FUTURE SAFETY

11:00AM - 13:00PM

Chair - Miguel Vieira de Castro

GENERAL MEETING CLOSED SESSION

13:00PM - 14:00PM

LUNCH KINDLY SPONSORED BY BALTIC WORKBOATS SHIPYARD

PROGRAMME



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