

Welcome to the third Edition of EMPA News. This quarterly periodical aims to keep members and stakeholders informed about our work over the past months.



EMPA President, Erik Dalege

I would like to start this greeting with the wonderful news that our Secretary General, Mrs. Aileen Van Raemdonck, is back on the bridge of the MV EMPA after her maternity leave. We wish her, her proud husband and sweet Sophia all the best for the future.

Every year, when summer turns into autumn, we notice that the year is already visibly and seemingly drawing to a close ever faster. The crises and wars in and around Europe are still present and are also impacting pilotage. Maritime traffic has shifted as a result of the consequences of the Russian war of aggression, resulting in sanctions and the Houthi attacks. These developments have brought an upturn in some ports but have also led to a significant decline in traffic in others. Pilotage services are, therefore, constantly forced to evolve and adapt.

In some countries, such as Germany, the decreasing number of seafarers has led to a sharp decline in the number of applicants. This had to be responded to by changing the training. The Netherlands is also experiencing a

similar development. The topic of land-based traffic support by Pilots, incorrectly also called remote pilotage, is still being discussed. As a cross-border organisation, EMPA plays an essential role in all these topics; permanent exchange with members is a core task of our organisation.

Of course, we also keep in constant contact with the other European stakeholders to stay informed about actual developments and offer our support wherever it is needed.

Since "European Port Package 3 (Port Services Regulation)" was adopted, the organisation of pilotage in member countries is no longer the focus. We have established ourselves as valued partners in the maritime environment, for which I would like to take this opportunity to thank the members of the EMPA board (both past and present) for their tireless voluntary work on behalf of all European Pilots.

Our Female Pilots



We have been consistently sharing engaging articles on our website and social media channels, shedding light on the exceptional work of female Pilots within our member associations. These articles not only celebrate their remarkable accomplishments but also offer a glimpse into each Pilot's unique personality and character. Our ultimate goal is to ignite inspiration and empower young women to pursue a rewarding maritime industry career, hoping they will consider pilotage an exciting and fulfilling option.



In recent months, we have published articles by Eva de Graaf, a Rotterdam Pilot, Vicky Herault, a Pilot in Brest, and Christin Wenge, a Port of Hamburg Pilot.



These articles can be found on our LinkedIn and Facebook pages as well as our website <https://empa-pilots.eu/news>

EMPA Football Tournament

On June 14 and 15, the 58th edition of the European Pilots Football Tournament was held, organised by the European Maritime Pilots' Association EMPA and which this year was held in Maspalomas (Gran Canaria), in collaboration with the Pilots Corporation of the port of La Luz and Las Palmas and the invaluable help of the City Council of San Bartolomé de Tirajana.



Port Pilots from different ports of the European region participated in the tournament, gathered in national teams, with the presence of Belgium, the Netherlands, Germany, France, the United Kingdom, Italy, Norway, Bulgaria and Spain, with more than 250 people participating in this annual event.



On the 14th, the draw for pairings was held on a festive night, animated by a music group that brought young and old to the dance floor.

The matches took place on Saturday the 15th from nine in the morning at the Ciudad Deportiva de Maspalomas, running until five in the afternoon.



For a few hours they enjoyed a magnificent day of football, accompanied by good weather, and an atmosphere among teammates marked by fun and sportsmanship.

This year, the final was played by the teams of Kiel Pilots and Netherlands Pilots, which ended in a goalless draw. This led to a dramatic penalty shootout,

with the German team coming out on top.



The event has had a great impact on the European Pilots due to the location chosen and the facilities in which the matches have taken place. This was possible thanks to the invaluable contribution of the tournament's sponsors.



Taking advantage of the occasion, the EMPA Board held its monthly board meeting in Maspalomas, where the latest European events affecting the pilotage activity were discussed.

To end this magnificent event, the gala dinner was held at the Baobab Hotel, where the participants were awarded prizes. The next EMPA Football Tournament will be in Genoa (Italy) at the end of May 2025. See you there!



EMPA Website Upgrade

Last year, we worked in the background to modernise the EMPA Website.

The "engine" was outdated and needed an upgrade. We also looked at the webshop, which had been less attractive recently. Our biggest problem with the webshop was that it was extremely time-consuming to process orders. With the upgrade, everything can now be digitalised, and people can also pay online immediately. This ensures that everything is more straightforward for the secretariat.

The range on the webshop was also small. The Secretariat ladies have been looking for new products, which will be launched when the webshop is ready.



We hope that all tests with the upgrade will be completed by the end of October. After that, we will continue to finish the webshop and install the payment platform. We expect everything to be completed by the end of the year.

European Maritime Day Svendborg



The 2024 European Maritime Day, organised by the European Commission, the Danish Maritime Authority, and the City of Svendborg, took place in Svendborg, Denmark, from 30 to 31 May at the SIMAC (Svendborg International Maritime Academy).

Svendborg is a very beautiful Danish port with a strong maritime heritage. Not only because Peter Maersk Moller, Danish Sea Captain and founder of the Maersk Corporation, passed away there. A meeting of tall ships took place simultaneously to commemorate him.

As mentioned, Svendborg is also the location of the SIMAC, where 900

students receive their maritime education each year.



Due to the European Parliament elections, the Deputies were not present, but more than 1100 maritime experts and actors (Henry Caubrière, EMPA VP) were present during those two days.



The opening session included presentations by:

Bo Hansen Mayor of Svendborg

Charlina Vitcheva, Director General for Maritime Affairs and Fisheries, European Commission

Eric Banel, General Director for Maritime Affairs Fisheries and Aquaculture, France

EUROPEAN MARITIME DAY 2024
SVENDBORG, 30-31 May
AGENDA

DAY 1-30 MAY 2024

08.30-09.15	WELCOME COFFEE GROUND FLOOR
09.30-10.00	OPENING SESSION 1ST FLOOR, PLENARY ROOM
10.00-11.30	HIGH-LEVEL PANEL "Sea Basin Strategies as key enablers for the implementation of the Sustainable Blue Economy" 1ST FLOOR, PLENARY ROOM
11.45-12.30	PITCH SESSION "How to Reduce Emissions by Upgrading Existing Tonnage" 3 rd FLOOR, PITCH STAGE
12.00-13.30	LUNCH BREAK - NETWORKING GROUND FLOOR
13.30-14.45	SPECIAL SESSION "EU cooperation on coast guard functions in practice" 1ST FLOOR, PLENARY ROOM
	PARALLEL WORKSHOPS
	➤ Algae on the move, spotlight on EU algae projects 1ST FLOOR, LOK 106
	➤ Observations to knowledge: Unlocking Ocean Insights 2 nd FLOOR, LOK 225
	➤ Synergies by design: Promoting cooperation to accelerate the energy transition in fisheries and aquaculture 3 rd FLOOR, LOK 309
	EMD Cities Network "The Mayors' challenges: Our mission: Restore our ocean and waters – Cities to the rescue" 3 rd FLOOR, LOK 324



Charlina Vitcheva, Director General at the Commission's Directorate-General for Maritime Affairs and Fisheries, opened the event by recalling the long list of "oceanmark" achievements in the sustainable blue economy over the last five years (why keep using landmark when referring to our blue planet, anyway?), starting with the new approach to sustainable blue economy adopted in 2021.

But what is a Sustainable Blue Economy ???

In 2021, the Commission introduced a new approach to a sustainable blue economy in the EU. The new approach aligns marine activities with the goals of the European Green Deal. It promotes consistency among blue economy sectors such as aquaculture, fisheries, clean energy, maritime transport, green shipping, shipbuilding and

coastal tourism. It also highlights the importance of research, skills, innovation, and cooperation among countries and maritime users.

Objectives

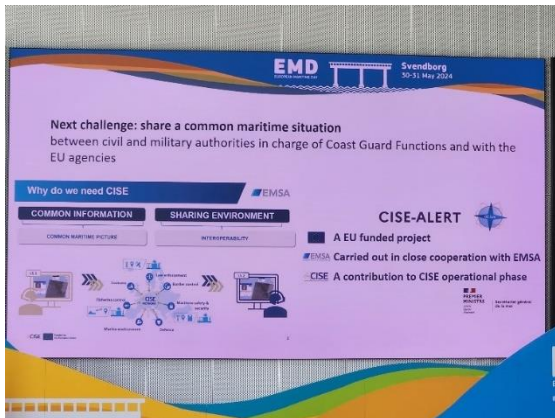
The detailed agenda for the blue economy should help achieve the **European Green Deal's objectives**, and complement other recent Commission initiatives on biodiversity, food, mobility, security, data and more.



For example:

The blue economy contributes to climate change mitigation by developing offshore renewable energy, decarbonising maritime transport and greening ports

It will make the economy more circular by renewing the standards for fishing gear design, ship recycling, and offshore platform decommissioning.



Developing green infrastructure in coastal areas will help preserve biodiversity and landscapes while benefitting tourism and the coastal economy.

Blue Economy

The new edition of the EU Blue Economy Report is out. It offers an in-depth analysis of European blue economy sectors and their performances based on the latest available data.

The blue economy encompasses all economic activities based on or related to the ocean, seas and coasts. This includes a large variety of economic sectors such as fisheries and aquaculture, coastal tourism, shipping, ports, and marine renewable energy.

The EU blue economy is in good shape overall.

The EU blue economy is in good shape, with emerging sectors, like ocean energy, blue biotechnology, and desalination leading the way and creating new business opportunities.

The latest data released by Eurostat and referring to 2021 show that the EU blue economy at large

- employs **3.6 million** people (+17% compared to 2020)
- has a turnover of nearly **€624 billion** (+ 21% compared to 2020)
- accounts for **€171 billion** in Gross Value Added (+35% compared to 2020)

Leading sectors

Coastal tourism remained the largest sector of the blue economy, generating 29% of the EU blue economy GVA in 2021.

Regarding employment, coastal tourism was the largest blue economy sector (54%). However, it was also the sector most affected by the COVID-19 crisis and did not fully recover in 2021.

Maritime transport is the second largest blue economy sector in turnover, generating nearly a quarter of the EU blue economy GVA in 2021.

The marine renewable energy sector (mainly offshore wind) also experienced growing trends, with gross profits estimated at €2.4 billion and GVA of €3.3 billion in 2021, marking a 45% increase compared to 2020.

The marine living resources sector (fisheries, aquaculture, processing and distribution of fish products), saw a 24% rise compared to 2020, with gross profits valued at €9.7 billion in 2021.

Energy transition in the spotlight

This year's edition delves into the contribution of all blue economy sectors to energy transition. The report shows the significant economic

importance of sectors like blue biotechnologies and desalination and the significant growth in marine renewable energy. The EU is leading the way in developing energy from waves, tides, and offshore wind—a step forward towards meeting the EU's renewable energy targets and climate objectives.

Less positive news for the EU fishing fleet as the report shows that, despite a 25% decrease in fuel consumption and CO₂ emissions registered between 2009 and 2021, fuel efficiency has worsened in recent years due to rising fuel prices. Since 2023, the [Energy Transition Partnership for EU fisheries and aquaculture sector](#), an EU-led initiative, has supported the transition of the sector to cleaner energy sources, thus helping to reduce the sector's current dependence on fossil fuels, which is not only environmentally unsustainable but also makes it vulnerable to energy price increases.

The impact of climate change: a costly outcome

The new edition of the report illustrates the potential impacts of climate change on the blue economy along the EU coastline.

The analysis shows that if current levels of coastal protection are not raised, the annual economic damages from coastal flooding could reach between €137 billion and €814 billion by 2100 under alternative emissions and mitigation scenarios, highlighting the vulnerability of coastal communities living in the EU Outermost Regions in particular.



Deep Sea Pilots

AN OVERVIEW OVER THE LAST YEARS AND FUTURE EXPECTATIONS.

We have two permanent subcommittees in EMPA. The technical & training and deep-sea Pilots subcommittees. I have participated in the deep-sea committee meetings during EMPA GM's since 2013. In 2021, I was appointed chair of the deep-sea Pilots committee by Mike Morris.

I hold a valid deep-sea Pilot's licence in the Baltic Sea aka a Red Card. During these years, I have conducted deep-sea pilotage acts and represented the Finnish Pilots in the Baltic Deep-Sea Pilotage Authorities Commission (BPAC) meetings. For decades, the BPAC has worked with all pilotage and deep-sea pilotage matters within the Baltic region. This work was interrupted by the COVID-19 pandemic and sadly has not restarted.

The work of the EMPA deep-sea Pilot subcommittee has not been so active in the past. Concerns have been related to some reports of misuse of the Skaw-Vinga line and port of departure rules. Also, there have been some conflicts between countries' deep-sea

Pilots as to who is entitled to carry out the missions in respect of the rules. Despite the small attendance and few incidents, the subcommittee has been an excellent forum to exchange information.

Since 2022, we have taken the initiative to renew all EMPA recommendations. With this, the two obsolete deep-sea Pilot recommendations were also merged and renewed into one recommendation and approved in Rome in 2023. This EMPA recommendation on Deep-Sea Pilotage encompasses all related IMO, EU, and national rules and recommendations and sets out EMPA's stand on Deep-Sea pilotage. EMPA recommendations can be found on our webpage. The recommendation is a good starting point for anyone interested in deep-sea pilotage.

From 2022, we have seen an increase in interest towards deep-sea pilotage matters, especially in the North Sea and Channel areas. Official deep-sea Pilots hold a valid Pilot licence issued by one of the bordering coastal state authorities, and the one for the North Sea and Channel area is called a blue card. There have been numerous reports of rogue and unlicensed deep-sea Pilots operating in the Channel and North Sea areas that Pilots from different countries have reported. There has also been a substantial increase in deep-sea Pilot demand, but at the same time, the number of national deep-sea Pilots is insufficient in many countries. Luckily, some private companies, e.g. Redwise, Deep Sea and Coastal, and Hammonds, also

offer the service while also following the recommendations and holding their deep-sea Pilots duly licensed for service. EMPA does not have all the information as to what extent this kind of service has been undertaken. The service is voluntary and done mainly in international waters. Shipping companies also growingly provide this kind of navigational assistance internally to the ships they manage.

The reasons behind the increase in demand are many: ship officers' unfamiliarity and lack of experience with our EU waters, busy traffic, increased traffic control, and the more confined water space left for commercial traffic due to offshore installations and constructions such as windmill farms. These navigational challenges grow and pose a serious threat as sea room is reduced, and safe navigation becomes more complex. Therefore, we can predict that the demand for deep-sea pilotage will increase in the future.

The EMPA position paper, which sets out our position on deep-sea pilotage, was approved during our GM in Antwerp 2024 and can also be read on our EMPA webpage.

Since the GM, we have received information that The North Sea Deep-Sea Pilots will hold a meeting in Newcastle at Trinity House at the start of November. Peter Lightfoot has been working closely with deep-sea pilotage matters and will join this meeting with our President, Erik Dalege. We are optimistic that this meeting will restart the NSDSP (North Sea Deep Sea Pilots)

Commission's work regularly. Nothing has been heard so far about the work of BPAC, but we remain confident that this work will also restart.

For EMPA we have also received an application for associative membership of deep-sea Pilots. The board of EMPA will go through this, and we will have a proposal for it in our next GM in Batumi.

For all Pilots and ship officers who read this and are interested in working as a deep-sea Pilot, we encourage you to read our recommendation and contact your national service provider. The national service provider or authority sets out the required skills and certificates for you to obtain a valid deep-sea Pilot's licence. After this, we at EMPA welcome you to join us either through your national pilotage association or, in the future, through associative membership.

Kaj Hahtonen
EMPA Vice President
Chairman Deep-Sea Pilots Committee

EMPAsafe: Connecting Pilots

As maritime Pilots, ensuring the safety of navigation and ship handling is paramount. Guiding vessels through intricate and congested waters



requires years of training, which ensures expertise, however in the digital age maritime Pilots adopt the use of the most advanced tools available. In response to our profession's evolving demands, the European Maritime Pilots' Association (EMPA), in collaboration with AMURA, have developed EMPAsafe - a pioneering solution designed to put Pilots in contact with one another. Here is why EMPAsafe is an indispensable resource for every maritime Pilot.

What is EMPAsafe?

EMPAsafe is not merely an application but an essential tool supporting maritime Pilots. Envision a cutting-edge communication tool designed to empower Pilots to manage personal and maritime safety proactively. This innovative solution includes seamless connectivity, facilitating effective communication with industry professionals and national authorities. EMPAsafe has been expertly designed to streamline communication processes, guaranteeing that vital information, such as non-compliant

Pilot transfers and ship defects, is identified and communicated in advance. This proactive approach ensures that our members are fully prepared and forewarned of any potential hazards before boarding a ship, instilling a sense of readiness and confidence within the maritime pilotage community.



What inspired EMPAsafe

The recognised need for enhanced communication between Pilots drove the development of EMPAsafe. As maritime Pilots, we are acutely aware of the importance of timely defect reporting and effective communication. EMPA, in partnership with AMURA, identified a gap in existing solutions - a lack of a unified platform that enhances communication and refines how we can connect the Pilot world while providing real-time data analysis. EMPAsafe was created to address these needs, offering an easy-to-use, comprehensive solution tailored to maritime Pilots.



Key Features and Benefits of EMPAsafe

Intuitive User Interface

Recognising the critical nature of our work, EMPAsafe has been designed with a user-friendly interface that prioritises simplicity and efficiency. The application's intuitive design ensures that all features are easily accessible, catering to users of all levels of technical proficiency.

Real-Time Defect Reporting

EMPA safe easily enables Pilots to generate and submit real-time ship defect reports to national authorities as required by the Port State Control Directive 2009/16/EC Article 23. Facilitating the analysis of incident data, identify trends, and provide members and industry stakeholders with the information required to implement proactive measures to

address risks and improve overall safety for Pilots.

With this communication flow, previous reports on a particular vessel can be accessed and updated in real-time, ensuring that everyone has access to the latest and most relevant data, including the ability to attach images for ease of use. In this way, EMPAsafe meets regulatory requirements and strengthens the communication network between Pilots.

Data analysis

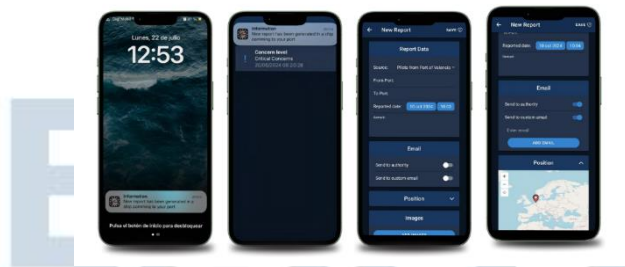
The platform centralises and processes the information gathered from the defect reports, enabling port Pilots to analyse the data and identify safety trends.

By identifying clear and recurring trends, Pilots can generate detailed reports that justify the need to update or amend existing regulations. These reports, backed by hard data, can be presented to regulators to encourage the adaptation of legislation and regulations to the current realities of the maritime industry.

EMPAsafe not only contributes to immediate safety through defect reporting but also plays a strategic role in the evolution of maritime legislation, ensuring that regulations are aligned with emerging trends and current industry challenges.

Effective communication

The application's real-time reporting functions significantly simplify defect reporting requirements. Automatic notifications are triggered when a vessel with an active defect report approaches its destination port, informing the user of any potential hazards they may face. Additionally, EMPAsafe includes the option to transmit defect reports directly to relevant authorities via e-mail, thereby reducing administrative burden and enhancing the overall safety of maritime transportation in the European area.



EMPAsafe, the latest innovation designed and engineered by Amura in conjunction with EMPA, signifies both parties' goal of improving safety standards within the maritime industry. Through this groundbreaking application, EMPA and Amura aim to reinforce their position as leaders in advancing the safety of maritime Pilots. Designed with the specific needs of maritime Pilots across Europe in mind, EMPAsafe serves as a vital tool to enhance operational safety.

The next evolution of EMPAsafe

EMPASafe is an innovative tool freely accessible to all EMPA members. Our overarching aim is to unify EMPA members and, eventually, Pilots globally. With an unwavering commitment to inclusivity, EMPA and Amura are actively working to integrate national reporting applications with EMPASafe, fostering a collaborative environment for the unrestricted sharing of vital data among Pilots and ultimately contributing to advancing maritime safety globally. Keeping this a free service will ensure that no one is left behind.

Maritime Pilots can now download EMPAsafe from both Google Play and the Apple App Store.



EMPA