

EMPA RECOMMENDATION ON DEEP-SEA PILOTAGE

Introduction

EMPA recognises that navigational safety plays an essential part in reducing the risk of accidents at sea likely to cause loss of life, personal injury, marine pollution, or property damage and that in appropriate circumstances, competent Deep-Sea Pilots make an effective contribution to the safety of navigation in the confined and busy waters of Europe, such as the English Channel, the North Sea, the Skagerrak, the Danish Straits and the Baltic.

Consideration

Taking into account:

- The existing Rules and Regulations for the Good Governance of Deep-Sea Pilotage available but not limited to:
 - IMO RES A.1080 Recommendation on the use adequately qualified deep-sea Pilots in the North Sea, English Channel and Skagerrak
 - IMO RES A.1081 Recommendation on the use of adequately qualified deep-sea Pilots in the Baltic Sea
 - IMO RES A.138 Amendments to the recommendation on navigating through the entrances to the Baltic Sea
 - IMO RES A.159 Recommendation on Pilotage
 - MGN 506 Deep-sea Pilotage in the North Sea English Channel and the Skagerrak
 - SN1/Circ.362 Routeing measures other than traffic separation schemes
 - BPAC Recommendations, especially Duty-hours Rule, Skaw-Vinga Line Rule and Gulf of Bothnia Rule
 - North Sea Pilots - EU directive 79/115/EEC
 - BA chart 5500
 - NL chart 1970
 - Relevant and adjoining Passage Planning Guides for the English Channel, Dover Strait & Southern North Sea, Danish Straits & the Sound and Baltic Sea
 - Rules and Regulations for the Good Government of deep-sea Pilotage in the English Channel, the North Sea and Skagerrak (Antwerp Rules 1980)

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 in neighbouring countries.
- EMPA aims to assure the safety of all Maritime Pilots in the EU and neighbouring countries by increasing the safety and efficiency of navigation, thereby enhancing environmental protection from ship-borne pollutants.
- EMPA strongly defends and advocates that Pilotage as an essential and unique service 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 recommendations should be read in conjunction with equipment instructions and manuals. These recommendations are to support training, not replace training and are not to be interpreted as conflicting with local, national, or international regulations.

EMPA Recommends:

- Member Governments to take all necessary and appropriate measures to encourage ships to engage the services of deep-sea Pilots in the English Channel, North Sea, Skagerrak, Danish Straits, and Baltic Sea. Shipping companies should only engage adequately qualified deep-sea pilot in possession of a qualified deep-sea pilot's card issued by the competent authority of a country having a coast bordering the English Channel, the North Sea, or the Baltic Sea.
- Adjacent Governments of these coastal States of the English Channel, North Sea, and Baltic Sea should provide information to IMO on how the services of adequately qualified and certified deep-sea Pilots are secured and provided.
- Masters and Officers without adequate practical navigational experience in transiting these congested waterways of Europe should always use the services of a qualified deep-sea Pilot onboard. Shipowners are reminded that deep-sea Pilots effectively contribute to navigational safety.
- That the competent authorities collaborate with other member states to harmonise and promote deep-sea Pilots' professional standards. All deep-sea Pilots should have for a standardised system for licensing and training.

This recommendation replaces the previous recommendations.

- EMPA recommendation 14, dated 15.5.1982 and revised 05/2012
- EMPA recommendation 15, dated 04/1985 and revised 06/2007

Adopted at GM Rome 04/2023

