



EMPA

EMPA JOURNAL

Journal of the European Maritime Pilots' Association vzw

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European Maritime Pilots' Association Vzw

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Cover : Vessel leaving Ravenna Harbour
Picture courtesy of Stefano Stagnaro

“Safer with Maritime Pilots”

The most prominent officer of the global maritime industry, honorable Secretary-General Kitack Lim of the United Nation's maritime body IMO, made headlines earlier this year after stating in a speech he held in Rome, that ***“Shipping is safer with Maritime Pilots”***. The occasion was the 70th Anniversary General Meeting of EMPA's Italian Member Association, Fedepiloti.

One may think that it is superfluous to cite such obviousness, particularly in a maritime publication, whose readership is very well aware of the safety gains of maritime pilotage.

There are however two reasons why I nevertheless choose to do so:

Firstly, unfortunately it is not correct that the message of Mr. Lim is superfluous and unnecessary. On the contrary: I must admit that it has been quite astonishing to learn during recent years how many players and stakeholders that have demonstrated poor knowledge (not to say “lack of knowledge”) about what maritime pilotage is all about.

Let me give an example: Back in 2011, the mighty and highly influential intergovernmental Organization for Economic Co-operation and Development (OECD) arranged a Policy Roundtable on the topic: Competition in Ports and Port Services. In the report of the conference, Pilotage was defined as a service *“in the Port sector value chain”, that is “provided by smaller ships to guide larger ships into a port”*.

With such serious misconstruction on what the service of maritime pilotage actually is, one may not be surprised that in the report we could read that maritime pilotage *“could potentially be provided by a range of entities in a separate competitive market”*. Of course, EMPA reacted immediately, both on OECD's misunderstanding, and on the conclusion. Nevertheless, we are still witnessing that similar delusion about our service is widespread, and has contributed to continued proposals and initiatives, both from OECD officials and from policymakers in different corners of Europe. They have ventured to introduce free market competition philosophies into what they typically use to denote as *“the market of pilotage services”*.

However, there are signs that should allow for more optimism for the future. I think that it is appropriate to say that the understanding of the public service role of pilotage has become more and more widespread. A good example of this is the EU's final adoption earlier this year of the Port Regulation; a binding legislative instrument with the formal denotation: *Regulation (EU) 2017/352 of the European Parliament and of the Council of 15 February 2017 establishing a framework for the provision of port services and common rules on the financial transparency of ports*. It is a great victory for common sense, that pilotage services here are regarded as services of public interest, and are consequently exempted from the Market Access Chapter II of the Regulation. The justification, as tabled by the largest political group of the EU Parliament, deserves to be quoted, again and again: *“Pilotage provides an essential and unique service to the shipping industry, which if open to competition would jeopardize maritime safety and security, the protection of the environment and the efficiency of ports. This service should be therefore excluded from the scope of this Chapter.”*

The second reason why I find it important to emphasize on the message of Mr. Lim, is the very reason why the IMO Secretary General decided to give his views on pilotage in the first place. As mentioned, his speech was given at the General Meeting of Fedepiloti in Italy. During my visits to Italy, I have learnt that EMPA's Italian member association prioritizes to maintain active and well established co-operation with other maritime stakeholders on the national level. This is setting an example that I regard as highly valuable, not only for pilots and the maritime cluster in Italy - but also for mariners across Europe. Something that certainly also contributes to make it attractive for top officials like the IMO Secretary General to attend to national congresses and events. EMPA is dependent on our member associations in the never ending and important task of representing pilotage in maritime forums. 70 years old Fedepiloti is an excellent example in this respect.

EMPA is also dependent on the unselfish contribution and commitment of our elected representatives. At our General Meeting in Bergen this year, I had the honor of awarding three of them with the EMPA Medal for their yearlong service for European pilotage as members in the Board of EMPA. Former Senior Vice President John Dalli, Vice President Treasurer Jean-Philippe Casanova and Secretary General Dirk Vael are highly worthy receivers of these honors.

The wise words of IMO Secretary-General Kitack Lim do not describe qualities that are nature given. The fact that European pilots live up to his good estimation on our services, is because we invest in quality, innovative equipment, training and refresher training, and that each and every one of us during our daily work exercises utmost professionalism and Bridge Resource Management standards, in accordance with IMO's own Recommendation A.960.

Stein Inge Dahn
President of EMPA





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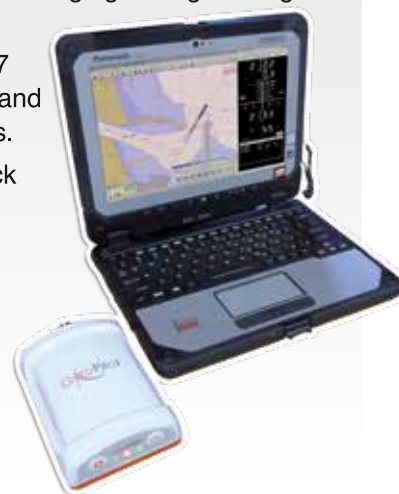


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New Elected Boardmembers

Cpt. Christophe REUX

Born on April 3rd, 1958 in Saint Pierre & Miquelon
3 children

Background:

Captain REUX joined the Maritime Academy in 1977 and obtained his First Class Master Mariner Certificate in 1987.

Christophe REUX has been an active pilot in the Port of BORDEAUX and the Gironde Estuary since 1992 and is now Secretary General of the French Maritime Pilots' Association (FFPM).

Before becoming a maritime pilot, he served at sea from 1977 to 1991, initially with the French company DELMAS-VIELJEUX, then on passenger ferries, and finally with the COUSTEAU SOCIETY and VAN OMMEREN TANKERS, finishing as a Captain on 45 000 T product tankers.

After having acted as Vice-President of the BORDEAUX pilot station for 8 years, he became President in 2007, a position he stayed in until 2015. During the same period, he strongly committed himself to the expansion of the port area, serving as Secretary General and then President of the BORDEAUX Maritime Stakeholders' Association, where he acted together with the Port Authority to promote maritime activities and was particularly involved in developing Cruise activities from 2010 on.

Between 2007 and 2015, he was also a member of the development council of the Port of BORDEAUX, and was involved in various maritime associations such as the Seamen's Club, and the local Propeller Club, as Treasurer and then President.

In March 2015 he was elected Secretary General of the French Maritime Pilots' Association (FFPM) and since then he has worked with President CASANOVA to promote maritime pilotage both nationally and on the European and international level when needed and in numerous other domains where the sea and seamen are the main concern.

He furthermore participates on regular basis in the sessions of the IMO, the International Maritime Organization as an advisor to the French delegation.

He was elected Senior Vice-President on May 12th 2017, during the 51st EMPA General Meeting in Bergen.



Cpt. Fiorenzo MILANI

Captain Fiorenzo Milani, or Cino as his friends know him, graduated from the Livorno Technical Institute in Livorno in 1979.

For ten years he sailed on container ships, oil tankers and ferries. He was 25 when he first sailed as a commanding officer. In 1990 he won the public competition for pilots in the port of Livorno.

During the course of his career he has served both as Deputy Chief Pilot and Chief Pilot.

In 2014, while still active as a pilot in Livorno, he moved to Rome to take up the post of Deputy Director of Fedepiloti, the Italian Ports' Pilots Federation. He was appointed to his current position of Director of the Federation in February 2015.

He believes that unity is important to the sector, and that pilots have a strategic role to play in port economies.

He would like EMPA to have a greater presence in Europe, and to make more visits in order to better understand local realities, how pilotage works in Europe and how to prevent possible threats to our service.

He is married to Laura and has two sons called Simone and Gabriele.





THE SHIPPING INDUSTRY COUNTS ON US. 24/7

- DUTCH PILOTS -

Cpt. Joost Mulder

Captain Joost Mulder (44) sailed on container vessels and dredgers for six years before becoming a registered pilot in the Port of Rotterdam in 2004.

After 2 years in the board of Rotterdam Pilots he became national chairman of the Dutch Maritime Pilots' Association (Nederlandse Loodsen Corporatie) in 2016. The association safeguards the professional manner in which over 90.000 vessels a year are piloted by 450 registered pilots to and from the Dutch Ports. Besides his responsibilities as national chairman Captain Mulder is still an active pilot in the Port of Rotterdam.



Being asked what challenges for pilotage and EMPA he sees ahead, he answers: *'We are living in times of rapid economical and technological changes. That means we have to embrace new developments while at the same time safeguard well established local pilot practices. In that way we will continue to provide a pilot service that is recognized and appreciated for its excellence and professionalism. Together we can set the standard for the future of European pilotage.'*

With regard to Brussels and the forces of competition and liberalisation we need to play 'short on the ball' and not let our guard down. Working together with respect for our own differences and challenges will get the best results for pilotage and the public safety service we provide. Together with the other board members I hope to make a positive contribution to the delivery of our mutual EMPA views and beliefs.'

Resigning Vice Presidents



Capt Jean-Phillipe Casanova

Both Captains stepped down as Vice-Presidents of EMPA.

Capt. Casanova gave shape to the current financial position of EMPA. Capt Casanova did not only worked out the finances he also was one of the leading persons safeguarding our profession from competition. He was elected for the IMPA board and we all wish him all the best in his future position.

Capt. John Dali gave an interesting insight in the developments of pilotage organisations and their sensitivities in the Mediterrean Region. We wish to thank him for all his efforts during his period in the board.



Capt John Dali



New EMPA board

Resignation Secretary General

Capt. Dirk Vael has announced his resignation as Secretary General of EMPA, effective as of the 1st of October 2017.

Captain Vael, who will shortly be retiring as a professional Maritime pilot, has been actively involved in the European Maritime Pilots' Association since 1992 when he became a delegate for his national association and has been Secretary General for over five years. He was instrumental in the transfer of the EMPA Office from Antwerp to Brussels, thus ensuring the optimization of EMPA's contacts with the European Commission, the European Parliament and the stakeholders.

"On behalf of the EMPA Board I wish to express my gratitude to Dirk Vael for his good work of the past few years in his unremitting efforts to promote pilotage as a service operating in the interest of public safety and transport efficiency" said Captain Stein Inge Dahn, the President of EMPA.

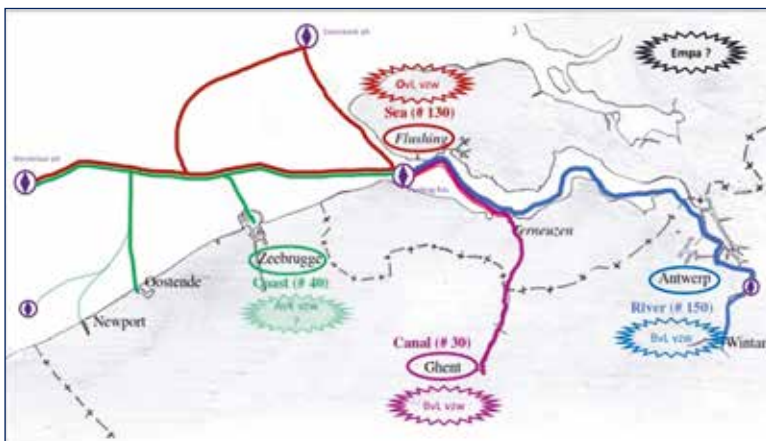


New Member Association

Belgian Coastal Pilots new members.

The Belgian Coastal Pilots, headquartered in Zeebrugge, has been very honoured to be welcomed as member within EMPA at the congress in Bergen. Indeed, being part of the state-owned Flemish Pilotage, this was the last corps that was not yet present within EMPA up till now.

At the EMPA 2017 congress in Bergen, the Coastal Pilots were therefore presented by Capt. Kris De Lepeleire, board-member of the Association of Coastal Pilots vzw (AvK vzw). "Indeed, in Belgium, we count 4 corpses of pilots, each one of them serving a very specified area with some overlaps. The complexity of the pilot waters and the history of port development have led to this situation. It enables us to develop a very thorough knowledge of the Flemish waters, which feature heavy currents, lots of shallows and dense traffic.



To be more specific, we have 130 colleagues operating from Flushing, the so called "sea pilots" who serve shipping between Flushing Roads, Wandelaar Pilot and Steenbank Pilot. The 150 "river pilots" subsequently pilot vessels on river Scheldt between Flushing Roads and Antwerp and a small amount of ships upstream to Wintam. A team of 30 "Canal Pilots" takes care of shipping between Flushing Roads and the port of Ghent. Our corps, the 40 "Coastal Pilots" serve the ships from and to the seaports at the Belgian Coastline up to Wandelaar Pilot and Flushing Roads.

We are 40 men, although a few of them will retire the next coming years. We have agreed to fix our number strength to 38 pilots. Maybe we may welcome our first female colleague in the years to come?

Strictly speaking, we are active in the entire coastal area. As Zeebrugge is a real deep sea port, we are stationed in Zeebrugge, but we do provide our pilot services in Ostende or even Newport as well, and we also often ply to Flushing Roads over land for shipping to/ from inland ports.

The traffic we serve is diverse, but is mainly compiled by car carriers as Zeebrugge is a major ro-ro-hub. LNG carriers of all sizes and ULCS, coasters and small bulk carriers are often on the menu as well. Obviously, the challenges are there day after day. Of course we are keen on cooperating with our colleagues of the other corpses. When the need is there we offer operational help to the Sea Pilots on the overlapping areas.

I strongly believe that our EMPA membership will generate even more synergy within our pilots community, both locally and abroad. In the name of AvK vzw, I want to truly thank the entire EMPA Board to have made this membership possible.

IN MEMORIAM



Gordon Coates 1953-2016.

Gordon went to sea at the age of 16. In 1970 he joined tramping company Turnbull Scott and spent three and a half years with them on a variety of vessels, doing various courses ashore at Tower Hill London. He received his Second Mates Certificate during this time and later his Master's Certificate.

After that he spent a few years working in the North Sea, but moved on to Rowbotham tankers, trading all over north-west Europe and the West Indies. He then moved onto Stolt's and, following that, eventually went into pilotage with the Port of London Authority. He gained his Class 1 Pilot Authorisation as soon as he could and would remain with us for the following 21 years, moving up classes and becoming a Duty Port Controller working in the Port Control Centre as a Supervisor and Duty Harbour master.

Besides his family back in Gloucestershire (Lorna his wife and Julia his daughter), Gordon had two great passions in life: Lydney Rugby Club and his allotment. He watched his team play all over the south-east and was almost as proud of the vegetables he harvested.

After the service, Lorna described her husband as an incredibly loyal, steadfast and generous man who developed a passion for the sea life as a young boy.

"He loved being a pilot", Lorna said. "He especially liked the lack of paperwork but most especially the camaraderie.

Gordon is survived by wife Lorna, daughter Julia and his two Dachshunds Nixa and Nora.

Dearest Gordon,

What can I say? One of the best in the PLA. Of all the pilots I have known You were one of the few who didn't moan.

You took each job without a fight, Except for Sunk jobs, late at night.

Werther's Originals, Daschunds and Westies During night-time shifts they were the besties..

Without your humour and smiling face Port Control is a sadder place

Take care kind Gordon, enjoy your rest To have worked with you, I have been blessed.

Elaine Lipscombe PLA pilotage co-ordinator



Didier Laureys 1965 -2016

It is with great sadness to announce that Capt. Didier Laureys has passed away on the 12th of March 2017 at the age of 52.

Didier was a Belgian pilot on the stretch Ghent-Terneuzen to Flushing since 1997. Didier was a fine colleague and beloved friend... who was also well known by many European colleagues through the EMPA football.

Dearly loved husband of Patricia and deeply missed by his sons Bernard and Baptiste.

Godspeed on your final journey, Didier

Russian Pilot Association leaving EMPA

During last General Meeting we have received a letter (see below) from the Russian Association telling us that the Russian Federation will leave the EMPA organisation.

The Board of EMPA was sad to receive the news but informed our Russian Colleagues that the door stays open for the future and wishes the Russian federation all the best for the future.

Letter received from Russian Federation



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Россия, 198035, Санкт-Петербург, ул. Двинская, д. 10 к. 2, офис 10-Н, лит «А».
тел./факс (812) 3807229; тел. +7 911 9470337; e-mail: unionpilots@mail.ru
Для корреспонденции: 198035, Санкт-Петербург, А/Я 8 БТО РПСМ.

Исх. № 1-17 09.05.2017

Dear Colleagues,

We have been postponing this letter until the very last moment before coming GM, as we tried to resolve our internal problems in order to continue our organization involvement in EMPA activities.

Our Union incorporates the independent local pilots' Trade unions. Obviously actual salary and life standards of Russian pilots lowered substantially in last years, most of local unions took decision to minimize their expenses and cut the general shares, as a result we have to suspend the Russian Interregional sea pilots' Union participation in EMPA.

We thank all the EMPA pilots and staff for long years of mutual communication and ensure you the Russian sea pilots support the EMPA principles and activity. Hope that in future our national pilots find the way to join EMPA again. Any time we are open to assist you in range of our abilities.

Best regards,

Chair
Captain V. Kabanov

Captain A. Minenko

Captain V. Serebryakov

EMPA appointed to the European Ports Forum

The European Maritime Pilots' Association is pleased to inform you that it has been appointed as one of the Members of the newly-formed European Ports Forum, a consultative body established by the European Commission's Directorate General for Mobility and Transport (DG-MOVE) to bring a range of organisations involved in the EU ports sector together with the Commission to facilitate dialogue and the exchange of views on the future development of European port policy.

Once again, the European Commission recognized "the relevant competence and experience of EMPA, its capacity to represent the position shared by stakeholders in its category and the competence and experience of the representative proposed".

EMPA will be represented in the Forum by its President or Secretary General. The first meeting of the Forum will be held later this year.



EUROPEAN COMMISSION
Directorate-General for Mobility and Transport

The Director-General

Ref. Arcs(2017)37666/2 - 27.07.2017

Brussels,
MOVE D3/RM/dd/ arcs(2017) 3829194

Mr Dirk Vael
EMPA Office
Rue Ducale 67/B2
1000 Brussels

E-mail: dirk.vael@skynet.be

Subject: Call for applications for the members of the European Ports Forum

Dear Mr Vael,

I hereby would like to thank you for the response to the call for applications concerning the selection of stakeholder organisations as members to the Commission's expert group called the 'European Ports Forum'.

Having regard to the relevant competence and experience of your organisation, its capacity to represent the position shared by stakeholders in its category and the competence and experience of the representative proposed, I am pleased to inform you that your organisation has been selected as a member of the European Ports Forum.

Please note that the first meeting of the forum will be scheduled before the end of the year in Brussels. The invitation and agenda will be sent in due course.

Yours sincerely,

(e-signed)
Henrik HOLOLEI

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EMPA at ISPO Conference

ISPO conference – Rotterdam, 21-22 June 2017:

On 21 and 22 June, the ISPO Conference 2017 took place in Rotterdam. ISPO (International Standard for Maritime Pilot Organizations) is a quality system developed by pilot organizations. Numerous ISPO members, representatives of other pilotage organizations and maritime stakeholders from all over the world, gathered at the atmospheric Inntel Hotel, right on the Nieuwe Maas, the central river in Rotterdam.

The secretary general of EMPA was present during the conference to witness the presentations and discussions. A comprehensive overview of pictures, reports and presentations on the ISPO conference 2017 can be found on <https://www.ispo-standard.com/News.aspx>

EMPA's view:

Though supporting strong regulation for pilotage in each member state, it is EMPA's policy not to interfere in other countries' pilot systems, EMPA only encourages all Member Associations to seek certification without telling pilot groups whether they should be granted certification or accreditation by ISPO, ISO, or any other QMS. It is EMPA's view that Pilots and their competent pilotage authority must be free to put in place a quality assurance system or government oversight measures that meets their particular and localized needs.



EMPA assisting member Associations

After many years of intense engagement to protect the pilotage interests against competition, this resulted in a new EU legislation that has been finally agreed by the EU institutions. This new Regulation came into force on 3rd March 2017.

EMPA was very pleased with the fact that pilotage was excluded from the Market Access chapter 2 of the Regulation, due to concerns related to safety, security, environmental protection and transport efficiency.

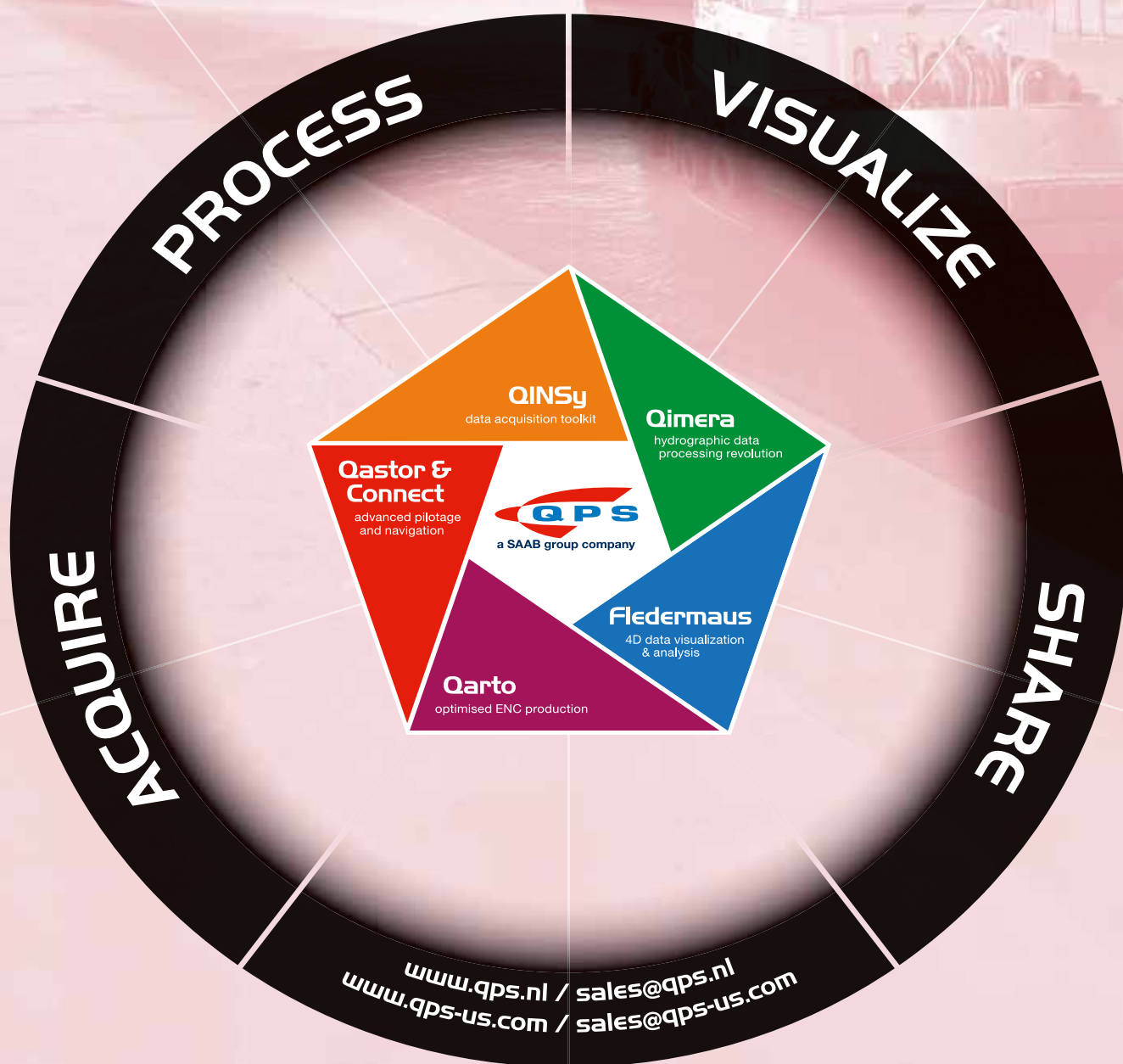
Nevertheless, EMPA is still working together with our Member associations and with local authorities to make sure that the new EU regulation is properly endorsed. It is still an important goal for EMPA to counteract competition between pilots in European ports.

During the year 2017 EMPA has been contacted by two Member Associations (Romania and Ukraine) for assistance due to threats of possible competition. EMPA has replied to the authorities by sending them official letters explaining the drawbacks of introducing competition philosophies into pilotage.

Please find one of these letters on the next pages.

EMPA is following up on these letters, with meetings in Brussels and in the member countries.

WHEN **QUALITY** MATTERS





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16th August 2017

Antimonopoly Committee of
Ukraine, Mr. Igor Lavreniuk
Department of Competition Policy

email: slg@amcu.gov.ua zvr@amcu.gov.ua

RE: PILOTAGE SERVICES IN UKRAINE

Dear Mr. Igor Lavreniuk,
Dear Sir,

As president of EMPA, it is with deep concern that I have received a copy of your correspondence of 10th August 2017 to IMPA, the International Maritime Pilots' Association.

EMPA, the European Maritime Pilots' Association, is a professional, non-profit organization, with office in Belgium since 1963. EMPA represents about 5.000 maritime pilots from 25 European countries including Turkey and Ukraine, with the aim of promoting efficient and safe pilotage in European ports and fairways. EMPA has recently been appointed by the European Commission as a member of the European Ports Forum.

We understand from your request of information sent to IMPA, that you seek to open the services of Pilotage in the Ukrainian ports to competition. EMPA most respectfully informs you that we strongly object to such a position.

As we will expand on below, the Pilotage services are by their very nature services that involve safety of life, sea assets, navigation and environment. Open competition in services of such nature will incapacitate the service providers performing that service in a safe and highly qualified manner, thus endangering safety at sea. Consequently, safety at sea should not be sacrificed due to commercial pressures which in fact is not the essence of such services.

In particular, EMPA strongly advises against competition in Ukrainian pilotage, with reference to the following:

1. **Competition in pilotage hampers efficiency** and increases the total costs due to abundance and unnecessary redundancy in supporting services, transport material, bureaucracy etc. The **benefits of economy of scale are lost**.

Competent authorities throughout Europe have concluded that the highest degree of efficiency in pilotage services can best be achieved when the services are carried out by one single service provider, under strict control of the Competent Authority, and under full financial transparency.

2. Pilotage is one of the world's most internationally oriented professions. The standards, and the level of integrity on behalf of the public, that the ship and her crew experience in one part of an ocean voyage, should also be matched by similar standards in the other end. Hence, both within the coastal states of the EU and indeed in almost every maritime port region throughout the world, **pilotage is regarded as a Public Service**, and organized accordingly.

By opening the pilotage services to competition, Ukraine would introduce an anomalous standard of pilotage that deviates clearly with how pilotage is organized elsewhere, both in Europe and in the rest of the maritime world.

3. The public service mission assigned to Maritime Pilots requires that the individual pilot should be able to act on behalf of society independently, with full integrity, free of commercial pressure, in order to achieve the **optimal standards of safety and security, and protection of the environment**:
 - o During the whole maneuvering process of vessels, pilots are directly involved in the safety- critical decision-making process. (For example deciding when and how tugs should be used). Therefore pilots play a particularly important role that requires integrity and independence, and which is inconsistent with competition.
4. This independent role of pilots is underlined by international bodies such as the EU and the UN:
 - o *"Member States shall take appropriate measures to ensure that their pilots engaged on the berthing or un-berthing of ships or engaged on ships bound for a port or in transit within a Member State immediately inform the competent authority of the port State or the coastal State, as appropriate, whenever they learn in the course of their normal duties that there are apparent anomalies which may prejudice the safe navigation of the ship, or which may pose a threat of harm to the marine environment"* (DIRECTIVE 2009/16/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL – April 23th 2009 – Article 23 para 1).

Obviously, such public service obligations would be compromised in a competitive environment.

- o Also the **UN maritime body IMO** has assigned similar responsibilities to pilots: *"When performing pilotage duties, the pilot should report or cause to be reported to the appropriate authority, anything observed that may affect safety of navigation or pollution prevention. In particular, the pilot should report, as soon as practicable, any accident that may have occurred to the piloted ship and any irregularities with navigational lights, shapes and signals."* (IMO Resolution A.960(23) Annex 2, chapter 7)
5. Formal safety studies into experiments of competition in pilotage overseas have concluded that safety is indeed compromised. For example, following maritime accidents, the **Office of Management and Budget of Alaska's State** highlighted, in 1994, that *"Competition [in pilotage services] has seriously compromised (...) the capacity to maintain a high professional standards "*.
 6. In the newly adopted **EU Regulation 352/2017** of The European Parliament and of the Council of 15th February 2017, establishing a framework for the provision of port services and common rules on the financial transparency of ports (EC Port Package III), the public service of Pilotage was the only ports service that due to safety reasons was exempted from the market access Chapter II.

This recognition of the safety motivated public service role of maritime pilots, clearly distinguishes the Pilotage services from other ports services (e.g: Tug services, Mooring, Bunkering etc).

- o The report of the **European Parliament TRAN Committee Rapporteur**, Mr. Knut Fleckenstein, proposed to exclude pilotage entirely from the Market Access Chapter II of the regulation. (COM (2013)0296 – C7-0144/2013 – 2013/0157(COD)).

Quote: *"Pilotage should be excluded from the chapter on market access as it is a service highly relevant for navigational safety."*

- o A large number of **Member of Parliament in the TRAN Committee** submitted very clear amendments in order to exclude pilotage (2013/0157(COD)). As an example, the following quote from the Amendment no 533 tabled by Elissavet Vozemberg (EPP Shadow Rapporteur), Renaud Muselier, Cláudia Monteiro de Aguiar, and Dubravka Šuica explains the justification very relevantly:

Quote: "Pilotage provides an essential and unique service to the shipping industry, which if open to competition would jeopardize maritime safety and security, the protection of the environment and the efficiency of ports. This service should be therefore excluded from the scope of this Chapter."

- o The German Federal Chamber - **Bundesrat** has decided that pilotage should be excluded from the Port Package regulation, because of the particular safety aspects linked to the pilotage services. (Beschluss 439/13 – 20.09.13)

Quote: "Die Lotsendienste sind aufgrund besonderer Anforderungen nicht vergleichbar mit den anderen von der vorgeschlagenen Verordnung erfassten Hafendienstleistungen, die rein nach wirtschaftlichen Gesichtspunkten erbracht werden. Bei den Lotsendiensten stehen Sicherheitsaspekte von großer Bedeutung und nicht Fragen des Marktzuganges in Rede."

- o **The French parliament** has stated that: "...concerning safety, the pilot must act independently and without any commercial pressure. Therefore, it is essential that pilotage remains organized in a public service framework and not be regarded just as a simple service provider, which is a possible outcome of the Port regulation proposal". (Assemblée Nationale, 13.09.2013)
- o **Several other European member states** expressed similar viewpoints, as those of the German and French lawmakers referred to above.
- o The **EU Committee of the Regions** has recommended that pilotage should be excluded from the Port Package regulation, because this service "obeys to objectives of general interest, i.e. safety, security and the protection of the environment". (COTER-V-041 28-29 November 2013)
- o Also the **European Economic and Social Committee** has recommended similarly, stating that pilotage should "be exercised under independent judgment, free of any commercial pressure that could prejudice the safety, security and environmental protection of the port community and the general public". (COM (2013) 296 final – 2013/0157 (COD) – EESC July 11th 2013 – Point 1.3)

With the sole interest of maritime safety, environmental protection and economic efficiency of European transport, EMPA, in line with the principles of other bodies that we have referred to hereinbefore, strongly advises against further introduction of competition in Ukrainian pilotage.

A more general overview of EMPA's position on competition in pilotage may be found on our website: <http://www.empa-pilots.eu/our-views/>.

EMPA remains at your disposal if additional information or dialogue is required on these subjects.

Sincerely,



Capt. Stein Inge Dahn
President of EMPA

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Improving maritime performance by taking a broader view to safety

Background: the 2015 Safety at Sea Analysis

The Norwegian Government issued a white paper on the strategy for maritime safety and preparedness against acute pollution in 2016. DNV GL was asked to conduct a "Safety at Sea" analysis as decision making support for the Norwegian Coastal Administration (NCA). The analysis included an accident analysis to understand the underlying causes of grounding and collision accidents along the Norwegian coast for commercial vessels and pleasure crafts. The Norwegian accident database with data from 1984 to 2013 was used to perform a quantitative analysis of accident data. The results from this analysis, together with input from academic literature and experts in NCA, laid the foundations for building a network that visualizes the underlying causes of major accidents. A subsequent qualitative analysis of 18 accident investigation reports and a pleasure craft report contributed to prioritizing the measures that NCA should take to improve safety at sea.

A network of underlying causes of major accidents

The network that resulted from the analyses of accident data outlines three sources of error: human errors, technical errors and external conditions. Errors in each of these areas can lead to grounding and collision accidents, but if measures are taken to strengthen the human, the technology or external factors, then these areas can also compensate for each other and contribute to reducing the likelihood that grounding and collision accidents occur.

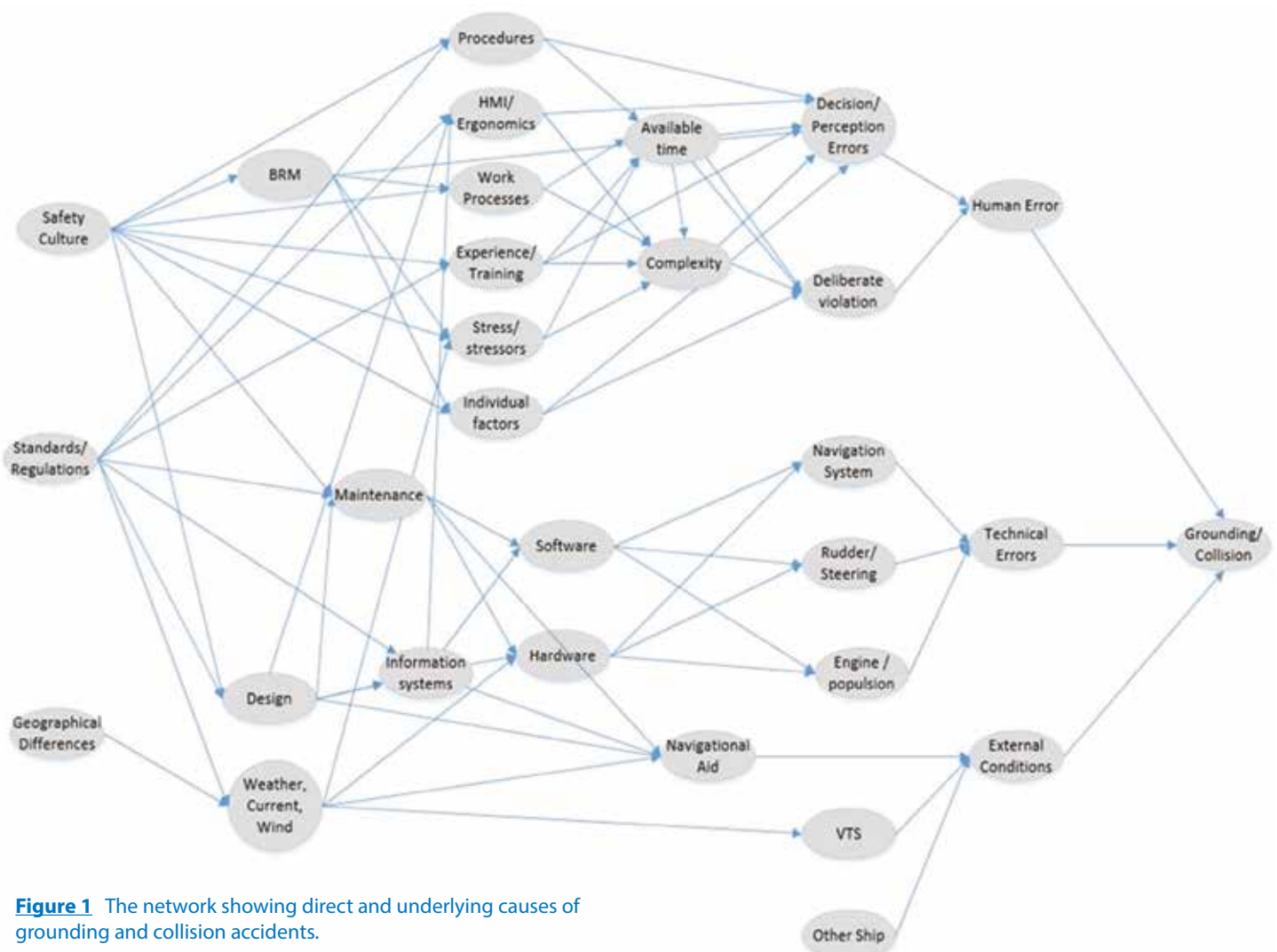


Figure 1 The network showing direct and underlying causes of grounding and collision accidents.

Human error as a symptom of a malfunctioning system

Human error is often put forward as the main cause of accidents. However, the underlying causes for erroneous actions or misjudgments tend not to be investigated in a systematic way. The network maps such underlying causes by looking at factors that affect performance in a positive or negative way. The analysis shows that some of the most significant factors that negatively affect safety performance are:

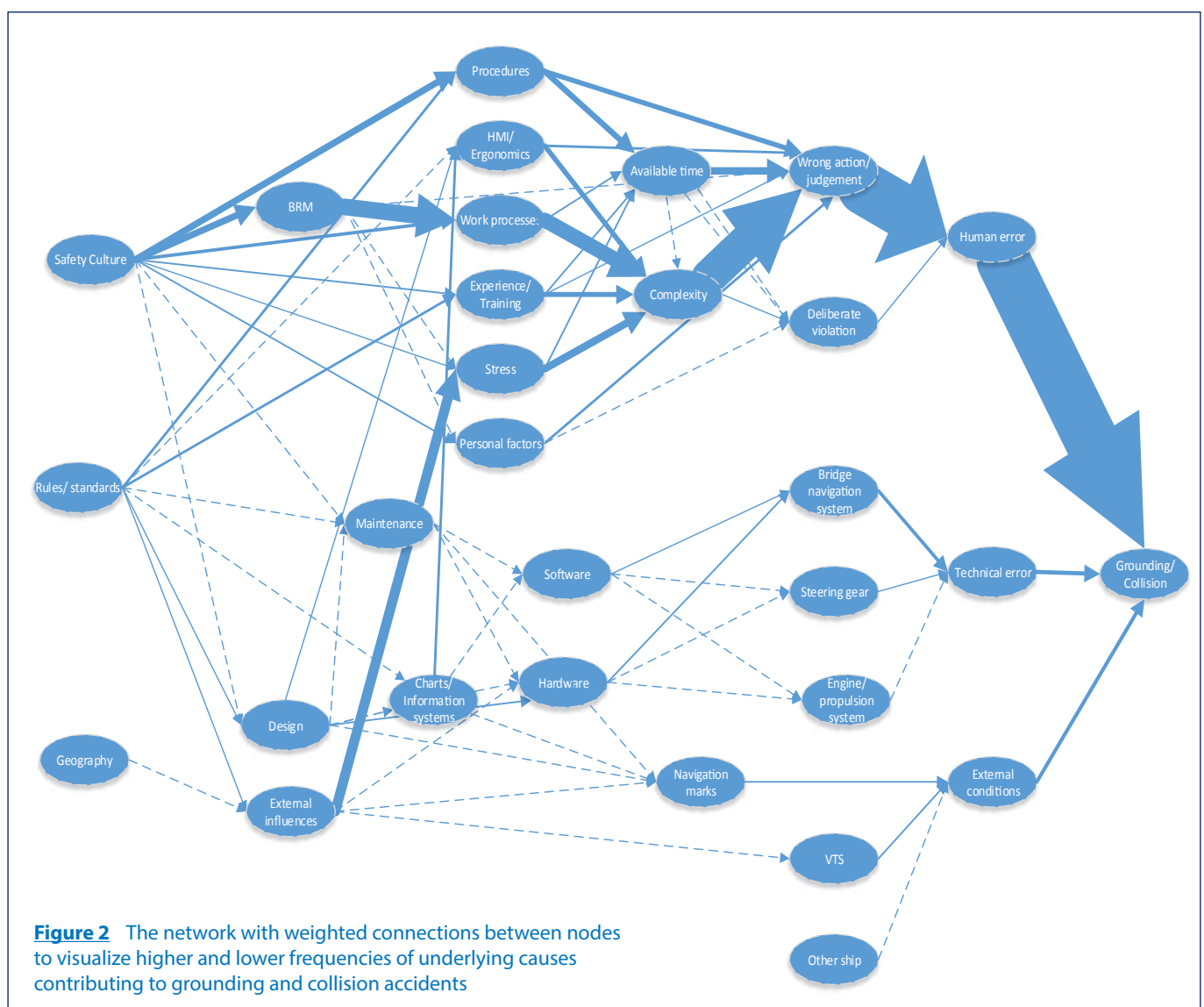
- Lack of user-friendly procedures
- Insufficient training and experience
- Work task distribution on bridge that is insufficiently defined
- Equipment not available or insufficiently customized
- External factors, such as wind and strong currents affecting the ship handling

The quality of leadership on the bridge is another key influence on safety performance. Internally and externally available resources may not be coordinated effectively. A consequence of this is that passage planning, for example, is not performed properly and that therefore any deviation from the plan may go unnoticed by the rest of the crew. There is also room for improvement in communication amongst the bridge crew as well as with the pilot. Safety culture may affect many of the underlying and direct causes.

What measures to prioritize

Once the network was established, 18 accident investigation reports were studied to chart the frequency of the causal paths that could be traced from a grounding or collision accident back to its underlying causes. The result was illustrated by highlighting the arrows between the nodes as illustrated in the network below:

The thicker the arrow between nodes, the more often the link was established in accident investigation reports between the respective nodes. This visualization offers a unique insight into the frequency with which, on the one hand, human error is mentioned as the main cause for grounding and collision accidents, while, on the other hand, also illustrating the variety of paths of underlying causes that may have led to human error as a direct cause.



The resulting network is of great value to NCA in that (a) it helps the NCA to understand how grounding and collision accidents have come to occur in the past, and (b) it guides the NCA to the nodes that should become the focal point of attention. These focal points then help to determine where to prioritize efforts for preventative and mitigating actions. By looking at the underlying causes of accidents in the network, it is easier to understand what influences human performance and how organisational processes can be reinforced to support the pilot and bridge crew.

Hunting for lions or for tigers?

The network answers to many of NCA's specific questions about improving their safety-related services at sea. How else can the network support in coming to grips with challenges in maritime safety? How can it help to take a broader view on safety at sea?

Several issues challenge safety performance in the maritime industry. The industry takes a predominantly reactive approach to safety in the way that it focuses on high frequency events, often connected to human error. One reason for this is the tendency to assume that occupational accidents and major accidents are a part of the same accident spectrum. Consider the statistics. According to IHS Fairplay, the number of occupational accidents (e.g. slips, trips and falls) has reduced by 90% in the past ten to fifteen years. This is in line with the general focus on preventing occupational accidents, as measured and evaluated using Loss Time Injury (LTI) statistics. In contrast, the number of serious accidents in shipping have stayed relatively stable since 1995 (see Figure 3). In other words, there has been very little improvement in the levels of safety in cargo carrying shipping over the past 20 years.

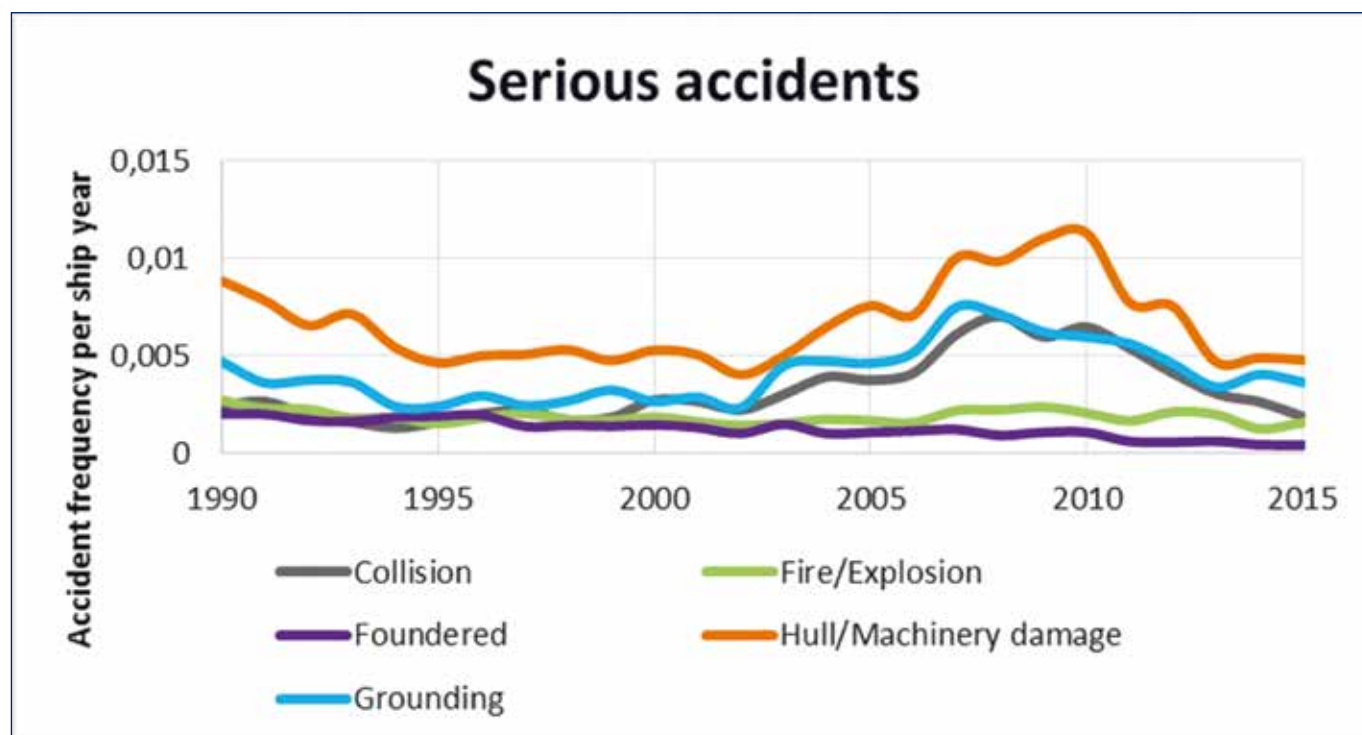


Figure 3 Accident frequency for all cargo carrying ships (dry cargo/passenger, tankers and bulk carriers) (IHS fairplay)

What the statistics indicate is that the decrease in number of occupational accidents has little or no effect on the number of serious accidents. There are two main reasons for this. The first is that we tend to rely too much on statistics to predict the future despite knowing that what has happened in the past cannot necessarily account for what happens in the future. We also count what we can count. A company with zero ship accidents and twenty LTIs, will focus on reducing the number of LTIs, neglecting how close they in fact may have been to a ship accident and the need for better barriers against major accidents.

The second reason for why focusing on occupational accidents has little effect on reducing the number of major accidents is that they are of a very different nature.

Occupational accidents are characterized by:

- A simple causal chain of events
- Generally limited consequences
- Breach of few barriers

In fact, occupational safety is like a lion: it hunts in the open, it is easy to spot and you can avoid it or hunt it down. A tiger is sneakier: it hides in the jungle, is camouflaged, but when it strikes it can kill you. What the statistics are showing, then, is that most operators are spending a lot of time and effort hunting lions, but they need different techniques to hunt the tigers. The risk matrix in Figure 4 illustrates the need to start thinking “out of the box”: from high frequency, low consequence events (occupational accidents, i.e. lions) to low frequency, high consequence events (serious accidents, i.e. tigers).

Understanding the difference between occupational risk and the risk for major accidents is a major step towards realizing that there is more to improving safety than focusing on the symptoms of a malfunctioning system. Too much focus on reducing the number of slips, trips and falls and putting the blame on the person involved, will have little effect on the more underlying causes of accidents. It calls for a safety management system that considers why certain processes are important and how they interact to ensure the safety of the entire organization.

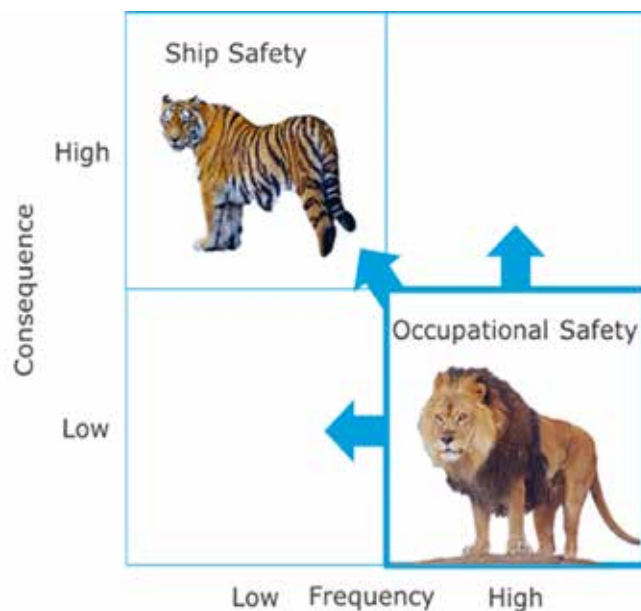


Figure 4 A risk matrix illustrating the need to move out of the box of occupational safety to account for ship safety.

What an organization has versus what an organization is

In many cases, safety management systems exist as documents that have once been established to meet audit requirements, but that lack a connection with what actually goes on at the workplace. These are almost “virtual” safety management systems, systems that exist in theory but not in practice. What is necessary to bring safety management systems to life and make them work in practice is a culture that explains “the way we do things around here” and “how the organization behaves when no one is watching” (Schein, 1992). Safety culture, then, is the glue that holds the processes described in the safety management system together. It can neither be an individual mindset nor a mindset that is turned on when one comes to work. Rather, it must be a collective mindset that is driven by management commitment and that is cultivated anywhere and at any time (Hopkins, 2005).

DNV GL offers services that focus on the interaction between man, organization and technology, as illustrated in the network. One of the services that targets the “human” component, is a safety culture assessment. The DNV GL safety culture assessment is a mixed-methods assessment that consists of a quantitative component (a survey) and a qualitative component (interviews with representative stakeholders) to cover eight dimensions (Figure 5). The survey tells us what the safety culture of an organization is like. This result feeds into the interviews which tell us why the safety culture is how it is. This paints a picture that helps to identify what measures need to be prioritized to improve the maturity of the safety culture. DNV GL’s database with safety culture assessment results also allows for benchmarking against peers.

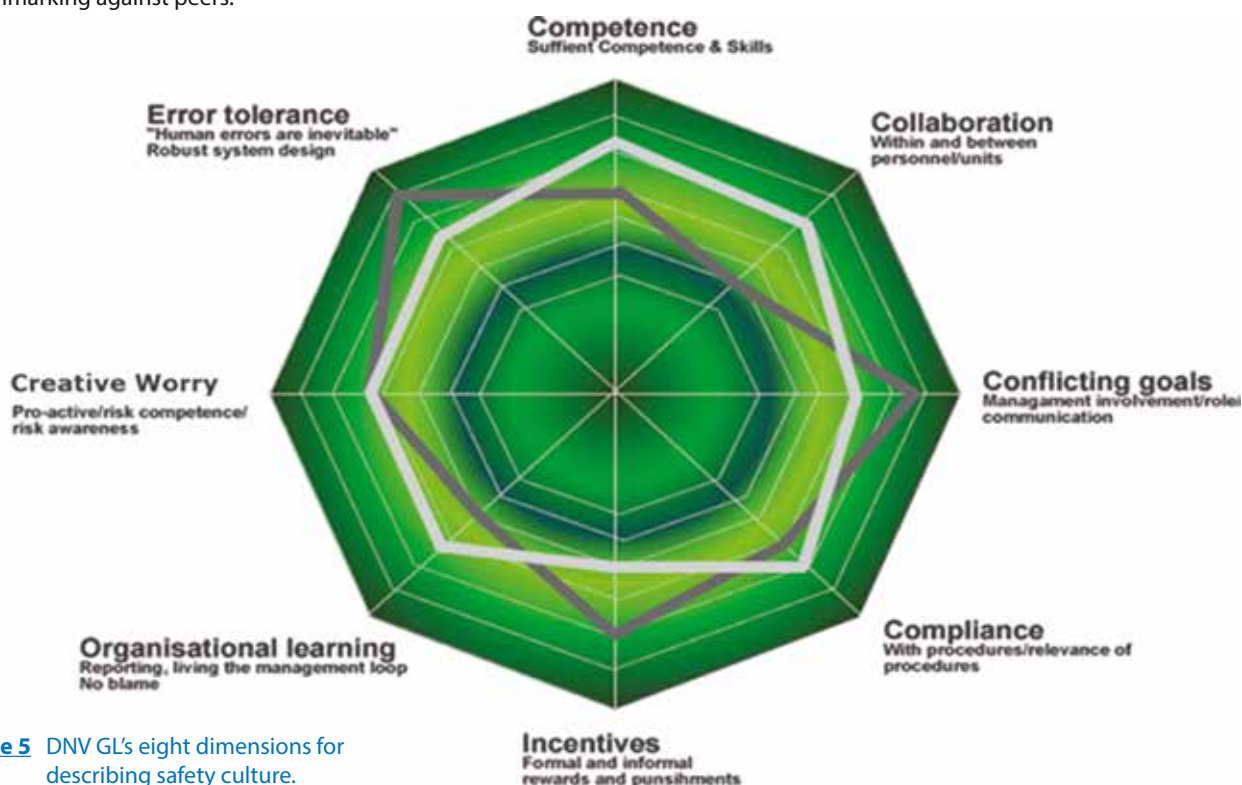
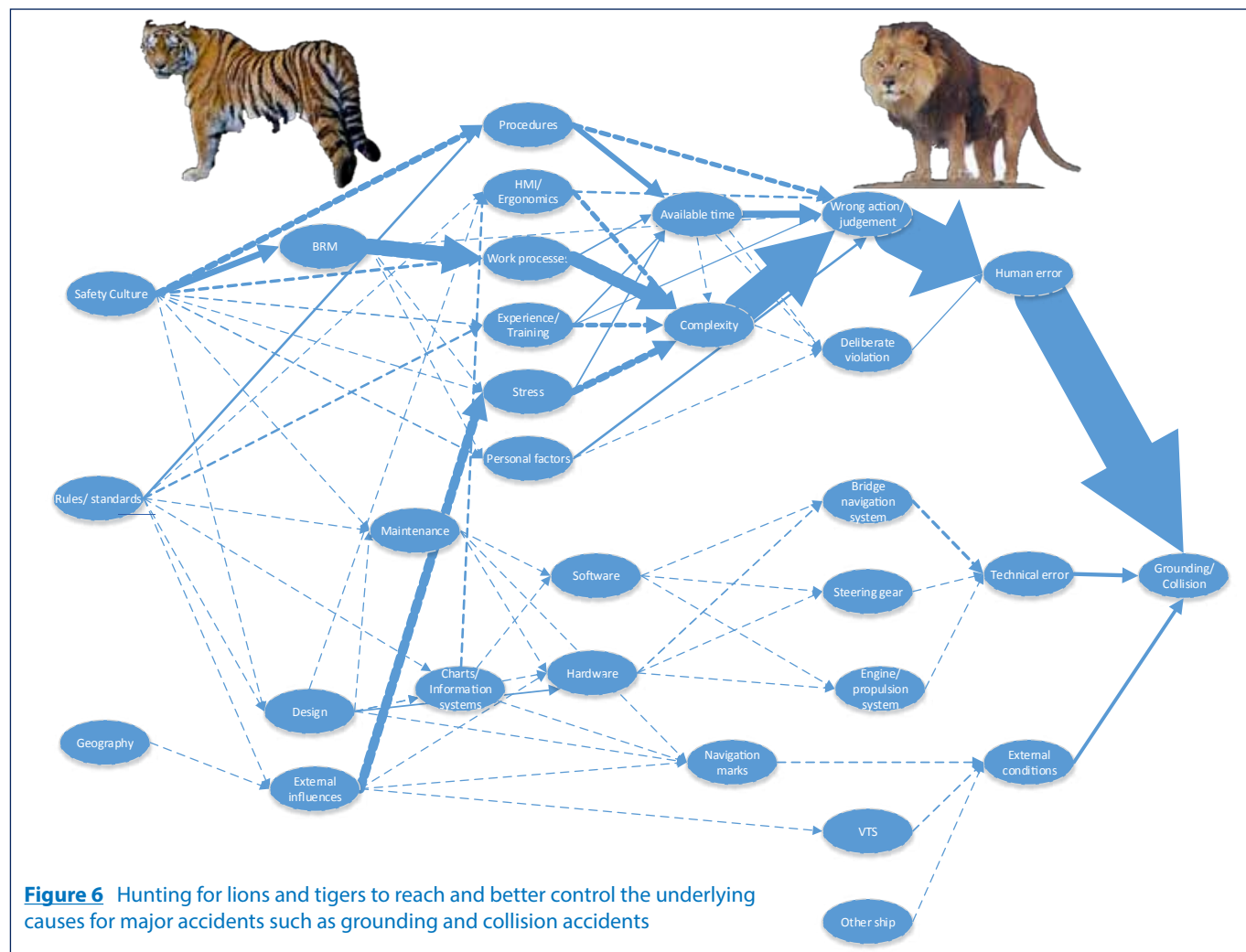


Figure 5 DNV GL’s eight dimensions for describing safety culture.

DNV GL safety culture assessments highlight what an organization is (the beliefs, attitudes, and values of its members regarding the pursuit of safety) (Correll & Andrewartha, 2000), as opposed to ticking boxes to show what the organization has in place (e.g. safety management systems). In this way, the safety culture assessment shows organizations how much of the safety management system is implemented in practice. It gives them a tool to dig to underlying causes for any gaps between safety management and what actually happens on the work floor. This helps organizations move away from a reactive, symptom-driven focus on occupational risk, towards a more proactive, in-depth focus on risk related to major accidents. That is what is necessary to create a more robust organization.

Invest in safety culture

In summary, if an organization is motivated to improve its safety performance, it should take care to “think out of the box” and learn how to not only hunt for lions but also for tigers. Rather than reading the network from right to left, the industry should be encouraged to also start looking at it from left to right and thereby take a more proactive approach to safety. Figure 6 shows how this analogy can be projected onto the network.



Hunting for lions helps to manage direct causes of accidents. It may be tempting to stop there because change in culture takes time, it is difficult to show safety improvement in statistics, one cannot know about major accidents that haven't happened and improvement requires long-term leadership dedication. Still, only through hunting for tigers will an organization be able to control the end of the network, there where the underlying causes for major accidents roam and there where major accidents that are otherwise difficult to predict can be prevented.

As such, control of both lions and tigers illustrates control of the entire risk matrix. In turn, control over the entire risk matrix shows the maturity of an organization's safety culture, its ability to take a broader view to safety and its dedication to improve safety performance for robust and long-lasting results.

Article by : Fenna van de Merwe,
PhD Senior Consultant in Maritime Advisory

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Provisional Program

Day1 Wednesday 11th April 2018

09 : 00 - 18 : 00	Delegates arrive
18 : 00 - 19 : 30	COP Meeting (hotel)
19 : 30 - 20 : 30	Registration
20 : 00 - 22 : 00	Welcome Drink and walking Dinner

Day2 Thursday 12th April 2018

09 : 00 – 13 : 00	Open Session
12 : 30 – 14 : 00	Lunch
14 : 00 – 17 : 00	Open Session
19 : 00 – 20 : 00	Dinner in Town

Day3 Friday 13th April 2018

09 : 00 – 12 : 30	Closed Session
Transfer to Hotel	
13 : 00 – 14 : 00	Lunch
Departure	

For more information and updates please check our website
www.empa-pilots.eu



Malta Maritime Pilots

By Alberto Gambina

In Malta, the positive trend reported last year continued into 2016 with a total of 9312 movements for the ports of Marsaxlokk and Valletta, an increase of nearly 9%. The container terminal in Marsaxlokk was the driving force behind this increase with world's top three shipping lines as regular callers, some with their biggest ships in service. Grand Harbour Valletta accounts for only a quarter of the total moves but continues to be a popular port of call for the major cruise ship companies.

Malta Maritime Pilots also provides training as part of its commitment to Continuing Professional Development and last year the process was initiated to build a new maritime centre housing the full-mission simulator we already have. This process is ongoing and is expected to be completed in 2018.

Although we have had no major incidents, I have to report that one pilot fell overboard while disembarking from a submarine and in the process was lucky not to hit any hard surfaces. His lifejacket automatically inflated and this helped him to swim free from the submarine's propellers. This incident highlights once again the risks involved in pilot transfer with particular issues when naval ships are involved.



Danish Maritime Pilots

By Lars Sigvardt

The last year's work in Denmark has been influenced by long and hard negotiations with the two private pilot operators Danish Pilot Service and Limfjord Pilot. To reach a result in both cases, we had to initiate industrial actions, but luckily, we got a result a few hours before a standstill. We are happy that we now only see an insignificant difference between pay and conditions amongst the private and government pilots. At the same time, we managed to organize all the pilots in our association.

As mentioned before the number of members of our association is raising, on the surface it sounds positive, but raise in number of pilots is not associated with an increased number of pilot jobs. We are now more pilots in different pilot companies in order to meet supply and demand of the customers. This corresponds "nicely" with the experience that competition in pilotage will result in low efficiency and raising costs. The preparedness is a vital part of pilot service working 365/24/7. This is also the costly part, therefore the competition is pressing the work and rest hours for the pilots. The pilot's "fitness for work" is one of the most central parameters for the quality of the piloting service in addition to his competence level, so non-observance of resting time may be quite risky.

The coming year will be with focus on the renewal of the Danish Pilot Act in 2018. Preliminary meeting has been held in June and workshops will start in August. The revision will focus on quality, compulsory pilotage and PEC. DMPA has been invited to this, and we approach it with the sensation of influence.



Belgian Pilot Association

By Francis Baetens

After one year of slow down of maritime traffic in and out Belgian ports a 'fragile compromise' has been found between the Flemish Transport minister and the pilot organisations. This agreement still needs to be approved and signed by all parties concerned.

The compromise has been found between:

The Flemish Minister of Transport in his aim to cut the number of pilots and to optimize the functioning of the Flemish pilotage providing a better service to the customers. For this, the Minister demands a reduction of 15 % of the total contingent Pilots, a re-evaluation of the technical career, the introduction of a stand-by team. And last but not least the introduction of the multivalent pilot.

The Flemish pilots will get a higher pension and better working conditions for pilots older than 60 years. Implementing all taken measures will still be a delicate task to be carried out by the new and ambitious management team.

The Italian Harbour Pilots Association turned 70 last spring and, to celebrate, a large conference took place in Rome. In attendance, Italian Minister of Transportation Graziano del Rio and IMO Secretary General, Korean Kitack Lim, present for the first time at a conference in Italy.

Mr Lim opened the meeting with a speech in which he reiterated the importance of harbour pilots as a fundamental link in the chain of maritime structure and safety. He said: "The role of pilots is vital for port efficiency. The IMO was created by the UN to develop a global structure and to guarantee a sustainable development". There was no shortage of applause.

From the establishment of the laws on the civil responsibility of pilots to the European regulations of port services, the National Federation has had much success in Italy. These legal battles have provided more laws and rules to the sector. The director of Fedepiloti, Cino Miliani, explained that it had been a "difficult year" that "saw us active on approving a law to limit the responsibility of pilots: an achievement shared with our European colleagues and maritime partners". This particular law, in effect from the 4th of January, introduces a mandatory insurance for every pilot. The pilot, and not the corporation that employs him or her, is now obligated to be insured for up to a million euros and be responsible for possible damages. Technological nautical services also have to be used in ports.

Danilo Fabricatore Irace, president of Fedepiloti, spoke on European regulations: "We teamed up with EMPA, the European Maritime Pilots Association, to make the European Parliament aware of the importance of the public service provided by pilots in Italy and in the world and we achieved this goal". Simon Pelletier, president of the world pilot association, also spoke about how piloting, a service of common interest, cannot access the free market. A theory that contradicts the idea of deregulating the maritime services. Pelletier's theory was also reiterated by his European counterpart, Norwegian Stein Inge Dhan, who reminded everyone how European regulations forbid these possibilities.

The head of Maritime Agents Association Gian Enzo Duci, and the head of Maritime Moorers National Association Cesare Guidi also reaffirmed the strength of intent of all maritime categories. The moorer are specially tied to the pilots when it comes to safety: in the last two years, two forums to discuss the subject have been organised in Catania and in Ravenna.

Italian Minister of Transportation Graziano del Rio, a long-time friend of the maritime world, showed confidence in the results of the conference saying: "there is no development without safety and we are very proud of being Italian, of being sailors and to have some of the best pilots in the world. They work tirelessly to provide an important service to the country and to its safety"

This meeting once again proved how important it is for all the categories in this key sector to share the same view. From the local maritime authorities all the way to the world leaders in the field, the common goal is to have great results and to always improve maritime safety.



Ukrain Delta-Pilot branch SE USPA

By Sergey Belozarov

On the eve of the ice campaign in 2017-2018, in order to improve the safety of pilotage services in October-November of this year, a Specialized Training Course for pilotage in complex navigation conditions of the ice campaign was held on the basis of the Simulator & Training Center for the pilots of "Delta-Pilot" branch of the State Enterprise "Ukrainian Sea Ports Authority".

In this training, channel and port pilots were involved for providing pilotage on the Bug-Dnieper-Liman (BDLC) and Kherson sea channels (KSC) with a total length of more than 120 nautical miles, as well as ports and terminals of the Mykolayiv and Kherson regions.

During the training, the all technical capabilities of the navigation training complex TRANSAS NTPro 5000 were used. Various pilotage operations were simulated in the course, both for self-navigation in ice conditions and for the ice caravan. Training exercises were carried out on pilotage of vessels under adverse weather conditions and conditions of reduced visibility.

A total of 71 sea pilots completed the specialized course.

The "Delta-Pilot" branch in recent years has invested significant funds in the modernization of navigational aids of BDLC & KSC, as a result of which changes in the Rules of navigation and pilotage of vessels are being prepared. These steps taken will make possible to increase the maximum dimensions of ships to 230 and 200 meters accordingly, to expand the possibility of passage of vessels at night, to exclude almost all towing escorts, etc., without reduce of safety navigation.

The Antimonopoly Committee of Ukraine (from the end of 2016 to October 2017) conducted a comprehensive study of the system of qualification training of sea pilots and their professional activities in the market of pilotage services. The decision of the European Parliament and the Council of Europe (Port Services Regulation), as well as the position of the International Maritime Pilots' Association (IMPA) and the European Maritime Pilots Association (EMPA), provided in official letters, had a significant impact to decision making. Based on the results of the study, the Committee approved a decision that confirms the validity of restricting competition in the pilotage services market and that pilotage services do not fall under the rules of effective competition.



It has been an eventful 12 months in the UK since the last update.

On a political level the Brexit vote caught many people by surprise not least of all, for those who voted for it, but never expected it! Whilst it means that the UK's influence in EU maritime issues will diminish, it does not mean that the EU's influence on UK maritime matters will disappear. The UK ports industry will have to adapt to changes in trading relationships with our closest trading partners which might see the introduction of customs barriers, or major shipping lines may choose to alter their trading patterns. Will Antwerp and Rotterdam see an increase in use as container hubs, or will London, Southampton and Felixstowe? The only thing that is currently certain at is that we face a lot of uncertainty. Regardless, the UKMPA will continue to play a full and constructive role in EMPA and as you are all aware, we even won the EMPA football tournament this year! Well done to all teams that took part and especially the victorious British Team. Let's hope we retain the honour next year in Marseilles.

At the UKMPA conference in September last year, which was attended by many of our European and International colleagues, we rolled out the Immediate Emergency Casualty Course. This course is designed to give pilots, boat crews, and other seafarers the skills required to tend to casualties recovered from the sea until the proper emergency services arrive. It has been met with great enthusiasm by many ports, particularly after the award was recognised as an STCW first aid course.

This year our 129th UKMPA conference is being held in the heart of Middlesbrough hosted by the Tees Bay Pilots on the 20th and 21st of September 2017. This two-day event promises to be both informative and enjoyable. We welcome all our friends from the EMPA family that can attend.

Sadly, the low point in UK pilots' year occurred on 5th October 2016 when our London colleague Gordon Coates, was tragically killed whilst boarding a vessel in the Thames. The MAIB has yet to release its independent report into the incident, but it is incumbent upon all of us to learn from the issues raised and where necessary take the required steps to improve levels of safety in our profession. This accident happened whilst the UKMPA's Boarding and Landing Code was being reviewed. Some lessons have been included. The code is used by many other pilotage authorities around the world as well as within the UK. The new Boarding and Landing code has just been published by PSS in collaboration with the UKMPA and can be accessed here: <http://ukmpa.org/wp-content/uploads/2017/08/B-and-L-Code-2017-2.pdf>

I would like to record a special thank you to our Italian friends who held a minute's silence for Gordon at their 70th Anniversary meeting last April.

Membership of the UKMPA continues to grow. We have recently welcomed a number of pilots from some smaller ports. In some cases, it is the ports themselves that have insisted that the pilots carry UKMPA insurance, which is most encouraging.

Fair winds and tides and we hope you all have a safe 2017, and with preparations now well underway for EMPA conference 2019, we look forward to welcoming you in Liverpool May 2019

John Pearn
Chairman UKMPA



Same as during the previous year, the number of pilots in France has been slightly decreasing in 2016, to 331 self-employed colleagues divided throughout 31 pilot stations, 22 in France, 8 in overseas territories and one deep-sea pilots' company which is about to cease its activity, much unfortunately.

The number of employees for French maritime pilots' organisations is stable to approximately 400, including seafarers, administrative, as well as plane and helicopter pilots.

This trend will probably continue in 2017, despite a slight increase in traffic that has been observed in most ports during the last months, as French pilots continue to improve their productivity as much as possible.

Life of the French Federation of Maritime Pilots:

The team, led by Jean-Philippe CASANOVA is going on, some changes have occurred as Jean-Philippe has left the EMPA board and became Vice-President of IMPA, whereas Christophe REUX Secretary General of the FFPM became Senior VP-Treasurer of our European association.

Ports activity in 2016:

After suffering an important loss of traffic in 2015, especially on oil and gas tonnage, as a consequence of a social general lack of their social reliability, some improvements could be noted all along 2016 in most ports, with an overall number of moves over 100 000 and a total tonnage of around 260 MT.

Unfortunately, some ports have seen their activity decreasing again due to a catastrophic grain season and the general statement is that the traffic recovery is still shy.

Furthermore, the increase in the size of container ships which is about to go over the 20 000 TEU capacity reduces somehow the number of calls in this specific branch.

French Maritime Pilots vs EU Régulation Project :

Our common goal together with EMPA was to keep the maritime pilotage out of the field of the market access while maintaining it in the financial transparency. This is now being achieved!

In early 2016 with the help of our policy and legal advisors, we have continued multiplying contacts and meetings with MEP's, as well as with DG move. These contacts were made through EMPA of course, but also with the help of national maritime pilots' associations, most particularly Germany, Italy, Netherlands, UK, whose commitment must be once again underlined.

These actions finally led to Port Package 3 and proposals of the rapporteur FLECKENSTEIN, which were approved by the European Parliament on March 8th, 2016.

On Monday the 27th of June, representatives of the legislative institutions of the EU successfully reached an agreement on the new Port Services Regulation. This legislation establishes a framework for the provision of port services and financial transparency of European ports.

Another step was then reached, when on December 14th 2016, the EU parliament, during its plenary session, adopted an inter-institutional agreement on the new port package with 546 votes over a total of 708.

And finally, on January 23rd 2017, the same agreement was approved by the European Council, with the support of all member states except United Kingdom.

The French Maritime Pilots' Association welcomes the satisfactory conclusion of this extensive legislative process which comes up to its expectations. As EMPA, we believe that the new Regulation will turn out to be an important legal structure for further sustainable growth and development of the important European Ports and Shipping industries.

Thanks to all pilots and presidents who have worked hard and in a full cooperation to preserve our long-established organizations amongst EU member states.

Although this result invites us to optimism, we all shall stay vigilant on another issue, i.e. PEC'S. In France, the PEC's regime applies, and one third of port entries are performed under it. Nevertheless, French pilots believe that regarding PEC's, there cannot be a "one size fits all" system for all the European countries, and that the local specificities and knowledge must prevail in their delivery, under the control of national and local authorities.

We are also very satisfied that EMPA has moved its headquarters in Brussels. This will help improving the influence of our European association in the future.

On this occasion, on behalf of the French Maritime Pilots, I would like to express again our very sincere thanks for the action of Stein Inge DHAN and wish him good luck together with his new EMPA team (Bjarne, Christophe, Fiorenzo, Joost, Mike & Miguel) in keeping on defending maritime pilotage.

Jean-Philippe Casanova
FFPM President



Joost Mulder took over the baton of the Presidency of Dutch Pilots Corporation on 1 May 2016. After 31 years of service, Eric van Dijk has left Nederlands Loodswezen to enjoy his well-deserved retirement. Joost Mulder is a Registered Pilot who has been a member of the Board of the Rotterdam-Rijnmond region. He wishes to take this opportunity to thank Eric van Dijk for his boundless dedication to connect national and international parties in a spirit of progressive cooperation.

In the Netherlands in 2016, a total number of 441 pilots were active in the 4 regions, namely Vlissingen, Rotterdam-Rijnmond, Amsterdam-IJmond and Noord. They carried out more than 90,000 pilotage voyages to Dutch and Flemish ports.

Compulsory Pilotage

For Nederlands Loodswezen, the year 2016 was marked by ongoing discussions on proposed amendments to compulsory pilotage legislation. The Ministry of Infrastructure and the Environment posted a draft bill on the internet on which various parties could give their input. Nederlands Loodswezen has done so extensively; hopefully with some result. The final bill with the underlying legislative details and technical issues is expected to go to parliament in the spring of 2018. The proposed changes mainly focus on the PEC structure. It means that, depending on the ship's length, different training requirements and visit frequencies are required in order to be permitted to sail without a pilot. The prime concern of Nederlands Loodswezen is that any possible changes to the present compulsory pilotage should never be at the expense of safety. Dutch pilots continue to 'play short on the ball' on this issue.

Pilotage Act

The changes of 2008 to the Pilot Act have been evaluated. The evaluation was completed in 2015. The Pilot Act lays down the rules for supervision of Nederlands Loodswezen and the annual determination of the Pilotage tariffs. The results of this evaluation have led to revised agreements. During 2016 there were still some technical details to be worked out, as well as an a detailed analysis of the expected effect of the proposed changes. New legislation is expected to come in to effect in 2020. What the evaluation essentially amounts to is that the present supervision of the Netherlands Authority for Consumers & Markets works quite well, but that with a number of simplifications the process could be optimised.

Schelde

Nederlands Loodswezen also takes care of 27.5% of all pilotage voyages to the ports of Antwerp and Ghent. The Pilotage tariffs for these voyages, however, are determined by the Flemish Government. The new cooperation agreement with the Flemish Region that was signed at the end of 2015 proved to provide a good basis to for the financing of the mutual pilot service provided by both the Flemish and the Dutch pilotage services on the river Schelde.

Public reporting

Besides financial transparency towards stakeholders and the competition and market authority ACM, public semi-public bodies like Nederlands Loodswezen are expected more and more to report in an integrated manner about the whole scope of their activities on a public accessible platform. This will of course mean an increase in internal administrative activities but hopefully such broad yearly overview will also strengthen the public embedding of the safety service maritime pilots provide. The first steps towards a yearly integrated public report on Nederlands Loodswezen have been made.

EU

Also in 2016, much energy has been put into lobbying all parties involved in the adoption of what is referred to as the 'EU Port Services Regulation'. In very close cooperation with EMPA and our French and German colleagues, and later on also other European Pilot organisations the lobbying activities rose to a peak in the months of May and June. And with success. Our common objective, namely the exemption of pilotage from the application of the 'Market Access' chapter of the EU Regulation has been achieved. Nederlands Loodswezen looks back on the process of working together with all other pilots organisations with warm feelings. When pilots stand united together we can achieve great things!

Joost Mulder
President NLC

At our last AGM our chairman Nicholas Burke stood down as he was leaving pilotage to take up a new role as deputy harbour master in the port of Cork. I was appointed after being nominated by pilots from the River Shannon district and being seconded by other members.

Port Reports

Dublin

they reported that trade had increased in Dublin, but the number pilot jobs were down. The container ships were now bigger. Cruise ships are up 12%, and some true ships were overnighting. The Alexandra basin renewal project was fully up and running in the channel was expected to be deepened to 10 m which would make a very appreciable difference to the port.

Sligo/Killybegs

Bob Kieran reported that the trade to Sligo was quite limited, was running at approximately 30 ships per annum. There were three pilots available on a part-time basis. Those pilots also were piloting in Killybegs on a part-time basis. The trade was reportedly also down into the Killybegs; however, the report is now a destination for cruise ships.

Shannon/Foynes

Aughinish issue was reported as operating at 100 percent capacity. Limerick had a bumper year, and a significant amount of the movements related to cement exports.

Shannon airport apparently is barely ticking over. There was nothing much to report about Money point at this time. And there was no news in relation to the proposed LNG terminal.

Galway

Trade was up 20%. The two pilots and a harbourmaster. The proposed development was stuck at the planning stage, although there did not appear to be any problem in respect of funding for the project. Cruise ships were now being piloted into Inishman bay.

Bantry

the traffic appears to have reduced it Bantry although big tankers are still calling. The states reserve terminal is apparently at full capacity.

Fenit

Liebher cranes exported from Cork rather than Fenit a large consignment of container cranes.

Cork

Box traffic is up 7%. The cruise liners up 50%. Pilotage revenue good. Pilots cover the port operations VTS.

Waterford/new Ross

No reports

Drogheda/Dundalk

No reports

Patrick Galvin

Chairman Association Of Marine Pilots Ireland



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- 10/ Izurdia, Bayonne, France
- 11/ Pathfinder, Southampton, UK
- 12/ Cabo Mondego, Figueria, Portugal
- 13/ Espinherio, Averio, Portugal
- 14/ Quinoa, Bordeaux, France
- 15/ Interceptor, Venice, Italy
- 16/ Ursula, Roenne, Denmark
- 17/ Skua, Liverpool, UK
- 18/ Joa vaz corte real, Horta, Azores
- 19/ Foxtrot, Valeta, Malta
- 20/ Alvaro de ornelas, Horta, Azores
- 21/ Failte, Cork, Ireland
- 22/ Getares, Algecerias, Spain
- 23/ Khaleeg Aden, Port of Aden, Yemen
- 24/ Diogo de Teive, Azores
- 25/ Josse Van Hurtete, Azores
- 26/ Turnstone, Liverpool, UK
- 27/ P&O Maritime, Mozambique
- 28/ Svitzer, Port of Sohar, Oman
- 29/ Chittagong, Bangladesh
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Decrease of traffic was mainly related to the port workers strike, that caused a serious impact in the port of Lisbon with a decrease of 11,9 %. Currently we are already recovering in all segments.

In a near future we are expecting a considerable increase of volumes, with the expansion for terminal XXI (land side and breakwater 750 mts / 88 M€), new container terminal in Leixões and the deepening of Setúbal channel. Several discussions have been undergoing related to a new terminal in Lisbon but the outcome is not confirmed yet.

Due to the recent admissions in 2015 we had no changes in the number of pilots, neither in terms of investments related to pilot boats or other equipment.

Related to APIBARRA, we had elections in March, having the previous board to be re-elected.

Currently we are involved in a very interesting and innovative medical study promoted by APIBARRA and Lisbon Faculty of Medicine – Pilotage impact on the health and wellbeing of the Portuguese Maritime pilots. A multidisciplinary approach. The conclusions for sure, will assist us in a way that will allow us to better perform and increase our health.

Meetings with our regulator body (DGRM) are going at a better rhythm and we can assume that we will have some positive consequences regarding: STCW certification, Civil and Criminal liability, training, admissions and IMO representation.

Regarding training, some of our colleagues have attended the Spanish Pilots program, last year at Centro de Seguridad Maritima in Spain. The feedback is really positive. A national Portuguese program is already elaborated and agreed with the Ports' Association but not made compulsory by the regulator.

Concerning civil liability, in the beginning of the year, one of our colleagues was involved in a collision and is going to be taken to court with the Captain of the vessel. Accusation is asking for a compensation of 6,3 M€.

The highlight of the year will be the 6th APIBARRA Conference, "Simplify to lead" that will take place in November, where we involve several colleagues from Europe, the Portuguese pilots and stakeholders.

Miguel Castro
President Apibarra



Maritime safety suits, lifejackets and drysuits

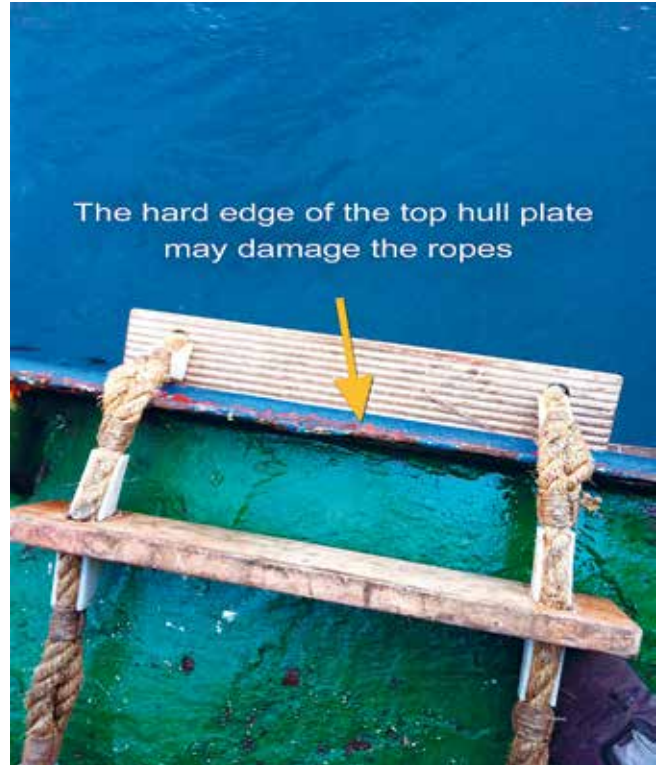


Pilot Boarding Arrangements and Best Practice

It can be established without being mistaken that the transfer is the first and most dangerous step for the pilot when it comes to starting a safe navigation. The rigging of the pilot transfer arrangements cannot be controlled by the pilot himself, as a result a correct rigging should be demanded. Moreover, an exhaustive performance of the new laws should be required, in order to achieve the safety needed in the pilot and his crew's transfer while enacting the approaching manoeuvre and boarding manoeuvre.

There are other difficulties during the approaching such as; rubber along the length, water discharges or the scarcity when it comes to lightening. The lack of members of the crew taking part during boarding arrangement makes it more complicated but this obstacle becomes worse if we pay attention to the lack of communication between the members of the crew who are taking part in the pilot transfer arrangement and the bridge. All these facts contribute to accidents such as falls and also being caught between the ship and the boat.

Ship and crew diversity are two important characteristics of the marine transport. These characteristics can be the root of many different problematic situations. In order to avoid these difficult situations pilots are supported by SOLAS and IMO. These conventions are recognised around the world and the regulations for the pilot transfer arrangements can be found as part of these rules. It is extremely important to follow these conventions as they are crucial to the prevention of accidents.



SOLAS has established that pilot transfer arrangements must be supervised and checked by Port State Control Officers and also by State Flag. These are important rules when it comes to pilot security during the boarding arrangements.

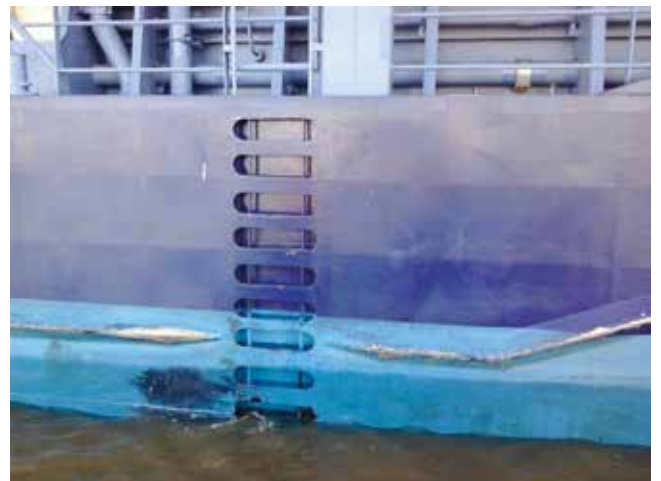
The results of security campaigns by IMPA show that many changes need to be done. There is an urgent necessity of get to an agreement in which ship designers, the owner, the crew, the pilot, the Classification Societies and the authorities responsible of such checks agree to follow the established rules.

During my career as captain, pilot and lecturer I have had the possibility to observe and study that there are specific facts that contribute to the gap in terms of protection.

Ship designers and owners are focussed on structural matters and at this point the pilot transfer arrangements are not a priority even though they are extremely important in terms of security. When it comes to transfer arrangements the crew does not always have the knowledge to proceed in the right way. There are many reasons this can happen, for example, on some occasions they don't know the rules, they don't have the right resources or they don't consider this rigging important enough to follow the requirements established by IMO and SOLAS.

"Pilot boarding arrangements and best practice" is a graphic book that aims to help solve these problems with the collaboration of all the members that are affected by them.

P.S. Feedback will be appreciated. (jsenerizlopez@gmail.com)





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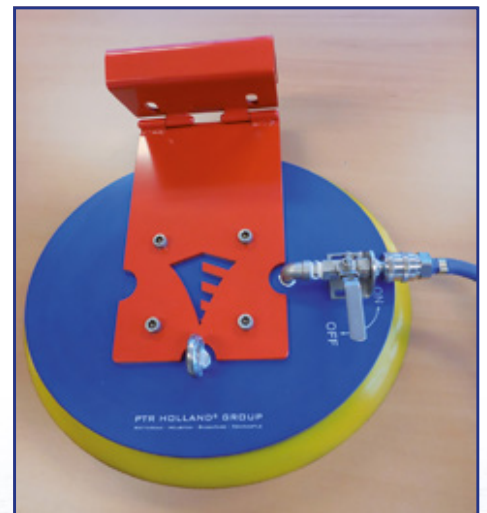
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Pilot ladder Incidents

PIONEER 06/01/2017

General cargo M/V Pioneer ordered a pilot at Pilot Station Steenbank. Pilot to be boarded around 0001h, January 6th 2017. Pilot boarded the vessel around 0015h. At the moment of boarding there was a SE wind around 4 bft and LW to be at 0120hLT. Her compass heading was South.



Figure 2 HFO tank 1s ventilation pipe, covered in HFO

Whilst boarding on the starboard side, around 5m of freeboard and only the **jol** was available, I climbed up around 3m when suddenly the ladder felt sticky. I could clearly distinguish a smell of HFO but the darkness did not give away what I would discover later. A couple of meters to go, it became worse. At a certain moment I even had to double check my grip due to slippery hands. (See figure 1).

Once arrived on the bridge, I informed the captain about the dangerous situation. First the captain was apologising. I showed him my hands, trousers and jacket; dirty with HFO. The captain explained he had an HFO-overflow in Rotterdam. The pilot ladder was stored, during the event, near the vent of the HFO-tank. (see figure 2)

First navigating the ship and comforting myself with the bridge etc. I made a danger-situation-report inside the pilots internal reporting system.



Figure 1 Starboard pilot ladder covered in HFO

I informed the Chief Pilot on duty to make a note in the pilot-logbook. He made sure that the ship was not allowed to leave before she had replaced the existing one by a new pilot ladder. I informed the master he had to comply with IMO regulations regarding pilot boarding arrangements. He was not pleased and started to argue with me. He would clean the pilot ladder with MDO and everything would be fine!!!!!!

Again I informed chief pilot about the on-going dangerous situation. He made contact with the ships agent in Flushing. I learned that there were more none conformities pending. I disembarked the ship from the shore side.

The next day, when a college of mine was ordered to sail the ship, I called him. I explained him the above situation and warned him to be vigilant.

Later that day I was informed the new pilot ladder was on board and in use.

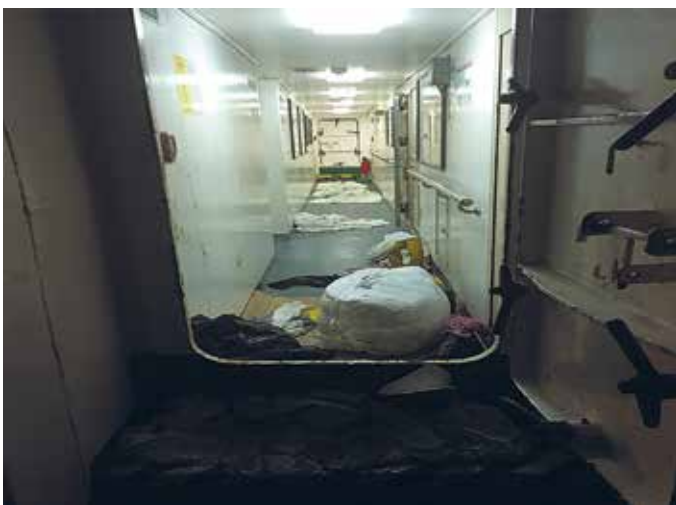


Figure 3 Impression of the main deck entrance during boarding

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CSCL Jupiter Grounded leaving Antwerp



During the day the authorities, Pilot services, China Shipping Company and tugboat companies made a plan to re afloat the vessel during high water in the evening.

The effort off all parties involved led to a successful effort to re afloat the vessel at high water.

Afterward the vessel went under her own power, assisted by tugs, for further investigation towards Delwaide dock behind the Antwerp Locks (passing Berendrecht lock).

The vessel stayed there for more than a week before it received a permission to continue her voyage to Hamburg on the 21st august 2017.

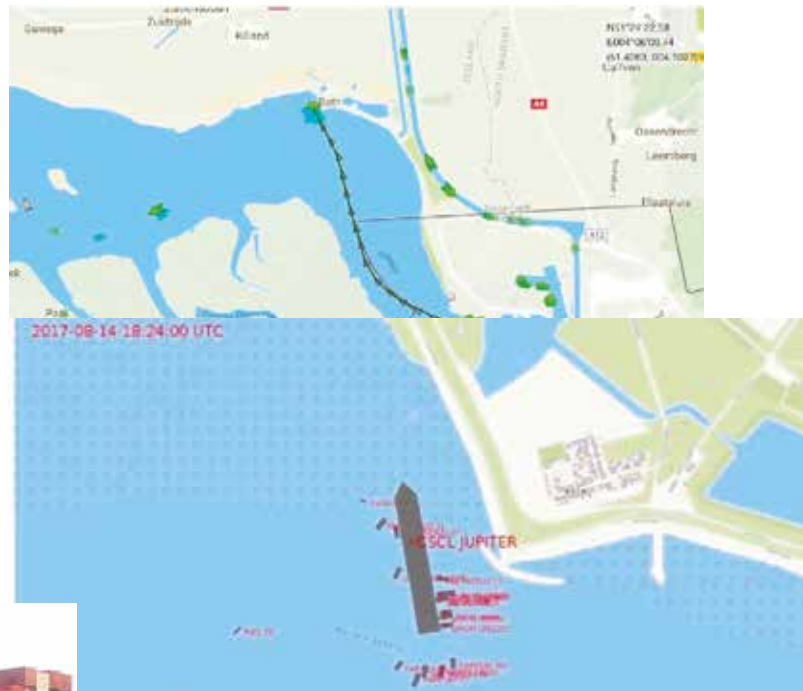
At this time investigations to the cause of this incident are in progress.

An Ultra-large container ship CSCL JUPITER ran aground on Scheldt river bank at around 0900 LT Aug 14 at Bath, Zeeland, Netherlands, while proceeding downstream en route from Antwerp to Hamburg.

There were no reports of injuries or pollution released. Soon the local tug companies arrived at the scene and tried to refloat the vessel.

The grounding happened just after high water, so it was clear that it was impossible to refloat the vessel during the ebbing tide.

The traffic on the river towards Antwerp was immediately suspended for all traffic, after the incident while later when it was clear that the vessel stability was not in danger, vessels up to 200m were allowed to sail on the river to and from Antwerp with caution near the location where CSCL Jupiter grounded.



Up & Left: tugs ready for refloating the vessel
Down : vessel aground at bend of Bath Antwerp



Bremerhaven 25 & 26 May 2017

From May 25th through May 27th the pilot brotherhood Weser II / Jade was host to eleven football teams from seven countries. UK-Pilots win for the first time, Norway makes it to second place



Venue, Hosts & Ladies' Tour

Bremerhaven is mostly known for its ports – unless you are an insider who has already tasted the touristic attractions of more recent origin. Although its roots date back to the late 11th century, Bremerhaven actually is a comparatively young city, existing in its current boundaries only since after World War II. In addition to its ports, the city formerly thrived on deep sea fishery, ship-building and overseas passenger transport. When these areas underwent a dramatic decline in the second half of the 20th century, Bremerhaven suffered greatly and took quite a number of years to become today's scientific and touristic hot spot with a diversified fishery sector and highly efficient ports.

Bremerhaven's ports, however, are not within the responsibility of the Pilot Brotherhood Weser II / Jade, but are serviced by the Harbor Pilots Bremerhaven. Instead, the hosts' pilotage area comprises the routes German Bight to Bremerhaven and Wilhelmshaven as well as the JadeWeserPort, Germany's only deep-water port, in operation since 2012 and called at by all major shipping lines.

As the Tournament coincided nicely with Bremerhaven's Seaside City Festival, the guests were presented with ample opportunity for additional entertainment like live music, international culinary delights and laser shows, whenever there was time to spare.

The traditional Ladies' Tour for accompanying partners and children who did not want to spend all day on the sporting grounds was a trip down river on the Weser estuary cruising by Bremerhaven's container port, a quay of almost 5 km length, which earned an entry in the Guinness Book of Records as the world's longest coherent container terminal in 2010, and to the former main shipping channel of the river called "Wurster Arm", now a burial site.

Drawing Party

As usual, there was a relaxed get-together on the first evening, the traditional setting for the drawing of the tournament's matches and a much appreciated opportunity to meet and greet the colleagues. The renowned German Emigration Center ("Deutsches Auswandererhaus"), a museum for German emigration to America in the late 19th and early 20th century, provided this event with an exceptional ambience while a DJ provided a musical backdrop after the "official part", i.e. the traditional captains' meeting and drawing ceremony.

Tournament

Eleven registrations were received from teams of Amsterdam, NOK II/ Kiel, NOK I/Baltic, Rotterdam, Vlissingen, Belgium, France, Italy, Norway, United Kingdom and the hosts Weser-Ems. In order to have an even number of teams, players from all teams built an EMPA Team.

These twelve teams were divided by draw into 4 groups of 3 teams except the three winners of the last tournament who were placed in different groups beforehand. After the first round four new groups were formed of the winners, second and third of different groups each.

After the second round, all results were added up to yield the final ranking, places 1 to four had to be scored in two final games. In the Small Final NOK I/Baltic was defeated by the French team 1 : 0. Winner of the day and European Champion 2017 were the UK Pilots who triumphed over third time participant Norway 1 : 0.

Dinner Party

Venue for the award ceremony, dinner and dance was the so-called "Klimahaus" (=climate house), a place which during opening hours takes you on a journey through the different climate zones of the world. After closing it provides everything it takes to enjoy a very special evening. The event stretched over 4 levels – the ground-floor lobby for the award ceremony, first-floor for dinner & dance, a top floor with the "Samoa Bar" and a roof terrace – the latter two being the top attractions of the evening, one with its lovely access via a starry walkway, an aquarium, cocktails and very particular – but tasty – snacks and the other with a breathtaking view over the city.

For added entertainment and as a special treat for the players, this year's award ceremony was enlivened by the cheerleaders of the 1st Basketball Ligue Team "Eisbären Bremerhaven" who gave short dancing performances and cheered each team walking up to receive their respective awards which were presented by Empa President Stein Inge Dahn. The Belgian team was the sole winner of two prizes: the red lantern for lack of success in the tournament along with the Fair Play Cup.

After dinner, the party got going with live music from the band "Aquacity" and lasted until dawn.



EMPA Team



CHAMPIONS

Acknowledgements

The organization team would like to thank everybody who helped to make this event come together smoothly - either by effort, money, facilities or any other kind of support – as well as the teams and guests for their participation. We truly enjoyed this and look forward to see you all again next year.

Final Result 53rd European Pilot Football Tournament

Champion	UK Pilots
Vice Champion	Norway
3rd Winner	France
4th Winner	NOK I / Baltic
5th Winner	Rotterdam
6th Winner	Italy
7th Winner	Weser-Ems
8th Winner	Kiel
9th Winner	EMPA
10th Winner	Vlissingen
11th Winner	Amsterdam
Stern Light	Belgium

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