



# **EMPA RECOMMENDATION ON PILOTS' TRAINING**

## **Introduction**

Maritime pilots provide an essential and unique service to the shipping industry. Seagoing vessels and the European ports they visit rely on skilled and properly trained professional Pilots.

Pilots usually enter the profession after a career at sea and learn their new trade mostly by mentoring from a qualified and experienced Pilot. This is typically supplemented by theory lessons, simulator training and model training. Once the Pilot is qualified training continues on a constant basis to maintain skills and local knowledge to the highest degree and adapt to changing circumstances and technological developments.

## **Consideration**

Taking into account:

- The safety of maritime pilots and crews;
- The protection of the marine environment;
- The safety and efficiency of the flow of marine traffic;
- IMO Resolution A.960(23) – Recommendations on Training and Certification and on Operational Procedures for Maritime Pilots other than Deep-Sea Pilots;
- Regulation (EU) 2017/352 of the European Parliament and the Council of Ministers establishing a framework for the provision of port services and common rules on the financial transparency of ports.
- EMPA Recommendation on Situational Awareness
- EMPA Recommendation on Training of Maritime Pilots for Helicopter/Ship Shore Operations
- EMPA Recommendation on Simulation for Training and Port Development.

## **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 is an essential and unique service to the shipping industry that 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 inform Pilots, shipowners, and Captains, advising 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.
- Initial and continuous training is the guarantee that pilotage services will be provide at its best level;
- IMO Res. A.960(23) sets the standards for initial training and continued proficiency, establishing on Annex I - item 5, the requirements for training and certification or licensing standards, and in item 6, the requirements for continued proficiency;
- Regulation (EU) 2017/352 of the European Parliament and the Council of Ministers establishing a framework for the provision of port services and common rules on the financial transparency of ports, establishes on CHAPTER IV - GENERAL AND FINAL PROVISIONS - Article 14 "Training of staff" – *"Providers of port services shall ensure that employees receive the necessary training to acquire the knowledge which is essential for their work, with particular emphasis on health and safety aspects, and that training requirements are regularly updated to meet the challenges of technological innovation."*



## **EMPA Recommends**

- In the interest of the safety and efficiency of navigation and protection of the environment, the European Maritime Pilots' Association strongly recommends that all Members Associations fully comply with - IMO Res. A.960(23) – Recommendations on Training and Certification and on Operational Procedures for Maritime Pilots other than Deep-Sea Pilots -  
– as a minimum standard requirement for initial and continuous training.
- Due to the specific requirements of Pilot transfer using a helicopter, special training programs should be carried out. Please refer to EMPA Recommendation on Training of Maritime Pilots for Helicopter/Ship Shore Operations.
- It is essential that Pilots must be familiar with the risks associated with ships carrying, dangerous goods in bulk and ships carrying flammable or explosive cargo. Also, it is crucial for Pilots who operate in terminals that deal with dangerous goods to be well-versed with the safety protocols followed in the facility.
- EMPA must emphasise that further training, like pilot boat transfer, and all other additional specific/local requirements, that involve personal risk for pilot, pilot boat and ship crews, or navigation, should be developed and strictly followed. This training is critical specially for apprentice pilots before joining the vessels, but also for continued proficiency.

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