



# ECASBA Survey Results: PILOTAGE REGULATIONS AND PRACTICES

Our members in the Spanish association recently raised questions concerning PILOTAGE REGULATIONS AND PRACTICES. To ensure consistency and accuracy across our membership, ECASBA consulted members to gather their views and experiences.

## Questions and Answers:

Q1. Do you have situations where 2 (two) simultaneous pilots are required for certain manoeuvres or for specific ships (ie. megaships)

COUNTRY	YOUR ASSOCIATION / ORGANISATION	Do you have situations where 2 (two) simultaneous pilots are required for certain manoeuvres or for specific ships (ie, megaships)
Italy	Federagenti	Yes
Hungary	szbotond@plimsoll.hu	No
Denmark	Danish Shipbrokers and Port Operators	No
Poland	Polish Shipbrokers' Association	Yes
Belgium	Belgian Shipping Federation	Yes
FRANCE	AMCF	Yes

Q2. If yes, please provide the reason.



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COUNTRY	YOUR ASSOCIATION / ORGANISATION	If yes, please provide the reason.
Italy	Federagenti	based on vsl dimension + details of manouver
Hungary	szbotond@plimsoll.hu	non applicable in Hungary
Denmark	Danish Shipbrokers and Port Operators	I have replied NO
Poland	Polish Shipbrokers' Association	Vessels of certain LOA entering/leaving port, drydocking. In any case by decision of Harbour Master.
Belgium	Belgian Shipping Federation	In reality all extra large containervessels, vessels with max draught require a second pilot, officially, a second pilot is compulsory only if the competent pilotage authority specifically orders it for a given voyage. The regulation permits this requirement but does not define fixed automatic criteria (e.g., over a certain LOA) in the published tariff brochure; those decisions are made administratively by the Permanent Commission or the Shipping Assistance Division. When such an obligation is imposed, a reduced (50 %) additional fee applies for the second pilot.
FRANCE	AMCF	ships type, length or weight ...

Q3. Is there a tariff difference for each pilotage manoeuvre?

COUNTRY	YOUR ASSOCIATION / ORGANISATION	Is there a tariff difference for each pilotage manoeuvre?
Italy	Federagenti	Yes
Hungary	szbotond@plimsoll.hu	Yes
Denmark	Danish Shipbrokers and Port Operators	No
Poland	Polish Shipbrokers' Association	No



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Belgium	Belgian Shipping Federation	Yes
FRANCE	AMCF	Yes

Q4. If yes, please provide the reason.

COUNTRY	YOUR ASSOCIATION / ORGANISATION	If yes, please provide the reason.
Italy	Federagenti	different tariffs apply for different types of vessels and cargo, different areas of port, and in the case of stable traffic of several calls per month from the same owner/charterer
Hungary	szbotond@plimsoll.hu	Each and every pilot has a different tariff
Denmark	Danish Shipbrokers and Port Operators	I have replied NO
Poland	Polish Shipbrokers' Association	Pilot Tariff describes surcharges or rebates to basic fees related to actual requirements, eg, 2 pilots, vessel without propulsion, tourist vessel, etc.
Belgium	Belgian Shipping Federation	There are many tariffs
FRANCE	AMCF	A special manoeuvre may need a second pilot; the tariff is higher.

Q5. Who takes the decision?

COUNTRY	YOUR ASSOCIATION / ORGANISATION	Who takes the decision?
Italy	Federagenti	Port Authority (harbour master)



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Hungary	szbotond@plimsoll.hu	shipowner
Denmark	Danish Shipbrokers and Port Operators	Pilotage is a liberated market in Denmark, so no fixed price, but the majority of pilotage is conducted by the state-owned limited company DanPilot
Poland	Polish Shipbrokers' Association	Tariff is set & announced by the Pilot Station
Belgium	Belgian Shipping Federation	The competent regional Flemish authority
FRANCE	AMCF	It is based on local pilot station rules, depending on port specificity

Q6. Please advise on regulation supporting the practice.

COUNTRY	YOUR ASSOCIATION / ORGANISATION	Please advise on regulation supporting the practice.
Italy	Federagenti	Tariffs are officially issued by the port authority (harbour master)
Hungary	szbotond@plimsoll.hu	non applicable in Hungary
Denmark	Danish Shipbrokers and Port Operators	According to the law of pilotage and the law for DanPilot.
Poland	Polish Shipbrokers' Association	Pilotage (in major ports) is a duty of the State (Maritime Administration). This obligation is conveyed to, say, a private service provider
Belgium	Belgian Shipping Federation	See the link to the relevant regulation below
FRANCE	AMCF	Local pilot station intern rules adapted to the port

Q6. Please feel free to tell us more about pilotage practices and regulations in your country.



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COUNTRY	YOUR ASSOCIATION / ORGANISATION	Please feel free to tell us more about pilotage practices and regulations in your country.
Italy	Federagenti	NA
Hungary	szbotond@plimsoll.hu	We have a pilot for different sections of the Danube-Main-Rhein ways.
Denmark	Danish Shipbrokers and Port Operators	To supply capacity for the pilotage in the Danish region, DanPilot is testing land-based/distance pilotage. This will be presented at the ECASBA European Seminar 2026.
Poland	Polish Shipbrokers' Association	Generally, no issue with Pilot Stations. Access to the pilot licence exam is limited by the Pilot Station policy.
Belgium	Belgian Shipping Federation	<a href="https://www.agentschapmdk.be/nl/bijlage/362dc582-0450-4529-b040-7d157e7d9d2c/geindexeerde-loodsgeldbrochure-01-08-2024-eng.pdf?utm_source=chatgpt.com">https://www.agentschapmdk.be/nl/bijlage/362dc582-0450-4529-b040-7d157e7d9d2c/geindexeerde-loodsgeldbrochure-01-08-2024-eng.pdf?utm_source=chatgpt.com</a>
FRANCE	AMCF	Local rules are discussed between pilots and port authorities.