



CONFERENCE 2014

Pärnu, Estonia

Agemda Draft

		Opening of the conference	Estonia (host) & The BPAC President
Session	Information	Report from the Secretariat	The Secretariat
Session	Information	HELCOM	The President
Session	Information	Res A1081 & Res A.1080 New 480 and 486	The President
Session		Module BPAC education for deep-sea pilots -presentation of final paper	Johan Wahlström
Session		Port of Departure Rule - from a legal perspective	
Session		MoU/ToR	
Session	Decision	Placement of the Secretariat	The President
Session	Discussion	Country Questionnaire	Daniella Nissen
Session	Information	North European Deep Sea Pilotage Authorities	Roger Barker Trinity House
Session	Information	Mutual information: Plans and development in the member states since the last conference on national level.	Authorities and providers Please inform the secretariat not later than 20 May if presentation of information will be provided at the meeting.
Session	Information	Information from EMPA & IMPA	Jan Magne Fosse Vice-president EMPA Stig Thomsen/IMPA
Session	Information	PAF/ Pilotage Authorities Forum	Denmark Frank Adler Gottlieb
Session		Any other business	The President
Session		Election of President 2014-2018	Secretary General
Session	Information	Date and place for the next meeting	The President
		Closing of the conference	Host & BPAC president

Summary

Opening of the conference

The President welcomed everybody and warmly thanked Estonia for preparing and hosting the conference.

Roger Baker, Nedspa and Monica Sundklew, 'Sweden, could not participate, as they had to attend IALA council meeting.

Norway had informed that they were not able to participate this year. Russia, Latvia and Lithuania were not attending.

All participants gave a short presentation of themselves.

As there were no comments on the BPAC 2013 report prior to or at the meeting, the report was approved.

Report from the Secretariat

The Secretariat had nothing major to report. Only a few inquiries about updating pilotage manuals has been received.

The BPAC homepage is ready for the next step, statistics (Country questionnaire).

HELCOM

The President informed of what was decided at the latest HELSOM meeting, stressing these four items:

- AGREE to further strengthen cooperation with IMO and EMSA in the field of safety of navigation.
- AGREE to strengthen and develop the regional HELCOM AIS in order to increase safety of navigation and gain environmental benefits through application specific functionalities such as proactive route planning.
- AGREE to further test and bring forward/develop concrete solutions necessary for increasing safety of navigation in the Baltic Sea region through e-navigation by 2017.
- ADOPT the Harmonised Re-survey Scheme 2013 with time schedule estimations and funding arrangements bearing in mind that these are likely to be modified when new needs or priorities arise.

The latest HELCOM video about marine traffic in the Baltic was shown.

Res A1081 & Res A.1080 - New 480 and 486

The revised IMO recommendations were approved at the latest IMO/assembly and are now in force, including only editorial changes such as to ensure that the red card is similar to the card in the memorandum.

The new recommendations can be found on the BPAC homepage and the President offered to mail a copy to all.

Module BPAC education for deep-sea pilots

-presentation of final paper

The President repeated what was decided at last year's meeting, which was that the module course will function as guidance and each country will use the course the way they find most suited for them.

Chapter 6 (ice navigation) was discussed including hands on/simulator training and the use of pilots/ice advisors. Stig Thomsen mentioned an Ice Navigation Manual (www.witherbyseamanship.com/the-ice-navigatiuon-mauual) suggesting it be included in the course. For example, it can be mentioned under comments. Wahlström suggested a wording in the paper like "Have some tools how to navigate in ice". Denmark informed that the two largest pilotage service providers in Denmark, Danpilot and Danish Pilotage Service, had given positive feedback to the module course, and that Danpilot offers to contribute with instructor assistance.

Denmark suggested that the timeframe for each part of the education be flexible, and that emphasis should lie on the content including use of credit i.e. previous training and experience.

Only editorial changes were made in the mailed copy of the module course, and no comments were received from the members to the mail from the Secretariat on the subject.

The BPAC Module course was approved by all members and Johan Wahlström, Sweden, will update the paper and forward it to all members. Also it will be put published on the BPAC homepage.

The module course will be a standing item on the agenda for discussion and exchange of experience in the future.

For information, the Mona Lisa Ice (MICE) video was shown. The Finnish ENSI project, which is equivalent to MICE, was discussed.

Any further comments on the module course can be sent to Mr Wahlström by e-mail.

There was a discussion about the member states' experience with demands for language skills for pilots and how they are tested, which included the European Guideline.

Port of Departure Rule - from a legal perspective

The President referred to the legal aspects presented by Germany at the conference three years ago and stated that in the meantime no one had provided any suitable reasons for keeping the Port of Departure Rule. With reference to the MoU she also stated that the rule has no legal binding, and it will be up to each member state how to proceed.

Poland informed that their ministry had prepared a paper stating that the rule does not conflict with the EU Directive, since harbour transport and pilotage is not included in the EU Directive 2006. Poland wondered why this rule apparently causes so many problems and expressed the opinion that without the rule, Polish deep-sea pilots would not be able to maintain their experience.

Denmark clearly stated that in view of the legal aspects the Port of Departure Rule is not in force in Denmark.

Germany stated that there is no legal binding, but if there were a very good reason to keep the rule, it could be done under the EU Directive.

The Port of Departure rule will be removed from the BPAC homepage.

Daniela Nissen, Germany, and Stig Thomsen, Denmark, volunteered to provide a draft agreement for PSPs, probably by December 2014.

MoU/ToR

No representative had comments to the MoU.

Placement of the Secretariat

The Secretariat will stay in Denmark until another member state offers to take over the task or Denmark decides to step down.

Country Questionnaire

Daniela Nissen, Germany, presented the newest version of a proposal for statistics (Annex 1). It was decided that with a few minor changes the CQ shall be used, until an online system on the BPAC webpage is available. For example, PECs should be divided into PEC holders and number of PEC areas.

The online system will include a scroll list with harbours/roads (pilot boarding positions) to choose from. Therefore all member countries are asked to send a list of these to the Secretariat.

The online system will be adjusted to meet demands from member countries incl. links/webservices, and the Secretariat offers to put in data, if wanted. Also, as mentioned before, Denmark offers to issue red-cards for member countries.

The Secretariat expects to be able to present the online system at next year's conference.

North European Deep Sea Pilotage Authorities

Due to other business, NEDSPA was not represented.

Mutual information:

Plans and development in the member states since the last conference on national level

Denmark

Frank Gottlieb told that a revision of the Danish pilotage act is expected to come into force soon. The revision will include opening up to further competition and pilotage services in Greenland waters.

Estonia

Jaanus Matso gave a presentation of pilotage in Estonia, including general information, statistics, pilotage activities, legislation/requirements, VTS and shore based pilotage. (See PP presentation on www.balticpilotage.org)

Finland

The Finnish representative, Jukka Tuomaala, informed about the following:

- the reorganization of pilotage matters in the Agency
- minor redrafting of regulation has started which will be completed during 2015 and expected to be in force at the beginning of 2016
- we have recognized need to carry out more comprehensive redrafting of the regulation package, but this will not happen in the very near future
- we have not received any information about any problems regarding the English language usage for PEC's nor in practice during these three years since the English was facilitated.

Germany

Daniela Nissen gave a presentation of pilotage in Germany including pilotage operations, figures and facts, New Ordinance for Education and Training of Pilots, and testing of SWASH. (See PP presentation on www.balticpilotage.org)

Polen

The Polish representatives gave a presentation of pilotage in Poland including statistics on Polish ports, vessels and PECs
(See PP presentation on www.balticpilotage.org)

Sweden

Johan Wahlström gave a presentation of pilotage in Sweden including pilot areas, maritime administrations, statistics on pilots, PECs, deep-sea pilotage operations and the Pilotage Guide/e-service.
(See PP presentation on www.balticpilotage.org)

Information from EMPA & IMPA

In the absence of representatives from the two associations, Stig Thomsen, Denmark, informed from EMPA and IMPA and mentioned topics like civil liability, Panama, Kiel and other channels, the design of pilot boats, education/training in the Bahamas, UK – Safety rail system errors, manouvring ability for ultra large container ships, Femern Belt.

PAF/ Pilotage Authorities Forum

Frank Adler Gottlieb, Denmark, informed that the Forum has changed its name to *Competent PAF*, as it is for authorities only. The first meeting set to take place in May was postponed, and will take place in the autumn of 2014. Pilotage authorities from member countries were invited to participate.

Any other business

Age limitations for pilots were discussed. In countries with an age limitation, retirement is usually at 65 years. For some countries the criteria is to have a valid medical certification or to have passed a personal safety course (Denmark). Typically, pilots must undergo a medical test more often, when they are 60+.

Denmark suggested E-navigation as an item to be discussed in BPAC. It was agreed that members will share information – possibly under the item Mutual information - at the next conference.

Election of President 2014-2018

Pernilla Bergstedt was unanimously reelected President for a coming 4-year period.

Date and place for the next meeting

Daniela Nissen informed that Germany is pleased to host the BPAC-conference in 2015. Preliminary dates 26-28 May was mentioned, but date and place will be informed of in good time before the conference.

Closing of the conference

The President thanked the host and everybody for a well conducted meeting and hoped to see everybody next year.

List of participants

BPAC 2014 – Pärnu, Estonia

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