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**Report on the Conference of
the Baltic Pilotage Authorities Commission (BPAC)
Helsinki, Finland
13-14 May 1997**

Agenda Item 1: Opening of the Conference

The head of the Finnish delegation, Mr Lennart Hagelstam opened the Conference greeting warmly all delegates from the nine participating countries (Annex 1). The Chairman of the previous meeting, Mr Torp Petersen declared the Commission in formal session and handed the chairmanship over to Finland and Mr Hagelstam.

The opening was followed by an introduction. The three Baltic countries, Estonia, Latvia and Lithuania, were welcomed, Lithuania as a formal member of the Commission and Estonia and Latvia as observer states.

The draft agenda of the Conference (Annex 2) was adopted with two alterations:

- (1) Item No. 8 was placed before Item No. 7.
- (2) Item No. 5 was not to be considered as a proposal but as a discussion paper, as was pointed out by Mr Reslow.

Agenda Item 2: Mutual information about current large projects, plans and development within the pilotage authorities in the member states

Denmark gave a presentation of new rules for the manning of pilot boats. Denmark has also established new training programmes for pilots (Annex 3) and is about to renew its entire pilot boat fleet.

Denmark has not changed its tariffs in system and structure, but has increased the rates by 5% and introduced a 5% ice tariff, which is applied during the period 15.Dec-31 March. It is intended to cover the expenses for hiring tug boats.

Denmark had 21,500 pilotages in 1994-1995, and 500 more in 1996.

Estonia reported on the establishment of a self-governed VTS in Tallinn. There are ten deep-sea pilots in Estonia, three of which have made the voyage from the Danish Sounds to Tallinn.

Latvia has adopted new pilotage rules. The head of the Latvian delegation expressed the wish of the new member states to receive the deep-sea and national pilotage rules. A decision was made to distribute a basic package containing all relevant information (Annex 4).

There are 60 pilots in Latvia. Deep-sea pilotage is so far considered a weak point. VTS is being established in Riga and Liepaja. The VTS of Ventspils is to be renewed.

Finland reported on its pending Pilotage Act and its new VTS Centre in Helsinki. Finland has 60 deep-sea pilots. The tariffs have been the same for 10 years. Deep-sea pilotages have decreased to less than 10 each year.

Lithuania reported that it has 20 pilots and that deep-sea pilotage is relatively new. So far only one deep-sea pilotage has been carried out.

Sweden gave a presentation of its Quality Management System (Annexes 5 and 6). In Gothenburg and Malmö VTS is based on radar links, in other places on VHF. The number of deep-sea pilotages has been reduced from 300 to less than 20 over the years.

Russia informed on its plans to build new ports in the eastern part of the Gulf of Finland (Annex 7) and to establish a VTS for that region. In 1996 two deep-sea pilotages were carried out from St Petersburg.

Poland informed on an examination course in shiphandling in Ilawa which is open for foreign students as well. Deep-sea pilotage has been drastically reduced in Poland. There were 11 pilotages in 1996, and only two so far in 1997.

In *Germany* the pilotage tariffs have met with increased criticism. A study is being carried out on tariffs and pilots' working times. It was also reported on an on-going modernization of pilotage facilities in the German Bight and a trial with shore-based pilotage in the estuary of the river Elbe as well as a project to renew pilot cutters.

In the Kiel Canal a negative traffic development has been noted. 12,774 vessels passed the canal in 1996, i.e. 5668 ships less than in 1995. The Ministry of Transport has ordered a study on the economic value of the Canal.

Germany also informed that the country is proposing an amendment to the SOLAS regulations on pilot transfer arrangements (Annex 8).

Agenda Item 3: Statistics

There have been certain problems as regards the compilation of statistical information in the past. Therefore addresses of persons compiling statistics and persons to whom official mail should be sent are needed. Mr Finn Wessel of Denmark will be contacting each person who is actually compiling statistics.

Mr Wessel presented a proposal for simplified statistics. According to the proposal the BPAC area will be divided into three smaller areas: Area A to Bornholm, Area B to the Åland Islands and Area C, which comprises the Gulf of Bothnia.

A general form for statistical data will be circulated. It is to be filled in before the next meeting.