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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.



#### **Agenda Item 4: BPAC Guide, 3rd edition**

An agreement was reached on the text pertaining to the Gulf of Bothnia. Delegations were asked to send in their final corrections in the week following the conference.

A proposal to go on the Internet as well as a prospective Maritime Baltic Net were discussed. The discussion will continue next year.

#### **Agenda Item 5: Mandatory pilotage in the Baltic approaches** **(Information by Sweden)**

Sweden had submitted an information paper (Annex 9) to be discussed during the conference. The reasons for the proposal was the increased number of groundings and oil spills in the Baltic approaches. The question raised was whether the Commission should work to make pilotage compulsory.

It was noted that within EU it is considered an offence to use an unauthorized pilot. It was suggested that the question be brought up at HELCOM by one of the Foreign Services. There was also an opinion that the question should go through IMO. Sweden suggested a recommendation first. It was decided that Sweden will draft a separate document on the issue.

Shipborne transponders were discussed and considered an important development in the future.

Question 2 in the information paper - whether the BPAC should work to make the EU Commission make it an offence to use a non-licensed Deep-sea Pilot - was considered a local matter. Denmark agreed to ask its Foreign Service and inform the BPAC accordingly.

#### **Agenda Item 6: Date and place of the next meeting**

Russia kindly agreed to arrange the next BPAC Conference. May 26-27, 1998 was set as a preliminary date but the exact time and place will be communicated later.

#### **Agenda Item 7: Any other business**

The question of ice pilotage was raised by a member of the Finnish delegation. He noted that Russia, Canada, Sweden, Finland, and possibly the United States are establishing training facilities; one on the American continent, one in Europe. Finland proposes that the European facility be placed in Finland.

#### **Agenda Item 8: Closing of the Conference**

The Chairman thanked the delegates for their contribution to a successful meeting, noted that the chairmanship had been a pleasant experience, wished everybody a safe return and closed the meeting.



## BPAC CONFERENCE IN HELSINKI 13 - 14 MAY, 1997

### DELEGATES

#### Denmark

Torp Petersen, Director General  
Torben Frerks, Pilotage Superintendent  
Finn Wessel Jensen, Pilot  
Inger Andersen, Senior Assistant

#### Estonia

Lembit Mõtlük, Deputy Director  
Rein Kasak, Chief Pilot

#### Germany

Peter Lüttjohann, Pilotage Specialist  
Udo Hintze, Chairman of the Baltic and Kiel Canal Pilots

#### Latvia

Modris Šivars, Head of VTS Riga, Pilot  
Aleksandrs Parijenko, Chief Pilot, Port of Ventspils

#### Lithuania

Ricardas Petras Lucka, Deputy Harbour Master  
Feliksas Rimkevicius, Chief Pilot

#### Poland

Hironim Majek, Director

#### Sweden

Kjell Reslow, Captain  
Uno Pålsson, Pilot

#### Russia

Alexandre Gloukhov, Deputy Harbour Master  
Alexandre Bystrov, Head of Administration

#### Finland

Lennart Hagelstam, Director  
Tapio Rauman, Deputy Director  
Juha Tulimaa, Chairman of the Finnish Pilots' Association  
Ilpo Forss, Pilot  
Paula Backman, Translator





**BALTIC PILOTAGE AUTHORITIES COMMISSION (BPAC)**  
Secretariat

**Agenda**

for the BPAC Conference 13 - 14 May 1997 in Helsinki

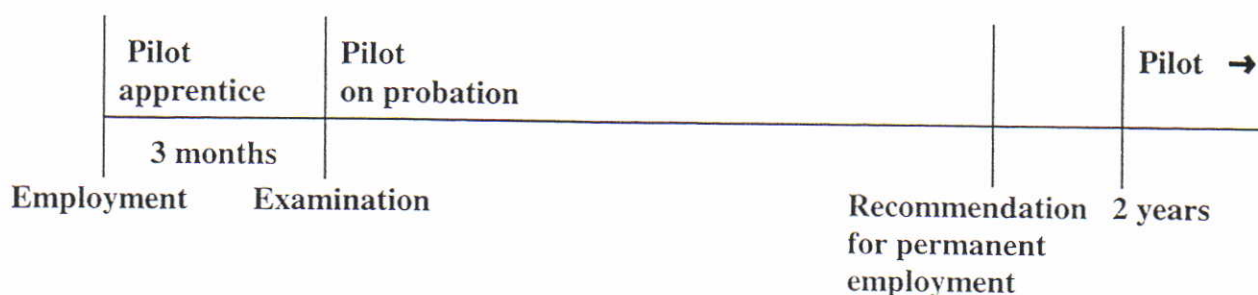
1. Opening of the Conference
2. Mutual information about current large projects, plans and development within the pilotage authorities in the member states  
(Each member state has approx. 15 minutes at its disposal)
3. Statistics
4. BPAC guide, 3rd edition
5. Mandatory pilotage in the Baltic approaches (Proposal from Sweden).
6. Date and place for the next meeting
7. Closing of the Conference
8. Any other business





## Final proposal for the education of marine pilot apprentices and marine pilots

### Time line



- Courses in the trial period must be attended during "off-duty hours"
- Training tours 3 months together with different marine pilots (concentrated work hours without time off/holidays) in primary pilotage areas.
- An education book is used in the period 3-24 months, and is filled in by the pilot when the "pilot on probation" is on board as "second pilot".
- For each pilot station a scheme for increase in vessel sizes is framed, so that after 2 years a maximum degree in difficulty has been reached and the training is completed.
- Employment as marine pilot aspirant can take place before a pilot has retired, so that the pilot aspirant is in excess. A pilot on probation cannot be in excess.
- The Head of Pilot Station recommends permanent employment on the basis of a satisfactorily completed trial period.

#### - Courses during trail period

- Simulator/manoeuvring course
- Pilot safety course
- ARPA (if more than 5 years old)

#### Courses after permanent employment

- BRM-course (Bridge Resource Management)
- Manoeuvring course





Applicants to marine pilot jobs should comply with the following criteria:

Age:

30 - 35 years (possibly exemption till 37 years)

Work experience:

- From shipping management (Chief officer/(Ships' )master)
- Other relevant work experience (Rigmover, marine pilot etc.) can be taken into consideration

Education:

- Master's examination/Master's certificate
- Compulsory navigation courses
- Other relevant education/courses

Health:

- Maritime health certificate
- By employment the health survey applying to public servants must be carried out
- Vision test for navigators

Characteristics::

- Outgoing
- Flexible
- Cooperation skills

Languages:

- Speak and write Danish and be familiar with English
- Knowledge of other languages

Other things:

- Complete the pilot apprentice education with a satisfactory result



### Examination af marine pilot apprentices

The examination after the pilot apprentices period consists of a nautical and an administrative part. Den nautical examination includes:

- Characteristics of the lights and their angles of visibility and the fog signals, racons in the pilotage area
- Names, positions and characteristics of the important buyos and marks in the pilotage area
- Difficult manoeuvring in the pilotage area
- Head courses, safety distances etc and radar marks
- Traffic separation schemes and VTS-systems, if in the pilotage area
- Depths of water throughout the pilotage area, including tides, water current and wind characteristics
- Anchorages in the area
- Tugs at disposal in the area, including HP and special remarks.

The administrative examination includes:

- The Pilotage Act
- Cirkular on the Pilotage Service
- Tariffs for pilot stations
- Rules on compulsory pilotage, both local and in general
- SHIPPOS
- Reporting rules in connection with
  - groundings
  - pollutions/leakage
  - depth reduction
  - collisions
  - anchorage on cables and pipelines
  - violation of of marine rules
  - Etc.

The present supplementary training programme for marine pilots is as follows:

	Apprentice/ pilot on probation	Habour-/ fjord pilot	Transit pilot	Remarks
Pilot safety course 1	1	1	1	
Pilot safety course 2 topics -chemicals -environment alert -knowledge of rules and regulations etc	1	2	2	
Ship manoeuvring (Poland)	-	1	2	young pilots 1
Simulator training, Lyngby	1	2	1	
Bridge Resource Management, Lyngby	-	1	1	
ARPA/Radar simulation	1			
ROC, VHF - limited	-	2	2	

The costs of relevant courses in computing, economics (LRF, book keeping, accounts) and management **can be** paid after application and a concrete assessment of each course.

Standard courses for marine pilots that **can** be approved:

- Business diploma courses
- Relevant business college-courses in accounts etc

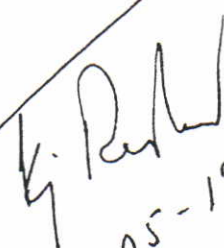
In cooperation with each Head of Pilot Station an education programme (computing, economics, management) should be prepared after his appointment, possibly to start before his commencement.

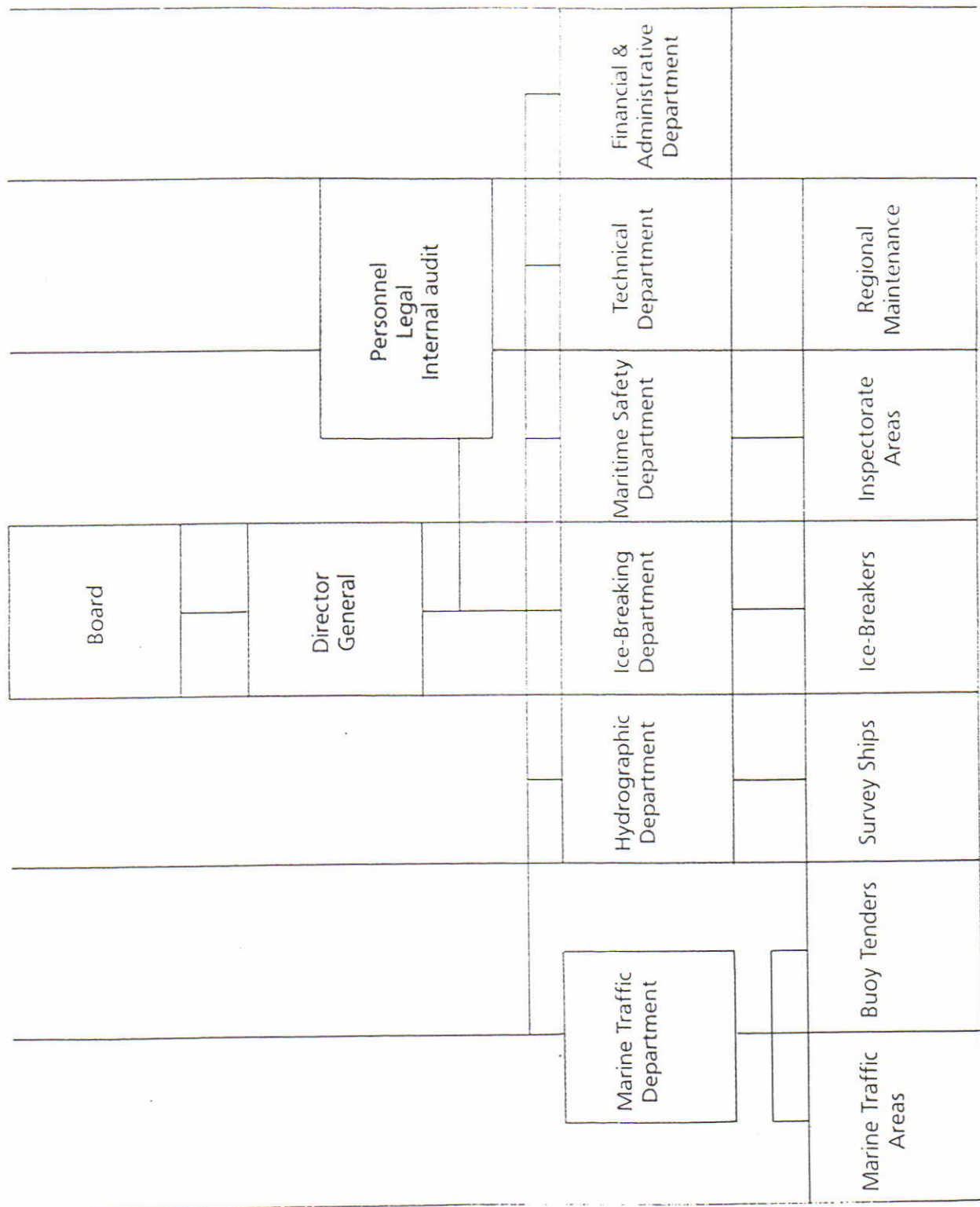




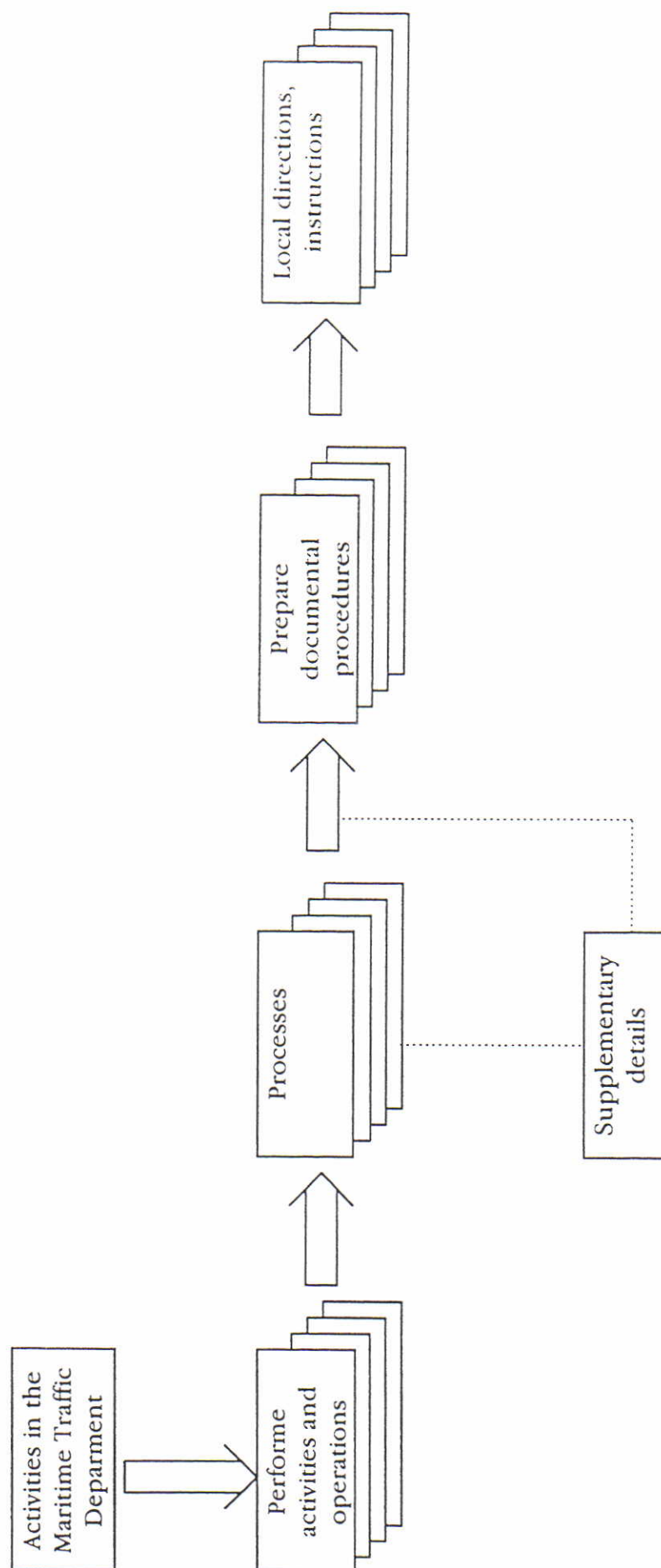
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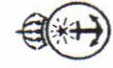
- OH 1 Sjöfartsverkets organisation
- OH 2 Swedish Maritime Administration
- Scheme - Directions in the development for our activities and operations
- OH 3 Maritime Traffic Departments Activities
- OH 4 Manage pilotage operations
- OH 5 Manage pilotage
- OH 6 Inquiry management
- OH 7 If pilotstation, VTS or TIC receives a distress-message

  
97-05-12



Scheme - Directions in the development work for our activities and operations





## Maritime Traffic Departments' Activities

Controll processes	Political instructions Rules and regulations	Customers demands Environmental demands	General instructions Organization Working environment Policy and goals Financial resources	International standards International development
Main- processes	Manage fairway operations	Elaborate notices	Realize revision perform internal audits	
	Manage pilotage operations	Elaborate standards, policies, instructions etc		
	Manage sea rescue service	Elaborate instructions for education		
	Manage defence planning	Elaborate basis for recruiting		
		Participate in international committees etc		
Supporting processes	Administration	Inspectorate	Icebreaking	Hydrographical

Activity:	Title:	Maritime Traffic Departments' Activities	Checked:
Prepared by:	Version:	1	Validate:
	Replace:		



## Manage pilotage operations

Controlling processes	Rules and regulations Pilotage- and Fairway promulgations Inspection regulations	Customers demands Environmental demands Local experiences	General instructions Organization Policy and goals Financial resources Working environment Contracts	Standards and policies Instructions for education and recruitment	International standards International development
Main-processes	Manage pilotage	Elaborate instructions	Perform internal audits		
	Deep-Sea pilotage	Recruitment			
	Manage Pilot vessel operations	Education and training			
	Promulgate general exemptions from compulsory pilotage				
	Assist in non-compulsory pilotage fairway				
	Manage VTS-services				
Supporting processes	Aministration	Technical support			

Activity: Pilot services

Title: Manage pilotage operations

Checked:

Prepared by:

Version: 1

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## Manage pilotage

### Controlling processes

See Manage pilotage  
operations

Local directions and  
instructions

Appropriate  
pilotage fairway

Port regulations

Weather

New obstructions

### Main- processes

Manage order

Plan the assignment  
according to  
checklist

Inform before  
assignment

Complete  
assignment

Verify action

Invoice

Allocate assignments

Plan the assignment  
according to  
checklist

Inform before  
assignment

Complete  
assignment

Report non-  
conformity

Documentation  
and filing

Organize  
transportations

Plan the assignment  
according to  
checklist

Inform before  
assignment

Complete  
assignment

Verify action

Invoice

Inform

Plan the assignment  
according to  
checklist

Inform before  
assignment

Complete  
assignment

Verify action

Invoice

Assist in non-  
compulsory pilotage  
fairway

Plan the assignment  
according to  
checklist

Inform before  
assignment

Complete  
assignment

Verify action

Invoice

Manage VTS-services

Plan the assignment  
according to  
checklist

Inform before  
assignment

Complete  
assignment

Verify action

Invoice

### Supporting processes

See Manage pilotage  
operations

Pilot vessel service

VTS-service

Supplier (external)

CS resources

Activity: Pilot services

Title: Manage pilotage

Checked:

Prepared by:

Version: 1

Validate:

Replace:

Establish fairways

Customer

Inquiry management

Inquiry management

Investigate

Purpose:	Define and confirm the customers demands.
Result:	S M A and the customer agree on how to assimilate the customers demands.
Customer:	<p>Future fairway-administrators (both internal and external), ports, industries, ship-owners, local councils and other authorities.</p> <p>The customers customer: Users (merchant fleet, leisure craft, military and other authorities.</p>
Conditions:	For the following activities available and qualified personell.
Activities:	
Reception:	<ul style="list-style-type: none"><li>- to recieve phone-calls, letters, fax etc</li><li>- to assign the issuesto right employee</li><li>- to reach an agreement, prepare the meeting, appoint/agenda</li></ul>
Prepare meeting:	<ul style="list-style-type: none"><li>- Confirm the meeting</li></ul>
Meeting with customer:	<ul style="list-style-type: none"><li>- to define the customers demands</li><li>- to define the customers resources</li><li>- to agree on a time-schedule</li><li>- to inform about SMA: s resources, qualifications, available time and ability</li><li>- to cover possible solutions</li><li>- to define the question of costs</li><li>- to estimate the fairness of the project</li><li>- to agree on how to proceed</li><li>- to draw up protocol from meeting</li></ul>
Acceptance from customer:	<ul style="list-style-type: none"><li>- obtain the acceptance from cutomer</li></ul>
Decision:	<ul style="list-style-type: none"><li>- obtain decision about manage inquiry, investigation and completion</li></ul>

Document:                   - order  
                                  - confirmation of meeting  
                                  - protocol from meeting  
                                  - documents concerning decisions

Responsibility:           - CTO

Goals:                    Pleased customer  
                              - professional co-operation/performance  
                              - SMA able to understand the customers demands  
                              - proceeding agreed

## SAR

If pilotstation, VTS or TIC receives a distress-message

1. Obtain the following data

- From whom is the distress-message?
- Where can the person be reached?
- Is it urgent?

Inform the MRCC.

MRCC contacts the person responsible for distress-message and makes a complete interview.

In the mean time find out if and how you can provide help for instance, if/when it is possible to send out a pilotboat (with at least two persons on board).

Document all actions taken and at what time.

2. If the distress-message is received on VHF?

- Hold the line and await instructions from MRCC about suitable channel

3. If the distress-message is received on other radiosystem or disturbed connection

Also obtain data concerning:

- number of persons on board
- position
- type of accident
- What kind of efforts are required

Always hold the line and forward all data to MRCC and do the utmost, using available pilotboats and personnel to rescue the distressed.



- Document:**
- order
  - confirmation of meeting
  - protocol from meeting
  - documents concerning decisions
- Responsibility:**
- CTO
- Goals:**
- Pleased customer
  - professional co-operation/performance
  - SMA able to understand the customers claims
  - proceeding agreed

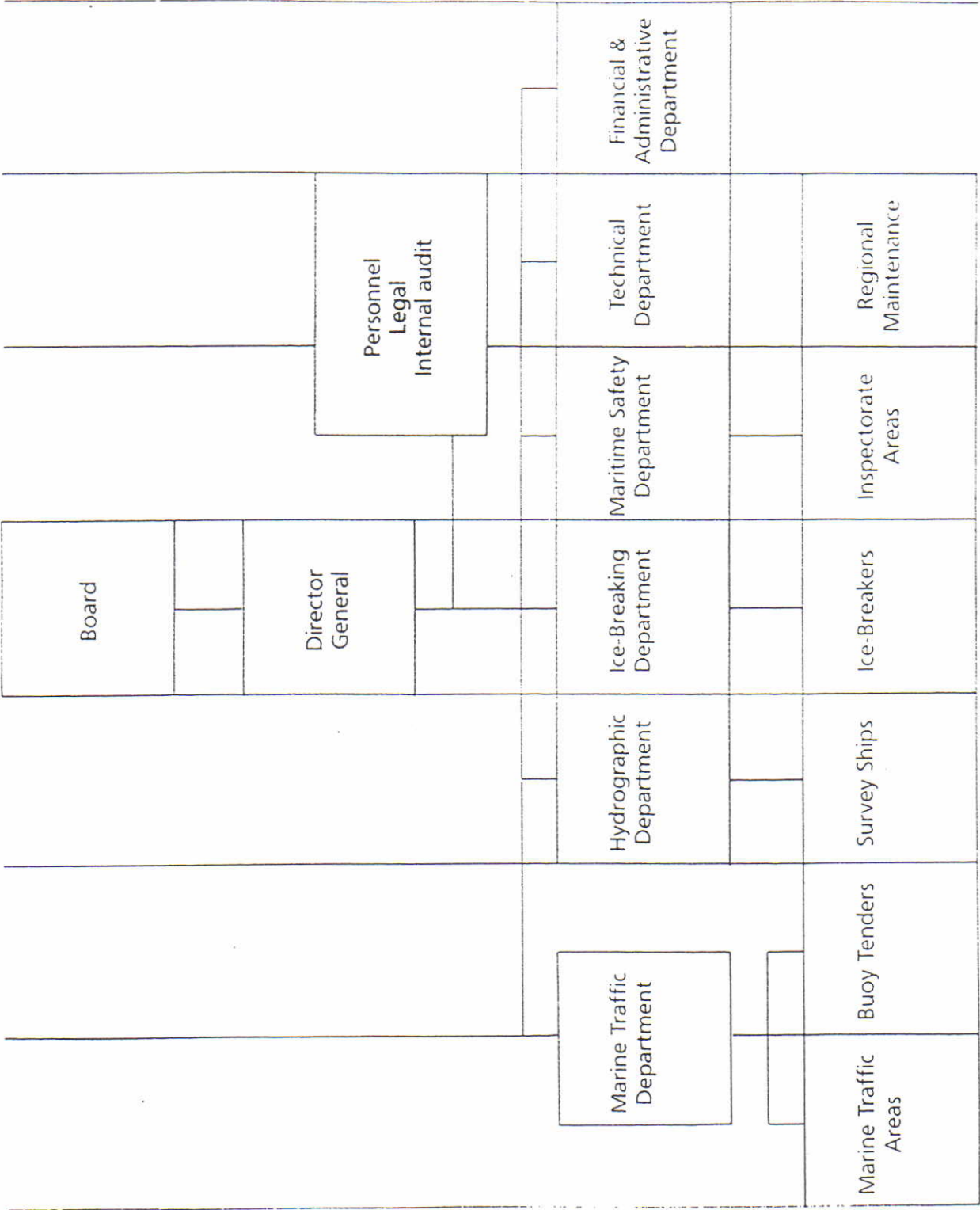


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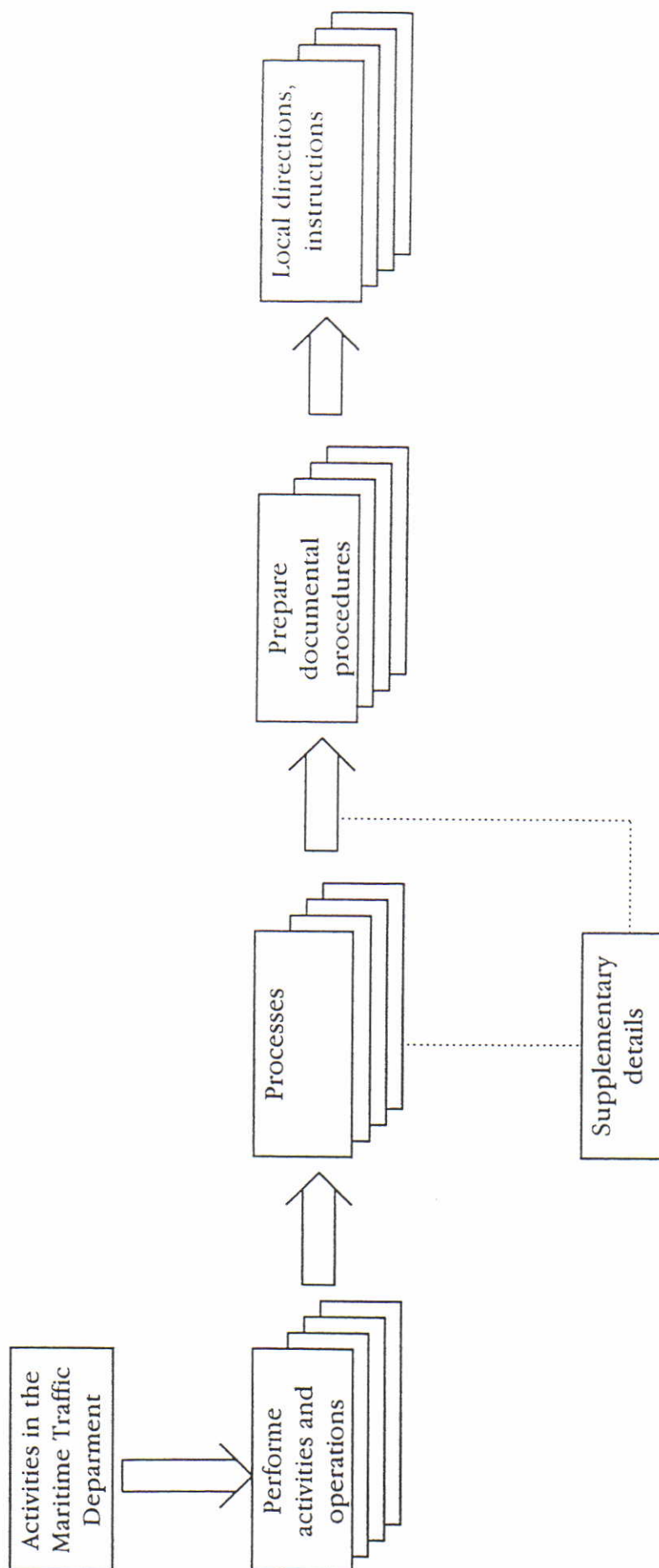
- OH 1 Sjöfartsverkets organisation
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Scheme - Directions in the development for our activities and operations
- OH 3 Maritime Traffic Departments Activities
- OH 4 Manage fairway operations
- OH 5 Establish fairways
- OH 6 Fairway management
- OH 7 Inquiry management
- OH 8 If pilotstation, VTS or TIC receives a distress-message

97-05-12  
K. Persson

Sjöfartsverkets organisation



Scheme - Directions in the development work for our activities and operations



Valid from  
1997-05-06

## Maritime Traffic Departments' Activities

Controll processes	Political instructions Rules and regulations	Customers demands Environmental demands	General instructions Organization Working environment Policy and goals Financial resources	International standards International development
Main- processes	Manage fairway operations	Elaborate notices	Realize revision perform internal audits	
	Manage pilotage operations	Elaborate standards, policies, instructions etc		
	Manage see rescue service	Elaborate instructions for education		
	Manage defence planning	Elaborate basis for recruiting		
		Participate in international committees etc		
Supporting processes	Aministration	Technical	Inspectorate	Icebreaking
				Hydrographical

Activity: Title: Maritime Traffic Departments' Activities Checked:

Prepared by: Version: 1 Validate:

Replace:

Valid from  
1997-05-06

## Manage fairway operations

Controlling processes	Rules and regulations Classifications of fairways	Customers demands Environmental demands Local experiences	General instructions Organization Working environment Policy and goals Financial resources	International standards International development	Standards and policies Instructions for education and recruitment
Main-processes	Establish a fairway	Bouytender operations	Elaborate instructions	Perform internal audits	
	Fairway management		Education and training		
	Liquidate fairway		Recruitment		
	Radionavigation system management				

-24-

Supporting processes	Aministration	Technical support
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Activity: Fairway services Title: Manage fairway operations Checked:

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## Establish fairways

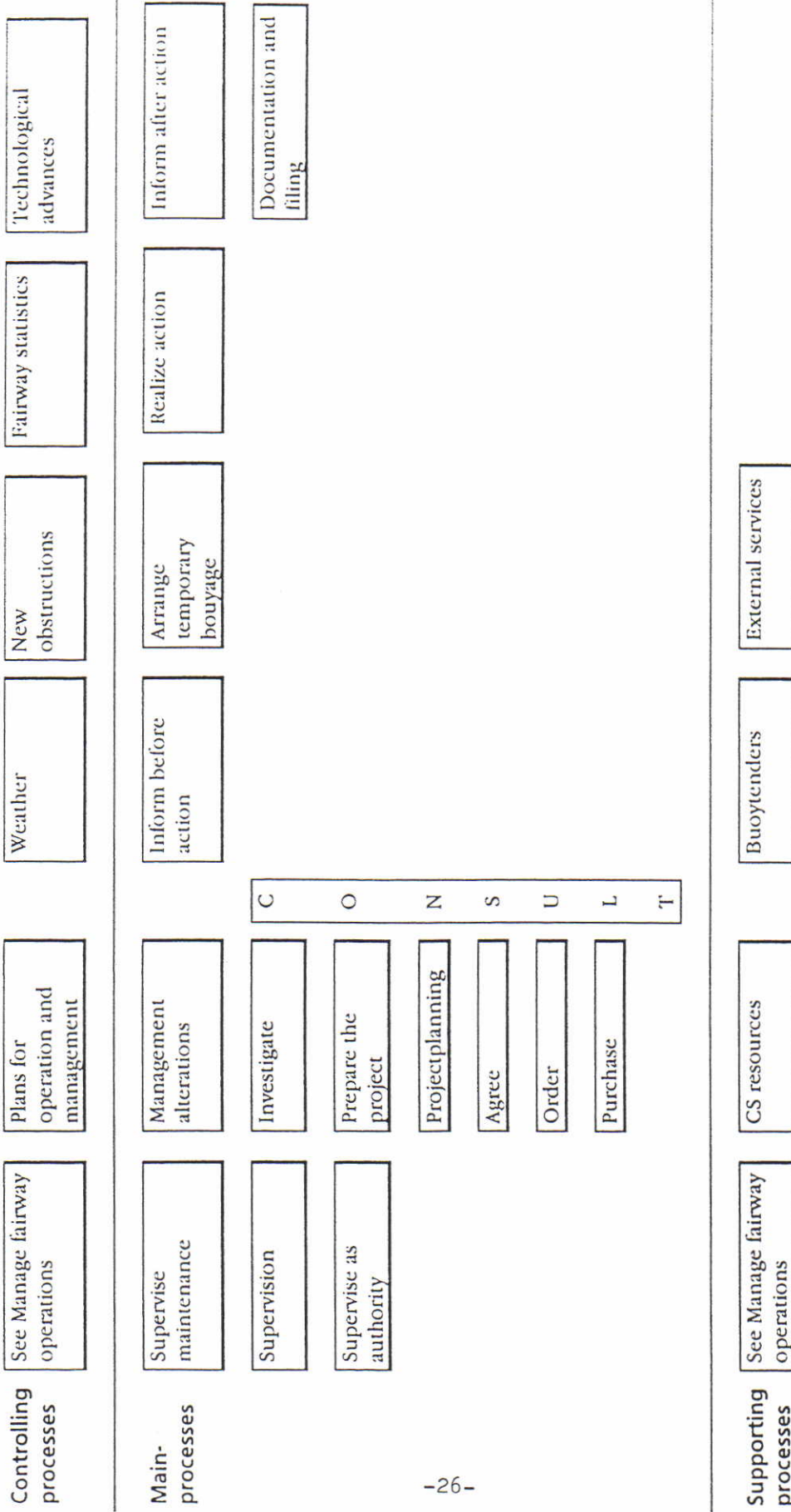
<b>Controll processes</b>	See Manage fairway operations	Geographical limits	Judgem.fir. Water Rights Court
<b>Main-processes</b>	Manage inquiries	Inform before action	Establishment
	Investigate	Arrange tempo-rary bouyage	Arrange bouyage
	Prepare the project		Approve fairway
	Projectplanning		Inform after action
	Agreement		Plan for operation and management
	Order		
	Purchasing		
	C		
	O		
	N		
	S		
	U		
	L		
	T		
	Supervise as authority		

<b>Supporting processes</b>	See Manage fairway operations	CS resources	CTO resources	Buoytenders	External services
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<b>Activity:</b>	Fairway services	<b>Title:</b>	Establish fairways	<b>Checked:</b>
<b>Prepared by:</b>		<b>Version:</b>	1	<b>Validate:</b>
		<b>Replace:</b>		



## Fairway management



Activity: Fairway services

Title: Fairway management

Checked:

Prepared by:

Version: 1

Validate:

Replace:

Establish fairways

Customer

Inquiry management

Inquiry management

Investigate

Purpose:	Define and confirm the customers demands.
Result:	S M A and the customer agree on how to assimilate the customers demands.
Customer:	<p>Future fairway-administrators (both internal and external), ports, industries, ship-owners, local councils and other authorities.</p> <p>The customers customer: Users (merchant fleet, leisure craft, military and other authorities.</p>
Conditions:	For the following activities available and qualified personell.
Activities:	
Reception:	<ul style="list-style-type: none"> <li>- to recieve phone-calls, letters, fax etc</li> <li>- to assign the issuesto right employee</li> <li>- to reach an agreement, prepare the meeting, appoint/agenda</li> </ul>
Prepare meeting:	<ul style="list-style-type: none"> <li>- Confirm the meeting</li> </ul>
Meeting with customer:	<ul style="list-style-type: none"> <li>- to define the customers demands</li> <li>- to define the customers resources</li> <li>- to agree on a time-schedule</li> <li>- to inform about SMA: s resources, qualifications, available time and ability</li> <li>- to cover possible solutions</li> <li>- to define the question of costs</li> <li>- to estimate the fairness of the project</li> <li>- to agree on how to proceed</li> <li>- to draw up protocol from meeting</li> </ul>
Acceptance from customer:	<ul style="list-style-type: none"> <li>- obtain the acceptance from cutomer</li> </ul>
Decision:	<ul style="list-style-type: none"> <li>- obtain decision about manage inquiry, investigation and completion</li> </ul>

- Document:
- order
  - confirmation of meeting
  - protocol from meeting
  - documents concerning decisions
- Responsibility:
- CTO
- Goals:
- Pleased customer
  - professional co-operation/performance
  - SMA able to understand the customers demands
  - proceeding agreed

## SAR

If pilotstation, VTS or TIC receive a distress-message

1. Obtain the following data

- From whom is the distress-message?
- Where can the person be reached?
- Is it urgent?

Inform the MRCC.

MRCC contacts the person responsible for distress-message and makes a complete interview.

In the mean time find out if and how you can provide help for instance, if/when it is possible to send out a pilotboat (with at least two persons on board).

Document all actions taken and at what time.

2. If the distress-message is received on VHF?

- Hold the line and await instructions from MRCC about suitable channel

3. If the distress-message is received on other radiosystem or disturbed connection

Also obtain data concerning:

- number of persons on board
- position
- type of accident
- What kind of efforts are required

Always hold the line and forward all data to MRCC and do the utmost, using available pilotboats and personnel to rescue the distressed.

**Document:**

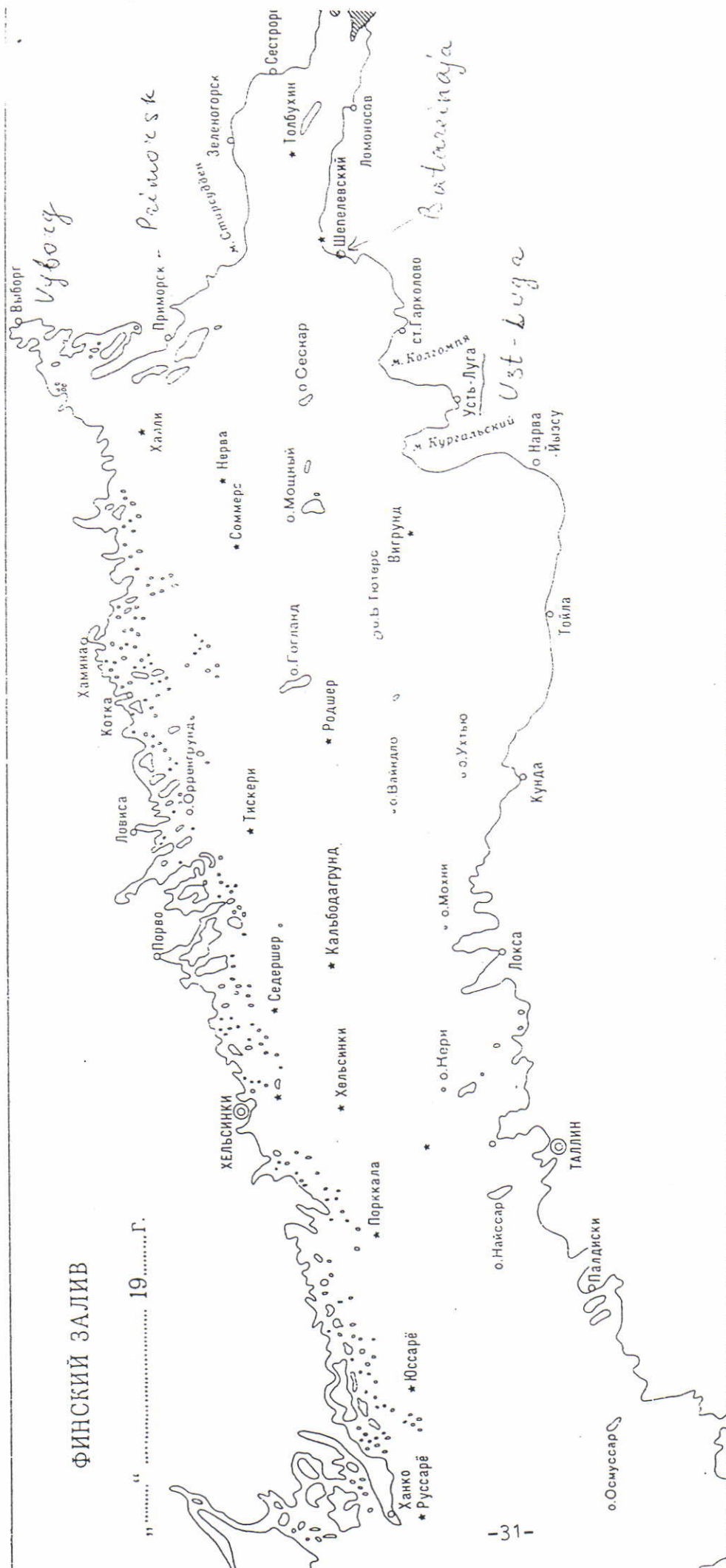
- order
- confirmation of meeting
- protocol from meeting
- documents concerning decisions

**Responsibility:**

- CTO

**Goals:**

- Pleased customer
- professional co-operation/performance
- SMA able to understand the customers claims
- proceeding agreed





International Maritime  
Organization

NAV43/5/-  
18 February 1997  
Original: ENGLISH

SUB-COMMITTEE ON SAFETY OF  
NAVIGATION – 43rd session  
Agenda item 5

## REVISION OF SOLAS CHAPTER V

Proposals on the provisional draft revised SOLAS chapter V  
concerning pilotage

Submitted by Germany

### SUMMARY

EXECUTIVE SUMMARY: This document contains proposals concerning pilotage for the revision of SOLAS chapter V

ACTION TO BE TAKEN: Paragraph 4

RELATED DOCUMENTS: MSC 67/22, NAV 42/23, NAV 42/23/Add.1 and  
NAV 42/9/4

1 The provisions and requirements for the transfer of pilots are currently embodied in regulation V/17 SOLAS at length and in minute detail, but operational provisions for navigation with a pilot embarked are not included. No change in this concept is provided in the present draft of regulation 29. Germany is not satisfied with this solution.

2 The transfer of a pilot between a ship and a pilot boat always involves great dangers, resulting in many accidents. Safe transfer is an outstanding problem for both the pilot and the ship because, whenever a pilot is involved in an accident during transfer, not only his life but also the safety of the ship itself might be threatened by the possible inability to continue its safe navigation. At present the provisions for the transfer of a pilot are not only embodied in SOLAS regulation V/17 but also in resolution 275 (VIII), resolution A.426(XI), and resolution A.667(16). Beside the fact that there are inconsistencies and duplications, it is not clear enough, especially for seafarers, which requirements shall be complied with by masters, officers and crews, and which are addressed to companies.

For clarifying this uncertainty and thus to enhance compliance with respective instruments, the performance standards for the transfer arrangements should be laid down in one amalgamated mandatory single resolution with all technical provisions (requirements and standards), while the operational requirements, which are addressed to masters, officers and crews, should remain in SOLAS chapter V.

This solution has the following merits: The amalgamation of the technical provisions (requirements and standards) for pilot transfer arrangements outside SOLAS chapter V in one mandatory resolution and, thus, the simplification of updates thereof, would not only clarify existing inconsistencies and duplications without changing the legal status of the rules and regulations, but would also contribute to an effective implementation with the result that pilot transfer arrangements will be safe. On the other hand, this solution would assist masters and officers in complying with the necessary operational requirements for the safe transfer of pilots much more effectively than today.

3 The annexes 1 and 2 contain proposals for

.1 Annex 1

a revised draft regulation 29, which would be restricted to the operational requirements for the transfer of pilots;;

.2 Annex 2 (plus annex)

a draft proposal for a resolution on provisions for pilot transfer arrangements (amalgamation of the technical requirements and standards for pilot transfer arrangements (i.e. resolutions A.275 (VIII), A.426(XI), and A.667(16)).).

4 The Sub-Committee is invited to consider the amendments to the draft revised SOLAS chapter V with regard to pilotage and to decide as appropriate.

\* \* \*



## Annex 1

- 1 Regulation 29 should be revised as follows:

**„Regulation 29**  
**Pilot transfer arrangements**

1 Ships engaged on voyages in the course of which pilots are likely to be employed shall be provided with pilot transfer arrangements.

2 Equipment and arrangements for pilot transfer which are installed on or after 1 January 1994 shall comply with the requirements of this regulation and the provisions adopted by the Organization.

3 All arrangements used for pilot transfer shall efficiently fulfil the purpose of enabling pilots to embark and disembark safely. The appliances shall be kept clean, properly maintained and stowed and shall be regularly inspected to ensure that they are safe to use. They shall be used solely for the embarkation and disembarkation of personnel.

4 The rigging of the pilot transfer arrangements and the embarkation of a pilot shall be supervised by a responsible officer having means of communication with the navigation bridge, who shall also arrange for the escort of the pilot by a safe route to and from the navigation bridge. Personnel engaged in rigging and operating any mechanical equipment shall be instructed in the safe procedures to be adopted and the equipment shall be tested prior to use.

5 The following associated equipment shall be kept at hand ready for immediate use when persons are being transferred:

- .1 two man-ropes of not less than 28 mm in diameter properly secured to the ship if required by the pilot;
- .2 a lifebuoy equipped with a self-igniting light;
- .3 a heaving line.

6 Adequate lighting shall be provided to illuminate the transfer arrangements overside, the position on deck where a person embarks or disembarks, and the controls of the mechanical pilot hoist."

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\* Reference is made to resolution A... on Provisions for Pilot Transfer Arrangements, to be developed on the basis of the Recommendation on Pilot Transfer Arrangements (resolution A.667(16)). A draft text proposal for the new resolution may be found at annex.

Further reference is made to MSC/Circ. 568/Rev.1 on „Pilot Transfer Arrangements"

## Annex 2

INTERNATIONAL MARITIME  
ORGANIZATION

NAV43/5/....

ASSEMBLY – ..... session  
Agenda item ....RESOLUTION A.....(....)  
adopted on ..... 1997

## PILOT TRANSFER ARRANGEMENTS

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety,

RECALLING FURTHER resolution A.275(VIII) – "Recommendation on Performance Standards for Mechanical Pilot Hoists" – , resolution A.426(XI) – "Arrangements for Embarking and Disembarking Pilots in Very Large Ships" – , and resolution A.667(16) – "Recommendation on Pilot Transfer Arrangements" – ,

RECALLING ALSO the provisions of regulation V/29(1) of the International Convention for the Safety of Life at Sea, 1974,

HAVING CONSIDERED the recommendation made by the Maritime Safety Committee at its forty-[.....] session,

- 1 ADOPTS the Provisions for Pilot Transfer Arrangements set out in the Annex to the present resolution;
- 2 INVITES Member Governments to draw the attention of all concerned to these provisions;
- 3 FURTHER URGES Member Governments to ensure that pilot ladders and mechanical pilot hoists as well as their arrangements, use and maintenance conform to standards not inferior to those set out in the Annex to the present resolution.



- 4 REVOKES resolutions A.275(VIII), A.426(XI), and A.667(16)

Annex 2  
Annex

**PROVISIONS FOR  
PILOT TRANSFER ARRANGEMENTS\***

1 General

Ship designers are encouraged to consider all aspects of pilot transfer arrangements at an early stage in design. Equipment designers and manufacturers are similarly encouraged, particularly with respect to the provisions of paragraphs 2.1.1.3, 3.1, and 3.3.

Safe and convenient access to, and egress from, the ship shall be provided by either pilot ladders, accommodation ladders in conjunction with pilot ladders, or mechanical pilot hoists, to which the following specifications shall apply, respectively:

2 Pilot ladders

2.1 Position and construction

~~2.1.1 Every pilot ladder should be so positioned and secured that:~~

- ~~1 it is clear of any possible discharge from the ship;~~
- ~~2 it is within the parallel body length of the ship and, as far as is practicable, within the midship half length of the ship; and~~
- ~~3 each step rests firmly against the ship's side. Where constructional features, such as rubbing bands, would prevent the implementation of this provision, special arrangements should, to the satisfaction of the Administration, be made to ensure that persons are able to embark and disembark safely.~~

~~2.1.2 Shipside doors used for pilot transfer should not open outwards.~~

~~2.1.3 A single length of pilot ladder should be used capable of reaching the water from the point of access to, or egress from, the ship and due allowance should be made for all conditions of loading and trim of the ship, and for an adverse list of 15°. The~~

\* These requirements and recommendations are based on the annex of present resolution A.667(16) and include some requirements from present SOLAS regulation V/17, which have been inserted at the appropriate places of the annex to resolution A.667(16) (underlined and indicated by footnotes) and in some cases replace (crossed out) recommendations of that resolution.

~~securing strongpoints, shackles and securing ropes should be at least as strong as the side ropes specifies in subsection 2.2 below.~~

- 2.1.1 ~~Pilot ladders shall be ladders requiring a climb of not less than 1.5 m and not more than 9 m above the surface of the water and being so positioned and secured that:~~

~~USW  
etc.~~



## *Pilot Transfer Arrangements*

*(Revision of SOLAS Chapter V)*

Germany proposes to revise the requirements and provisions on pilot transfer arrangements in connection with the revision of SOLAS chapter V and submitted an appropriate note for NAV 43.

1. The provisions and requirements for the transfer of pilots are currently embodied in regulation V/17 SOLAS at length and in minute detail, but operational provisions for navigation with a pilot embarked are not included. No change in this concept is provided in the present draft of regulation 29.

Germany is not satisfied with this solution.

2. The transfer of a pilot between a ship and a pilot boat always involves great dangers, resulting in many accidents. Safe transfer is an outstanding problem for both the pilot and the ship, because, whenever a pilot is involved in an accident during transfer, not only his life but also the safety of the vessel might be threatened by the possible inability to continue its safe navigation. At present the provisions for the transfer of a pilot are not only embodied in SOLAS V/17 but also in *Resolution 275 (VIII)*, *Resolution A.426 (XI)*, and *Resolution A.667 (16)*. Besides the fact that there are inconsistencies and duplications, it is not clear enough, especially for seafarers, which requirements shall be complied with by masters, officers and crews, and which are addressed to companies.

For clarifying this uncertainty and thus to enhance compliance with respective instruments, the performance standards for the transfer arrangements should be laid down in one

*amalgamated mandatory single resolution* with all technical provisions requirements and standards, while operational requirements, which are addressed to masters, officers and crews, should remain in SOLAS chapter V.

This solution has the following merits :

The amalgamation of the technical provisions requirements and standards for pilot transfer arrangements outside SOLAS chapter V in one mandatory resolution and, thus, the simplification of updates thereof, would not only clarify existing inconsistencies and duplications, but would also contribute to an effective implementation with the result that pilot transfer arrangements will be safe. On the other hand, this solution would assist masters and officers in complying with the necessary operational requirements for the safe transfer of pilots much more effectively than today.

At a meeting on 3 April 1997 in Bonn the delegations of Denmark, Sweden, The Netherlands, and Germany considered the German proposal concerning the pilot transfer arrangements. The IMPA Pilot Ladder Survey 1995 (see MSC68/22/5) as well as the results of the EMPA Safety Campaign Week in 1996 show that the level of non-compliance is very disappointing, and that we need a simple regulation in SOLAS chapter V and a mandatory resolution with technical requirements and provisions.





18 April 1997

## BPAC

### Information to BPAC from the Swedish Maritime Administration

Last year there were in The Sound at least four serious groundings from which two were tankers and one was a passengervessel. In Swedish newspapers a worry was expressed because it is not possible to make pilotage compulsory in The Sound.

It was reported from German authorities that there are at least one grounding every week in the Cadet straight and that Russia are going to dramatically increase the traffic with medium size tankers (75.000 - 150.000 ton DW) from Balticum as they will soon have established a pipeline there. Through the Baltic ports the Russian export of oil will very soon reach 180.000.000 ton per annum. The largest parts of the transport will be in old tankers with single hull.

Because of the above mentioned reasons, The Swedish Maritime Administration would like to make the following questions to BPAC:

1. Shall we work to make deep sea pilotage compulsory for loaded tankers with a draught bigger than 6<sup>1</sup> meters in The Cadet Straight, The Sound, The Belt and the southern part of The Baltic. ?
2. Shall we work to make the EU - commission make it an offence to use a Deep Sea pilot that is not licensed from a competent authority in EU waters.<sup>2</sup>

Kjell Reslow

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<sup>1</sup> Of course open for discussion

