

**REPORT
ON THE CONFERENCE OF THE
BALTIC PILOTAGE AUTHORITIES COMMISSION (BPAC)**

**ST. PETERSBURG, RUSSIA
19 - 21 MAY 1998**

**BPAC-SECRETARIAT
COPENHAGEN, NOVEMBER 1998**

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**Report on the Conference of
the Baltic Pilotage Authorities Commission (BPAC)
St. Petersburg, Russia
19-21 May 1998**

Agenda Item 1: Opening of the Conference

The Conference was opened by the chairman Mr. Podanev, Russia. The opening was followed by a presentation of the agenda and of the delegates.

The agenda of the conference was adopted without alterations.

Agenda Item 2: Report from the Secretariat

The secretary, Mr Torben Frerks thanked the Russian delegation for hosting the conference, then outlined the activities that had been going on within the framework of the BPAC since the meeting in Helsinki in 1997.

**Agenda Item 3: Mutual information about plans and development
within the pilotage authorities in the member states since the
last conference**

Latvia

Latvia is building up a VTS system which should be completed next spring. A change of the pilotage system structure in Latvia is going on. Pilots now employed by the state under the Maritime Administration will be employees of the port authorities. A collective agreement between trade unions and the authorities is negotiated during May 1998.

Estonia

VTS-stations are since est 18 months state owned. There are 48 pilots in Estonia and 17-18,000 pilotages have been carried out during 1997. Pilotage is compulsory.

Lithuania

Lithuania reported that it has 31 pilots and that there have been 7,400 pilotages in 1997.

6-7 year old VTS-machinery has been changed in 1997. VTS-stations in Lithuania are manned by senior pilots.

Concerning safety one Swedish vessel was reported grounded in 1997.

Denmark

The head of the Danish delegation reported on the pilotage situation in Denmark in general. The Pilotage Service is divided in 7 districts with a total of

115 pilots. There are two kinds of pilotage service: international transit pilotage and national pilotage from sea to Danish ports or reverse. Pilotage is compulsory for vessels carrying dangerous goods within 3 NM.

The Danish delegate informed of a new recommendation concerning a widening of territorial borders from 3 to 12 NM. Legislation will be proposed in fall 1998.

Pilotage through Danish straits is not compulsory.

The bridge across the Great Belt is expected to be finished soon, which will mean a normal permanent traffic in the Belt. A permanent VTS-station is established. Further a tunnel/bridge connection between Denmark and Sweden is in the work.

Pilot Finn Wessel from the Danish delegation presented a new suit and life-west mandatory for Danish pilots in cold weather. A similar suit is obligatory for boatmen.

The delegate informed of a collision between a tanker with a pilot on board and a fishing boat that occurred in November 1997 in the Sound.

Finland

The Finnish delegate informed of the pilotage situation and its relation to the VTS. There are VTS-stations in Helsinki and Turko. New stations are planned in Kotka and Botnya. VTS-operators are not pilots except for one.

A new pilotage law was adopted in March 1998, including both sea pilotage and harbour pilotage. Pilotage is compulsory for vessels carrying dangerous cargo in bulk and for vessels pushing and towing. Pilotage exemption can be granted to masters holding a certificate after 5 calls.

The number of pilots has not changed. New pilots are not taken in and the plan is to maybe reduce.

Sweden

The Swedish delegate brought regards from former delegate Mr. Reslow, who is now retired.

Sweden has 270 pilots and the number of pilotages in 1997 was 45,000.

Within a 7-year period the retiring age for pilots will be reduced from 65 to 60 years.

Sweden's two VTS-stations, Gothenburg and the Flint, are manned only by pilots.

A change in the pilotage fee system from distance to time will take force from 1 January 1999.

Due to a large number of slow vessels ground tax is set on 10 knots.

A test regarding AIS-transponders is going on in cooperation with Germany.

The test results are good.

Germany

Germany informed on two projects are going on: Modernization of the German pilotage system and development of the pilotage.

Three new pilot boats, one big pilot cutter and two pilot tenders, are under construction and will be ready May and August 1999 and summer 2000 respectively. The vessels that are built by private investors and with use of SWATH technology will subsequently be leased by the German state for a period of at least 12 years.

Due to criticism of pilotage fees being very high, an examination on pilotage fee/tariffs was completed in 1996-97. Further a study on examination of the situation on the Kiel Canal was ordered to see the possibilities of improving and increasing the traffic. The results of these two studies are now being discussed among the authorities, the pilots and the agents etc.

Pilots in Germany are self-employees, but are paid like employees with fixed working hours.

Poland

Poland informed on the present pilotage situation. Both port and deep-sea pilots are now privately organized in the Polish Pilot Association, although it is not compulsory to be a member of the Association.

The number of deep-sea pilotages has reduced. VTS is new to Poland. One station is working in Gdansk since August 1997 and one more is in the planning in Szczecin.

New regulations based on volume and distance was adopted April 1998.

Poland thanked Denmark for its cooperation.

Norway

The Norwegian delegate thanked for the invitation to attend the conference as observer.

Norwegian has 280 state pilots and 20 pilot stations along the coast. 45,000 pilotages were carried out in 1997.

New pilotage rules were adopted in 1995. In 1995 app. 2,500 pilot exemption certificates were issued by 8 commissions around the coast. The plan is to have one commission handling these certificates.

There are two operating VTS-stations in areas with traffic carrying dangerous cargoes. A new station will be opened this year at Oslo-fjord. A fourth station is in the planning.

A project concerning stricter rules for other dangerous cargo than bulk is going on.

There is a lack of officers in the merchant fleet. Applicants for pilot positions are going down every year. There are 120 applicants to 26 vacant positions, but not all are suitable.

Russia

The Russian delegate informed that an initiative of compulsory deep-sea pilotage for oil tankers was not supported by shipowners.

The delegate further informed of new methods for the embarkation and disembarkation of pilots. During the winter season, November to April, the Finnish Gulf is partly or fully covered with ice. The procedure of delivering pilots by pilot boat, harbour ice-breaker or tug is difficult and expensive. For nearly 2 years hover crafts have been successfully used to deliver pilots.

EMPA

On behalf of EMPA Udo Heintze from the German delegation thanked for the invitation for a representative from EMPA to attend as observer and expressed the hope for a fruitful and beneficial cooperation between EMPA and the BPAC.

Agenda Item 4: BPAC homepage/Internet

It was agreed that the BPAC should go on the Internet. The expenses are to be covered by cost-sharing.

A new BPAC-logo was decided on (See annex 4)..

A proposal whether an updated BPAC-guide shall be printed or be available on the Internet is to be presented by the Secretariat on the 1999-meeting

Agenda Item 5: Statistics

Pilot Finn Wessel Jensen from the Danish delegation informed of the statistics. The reporting from the member states shows that the number of piloted vessels is falling or stable.

Future statistics will include pilotage in the Baltic area with sub-statistics for deep-sea pilotage.

Agenda Item 6: BPAC's future strategy

The conclusion of the discussion of the future for the BPAC was that the BPAC generally continues as today strengthening and extending its activities and forwarding more recommendations, however not only dealing with deep-sea pilotage but with pilotage in general in the Baltic Sea - defined as the area within the parallel of latitude through Skagen West Lighthouse - and the Baltic approaches.

Agenda Item 7: Status of mandatory pilotage in the Baltic Sea (information by Sweden)

At the Helsinki Committee's meeting in September 1998 the matter of mandatory pilotage in the Baltic Sea will be attended to. HELCOM will further consider the proposal by Sweden on the promotion of the use of safer tankers. An other item which will maybe be on the committee's agenda is that IMO will demand tankers to be equipped with AIS-transponders

Agenda Item 8: Pilotage by North Sea pilots in the Baltic Sea

There have been two incidents with North Sea pilots piloting in the Baltic. Udo Heintze from the German delegation gave a short summary of one of the incidents with the vessel "Bangladut".

Sweden forwarded a suggestion for the next meeting concerning travelling expenses being included in the pilotage fees.

Agenda Item 9: EMPA's xxxii General Meeting

At the conference EMPA was represented by Udo Hintze, senior vice-president in EMPA.

The secretary informed that he had been invited to and had attended the EMPA meeting in April this year as observer for the first time. Three items of relevance to the BPAC were singled out.

1. EU's green paper on "Sea Ports and Maritime Infrastructure" including thoughts concerning a liberalisation of the pilotage within EU's area.
2. Establishing a new NSPC (North Sea Pilotage Commission).
3. A draft proposal for an EMPA recommendation on fatigue prevention.

Agenda Item 10: Application for membership

It is obligatory for seeking membership of the BPAC to hand in a written application. As the Secretariat has not received applications from Estonia and Latvia, the two countries are still considered being observers.

It was unanimously accepted that BPAC's geographical area could include Norway.

A formal application from Norway should be forwarded to the Secretariat.

Agenda Item 11: Revised edition of the BPAC guide in 1999

The subject was already decided on. See Item 4.

Agenda Item 12: Date and place for the next meeting

Sweden expressed willingness to host the conference in 1999 and proposed date and place as follows:

10-11-12 May 1999 in the outskirts of Norrköping

Agenda Item 13: Any other business

The Secretariat welcomes any information from the member states to the publication "Guide to Port Entry".

It was proposed that all member states should make a presentation of their national pilots' equipment and suits at the next conference.

Agenda Item 14: Closing of the conference

The head of the Danish delegation thanked the delegates for a successful meeting and thanked the chairman and the host-country for a well conducted conference.

The meeting was hereafter closed.

List of delegates

Russia Department	Alexandre N. Bystrov, Deputy Director, Safety Navigation Mikhail D. Charushin, Harbour Master, Sea Port of St. Petersburg Vladimir I. Egorkin, Head of Pilot Organization, St. Petersburg
Germany	Peter Lüttjohann, Ministry of Transport, Bonn Udo Hintze, Baltic Pilots, Kiel
Sweden Swedish	Tomas Böök, Master Mariner, Pilot Service Coordinator, Maritime Administration Uno Palsson, Senior Pilot, Swedish Maritime Administration
Finland	Juha Antero Tulimaa, Pilot, Finnish Maritime Administration Matti Aaltonen, Senior Inspector, Finnish Maritime Administration
Poland Economy	Aliraszyd Aljewicz, Captain, Ministry of Transport and Maritime Kazimierz Goworowski, Captain, P.U.M. Baltic pilot, Sopot
Lithuania State Authority	Vytautas Grigeliunas, Head of Vessel Traffic Service, Klaipeda Seaport Authority Romanas Petkus, Head of the Shift, Klaipeda State Seaport
Latvia	Alexander Pariyenko, Chief Pilot, Maritime Administration Sergejs Masinenkovs, Pilot, Maritime Administration Aivaks Karlsons, Pilot, Maritime Administration Bets Gunars Ernests, Pilot, Maritime Administration
Estonia	Lembit Mõtlik, Deputy Director, Vessel Traffic Services Nekrassov Aleksandr, Chief Pilot, Vessel Traffic Services
Norway	Øyvind Starberg, Head of Pilot Station, Norwegian National Coastal Administration
Denmark Administration of Administration of Navigation	Søren Torp Petersen, Director General, Royal Danish Navigation and Hydrography Torben Frerks, Pilotage Superintendent, Royal Danish Navigation and Hydrography Inger Andersen, Senior Assistant, Royal Danish Administration of Navigation and Hydrography Finn Wessel Jensen, Pilot, Royal Danish Administration of and Hydrography

BALTIC PILOTAGE AUTHORITIES COMMISSION (BPAC)
Secretariat

Agenda

for the BPAC Conference 19 - 21 May 1998 in St. Petersburg, Russia

1. Opening of the conference by the new chairman
Mr. Fedor Podanev, Russia
- practical details
2. Information Report from the Secretariat
3. Information Mutual information about plans and development within the
pilotage authorities in the member states since the last
conference.
4. Decision BPAC homepage/Internet
(by the Secretariat)
5. Information Statistics
(by the Secretariat)
6. Discussion BPAC's future strategy
(by the Secretariat)
7. Information Status of mandatory pilotage in the Baltic Sea
(by Sweden and the Secretariat)
8. Information Pilotage by North Sea pilots in the Baltic Sea
(by Germany and the Secretariat)
9. Information EMPA's xxxii General Meeting
(by the Secretariat)
10. Decision Application for membership
11. Decision Revised edition of the BPAC guide in 1999
12. Decision Date and place for the next meeting
13. Any other business
14. Closing of the conference