

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



**NORRKÖPING, SWEDEN
10 – 12 MAY 1999**

**The BPAC - Secretariat
Copenhagen, June 1999**

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BALTIC PILOTAGE AUTHORITIES COMMISSION

Report on the Conference of the Baltic Pilotage Authorities Commission (BPAC)

Norrköping, Sweden 10 - 12 May 1999

Agenda Item 1: Opening of the Conference

Mr. Tomas Böök from the Swedish delegation especially welcomed the new delegates Mrs. Sirkka-Heleena Nyman representing Finland, Mrs. Monika Breuch-Moritz representing Germany and Mr. Nils H Lund, EMPA who attended the Conference as observer.

The agenda was presented and adopted. The delegates were provided with a CD containing information on the Swedish Maritime Administration and a brief presentation of the CD followed.

The conference was hereafter opened by Mr. Tomas Böök.

Agenda Item 2: Proposal concerning a longer term of office for the coming chairman

In order to secure that the activities and knowledge within the BPAC is not depending on one single person, the secretariat proposed that in future the chairman's tenure of office is minimum four years. The Conference agreed on a four-year chairmanship. Mr. Tomas Böök was unanimously elected as chairman/president for the next four years.

Agenda Item 3: Application for membership

The Secretariat has received an application for membership of the BPAC from Norway. The Conference unanimously accepted Norway as new member of the BPAC. BPAC now includes the following member states: Denmark, Finland, Germany, Lithuania, Norway, Poland, Russia and Sweden. Observers are Estonia and Latvia.

Agenda Item 4: Report from the Secretariat (By Mr. Torben Frerks, Denmark)

Presentation of the new BPAC logo

Mr. Finn Wessel has had the symbol for "Pilot Boarding Position" faircopied and the Secretariat has filed in an application for registration of the logo.



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Response of the application is expected in a couple of months.

The Secretariat has already started using the logo on their notepaper and also on the BPAC web site. They also intend to purchase a few gift articles with an engraved BPAC logo to give as official presents. Ties might be purchased as well.

Presentation of the BPAC web site

Sweden, Germany and Denmark have generously accepted to share the set up costs.

The Secretariat has made an agreement with a Danish company, "Dansk Internet Service", including the establishing and running of the BPAC web site. Mr. Finn Wessel has agreed to function as webmaster.

The following three web addresses are reserved for the BPAC:

www.balticpilotage.com

www.balticpilotage.org

www.bpac.dk

The Conference agreed on www.balticpilotage.org as the official address.

Mr. Torben Frerks demonstrated the BPAC web site and the delegates were asked to fill in a form partly concerning keywords for the web site so that keywords in all languages represented in the BPAC are included. The Secretariat has already inserted all the English variations of "pilot" including pilot, pilots, pilotage, deep-sea pilot, maritime pilot etc.

The form also concerned registration of e-mail addresses. The delegates were asked to fill in their E-mail address in order to receive information from the BPAC. The idea is that all the member states registered with their E-mail address will receive news from the BPAC via the Internet.

Illegal pilotage

This year's report on illegal pilotage concerned a navigator without any pilotage certificate at all. The report received is from the Danish pilot station "Danpilot" in Skagen.

After the correspondence between the shipping company and the pilot station, the shipping company now uses pilot every time. Apart from having the incident presented to the Conference the Secretariat has not acted further in this matter.

It was Mr. Udo Hintze's opinion that the incident shows how some shipping agents are managing safety doubts of shipmasters and how great their lack of scruples is when they see a chance to increase their own profits. BPAC should take any action to stop this kind of business immediately.

The Conference discussed illegal pilotage and how the BPAC can act in this matter. The conclusion was that the BPAC cannot make legislation against illegal pilotage but their official view is that you must use a licensed pilot. Also there was a general opinion that the BPAC shall put more effort into the marketing of their pilots and services.

There was a discussion concerning the Port-of-departure rule. Mr. Udo Hintze from the German delegation suggested that this matter should be put on the agenda for next year's conference. Before the conference the opinions of the members can be brought in to the Secretariat and will then be presented and discussed on the conference. The Conference agreed to this suggestion.



Statistics

Mr. Finn Wessel from the Danish delegation informed of the statistics on pilotage in the Baltic area. His report will be available on the Internet.

EMPA

The Secretariat has received an invitation to attend EMPA's General Meeting on the 25 - 28 May in Antwerp as observer. Mr. Torben Frerks will attend the meeting.

IMO

Mr. Torben Frerks reminded the delegates that IMO is working on the revision of IMO Resolution A.485 concerning: Training, qualification and operational procedures for maritime pilots other than deep-sea pilots.

The revised resolution will probably be adopted at the next STW-meeting in January 2000.

Agenda Item 5: Revised edition of the BPAC brochure in 2000

Pilot Finn Wessel presented a suggestion for a revised brochure including the new BPAC logo.

After the presentation the necessity of the brochure was discussed. It was decided that a last edition of the brochure will be printed and the sponsors will be Denmark, Sweden and Finland. The Conference agreed on Pilot Finn Weasel's suggestion for the BPAC brochure in 2000.

Agenda Item 6: Information on Benchmarking Project in the Nordic countries (By Mr. Martin Richter, Denmark)

The Benchmarking Project started in October 1998 and was finished on the 9th of February 1999. The countries involved were Sweden, Norway, Finland and Denmark. The project was conducted by The Boston Consulting Group.

Mrs. Sirkka-Heleena Nyman from the Finnish delegation briefly informed of Finland's evaluation of the Benchmarking Project and of their working group.

Mr. Nils H Lund's opinion was that the project did not focus enough on the safety, a standard level of safety should have been set.

Mr. Öivin Starberg from the Norwegian delegation informed that they have started to work with their administration due to the fact that it is too big and that the results of the Benchmarking Project will be in use for the future handling of pilotage services.



**Agenda Item 7: Ensuring open access to the EU Port Service Market, pilotage
– Follow up to the EU Green Paper on Sea Ports and Mari-
time Infrastructure
(By Ms. Lindström-Rossi, the EU Commission, DG7)**

The chairman welcomed Ms. Lenita Lindström-Rossi, Administrator, European Commission, DG VII, D4.

Here follows a brief presentation on the Green Paper on Sea Ports and Maritime Infrastructure, published in December 1998 and its follow-up:

The Green Paper, which is the first Commission document on ports, is a discussion paper addressing a number of issues relevant to ports at a European level. It focuses mainly on issues such as integration of ports into the Trans European networks, public financing of port infrastructure, charging (application of the "users pay"-principle) and port services where the Commission is proposing alternative measures in order to address the existing problems.

As regards these proposals and following the results of the Transport council in June 1998 where the Green Paper was discussed, the Commission is currently working on the inventory on public financing and charging practices in the port sector. The Commission sent a questionnaire to the Member States in October 1998 on these issues, and is currently preparing a Communication to present the results. On the basis of this information, the Commission will be in a better position to propose further action in the fields of transparency of port accounts, State aid and charging.

Another area - where prompt follow-up of the Green Paper was supported by the Council and where fair competition has to be secured - is in port services, such as cargo handling and technical nautical services, i.e. pilotage, towing and mooring. Therefore, the Commission is currently working on developing a regulatory framework to ensure open access to the port services market at Community level, while at the same time and where necessary maintaining an adequate level of safety and public service, which are particularly relevant for the technical nautical services. The purpose of such a framework would be to establish a level playing field where, irrespective of the regime, public and private port undertakings compete under equal conditions as regards port services of economic nature. In order to ensure the freedom to provide services in ports, the legislation will focus on general principles, such as non-discrimination, transparency and proportionality, without going into too much detail due to the great diversity of the port sector.

The presentation was followed by an exchange of views during which the participants had the possibility to ask questions and make comments.



Agenda Item 8: Mutual information about plans and development within the pilotage authorities in the member states since the last conference

Germany

The German delegate informed of an examination of the pilotage system and of the Kiel Canal. The result pointed at questions similar to the Nordic Benchmarking Project, for example safety and working time.

At present the Administration has made a rough paper concerning the development of the pilotage system and they intend to have a discussion about this with the pilots, harbours, ship-owners etc. in the near future. An important issue is whether it is possible to reduce costs without reducing the safety.

Germany is building new pilot boats, two tenders and one big cutter.

Sweden

The Swedish delegate informed of an agreement with the pilot union concerning reduced retirement age from 65 to 60 years and of a new working system that was introduced 26 of April this year. Due to this new system the Administration is reckoning that the number of pilots will be reduced from 270 to 200 within the next five years.

There will be a change concerning pilot taxes. Today the ships are charged with a mileage tax, from next year there will be a new charging system - by time tax. The Swedish Administration's intention is to give profit to the modern ships, which requires less engagement from the pilots who can then achieve more piloting.

Sweden reported on investigations made in the Inspection department of the Swedish Administration that showed that since 1990, there has been 29 incidents where the ships ran to ground in the Swedish area due to the man on duty falling asleep. Some ships have also been very close to running down fishing boats etc. The main part of these incidents concerns German and Dutch ships.

Finland

The Finnish delegate informed of a new legislation that came in force on the 1st of March this year and which changed the basis for the compulsory pilotage.

Since 1 May the degree on the general dispensations concerning the draught of coastal traffic ships has been changed.

A discussion concerning VTS-systems is going on. At present there are 2 VTS-centres operating in Finland and new stations are planned.

The amount of pilotage operations has been going down, particularly in Helsinki.

Estonia

At present there are 47 pilots in Estonia, 5 of them are deep-sea pilots and approximately 18.000 pilotages - in 16 pilot stations - have been carried out during 1998. The small ports of Estonia are developing quickly.



A problem in the Estonian parliament is the new pilot law. The most difficult question is whether there shall be a private pilotage service or a state-owned pilotage service as it is at present.

The safety on the pilot boats, which are quite old, is not to satisfaction, but 2 new pilot boats are being built.

Poland

Concerning safety equipment the pilots have special life jackets. There are no plans to buy any extra safety equipment due to lack of money. Old pilots and deep-sea pilots embark on shore.

The number of pilotages has reduced. There are 5 deep-sea pilots in Poland.

Russia

The Russian delegate gave a preliminary report on an accident that occurred in the Russian territory on 9 April this year when a tanker carrying dangerous cargo ran on shore. The harbour master of St Petersburg is now investigating the accident. A video of the rescuing operation was played for the Conference.

Norway

In March the new VTS-station was officially opened. In the Oslo area a new regulation has been made concerning draught, passing and mandatory use of tugs in some of the areas. The process with these restrictions will continue through hole of the Norwegian coast.

The Norwegian delegate informed of an incident where a vessel collided with the dock due to the captain who took command of the ship, ignoring the pilot's recommendation of using tugs.

This is a common problem in Norway and this is also why new regulations for mandatory use of tugs will be made.

46.209 pilotages were carried out during 1998. Worrying is the number of dispensations (1.794) from the pilot rules due to lack of pilots. In February 1999 the training of 25 prentice pilots started.

Denmark

Due to a new legislation made in Denmark there has been an expansion of the Danish territorial waters from the traditional 3 nautical miles to 12 nautical miles. For ships with dangerous cargo in transit of Danish waters or ships bound to Danish harbours, it is compulsory to order a pilot in the expanded area. In easily navigated waters the consequence is a higher cost without increased safety and due to this it is being considered whether to make exemptions in this matter. The free passage through the Danish straits, categorised as international straits, will continue, as this does not effect them.



Agenda Item 9: Presentation and testing of safety equipment

Finland, Sweden and Denmark presented their safety suits and Russia presented a heater.

Agenda Item 10: Date and time for the next meeting

Germany has accepted to host the conference in 2000, which will take place as follows: 5-7 September 2000 in Wilhelmshafen, where also part of the Expo 2000 will take place.

Agenda Item 11: Any other business

The German delegation proposed that the Netherlands authorities be invited to address the next conference to inform about the reorganisation of the Dutch pilotage system. The Conference agreed to this proposal.

It was agreed that the theme of next year's conference would be pilot boats.

Agenda Item 12: Closing of the conference

The chairman reminded the Conference to hand in the forms concerning keywords for the web site.

The meeting was hereafter closed.



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BALTIC PILOTAGE AUTHORITIES COMMISSION

List of participants of the BPAC meeting 10 – 12 May 1999

- Denmark** Martin Richter, Deputy director general
Torben Frerks, Pilotage superintendent
Finn Wessel, Pilot
- Estonia** Lembit Motlik, Deputy director, Vessel Traffic Service
Aleksandr Nekrassov, Chief pilot, Vessel Traffic Service
- Finland** Sirkka-Heleena Nyman, Head of traffic division, Gulf of Botnia district,
Finnish Maritime Administration
Juha Tulimaa, Pilot, Finnish Maritime Administration
- Germany** Monika Breuch-Moritz, Dipl. Met., Bundesministerium für Verkehr,
Bau- und Wohnungswesen
Peter Lüttjohann, Bundesministerium für Verkehr, Bau- und Wohnungs-
wesen
Udo Hintze, Pilot, Baltic Pilots, Kiel
- Norway** Öyvin Starberg, Head of pilotage section, Norwegian National Coastal
Administration
- Poland** Heronim Majek, Pilot, Baltic Pilotage, Gdansk & Gdynia
- Russia** Alexander Glukhov, Deputy harbour master, Port Authority,
St. Petersburg
Alexandre Bystrov, Deputy head of CSMI, Maritime dept. Ministry of
transport
Vladimir Egorkin, Head of pilot organisation, St. Petersburg
- Sweden** Tomas Böök, Pilot service co-ordinator, Swedish Maritime Administra-
tion
Uno Pålsson, Pilot, Swedish Maritime Administration
Lynn Gustafsson, Secretary
- EMPA** Nils H Lund, Pilot, National Maritime Administration, Norway



Norrköping 10 - 12 May 1999

AGENDA

1. Opening of the conference
- handing over chairmanship
2. Decision Proposal concerning a longer term of office for the coming chairman (Annex)
3. Decision Application for membership (Annex)
4. Information Report from the Secretariat (Annexes)
 - presentation of the new BPAC logo
 - presentation of the BPAC web site
 - illegal pilotage
 - statistics
5. Decision Revised edition of the BPAC brochure in 2000
6. Information Information on Benchmarking Project in the Nordic countries (By Mr. Martin Richter, Denmark)
7. Information/discussion Ensuring open access to the EU Port Service Market, pilotage (Annex)
 - Follow up to the EU Green Paper on Sea Ports and Maritime Infrastructure (By Ms. Lindström, the EU Commission, DG7)
8. Information Mutual information about plans and development within the pilotage authorities in the member states since the last conference
9. Information Presentation and testing of safety equipment (Each member state is requested to bring its national pilot's and boatmen's Safety equipment and suits).
10. Decision Date and place for the next meeting
11. Any Other Business
12. Closing of the conference