



## **BALTIC PILOTAGE AUTHORITIES COMMISSION**

### **Report** on the conference

10 – 12 June 2002  
Gdynia, Poland

The BPAC Secretariat  
Copenhagen

## Contents

Summary	page	3
Annex 1    Agenda	page	8
Annex 2    List of participants	page	9
Annex 3    List of business cards	page	10
Annex 4    Statistics on pilotage in the Baltic area	page	12
Annex 5    Helcom recommendation 23/3	page	14
Annex 6    Photo of delegates	page	17

## Summary

### **Agenda item 1                      Opening of the Conference**

The Conference was opened by Mrs Danuta Kędzierska, Deputy Director of Department of Maritime and Inland Waters Administration in the Ministry of Infrastructure of the Republic of Poland. Mrs Kędzierska welcomed all delegates - and pointed out that Poland was hosting the conference for the third time. She noted the importance of BPAC activity and the impact it has on the maritime safety and marine environment protection over the Baltic Sea area. She also noted the close co-operation of all the Baltic States which resulted in common Declaration on the Safety of Navigation and Emergency Capacity in the Baltic Sea Area, the so called Helcom Copenhagen Declaration of 2001, where pilotage issues were also reflected.

Mrs Kędzierska welcomed all participants and wished fruitful talks.

BPAC-president Markku Mylly also welcomed the participants and gave his warm thanks to Poland for hosting the conference.

The agenda was hereafter adopted.

### **Agenda item 2                      Report from the Secretariat**

Mr Hauschildt from the Secretariat presented

- revision of IMO resolution on training and certification A.485, which includes standards for training and qualifications and operational procedures. Major amendments to this resolution regard language recommendations, rules for investigation of incidents regarding pilotage, pilot certificate stating requirements or limitations for the pilot and medical requirements for the pilot. The revised resolution was approved by the 75 session of MSC and forwarded to the 23 session of Assembly for final approval (i.e. end of 2003)
- HELCOM Copenhagen Declaration enhancing the use of pilots in Route T and the Sound, by taking steps within IMO, so that ships with a draught of 11 metres or more, and ships carrying a shipment of radioactive cargo, and for the Sound - loaded oil tankers with a draught of 7 metres or more, loaded chemical tankers and gas carriers and ships carrying a shipment of radioactive cargo are recommended to take a pilot when navigating through the entrances to the Baltic Sea. Full report is available on the BPAC website.

HELCOM recommendation 23/3, adopted 6 March 2002 (see annex 5), was handed out.

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

**Denmark** – The Danish delegate informed that pilotage service in Denmark is under the supervision and control of the Director General of the Royal Danish Administration of Navigation and Hydrography, who is responsible to the Minister of Defence. The pilotage service in Denmark, except for a few harbour pilots, is a state monopoly business built on the following three public service requirements: in all Danish territorial waters a pilot shall be offered if a shipmaster so desires, pilotage service shall be of a high quality and readily available within short notice, the pilotage service shall be financially independent of the state budget. The challenge to Danish Pilotage Service today is efficiency and competition in a liberal market, especially in the light of the new EU draft-directive on market access to port services including pilotage. It may be foreseen that, following implementation of this directive, the status and organisation of the pilotage service will result in changes being converted - fully or partly - into a private business.

**Sweden** – In 2001 Sweden had 225 pilots, performed over 41 000 pilotage services and had 14 deep-sea pilots for the Baltic Sea. Per 1 July this year fees will be raised by 30% except for vessels of less than 1500 GRT (15% raise), areas of Lakes Vänern (0%) and Mälaren (15%). This will cover the costs of pilotage with approx. 47%. SMA is working on a new edition of regulation of pilotage.

The Swedish maritime administration is under reorganisation in order to obtain a.o. a change of economy system and a certified quality system. (See also annex 4).

**Russia** – The Russian delegate, Harbour Master of Kaliningrad Port and as such the local representative of the Russian maritime administration, informed about a new organization of pilot stations in 6 major Russian Federation ports.

Now again only state employed pilots under the management of Harbour Masters' Offices are entitled to perform pilotage services there.

**Norway** – Norway introduced experimental shore-based pilotage. The procedure to get a shore-based pilot is almost the same as for pilot on board and is based on AIS technology. No decision is yet made on pilotage fees for shore based pilotage.

**Finland** – According to the Finnish rules, ships have to use pilot in respect to the size, cargo and the flag (foreign). The Finnish Administration may exempt a ship's master from compulsory pilotage under certain conditions, one of them being the knowledge of Finnish or Swedish language. However, under special circumstances the exemption from these rules may be issued. PEC may be issued to a master or mate of a certain size of ship provided that s/he has adequate experience in the area of Finnish waters, has the knowledge of Finnish or Swedish language.

**Germany** - The German delegate informed of the pilotage system in Germany. Pilots are organized in brotherhood districts under the control of the Ministry of Transport. Presently there are about 700 – 800 pilots in Germany including about 20 deep-sea pilots for the Baltic Sea and 2 SWATH vessels operating from the port of Cuxhaven. Pilotage fees are established

by the Ministry having regard to the opinion of pilots' national organizations. Germany is planning to build a third pilot SWATH vessel, which is safer and faster for the pilots and also cost reducing.

**Estonia** – In Estonia all pilotage companies are state owned, governed directly under the Ministry of Transport and Communications. Regulations and tariffs are established by the Minister and examinations for pilots are carried out by the maritime administration. Estonia has got a new quality standard management system where ordering of pilots may be done via internet.

**Lithuania** – The representative of Lithuania presented the system of pilotage in Klaipeda (20 well experienced pilots). Pilots stations are state employed and under the port management. Although pilots tend towards privatisation, low pilotage fees and rather negative opinion from the Ministry slow down that process. With a simple exemption system, there are 25 masters with PECs, which practically allows for all ferry ships to navigate without pilot assistance. Also intensive work is being carried out in the port of Klaipeda and in the near future the permitted draught alongside some berths will be increased up to 12 metres.

**Poland** – The Polish delegates presented the legal basis for pilotage and informed that at present 5 deep-sea pilots are available in the ports of Gdańsk/Gdynia being under supervision of Marbalco Shipping Co. Ltd. Sopot. Other 5 deep-sea pilots are available in the Szczecin/Świnoujście area, (acting as physical persons serving on the request of the shipping company). The Polish Port Handbook, published annually, includes information about ordering pilot procedures, companies' full styles, contacts etc. Legal organization is now expected to change and the number of deep-sea pilotages is expected to increase when the new regulations of Minister of Infrastructure are issued.

#### **Agenda item 4**

#### **Reorganisation of the Dutch pilotage system**

Mr. Leon P.M. Van der Meij, Senior Policy Advisor of Traffic Management Division was invited to the Conference by the BPAC-Secretariat to, as a follow-up on his speech held on the conference in 2000, inform about the extent of implementation of shore based pilotage in major Dutch ports.

The Dutch representative presented the main concepts of reorganisation of the Dutch pilotage system, which mainly included policy of stepping back from mandatory pilotage, extension of PEC criteria, market consultation for establishing pilotage fees and introduction of separate VTS-fee with lower pilotage fee.

Present pilotage rules include shore based pilotage for selected vessels and performed by pilots with VTS-training. It is chosen when on board pilotage is impossible, for example due to weather conditions. At present the Shipping Traffic Act is undergoing the process of revision which aims at introducing differentiated pilotage, i.e. pilot on board, permanent remote pilotage, by VTS only. The Act will define mandatory minimum pilotage category. The whole process of reorganisation is intended to bring better price and quality ratio.

**Agenda item 5****Pilotage Exemption Certificates (PEC)**

Harbour Masters in all Polish ports are entitled to grant masters of particular vessels a Pilot Exemption Certificate, but the candidate has to positively pass an exam in the Harbour Master's Office. During this exam the candidate has to assure the commission that he has a good knowledge of the port approaches, roads and the port itself. He is examined on the knowledge of local Port Regulations with regard to the safety navigation and marine environment protection. Furthermore, he has to present his knowledge of marine vocabulary in the Polish language, which enables him to take part in reporting and communication. The Harbour Master's decision is also based on the size of the vessels concerned, their maneuvering ability, kinds of cargo and frequency of calls. The present fee for such a PEC is abt 58 Euro.

German regulations in this respect are almost the same as the Polish. In Finland knowledge of Finnish or Swedish marine language and in Sweden of Swedish language is obligatory.

Russia, Latvia and Estonia commissions check the candidate's knowledge of their native languages as well. Denmark is the only country where the candidate who has applied for PEC does not need to pass an exam, although other criteria are taken into consideration.

Maritime Administrations of Sweden, Finland, Norway and Denmark may grant PEC not only to the master but also to the deck officers of particular vessels.

**Agenda item 6****VTMIS in the Gulf of Finland**

Mr Markku Mylly informed that the total amount of ship passages in the Gulf of Finland equals 35.000, half of which are bound for the Finnish ports. VTS in Finland covers 90% of the area. It has been estimated that 75% of potential accidents within 2010 - 2015 could be avoided by the use of VTMIS.

**Agenda item 7****Statistics**

Mr Finn Wessel from the Danish delegation presented the statistics on pilotage in the Baltic area. (See Annex 4)

**Agenda item 8****BPAC brochure**

MR Finn Wessel, Denmark, presented a proposition to an updating of the BPAC brochure including all ports and all necessary information. It has to be decided whether the brochure shall be printed and/or be available on the BPAC-website

**Agenda item 9****Date and place for the next conference**

Organization of next year's conference was proposed to Lithuania. However, not until the decision by the Lithuanian authorities has been made, the final information will be announced.



### **Agenda item 10**

### **Any other business**

It was agreed that the subject of the deep-sea route to Gothland aiming to increase the safety of navigation should be included in the agenda for next year's BPAC Conference.

### **Agenda item 11**

### **End of Conference**

Mr Markku Mylly, President, thanked all delegates for their active participation in the Conference. The Conference was hereafter closed.

**Annex 1****AGENDA**

- |     |             |  |  |
|-----|-------------|--|--|
| 1.  |             | Opening of the conference  | The Polish Maritime Authority          |
| 2.  | Information | Report from the Secretariat<br>-New IMO-resolution Training and Certification<br>-Recommendation on navigation through the Baltic Sea – Route T and The Sound                | The Secretariat                        |
| 3.  | Information | Mutual information about plans and development within the pilotage authorities in the member states since the last conference. Approx. <b>15-20 minutes</b> per member state | The delegates                          |
| 4.  | Information | Reorganisation of the Dutch pilotage system  | Ministry of Transport, The Netherlands |
| 5.  | Discussion  | PEC (Pilotage Exemption Certificates)  | Finland                                |
| 6.  | Information | VTMIS in the Gulf of Finland   | Finland                                |
| 7.  | Information | Statistics   | The Secretariat/<br>Finn Wessel Jensen |
| 8.  | Discussion  | BPAC brochure  |  |
| 9.  | Decision    | Date and place for the next conference   |  |
| 10. |             | Any other business   |  |
| 11. |             | Closing of the conference  |  |



## Annex 2

### List of participants at the BPAC conference in Gdynia 10 – 12 JUNE 2002

<b>Denmark</b>	Deputy Director General Secretary General for BPAC Senior Assistant Act. Pilotage Superintendent Pilot	Richter, Martin  Andersen, Inger Hauschildt, Jens H. Wessel Jensen, Finn Noor, Kaarli
<b>Estonia</b>	Head of Port Supervision Service Estonian Maritime Administration Member of the Managing Board Sea Pilot	Mõtlik, Lembit Hiemäe, Feeliks Mylly, Markku
<b>Finland</b>	Director, Finnish Maritime Administration President for BPAC Deputy Director, Finnish Maritime Administration Pilot, Kotka Pilot Station	Aaltonen, Matti Gustafsson, Max Böschén, Heiko Subklew, Christian Schmenner, Michael Grigeliunas, Vytautas Ervik, Jon Leon
<b>Germany</b>	Regierungsrat Ältermann/Sea and Deep Sea Pilot Captain, Bundeslotsenkammer Kiel	
<b>Lithuania</b>	Chief Pilot, Klaipeda State Seaport Aut.	
<b>Norway</b>	Head of Department Norwegian National Pilotage and VTS Dept. Head of Department Norwegian National Coastal Dept.	Starberg, Øyvinn
<b>Poland</b>	Deputy Director of Department of Maritime and Inland Waters Administration, Ministry of Infrastructure Chief Specialist in Department of Maritime and Inland Waters Administration, Ministry of Infrastructure Director of Maritime Office in Gdynia Sr specialist, Maritime Office in Gdynia Marbalco Shipping Co. Ltd., Captain Harbour Master Świnoujście Deep Sea Pilot Polish Steamship Company, Captain  Gdynia Maritime School Ltd., Captain Itawa Ship Handling Research and Training Centre	Kędzierska, Danuta  Lendzion, Roman  Królikowski, Andrzej Malińska, Monika Goworowski, Kazimierz Filoda, Juliusz Gałaj, Zygmunt Korwin-Piotrowski, Tadeusz Byczyński, Zbigniew Nowicki, Jacek Belyaev, Vasily Govorushkin, Valentin Sundklev, Monica
<b>Russia</b>	Harbour Master – Port of Kaliningrad Head of state pilots, St. Petersburg	
<b>Sweden</b>	Senior Adm. Officer Swedish Maritime Administration Senior Pilot	Wallroth, Billy Van der Meij, Leon
<b>The Netherlands</b>	Ministry of Transport, Public Works and Water Man.	

## List

## Annex 3

 <p><b>Kaarli Noor</b> HEAD OF PORT SUPERVISION SERVICE</p> <p><b>ESTONIAN NATIONAL MARITIME BOARD</b> Lume 9 10416 Tallinn ESTONIA</p> <p>Tel +372 6 205 730 Fax +372 6 205 706 E-mail: <a href="mailto:katrinv@adam.emmb.ee">katrinv@adam.emmb.ee</a> <i>mob. 05043857</i></p>	 <p><b>Lembit Mõttik</b> Member of the Management Board</p> <p><b>Estonian Pilot</b> Uus-Sadama 19.13 10120 Tallinn ESTONIA <a href="http://www.laevajik.ee">http://www.laevajik.ee</a></p> <p>Tel +372 620 5741 GSM +372 50 68 033 Fax +372 620 5746 E-mail: <a href="mailto:lembit@laevajik.ee">lembit@laevajik.ee</a></p>	 <p><b>Farvandsvæsenet</b></p> <p><b>Inger Andersen</b> Overassistent</p> <p>Overgaden o. Vandel 62B Postboks 1919 1023 København K <a href="http://www.fomfrv.dk">http://www.fomfrv.dk</a></p> <p>Telefon 32 68 95 56 Telefax 32 57 43 41 E-mail: <a href="mailto:ina@fomfrv.dk">ina@fomfrv.dk</a></p>
 <p><b>Markku Mylly</b> Director, Traffic Department</p> <p><b>Finnish Maritime Administration</b> Porkkalankatu 5 P.O.Box 171, FIN-00181 Helsinki, Finland Tel. +358 204 48 4205, Mobile +358 400 568 792 Fax +358 204 48 4431 E-mail: <a href="mailto:markku.mylly@fma.fi">markku.mylly@fma.fi</a></p>	 <p><b>SJÖFARTSVERKET</b> Planering och Normering</p> <p><b>Monica Sundkvist</b> Byrådirektör</p> <p>Slottsgatan 82, 601 78 Norrköping E-post: <a href="mailto:hk@sjofartsverket.se">hk@sjofartsverket.se</a> Direkt: <a href="mailto:monica.sundkvist@sjofartsverket.se">monica.sundkvist@sjofartsverket.se</a></p> <p>Tel 011-19 12 54 Mobil 0708-19 12 54 Fax 011-19 12 30 Fax mobil 0708-10 23 06 Bostedstäl 0155-513 69</p>	 <p><b>NATIONAL MARITIME ADMINISTRATION</b></p> <p><b>Billy Wallroth</b> Pilot</p> <p>Kattegatts TO, Kusten, S-414 55 Gothenburg, Sweden. Tel +46 31 14 79 00, 12 54 33. Home address: Pl 75 95, S-434 97 Kungsbacka, Sweden. Tel +46 300 231 53.</p>
 <p><b>Matti Aaltonen</b> Deputy Director, Captain</p> <p><b>Finnish Maritime Administration</b> Porkkalankatu 5 P.O.Box 171, FIN-00181 Helsinki, Finland Tel. +358 204 48 4623, GSM +358 40 757 1825 Fax +358 204 48 4431 E-mail: <a href="mailto:matti.aaltonen@fma.fi">matti.aaltonen@fma.fi</a></p>	 <p><b>NORWEGIAN NATIONAL COASTAL ADMINISTRATION</b> 2nd COASTAL DISTRICT NATIONAL PILOTAGE AND VTS DEPARTMENT</p> <p><b>Jon Leon Ervik</b> Captain Head of Department</p> <p>Postal Address: P.O. Box 466, NO-5501 Haugesund, Norway Tel.: +47 52 73 32 00, Fax: +47 52 73 33 01. Office: Møllerveien 6 NO-5525 Haugesund Norway Mobile: +47 916 81 538 E-mail: <a href="mailto:jon-leon.ervik@kystdir.dep.no">jon-leon.ervik@kystdir.dep.no</a></p>	 <p><b>NORWEGIAN NATIONAL COASTAL ADMINISTRATION</b> COAST DIRECTORATE</p> <p><b>Øyvind Starberg</b> Captain Head of Pilotage Section</p> <p>Mailing address: Servicebox 2, N-6025 Ålesund, Norway Phone +47 70 23 10 00, Fax +47 70 23 10 08 Mobile +47 95 19 05 11 e-mail: <a href="mailto:oyvin.starberg@kystdir.dep.no">oyvin.starberg@kystdir.dep.no</a></p> <p>Office: Kongens gt. 11 6002 Ålesund, Norway</p>

Max Gustafsson  
Pilot  
Itäinen Pitkäkatu 4-B  
06100 Porvoo  
Finland  
Email: max.gustafsson@pp.inet.fi

Work:  
Kotka Pilot Station  
Ruukinkatu 16  
48100 Kotka  
Finland



Kapitän, Dipl.-Nautiker  
**Michael B. Schmenner**  
Seelotse/Überseelotse  
2. Ältermann

Schleuseninsel 6 · D-24159 Kiel  
Telefon +49(0)431-361212  
Telefax +49(0)431-363343  
E-Mail michael.schmenner@kiel.pilot.de

Privat: Brammerkamp 1 · D-24159 Kiel  
Tel. +49(0)431-386734 · Mobil 0171-7065027  
E-Mail schmenner@schmenner.de



Ministerie van Verkeer en Waterstaat  
Goederenvervoer

**Léon P.M. van der Meij**  
Senior Policy Advisor  
Traffic Management Division

Directorate Transport Safety  
Nieuwe Uitleg 1  
P.O. Box 20904  
2500 EX The Hague  
The Netherlands  
E-mail: leon.vdmeij@dg.mvw.nl  
Telephone +31 70 351 1595  
Telefax +31 70 351 1548



Lotensbrüderschaft Wismar/Rostock/Stralsund  
Körperschaft des öffentlichen Rechts

Kapitän Dr.-Ing.

**Christian Subklew**  
Ältermann / Sea and Deep Sea Pilot

Office:  
An der See 14/Höhe Düne  
18119 Warnemünde/Germany  
Phone: 0381/2060380  
Fax: 0381/2060301  
E-Mail: info@rostockpilot.de

Home:  
Hoher Graben 18  
17493 Greifswald  
Phone: 03834/845554  
Fax: 03834/845559  
Mobil: 0178/8082244

**SKOŁA MORSKA W GDYNI** sp. z o.o.



**Capt. Alfred Naskręć**  
MANAGING DIRECTOR

81-345 Gdynia, Al. Zjednoczenia 7  
Tel. (0 58) 621 75 41, Tel./fax (0 58) 661 26 55  
e-mail: szkola@morska.edu.pl www.morska.edu.pl  
Mobile: +48 602 733 039



**DEEP SEA  
PILOTAGE SERVICE**

**Master Mariner Zygmunt Gałaj**  
Deep Sea Pilot Identity Card No 49

Grunwaldzka 25b/6  
72-600 Swinoujście  
Phone (091) 321-46-08  
Mobil 603-6666-49  
NIP 855-106-56-43  
REGION

Capt. Tadeusz Korwin-Piotrowski  
Polish Steamship Company (Owner)  
Pl. Rodła 8  
70-419 Szczecin  
Poland

(48-91) 3594 - 721

Email: [korwinpt@polsteam.com.pl](mailto:korwinpt@polsteam.com.pl)

AOH (48-91) 48 716 24

MINISTRY OF INFRASTRUCTURE  
Department of Maritime and Inland Waters Administration

**Capt. ROMAN LENDZION**  
Chief Expert

tel. ++(48) (22) 620 15 80  
++(48) (22) 620 42 23  
fax ++(48) (22) 620 85 15  
e-mail: rlendzion@mtlgm.gov.pl

ul. Chłubińskiego 4/6  
00-928 Warszawa  
POLAND



**Capt. Kazimierz  
Goworowski**  
MANAGING DIRECTOR

**MARBALCO SHIPPING Co., Ltd.**

HEAD OFFICE  
ul. Armii Krajowej 116/15  
81-824 Sopot  
POLAND  
e-mail: k.goworowski@marbalco.com

ph: (058) 551 70 37  
ph/fax: (058) 551 68 38  
tix: 54756 balco pl  
aoh: (058) 346 51 13  
mobile: (602) 281 932



**MARITIME OFFICE GDYNIA**

**Capt. ANDRZEJ KRÓLIKOWSKI Msc. Eng.**  
DIRECTOR FOR MARINE SAFETY AFFAIRS

Office address:  
10 Chrzanowskiego Str.  
81-388 GDYNIA - POLAND  
E-mail: DIM@umgd.gov.pl

Mobile: 0-601 206 008  
Phone: (048-58) 620-50-13  
Fax: (048-58) 620-67-49  
Telefax: 064285 UMORPL



# 2001

## NUMBER OF PILOTAGES REPORTED IN THE 3 AREAS

COUNTRY	( X )	NUMBER	WEST OF BORNHOLM	EAST OF	GULF OF BOTHNIA
DENMARK	-	1.195	1.188	7	-
ESTONIA	-	0	-	-	-
FINLAND	-	4	-	-	4
GERMANY	20	24	20	4	-
LATVIA	-	2	-	2	-
LITHUANIA	-	0	-	-	-
NORWAY	-	0	-	-	-
POLAND	2	7	5	2	-
RUSSIA	0	0	-	-	-
SWEDEN	4	7	1	3	3
NORWAY	-	-	-	-	-
<b>TOTAL :</b>		<b>1.239</b>	<b>1.214</b>	<b>18</b>	<b>7</b>
<ul style="list-style-type: none"> <li>Numbers in (x), reported number of pilotages, before divided in sub-areas.</li> </ul>					


**NUMBER OF PILOTAGES REPORTED IN THE 3 AREAS**

<b>Y E A R</b>	<b>NUMBER</b>	<b>WEST OF</b>	<b>EAST OF</b>	<b>GULF OF</b>
		<b>BORNHOLM</b>		<b>BOTHNIA</b>
<b>1 9 9 7</b>	<b>1.004</b>	<b>957</b>	<b>39</b>	<b>8</b>
<b>1 9 9 8</b>	<b>1.101</b>	<b>1.068</b>	<b>31</b>	<b>3</b>
<b>1 9 9 9</b>	<b>1.263</b>	<b>1.226</b>	<b>29</b>	<b>8</b>
<b>2 0 0 0</b>	<b>1.239</b>	<b>1.199</b>	<b>38</b>	<b>2</b>
<b>2 0 0 1</b>	<b>1.239</b>	<b>1.214</b>	<b>18</b>	<b>7</b>



**HELCOM RECOMMENDATION 23/3**

Adopted 6 March 2002, having regard to Article 20, Paragraph 1b) of the Helsinki Convention

**ENHANCING THE USE OF PILOTS IN ROUTE T AND THE SOUND BY NOTIFICATION TO DEPARTING SHIPS AND ESTABLISHMENT OF AN EARLY WARNING SYSTEM****THE COMMISSION,**

**RECALLING** the adoption by the HELCOM Extraordinary Ministerial Meeting on 10 September 2001 of the "Declaration on the safety of navigation and emergency capacity in the Baltic Sea Area" (HELCOM Copenhagen Declaration), in particular Paragraph II "To enhance the use of pilotage in Route T and the Sound",

**MINDFUL** that the Baltic Sea Area has been designated as a special area under Annexes I (oil), II (noxious liquid substances carried in bulk) and V (garbage) and as a SOx emission control area under Annex VI (air pollution) of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating hereto,

**CONSCIOUS** of the sensitivity of the marine environment of the Baltic Sea Area and of the importance it represents to the people living around it, for economic, social, recreational and cultural reasons,

**AWARE** of the need to protect this shared resource for the benefit of present and future generations through the implementation of an integrated approach as envisaged in the concept of sustainability,

**RECOGNIZING** that if harmful substances are introduced to this vulnerable sea they will remain there for a long time,

**NOTING** with satisfaction the joint endeavours of the Baltic Sea States already undertaken as well as the work carried out within the International Maritime Organisation and the European Community,

**EXPRESSING** concern as to the growing density of maritime traffic in the Baltic Sea area and the accidents which have taken place,

**ACKNOWLEDGING** the difficulties the Baltic Sea area presents to navigation due to narrow straits, shallow depths, archipelago areas and ice cover during the winter period,

**WITHOUT PREJUDICE TO** international agreements and legislation of the European Community,

**BEING CONVINCED** of the need for additional measures in order to ensure the safety of navigation in the Baltic Sea Area,

**RECOMMENDS** that the Governments of the Contracting Parties establish a system whereby ships covered by IMO resolutions A.579(14) or A.620(15), upon departure from a port in the Baltic region are reminded that they are recommended to use a pilot, by use of the form attached as [Annex 1](#),

**RECOMMENDS ALSO** that the corresponding Baltic port state in question informs the Danish Ministry of Defence/Admiral Danish Fleet of such ships leaving a port in the Baltic region and bound for Route T or the Sound, by using the form attached as [Annex 2](#),

---

**RECOMMENDS FURTHER** that the Governments of the Contracting Parties implements the above mentioned measures as soon as possible, but no later than 1 January 2003 and report on the implementation of this Recommendation in accordance with Article 16, Paragraph 1 of the Helsinki Convention.

---

**HELCOM Recommendation 23/3**  
**Annex 1**

**NOTIFICATION TO SHIPS LEAVING PORTS IN THE BALTIC SEA AREA  
IN ORDER TO CALL AT PORTS OUTSIDE THE AREA**  
About

**The IMO Resolutions recommending certain ships to use pilots while navigating  
through the entrances to the Baltic Sea**

The International Maritime Organisation (IMO) has acknowledged that the entrances to the Baltic Sea are difficult to navigate, and that large ships and ships carrying dangerous goods constitute a potential danger of pollution of the entrances and the entire Baltic Sea Area. Consequently, the IMO has approved resolution A.579(14) and resolution A.620(15) calling upon masters of certain ships to make use of the pilot services provided when navigating through the entrances to the Baltic Sea.

In September 2001, the Ministers responsible for maritime shipping and the environment in the Baltic Sea States' and a representative of the European Community agreed during a HELCOM Extraordinary Ministerial Meeting that the masters of ships covered by the above-mentioned IMO resolutions should be informed of these recommendations.

In this respect:

Resolution A.579(14) recommends that while navigating through the Sound,

- loaded oil tankers with a draft of 7 metres or more,
- loaded chemical tankers and gas carriers irrespective of size, and
- ships carrying a shipment of Irradiated Nuclear Fuel (INF) cargo

make use of the pilot services provided.

Resolution A.620(15) recommends that ships navigating through route T,

- with a draft of more than 13 m, and
- ships carrying a shipment of Irradiated Nuclear Fuel (INF) cargo

make use of the pilot services provided.

Simultaneously, a corresponding EARLY WARNING SCHEME of such ships bound for Route T or the Sound will be forwarded by the Baltic port state in question to an appropriate body in Denmark, in order that ships not complying with these IMO Resolutions will be requested to do so.

---

**HELCOM Recommendation 23/3**  
**Annex 2**

**INFORMATION TO AN APPROPRIATE BODY IN DENMARK ABOUT SHIPS BOUND FOR  
ROUTE T OR THE SOUND AND COVERED BY IMO RESOLUTION A.579(14) AND  
A.620(15) (EARLY WARNING SCHEME)**

In September 2001 the Ministers responsible for maritime shipping and the environment in the Baltic Sea States' and a representative of the European Community agreed during a HELCOM Extraordinary Ministerial Meeting that the masters of ships covered by IMO Resolutions A.579(14) and A.620(15) should, on departure, be informed of the recommendations for certain ships to use pilots while navigating through the entrances to the Baltic Sea.

Simultaneously a corresponding EARLY WARNING SCHEME of such ships bound for Route T or the Sound should be filled in by the master and forwarded by the Baltic port state in question, to an appropriate body in Denmark, in order that ships not complying with these IMO recommendations will be requested to do so.

**EARLY WARNING SCHEME**



## BALTIC PILOTAGE AUTHORITIES COMMISSION

**Submitted by the competent Authority of:**

Ships Name	
Departing from	
Date and time (UTC)	
Port of destination	
Draft	
Loaded tanker (Yes/No)	
Loaded chemical tanker (Yes/No)	
Gas carrier (Yes/No)	
INF Cargo (Yes/No)	
Expected route (Route T/the Sound)	
ETA Reporting line Moen SE/Drogden lighthouse (SHIPPOS – reporting system)	
Planning to use pilot (Yes/No)	
Is the ship planning to use pilot if/when re-entering the Baltic Sea (Yes/no)	
ANNEX 1 handed over to master (Yes/No)	
Name and signature of master	
Comments	

This early warning scheme should, on departure of the corresponding ship be forwarded to the Danish Ministry of Defence/Admiral Danish Fleet by:  
E-mail: [eu-celle@sok.dk](mailto:eu-celle@sok.dk) or Fax: +45 89 43 32 83



## **Annex 6**

**Photo of the delegates  
at Iława Ship Handling Research and Training Centre**

