



CENFERENCE 2003

COPENHAGEN, DENMARK



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Per Soenderstrup (DK)

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SUMMARY

1. Opening of the conference

On behalf of the Royal Danish Administration of Navigation and Hydrography, Secretary General of the BPAC Martin Richter warmly welcomed the delegates to the conference.

Martin Richter stressed the importance of safety of navigation both nationally and under the auspices of IMO, Helcom and the EU. The use of pilots plays a considerable role in strengthening the safety of navigation and efforts are currently made to impose compulsory pilotage in certain areas and through certain passages. Until a positive result of these efforts is reached, the shipping trade is encouraged to use pilots in the areas in question.

Martin Richter also stressed the effect of IMO-recommendations on the use of pilots and the focus put on training, certification and operational procedures for maritime pilots, which had been chosen as the central theme for the conference.

President Markku Mylly thanked Denmark for inviting the delegates to a meeting with an up-to-date agenda and challenging items and wished all delegates a fruitful outcome of the conference.

2. Report from the Secretariat

The Secretary General informed that the BPAC homepage – www.balticpilotage.org – is now hosted by the Royal Danish Administration of Navigation and Hydrography. This means lower costs for the Secretariat and easier updating of the site.

The member states are encouraged to contribute with items of general interest, news and updating of the current contents.

Further the Secretary General informed of two approaches from the German and Swedish member states respectively concerning port-of-departure rule and licensing/red card for certain areas.

On the initiative of the Finnish member state a questionnaire concerning basic data on pilotage in general, for example authorities, legislation etc., and data on deep-sea pilotage in specific has been worked out.

The purpose is to have uniformed information on the current status in the BPAC member states. Draft copies of the questionnaire were handed out. A revised version will be prepared and forwarded to all by email and/or by post. It was suggested that each member state forward a filled in questionnaire to the Secretariat by **1 October 2003**.

It was suggested that this information be updated once a year in connection with the BPAC-conference. Further it was suggested that a database was built and be available on the balticpilotage homepage.

3. Pilot training and certification

President Markku Mylly introduced Pilotage Superintendent Per Soenderstrup, who since July 2002 is employed by the Royal Danish Administration of Navigation and Hydrography, the Pilotage Department, and gave the floor to Per Soenderstrup to give a presentation of: Implementation of the proposed revision of IMO-resolution A.485

At present there is no mutual information on the number of red cards issued or the standards of training in the member state. This topic and regulation and uniformation of rules as to licensing of deep-sea pilots should be an item on the agenda at the next conference.

4. Follow-up on the Helcom Copenhagen declaration

Pilotage

Pilotage Superintendent Per Soenderstrup, Denmark, reported from the Pilot Export Working Group, established March 2003 to look into the need and possibility for establishing compulsory pilotage within special high risk areas, with Denmark as Lead Country.

Juha Tuulima, Finland, informed that EMPA has made a proposal for compulsory pilotage through IMPA and IMO.

Hydrographic measurements

Commander Lars Hansen, Denmark, outlined the status and background of the harmonised re-survey plan of the main routes and fairways in the Danish part of the Baltic Sea, including a demonstration visualising the difference between traditional singlebeam survey and a modern multibeam survey.

5. Mutual information

- safety measurements for pilots (equipment and procedures)
- navigational equipment for pilots (PPU)
- PEC (incl. language requirements)
- VTS development in the Baltic area
- plans and development within the pilotage authorities in the member states since the last conference

Denmark

The Danish delegate informed that concerning safety measurements for pilots regular emergency exercises are held at all pilot stations and that starting in 1996 all stations are audited at regular intervals. Further, rescue beacons and crew finders will be implemented in 2003. A safety manual on procedures including maintenance of pilot boat, embarking the pilot, responsibilities and duties of boatmen, external audits carried out by the pilotage inspection is available at all pilot stations, the vision being to achieve ISM-certification. Danish pilots when embarking a vessel carry a life-vest, personal rescue beacon, strobe light and lifesuit according to sea temperature.

Concerning navigational equipment for pilots, connection with an AIS-receiver is considered to improve the possibilities for nav. equipment. The vessel's navigational equipment should still be the prime source, though.

Regarding PEC certificates, according to the Danish Pilotage Act, a master hold a general exemption when within 6 months sailing more than 5 times with the same vessel in the same area. The use of PEC's is considered to obtain more transparency.

Since the last conference, the 7 pilot stations have merged into 3, namely Danpilot, Sound Pilot and Belt Pilot, and a new Management Board has been established.

At present the Danish Competition Authorities are examining the Danish Pilotage Service for liberalization purposes.

Estonia

The Estonian delegate informed that Estonian Pilot is state owned. In 2002, a new Tallinn pilot station and a basic harbour for pilot boats has been completed in Rohuneeme. The level of pilotages in 2002 was as in 2001, 18,000 to and from Estonian ports and transit pilotages in the Moonsund archipelago area. No deep-sea pilotages were carried out in 2002, in 2003 there has been one from Muuga port to Bornholm. There are 53 Estonian pilots and 3 pilot trainees. Concerning training programmes for pilots, 6 pilots are every year educated in the Ilawa Training Centre in Poland. The St. Petersburg Makarow Marine Academy and Estonian Maritime Academy training facilities are also used. The pilot fleet counts 18 boats and in 2003 four new boats are built. Estonian Pilot has an Internet website with an on-line pilot ordering and co-ordinating system. Renewed VTS in the Tallinn region starts in 2003. Priorities for the next year are ISO 9001, renewal of the pilot fleet, new pilot-trainers. Problems for the pilot organisation are the age of pilots (near 60) and shortage of ice-going pilot boats.

Finland*Pilotage authority*

Since the beginning of 2002, an organisational development project has been going on at the Finnish Maritime Administration, the main project of which is to depart production from administration in the beginning of 2004. This concerns pilotage, icebreaking and ferry traffic in the Archipelago Sea. The fairway maintenance and sea survey project will be implemented at the end of 2003 and will be separated in a few years time.

The organisational changes will not affect the Baltic pilotage performance, which will remain a private activity in Finland. The number of Baltic pilots in Finland has decreased during the last ten years and is now 30. Only a couple of captains have been interested in getting a new licence. The new requirements in Great Belt and the Sound as well as the increase in traffic to new Russian ports may raise the interest for Baltic pilotage in the coming years.

Pilots will be in a separate state owned company. In future, the Finnish Maritime Administration will concentrate on to the control of the Finnish Pilotage Act and the qualification and certification of pilots. Pilots' licensing, pilot exemption certificates and general exemptions will remain with the administration. Pilotage is scattered to small pilot stations and ports and there is no real competition element to confirm safe pilotage in areas with little traffic. A few ports have enough traffic to be profitable. Only Lake Saimaa area is seen as a special area to get price support. Finnish Maritime Administration considers the pilot exemption certification a competitive element in Finnish pilotage.

Pilot Exemption Certificate, PEC

Finland has two kinds of exemptions: 1) a pilot exemption certificate for liner traffic (PEC) since 1961 and 2) a general exemption certificate for small tonnage less than 1000 NT since 1998.

1)-The new Pilotage Act and degree came into force in 1998 and states that all vessels independent of nationality can get a PEC, if the captain of the vessel fulfils the requirements, which are 1) number of calls to the port on the named fairway with the named vessel, 2) accepted written examination in Finnish or Swedish 3) accepted test voyage as a navigator on the fairway. The PEC is in force 5 years and is renewable. Over 1000 given PECs were in use 1.1.2003.

2)-For domestic traffic, a general exemption certificate was enacted, because the limits of pilotage were different. Before the limit was 1000 NT, the new limit is over 60 metres in length. The area between was to be covered with an exemption concerning mostly tugboats and their tows and some domestic small tonnage. Approx. 200 general PECs are in use.

In March 2002, a working group was established in order to look at the possibility for using English as PEC-language, as is the case in Sweden. The result of the group's work was a negative one. For safety reasons Finland will reconsider the question in 2006 at the earliest.

Fairway measurement and chart production are under development. A change in the information practice in fairway draught in a couple of years is considered. Development of VTS and the new VTS Act will improve monitoring and guiding the traffic. The use of AIS will become mandatory in 2004, which will have long-term affects on safety.

VTS development in Finland

During the last ten years, Finland has developed a VTS system, which covers Finnish territorial waters. 60 radars and 20 AIS base stations cover the coastline. Five VTS-stations cover the strategic areas of navigation. The inland waters have their own VTS-system consisting of AIS-based VTS. The difficult Finnish archipelago and long fairways give the system a strong environmental protection aspect.

The development is now concentrated on the Gulf of Finland mandatory Ship Reporting System. The acceptance of IMO was achieved in 2002 and Estonia, Finland and the Russian Federation are further developing the operational and technical status of the system. The SRS also fulfils the EU-requirements. HELCOM considers it a pilot project in the Baltic area vessel traffic monitoring system. The traffic is increasing due to the Primorsk oil terminal and other big port projects in the eastern Gulf of Finland. The SRS in the Gulf of Finland will meet the needs in ship traffic information, but the

decision to harmonise the ice restriction procedures in order to achieve better environmental and navigational safety has to be made by concerted action.

Germany

reported about the introduction of an obligatory examination as requirement for giving an exemption from compulsory pilotage for oil tankers in addition to the requirements of a minimum of passages under the guidance of a pilot and the knowledge of the German language. With regard to the language requirement, Germany is preparing an investigation of the effects on the safety of maritime traffic when using English as official language.

At present, there are 730 maritime pilots in Germany. A large number of pilots will retire in the next years and at the same time, the number of applicants for licensing as pilot is constantly decreasing, probably due to the general nautical recruitment problem.

A working group will deal with the problem in order to look for alternative ways to educate and train pilots in addition to the traditional way.

A new standard for testing the suitability of applicants has been worked out and a revision of the requirements for the medical check-up for pilot-candidates is planned.

The delegate stressed the importance of the VTS development in the Baltic Sea in respect of the current discussion about maritime safety. The application of AIS for tankers compulsory from 1 July 2003 will optimise the traffic monitoring in the Baltic Sea.

The VTS stations in Warnemünde and Travemünde are equipped with corresponding receivers. Other VTS stations will be completed as soon as possible in order to meet the advanced introduction of AIS. The delegate further stressed the importance of cooperation with the Danish authorities especially with regard to the AIS-monitoring in the Kadetrinne and the Fehmarnbelt.

Latvia reported of the Latvian pilotage service using Freeport of Ventspils as an example.

By National legislation pilotage service in Latvia is national only. Port Authorities own the pilot organisations and also decide the criteria for pilotage fees.

Pilots must pass a pilot's examination, including requirement of English language on a marine vocabulary level as a minimum, every two years.

Vessel traffic in the port is managed by the Vessel Traffic Service(VTS), a division of the Harbour Master's Office.

All vessels,irrespective of ownership and flag of registry, legal and natural entities, operating or located in the port territory, shall comply with the requirements of MARPOL 73/78 and HELCOM 92, Normative Acts of Latvia, Ventspils City Council and Port Rules' requirements.

Pilotage is compulsory for all vessels with a length of 70 m and more, as well as for tankers irrespective of their length when entering or leaving the port, or moving from one berth to another. 28,7 million tons of cargo was transferred in 2002.

There are 16 pilots working in four teams in the port of Ventspils and three pilot boats, each with a crew of two persons.

The number of pilotages in the last year was 2698.

Lithuania

The pilot service in Klaipeda, that employs 20 pilots, is under state control and via the Ministry of Transport directly subordinated to the Harbour master's office. In 2002, the construction of Klaipeda seaport entrance was completed. Additional port breakwaters were constructed, part of the harbour waters was dredged to 14 m, the entrance canal was also deepened and the port is allowed to receive large-tonnage vessels up to 130.000 GRT. All pilots underwent training according to the specific characteristics of the new-model port, completed simulator courses based on the port model at the Danish Maritime Institute and acquired certificates in compliance with the requirements of the STCW-95 convention. Pilots are approaching retirement age of 65. Five new pilots have been accepted for training and replacement.

In 2002, 7.850 pilotages were carried out. The number of operations has not varied much during the last few years, only the number of large-tonnage vessels, especially tankers.

Piloting vessels entering/leaving the port within the limits of the entrance canal where currents of diverse strength are encountered, is controlled by VTS.

A new modern pilot boat will be acquired in 2003.

PECs are issued to masters of ferries that call at Klaipeda port regularly (a total of 12) by the Harbour Master's Office. An additional requirement is that at least one officer on board speaks Lithuanian. At present Klaipeda have no holders of deep-sea pilot's certificate.

Norway

The Norwegian delegates informed that Norway has 171 pilots and a budget of approx. 50.000.000 Euros financed through pilot fees. In 2002, 40,000 pilotages were carried out, which was 10% less than the year before. The territorial water line has changed from 4 NM til 12 NM. A new VTS-station opened 1 January 2003.

A testing period for shorebased pilotage is going on. Before implementation can take place, laws and regulations must be in order. A presentation of how shore based pilotage is handled was given.

Poland

The Ministry of Infrastructure Decree regarding Qualifications and Certification of Sea Pilots has been in force since 23 March 2003. § 9 in this decree determine criteria to be met by candidates for deep-sea pilots' certificate and at present includes the following requirements:

- valid Master Mariner Certificate
- 36 months as master of foreign going vessels with GRT more than 3000, including minimum 12 months on vessels with LOA more than 180 metres
- performed minimum 3 deep-sea pilotages under supervision of a certified deep-sea pilot
- completed manoeuvring course on manned models in Ilawa or in another centre
- pass exam in Maritime Administration Office.

Four deep-sea pilots are available in Gdańsk/Gdynia and four pilots in the Szczecin/Świnoujście area. The delegate presented statistics of ship movement in Polish ports including breakdown and number of calls to four main Polish seaports (Gdańsk, Gdynia Szczecin and Świnoujście).

The delegate further informed about Polish maritime administration requirements in respect of PEC and language requirements.

The number of Polish deep-sea pilots decreased in 2002 and last year's number of deep-sea pilotages from Polish ports is due to the cost saving policy of ship owners and ship operators as well as to the availability of Danish pilot services from Gedser.

The delegate concluded that safety of navigation in the Baltic Sea is not going to be improved without support from IMO and Helcom and decisions made by the Maritime Administrations with respect to compulsory pilotage for vessels with a certain size or draught, or carrying dangerous goods.

Sweden

Monica Sundklev informed of changes in the maritime organisation at the headquarter in Norköping. There are now 7 maritime traffic areas. There are discussions about the national VTS-system and where the VTS-centres should be situated. Statistics for 2002 show that 39,150 pilotages have been carried out by 234 pilots. Sweden had 14 certified deep-sea pilots, now 12. Recently 401 Pilot Exemption Certificates have been issued. The number of valid PECs is 865, of which 82 are in English. 90 special exemption from compulsory pilotage are granted.

The delegate presented a new Swedish design for red cards and informed of new requirements and a 3-day certificate course starting in November.

Pilot fees will raise 1 July 2003 by 20% and coverage of pilot costs will then be 63 %.

6. EMPA

Pilot Juha Tulimaa, Finland, told that EMPA is a fortyone year old association situated in Antwerp. Originally EMPA's status was to compare with the BPAC's present status.

7. Statistics

Pilot Finn Wessel Jensen from the Danish delegation informed of the number of reported pilotages in the areas west and east of Bornholm and in the Gulf of Bothnia in the years 1997-2002.



Monika Sundklev, Sweden, suggested that figures for the area West of Bornholm also include pilotages in the Sound and Kattegat. Finn Wessel will consider this matter.

8. BPAC Brochure

On the BPAC conference in 1999 it was decided that a fourth and revised edition of the BPAC brochure should be published.

Mr Finn Wessel, Denmark, editor of the brochure, presented a draft version of the new brochure, which was also handed out. Finn Wessel pointed out some changes compared to the third edition, such as logos and the BPAC-homepage.

If the member states should wish to add their logo to the brochure, they can do so by sending it to the editor.

It was discussed and agreed that the picture of the pilot ladder should be the same as the picture approved by IMO in order to avoid confusion.

All member states are kindly asked to comment on the draft brochure to update information. Comments should be mailed or faxed to Mr Finn Wessel by **1 September 2003**. (Address etc. see list of participants)

The Secretary General informed of the actual costs for printing the brochure, which will be 8-9.000 Euro. Further the calculated costs for distributing the brochure will extend approx. 4.000 Euro. The member states were invited to share the costs.

The Norwegian, German, Swedish, Finnish and Danish delegates declared their willingness to contribute. The Estonian, Polish, Lithuanian and Latvian delegates will confer with their ministries and then inform the Secretariat of their decision.

9. Date and place for the next meeting

As the yearly conferences are held in the member states in turns, the president will approach the relevant Ministry in Lithuania, who is next on the list, to ask the Lithuanian member state of the possibility for them to host the conference in 2004.

Alternatively, Finland is prepared to host the conference.

Date and place will be announced in good time before the conference. A pre-invitation will expectedly be forwarded to all member states in March or April 2004.

10. Appointing new Secretary General

On behalf of the delegates, the president, Markku Mylly, thanked Mr Martin Richter for his excellent work for and engagement in the BPAC during his term as Secretary General.

Martin Richter thanked the president for good cooperation

and pointed at Pilotage Superintendent Per Soenderstrup, Denmark, as new Secretary General.

Per Soenderstrup was appointed with acclamation and thanked the delegates for their confidence.

11. Any other business

The delegates agreed on the following statement

"Statement from the Baltic Pilotage Authorities Commission meeting in Copenhagen 11-13 June 2003

BPAC supports all the efforts of HELCOM, EU, IMO and national Baltic states to strengthen the safety of navigation in the Baltic Sea.

BPAC also encourages all member states to implement deep-sea recommendations given by IMO in their national pilotage legislation.

Being aware of the increasing ship traffic in the Baltic Sea, BPAC emphasizes the importance of qualified deep-sea pilotage in the Baltic Sea.”

to be published on the BPAC homepage www.balticpilotage.org.

12. Closing of the conference

The president thanked the Danish hosts for a well-prepared and well-performed conference and all delegates for a fruitful meeting.

Hereafter the conference was closed.

ANNEX 1

Participants at the BPAC conference 11-13 June 2003 in Copenhagen

Country	Authority/ Company	Address	Tel, fax, email	Name and title
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	RDNH	Overgaden o. Vandet 62B PO box 1919 DK - 1023 Copenhagen		Finn Wessel Jensen Pilot
	RDNH	Overgaden o. Vandet 62B PO box 1919 DK - 1023 Copenhagen	+45 32 68 95 00 +45 32 57 43 41	Lars Hansen Commander
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The Baltic Pilotage Authorities Commission **Statistics**

NUMBER OF PILOTAGES REPORTED IN THE THREE AREAS

YEAR	NUMBER	WEST OF	EAST OF	GULF OF BOTHNIA
		BORNHOLM		
1 9 9 7	1,004	957	39	8
1 9 9 8	1,101	1,068	31	3
1 9 9 9	1,263	1,226	29	8
2 0 0 0	1,239	1,199	38	2
2 0 0 1	1,239	1,214	18	7
2 0 0 2	1,594	1,573	15	3



The Baltic Pilotage Authorities
Commission
Statistics 2002

NUMBER OF PILOTAGES REPORTED IN THE THREE AREAS

COUNTRY	(X)	NUMBER	WEST OF	EAST OF	GULF OF BOTHNIA
			BORNHOLM		
DENMARK	1,537	1,547	1,537	10	-
ESTONIA	0	0	-	-	-
FINLAND	0	0		-	-
GERMANY	27	34	27	4	0
LATVIA	0	0	-	-	-
LITHUANIA	0	0	-	-	-
NORWAY	0	0	-	-	-
POLAND	1	2	1	1	0
RUSSIA	0	0	-	-	-
SWEDEN	11	11	8	0	3
TOTAL :	1,576	1.594	1,573	15	3

- Numbers in (x) are reported numbers of pilotages before divided in sub-areas.

Photo of the delegates

