



CONFERENCE 2004

KLAIPEDA, LITHUANIA



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SUMMARY

1. Opening of the conference

President of the BPAC, Markku Mylly, welcomed the participants of the conference.

Markku Mylly stressed the importance of knowing what is going on within the pilotage area in the Baltic area in different countries under the HELCOM, IMO and EU. He stressed the importance of information and suggestions of the conference being passed on to the mentioned bodies, despite the BPAC not being a decision making body.

The President thanked Lithuania for hosting the conference and inviting the delegates and wished fruitful work at the conference.

Mr. Viktoras Lukosevicius, harbour master of Klaipeda State Seaport Authority, pleasurably welcomed all the delegates of the conference in Klaipeda. He stressed the benefits of the BPAC conferences, where professionals participate because of the widening of own horizons and sharing experiences on a variety of pilotage issues from around the Baltic Sea.

Mr. Vladas Sturys, director for port strategy Klaipeda State Seaport Authority, made a presentation on the Klaipeda State Seaport.

2. Report from the Secretariat

Mr. Per Sønderstrup informed about a new version of the BPAC-brochure including publishing the brochure on www.balticpilotage.com to download.

Per Sønderstrup further informed the delegates of a request from the Chairman of Europilots Capt. C.J.A. Hughes about BPAC regulations concerning the 5-day rule for North Sea pilots with reference to the Baltic/North Sea Deep-Sea Pilotage Demarcation Line Rule (Skaw-Vinga) Adopted 6 October 1993.

3. Pilot training and certification

-implementation of the IMO-resolution A.960/23

4. Helcom Pilot EWG

Mr. Sønderstrup told that The Pilot Expert Working Group under HELCOM has finalised its work and that a report will be distributed through the HELCOM Secretariat.

5. Mutual information

A country questionnaire sent to the member states to fill in has been returned by 8 member states. The contributions have been compiled by the Secretariat. The compilation is attached as **Annex 3**.

The filled in questionnaires is to be regarded an excellent instrument to follow the development from year to year. It should be taken under consideration that the compilation be handed in to HELCOM when concluded.

Lithuania

The Lithuanian delegate, Mr. Vytautas Grigelius, informed that in Lithuania pilot's service is state owned. Pilot's service and VTS make one unit/department. The biggest vessel calling the port of Klaipeda was 274 metres, the smallest 30 metres. Ro-Ro ferries navigate without

pilot's assistance in the port of Klaipeda. The Port Authority pays attention to safe navigation as well as to training the pilots. During the last year no accidents caused by pilots happened. All pilots have passed training courses of GMDSS, SOLAS, ECDIS, radar simulator and ship's manoeuvring simulator at the Danish Maritime Institute. Senior pilots are able to carry out pilotage on board vessels with a length exceeding 250 metres. The training period for probationers/trainees is 1 year. After having passed an examination they receive a pilot certificate. According to Lithuanian law the retiring age for pilots is 65 years. Currently 3 pilots are approaching this age.

In the next 2 years the Port Authority plans to build a new VTS tower and renew the VTS-equipment. Good towage service is available in the port of Klaipeda with 2 tugboats on duty every day. The existing payment system is very important for safe navigation. Payment for tugboat assistance depends on the size of vessel, not on the number of tugboats.

Denmark

The Danish delegate, Mr. Per Sønderstrup, informed about New ICT (Information communication technology) for pilots and development of an IT-infrastructure with all pilots having e-mail accounts and access to pilot booking etc. as well as a new pilot booking system integrated with AIS, accounting, knowledge base etc.

Mr. Per Sønderstrup also told about new pilot boats. Most Danish pilot boats will be equipped with AIS in 2004, small integrated bridge system (FURUNO) and all boats equipped with emergency radio direction.

Mr. Per Sønderstrup informed that the Danish Competition Council has recommended a liberalization of the Danish Pilotage Service, which will require a revised pilotage act. A proposal for a new pilotage act is to be prepared by February 2005. A governmental action plan for safety of navigation in Danish waters includes VTS, AIS, shore based pilotage, a Maritime Assistance Service centre and better information for ships.

Estonia

The Estonian delegate, Mr. Aivo Pitk, briefly informed of the situation in Estonia. In 2000 Estonian Pilot was formed by the state, the stockholder of which is the Ministry of Economic Affairs and Communications. Estonian Pilot provides pilot services all along the Estonian coast-line and include 5 main pilot stations and some smaller pilotage areas. There are 57 pilots and 2 students. Pilotage fees set by the government have been stable for the last 11 years.

Year 2003 was not bad for the company. In the winter and early spring ice conditions were very bad, which made it necessary to rent tug-boats at high costs to provide services. Approx. 20 000 pilotage operations were carried out (144 000 miles, average length of an operation 7,3 miles). Ships are getting bigger: In year 2000 the average tonnage per ship was 8500 compared to 10300 in 2003. Total income of the company was about 10 million euros.

Estonian Pilot Company have 167 employees, 57 of them are pilots. The main pilot station is situated in Rohuneeme near Tallinn.

Plans and developments

The average age of Estonian pilots is quite high and therefore 2 -3 new pilot-students are taken in every year. It takes 5 – 6 years to obtain the „older-sea pilot“ certificate. Young people are attracted by the higher salaries for pilot-work. Together with the government the company is looking for a way to change the working schedule for pilots to one week's work and one week's rest.

There are 19 boats - 5 of them in Rohuneeme - mainly aluminium-bodied light pilot cutters, but some made of steel to be used in heavy-seas and at winter time in ice conditions, working all over the Estonian coast-line, where the pilot-stations are. Future plans are to built or buy heavier cutters, which are able to sail at high-seas and in ice conditions.

Finland

The Finnish delegate Mr. Matti Aaltonen informed about PILOTAGE 2003 in Finland.

The Finnish Maritime Administration was reorganized in 2003. A state owned independent pilotage organisation *Finnpilot* has been established in 2004.



The pilotage authority is the central administration of the FMA. Its main responsibilities are to control pilotage and to grant pilot's certificates, pilot exemption certificates and pilot dispenses. The pilotage authority prepares administration orders for pilotage. In 2003, 60 pilot's certificates, 208 PEC's and 73 dispenses were granted, all valid for 5 years.

The pilotage authority also controls deep-sea pilotage and grants deep-sea pilots' certificates. A representative of the pilotage authority attended the Helcom EWG's to enhance safety of navigation in the Baltic Sea.

Because of winter the amount of piloted vessels increased remarkably. Normally 40 % of ships are piloted, in 2002 it was 49 %, total mileage was 814'940. The total amount of piloted vessels increased by 6,6 % and the mileage by 16,7 %. If the winter effect is reduced the total amount of pilotage decreased however with 7 %. Inland waters pilotage increased with 2 %. The Income totalled over 4 million euros (16 %). Expenses were nearly 2 million euros less than planned. The profitability of pilotage was 111 %.

There were approx. 40 deep-sea pilots in Finland in 2003. The number is decreasing and the average age is rapidly increasing. The first new deep-sea pilot's certificate in 5 years was granted in May 2004. At the beginning of 2004, 23 deep-sea pilots were in Finnpiilot's service, 13 were pilots that had retired or gone to other work. In 2003, 2 pilotages were reported.

Because of rapidly increasing oil shipments from Primorsk oil terminal and heavy passenger traffic between Helsinki and Tallinn, the governments of Estonia, Finland and the Russian Federation decided to enhance safety of navigation and environment by making a proposal to IMO to establish a new mandatory ships' reporting system (GOFREP) on the Gulf of Finland. Also two traffic separation schemes were amended in order to meet the needs of better traffic. starting 1 July 2004, the main functions being reporting and information. The system covers international waters of the Gulf of Finland and all SOLAS ships must comply with it. The system includes common database between traffic centres. Radars and AIS do survey for traffic and VHF and AIS communication.

Germany

Mr. Heiko Böeschen has made a report about pilotage in Germany. According to the Pilotage Act of 1954 there are set 5 Pilotage District Regulations (Ems, Weser/Jade, Elbe, Kiel Canal, WIROST). In most districts a pilot is compulsory for vessels 90 m/ 13 m with a lot of individual regulations.

- PEC's are given to masters with experience in the pilotage area (6-48 passages), who has passed an exam and speak German; PEC's only for double hull tankers up to 90m/ 13 m and single hull 60/10
- Demands for new pilots:- Application to the authority (Waterways and Shipping Directorate)- Master's licence without exemptions- 2 years' experience with master's licence as a master or nautical officer- Fluent German language skills and good English language skills- Good physical constitution- Reliability
- An additional psychological test is planned- Examination after 8 months of job training- Unlimited approbation up to the pension age of 65.

Norway

John Evensen presented the activity of the Norwegian costal administration.

Maritime services:

- Pilot services
 - VTS services
 - Radio navigation, GPS
 - Messages and information
 - Preparedness in connection with acute pollution
 - and more
- International Monitoring and Message Cooperation based on AIS:

Russia - Estonia

Finland - Sweden –

Denmark - Norway

Poland

The Polish delegate informed of the following:

The traffic in main Polish ports in 2003 was:



Gdansk	2138 calls
Gdynia	3322 calls
Szczecin	3288 calls + Police 377 calls
<u>Swinoujscie</u>	<u>10503 calls</u>
Total:	19880 calls

Pilot Exemption issued by Polish Maritime Authorities Office at Gdynia and Szczecin respectively:

To/from Gdansk port	83	
To/from Gdynia	89	
To/from Szczecin	122	
<u>To/from Swinoujscie</u>	<u>30</u>	<u>Total 324</u>

During the last meeting of Helcom Pilot EWG at Gdansk(Oliwa), on 5-6 May 2004, the Gulf of Gdansk was added to the already agreed 10 High Risk/Risk Area as "Area 11". In criteria for Gulf of Gdansk concluded high risk of grounding for VLCCs due to reduced manoeuvring ability, high risk of pollution from big ships carrying dangerous or polluting cargo, e.g. crude oil products. As a result pilotage for ships carrying dangerous or polluting cargo and for ships having deadweight of 100.000 tons or more was recommended.

Since almost half a year, Automatic Identification Systems are working satisfactory both in Gulf of Gdansk and in Gulf of Szczecin.

Russia

No report.

Sweden

Monika Sundklev from the Swedish maritime organization informed that changes are to be made in the Vessel Traffic Services. Issues about reducing the number of VTS centres from 9 to 2-4 VTS centres are currently under discussion.

- VTS-operators and pilot administrators (pilot ordering) joint operation
- VTS-operators are educated according to IALA V/103-1 model course
- Implementation of the EU-directive 2002/59
- FRS-system (Ship Reporting System regarding hazardous cargo, possible to announce Pilot request)

Pilotage Regulations

New pilotage regulations since 1 July 2004

- Differentiated pilot ordering times (24h, 12h, 6h)
- More detailed regulations regarding PEC:
 - Theoretical test + practical examination
 - 3 years validity
 - Local recommendation regarding passage requirements

Pilot Fees

From 1 July 2004 pilot fees will be raised by 20 %

- Discount on Lake Vänern and Lake Mälaren
 - Progressive discount for pilotages > 15 hrs (Max 30%)
- Coverage of pilot costs will then be approx. 80 %

6. EMPA

Capt. Juha Tulimaa, Finland, reported from the EMPA GM, that took place in Antwerp 31 March - 1 April. After approval of Estonia, Ireland and Latvia as members of the EMPA, 23 member delegations could be noticed to participate in the meeting.

The work in EMPA seems to be expanding and the EMPA itself growing still. Further he said that EMPA and IMPA appreciate good co work.



The Delegates were told of different recent matters: IAD database of accidents and near misses, RISAP's latest news, presentation of a research about the strain of pilotage as a job, ports of refugee matters, ISPS matters.

7. Statistics

Pilot Finn Wessel Jensen, Denmark, informed about the number of pilotages in three areas in 2003. (See annex 2).

8. BPAC Brochure

A copy of the draft brochure was handed out to the delegates. Any last corrections should reach the editor – Finn Wessel Jensen – by 1 July 2004.

9. Date and place for the next meeting

The next conference will be held in Finland in June 2005. Date and place will be announced in due time.

10. Any other business

The Pilot Expert Working Group under HELCOM has finalized a report concerning the use of pilot in certain risk areas in the Baltic Sea. The task of the HELCOM Pilot EWG was to look into the need and possibility for establishing compulsory pilotage within High Risk Areas. HELCOM Pilot EWG has identified a number of risk areas where the use of pilot for certain ship's type and size is considered an improvement of the safety of navigation thus contributing to the enhancement of the environmental protection of the Baltic Sea.

The Baltic Pilotage Authorities Commission wants to state that it supports the work and conclusions of the HELCOM Pilot EWG.

The conclusion of a discussion about the ISPS-code and the effect it might have on the work of pilots was that the subject be an item at next year's conference.

The Danish delegate Mr Ejvind Bjerregaard Jensen made a speech on under-keel clearance. For more information, see under keel-clearance on the BPAC website.

11. Closing of the conference

The president thanked the Lithuanian hosts for a well-organized conference and the delegates for fruitful work during the conference.



Annex 1

Country	Company	Address	Telefax - email	Name and title
Denmark	The BPAC Secretariat Royal Danish Administration of Navigation and Hydrography	62B, Overgaden o. Vandet, PO Box 1919 1023 København K Denmark	+45 32 68 95 00 +45 32 57 43 41 pss@frv.dk	Per Sønderstrup Pilotage Superintendent Secretary General of the BPAC
	The BPAC Secretariat Royal Danish Administration of Navigation and Hydrography	62B, Overgaden o. Vandet, PO Box 1919 1023 København K Denmark	+45 32 68 95 00 +45 32 57 43 41 frv@frv.dk	Inger Andersen Senior assistant
	Royal Danish Administration of Navigation and Hydrography	62B, Overgaden o. Vandet, PO Box 1919 1023 København K Denmark	+45 56 95 39 22 +45 56 91 25 01 bpac_fw@post12.tele.dk	Finn Wessel Jensen Pilot
	Royal Danish Administration of Navigation and Hydrography			Ejvind Bjerregard Jensen Pilot
Estonia	Estonian Pilot	Sadama Tee 9 VIIMSI Harjumaa 74044	+ 372 605 3800 + 372 605 3810 loots@loots.ee	Hjalmar Liivik Member of the management board
	Estonian Pilot	Sadama Tee 9 VIIMSI Harjumaa 74044	+ 372 605 3800 + 372 605 3810 loots@loots.ee	Aivo Pitk Member of the management board
Finland	Finnish Maritime Administration	PO Box 171, 00181 Helsinki, Finland	+358204484623 +358204484470 matti.aaltonen@fma.fi	Matti Aaltonen Director
	Finnish Maritime Administration	PO Box 520, 00181 Helsinki, Finland	+35820754611 +358204484470 juha.tulimaa@finnpilot.fi	Juha Tulimaa Pilot elderman
	Finnish Maritime Administration	Porkkalankatu 5, 00181 Helsinki, Finland	+358 204 48 4201 +358 204 48 4600 markku.mylly@fma.fi	Markku Mylly BPAC Chairman
Germany	Waterways&Shipping Directorate, North	Hindenburgufer 247, D 24106 Kiel	+ 49-431-3394-8200 +49-431-3394-6399 hboeschen@wsd-nord.de	Heiko Boschen Regierungsrat
	Ministry of transport	D-53113 Bonn	+49-228-300-4643 +49-228-300-1454 reif@bmvbw.bund.de	Elfriede Reif Regierungsdirektorin
	Bundeslotsenkammer	Nikischstrasse 8 D-22761 Hamburg	+49-40-890-3435 +49-40-890-5250 BLKGAK@AOL.com	Hein Mehrkens Captain
	Lotsenbruderschaft Wismar/Rostock/Stralsund	An der See 14 D-18119 Warnemunde	+49-381-20-60-380 +49-381-20-60-301 info@RostockPilot.de	Christian Subklew Captain
	C/O Lotsenbruderschaft	Schleuseninsel 6, D-24159 Kiel	+49-431-36-1212 +49-431-36-3343 michael.schmenner@kielpilot.de	Michael Schmenner
Lithuania	Klaipeda State Seaport Authority	Janonio str. 24 LT-92251 Klaipeda Lithuania	+370 46 499690 +370 46 499666 ukt@port.lt	Viktoras Lukosevicius Harbour master
	Klaipeda State Seaport Authority	Janonio str. 24 LT-92251 Klaipeda Lithuania	+370 46 499748 +370 46 499777 sturys@port.lt	Vladas Sturys Director for port strategy
	Klaipeda State Seaport Authority	Janonio str. 24 LT-92251 Klaipeda Lithuania	+370 46 499690 +370 46 499666 ukt@port.lt	Ricardas Lucka Deputy harbour master
	Klaipeda State Seaport Authority	Janonio str. 24 LT-92251 Klaipeda Lithuania	+370 46 499690 +370 46 499666 ukt@port.lt	Vytautas Grigelius Chief Pilot
Norway	Norwegian Coastal Administration	P.O. Box 466 No. 5501 Haugesund Norway	+47 5273 3201 + 47 5273 3201 jon.leon.ervik@kystverket.no	Jon Leon Ervik, Captain Head of department
	Norwegian Coastal Administration	Servicebox 2 N-6025 Aelesund Norway		John Evensen
		Ytre Sandgate 25d N-4514 Mandal Norway	+47 951 90 582 +47 38 26 32 22 stein@norsklos.com	Stein Inge Dahn Maritime pilot



BALTIC PILOTAGE AUTHORITIES COMMISSION

Poland	Polish Maritime Pilots Association	Ul. Hryniewickiego 10 bud.38, 81-340 Gdynia, Poland	+48 58 661 70 47 +48 58 620 31 16 pspm@pspm.pl	Cpt. Jerzy Ananiew
	Marbalco Shipping Co.Ltd	116/15 Armii krajowej Str., 81-824 Sopot Poland	+ 48-58 551 70 37 + 48-58 551 68 38 pilot@marbalco.com	Capt. Kazimierz Goworowski Managing director
Sweden	Swedish Maritime Administration	SE-601 78 Norrköping Sweden	+ 46 11 19 12 54 monica.sundklev@sjofartsverket.se	Monica Sundklev Senior Administrative Officer
	Swedish Maritime Pilots' Association	Box 100 49, 434 21 Kungsbacka Sweden	+ 46 708 231530 wallroth@beta.telenordia.se	Billy Wallroth Senior Pilot


2003
NUMBER OF PILOTAGES REPORTED IN THREE AREAS

COUNTRY	(X)	NUMBER	WEST OF	EAST OF	GULF OF BOTHNIA
			BORNHOLM		
DENMARK	1.636	1.648	1.636	11	1
ESTONIA	1	2	1	1	-
FINLAND	2	3	0	2	1
GERMANY	24	27	24	3	0
LATVIA	0	0	-	-	-
LITHUANIA	0	0	-	-	-
NORWAY	0	0	-	-	-
POLAND	2	4	2	2	-
RUSSIA	0	0	-	-	-
SWEDEN	4	5	0	1	4
T O T A L		1.689	1.663	20	6

- Numbers in (x), reported number of pilotage before divided in sub-areas.

Annex 3

Country	Sweden	Lithuania	Denmark
1. General			
Date of reporting	11. May 2004	6 May 2004	30 April 2004
Name of respondent	Monica Sundklev Senior Administrative Officer	Ricardas Lukas Harbour Master	Per Soenderstrup Pilotage Superintendent
Pilotage Authority	Swedish Maritime Administration SE-601 78 Norrköping Sweden Phone: +46 11 19 10 00 Fax: +46 11 10 19 49 hk@sjofartsverket.se www.sjofartsverket.se	Klaipeda State Seaport Authority J.Janonio str. 24 LT-5800 Klaipeda Lithuania Phone +370 46 499799 info@port.lt www.portofklaipeda.lt	Royal Danish Administration of Navigation and Hydrography Overgaden o. Vandet 62 B DK-1023 Copenhagen K Denmark Phone +45 32 68 95 00 frv@frv.dk www.frv.dk / www.pilotage.dk
Area of responsibility	Sweden	Klaipeda State Seaport	Denmark
2. Deep-Sea Pilotage			
Pilotage Authority	Same as 1	Same as 1	Same as 1
Number of pilots holding a "red card"	17	Formal procedures and requirements are not established	90 including Kattegat
Status of employment	Governmental		Public service
Number of deep sea pilot operations	206		1636 east of Bornholm / 11 west of Bornholm
Are deep-sea pilots engaged only in deep-sea pilotage	No	Since we have not had a demand for deep-see pilotage for many years there is no legislation regarding this activity.	No
Pilot stations offering deep-sea pilotage	Any Swedish pilot station can arrange for a licensed Swedish deep-sea pilot to start piloting from a different position than the pilot boarding positions		Danpilot at Skagen, Spodsbjerg and Gedser. Sound Pilot at Elsinore and Bornholm

Country	Sweden	Lithuania	Denmark
Requirements for obtaining a deep-sea license	Formal education according to SMA guidelines regarding certification of deep-sea pilots (Red Card). Requirements: Fully licensed pilot with 5 years of experience (active and not over 60 years of age), GOC-certificate, health declaration. The Red Card-course is held during three days and following subjects/items are included: Main routes of the Baltic, traffic separation schemes and other routing systems, VTS & reporting systems, national pilotage areas of the Baltic, barding areas and pilot ordering procedures, rules and regulations regarding ice-breaking, environmental regulations in the Baltic, SAR-areas, escort-tug resources, hydrographical information and the making of a course book/passage plans and participating in navigational simulator. The certificate must be renewed every five years.		Same as for national pilots. The head of the pilot station is responsible for proper training and deep-sea pilotage east of Bornholm is only carried out by senior pilots
3. National pilotage			
Number of pilots	230	20	110
Number of pilot stations	24	1	26
Number of pilotage operations	39.150	8.082	18.500 including deep-sea pilotage
Annual turnover (EURO)	30.0 million	N/A	25.0 million
Number of PEC's	1025 (170 in English)	19	Not relevant due to general exemption rule
Procedures for licensing pilots	Swedish citizen, Master Mariner, relevant practise as captain or officer, GOC-certificate, health declaration, psychological test, local education from 1 to 5 years,	Pilots must have chief mate's certificate on vessels of 500 gross tonnage - pass medical fitness - work on probation for one year afterwards to pass examination - limit: from 25 till 65 years.	Applicants must hold a master's license and approved seagoing experience on management level normal for at least 2 years. Apprentice time is 3 months followed by a period 2 years upgrading practical experience as a pilot before fully licensed to navigate ships without limitations

Country	Sweden	Lithuania	Denmark
Structure of pilot organization	230 pilots, (240 boatmen), pilot ordering service (integrated with VTS-centres), 24 pilot stations, 7 districts, Maritime Traffic Department (Production issues), Nautical Regulation Unit of the Department of Maritime Policy and Public Affairs (governmental and policy issues)	<ol style="list-style-type: none"> 1. Ministry of transport 2. Klaipeda State Seaport authority 3. Harbour master 4. Vessel traffic service (pilot service is a part of VTS) 	Danish pilotage services are supervised and administered by the Royal Danish Administration of Navigation and Hydrography under the Ministry of Defence. Three pilot divisions Danpilot, Sound Pilot and Belt and Fiord Pilot are operating organized with a senior pilot as head of each pilot division responsible for operational management of pilotage within the pilotage district
Principles for calculating pilotage fees	According to Gross tonnage and piloted time.	Gross tonnage is multiplied by the tariff established by the Ministry of Transport. Liner ships obtain a rebate to this tariff.	Pilotage fees are calculated according to ship's size (length, breadth and draught), duration and difficulty. For further information visit www.pilotage.dk
General regulations for compulsory pilotage	Pilotage is, in general, compulsory for masters on vessels with a length of 70 metres or breadth of 14 metres or more. The sizes and categories of vessels with compulsory pilotage vary and are specified in each fairway depending on the complexity of the fairway. Pilotage may also be compulsory for vessels carrying dangerous cargoes (according to the IMDG-code) such as gas, chemicals, nuclear and oil (see the Pilotage regulation).	Entire vessels except small national coastal, sporting, fishing vessels (draught up to 4.0 metres and gross tonnage up to 500) as well as vessels on which masters have pilotage exemption certificate.	All chemical- oil- and gas tanker and ships carrying nuclear or radioactive materiel. For ships in transit through route T and the Sound IMO resolution MSC.138(76) recommends ships to take pilot when having a draught of 11 meters or more and ships carrying INF-code cargo through route T and oil- gas- and chemical tankers and ships carrying INF-cargo through the Sound
Regulations for PEC's	Knowledge of the ship, the fairway and local conditions. Theoretical and practical examination. Languages required are Swedish and/or English. New period of validity - three years	<ol style="list-style-type: none"> 1. The ship must have sailing table. 2. Must have made 12 arrivals and 12 departures to/from Klaipeda port. 3. Master of ship must pass examination. 4. At least one of navigators on captain's bridge must know Lithuanian language. 	Not relevant as Denmark has a general exemption rule. A Master having navigated the same area on the same ship at least 5 times within 6 months is exempted from taking pilot.



Country	Sweden	Lithuania	Denmark
Regulations for pilots	<p>Pilotage Ordinance SFS 1982:569; Regulation and guidelines regarding pilotage SJÖFS 2000:15 (New on July 1 2004) National and local processes according to ISO 9000:2001 (Quality system)</p> <p>The pilot is responsible for the pilotage, the master for the ship. Pilot may be liable if he/she is found guilty of great negligence.</p>	<p>Pilotage activity is carried out according to the Lithuanian maritime safety law. The main principle – pilot is master's adviser.</p>	<p>The responsibility and duties of the pilot is laid down in a Danish promulgation order for pilotage. Also, pilots are subject to regulations of fatigue according to EU directive. In general regulations concerning navigation also apply to the pilots.</p>
Current development	<p>Sweden has no plans regarding shore-based pilotage. We provide mostly traffic information, but VTS Gothenburg has today competence to provide navigational assistance as a service to mariners if needed. This is, however, not considered as shore-based pilotage! The VTS-organisation regarding what service to provide and where is now being looked over.</p>	<p>No comments</p>	<p>Denmark has started to consider shore based pilotage in connection with the implementation of AIS.</p> <p>The Danish Competition Authority has recommended liberalizing pilotage in Denmark. The result of these considerations is still uncertain.</p>



Country	Norway	Germany	Estonia
1. General			
Date of reporting	17.05.2004	28.05.2004	19.05.2004
Name of respondent	John Evensen	Elfriede Reif	Aivo Pitk
Pilotage Authority	<p>Norwegian National Coastal Administration Servicebox 2, N-6025 Ålesund Aalesund Norway Phone: +47 70 23 10 00 Fax: +47 70 23 10 08 kystdir@kystverket.no www.kystverket.no</p>	<p>Waterways and Shipping Directorate North Hindenburgufer 247, D-24106 Kiel Phone / fax 0049 3394-8210/-6399 poststelle@wsd-nord.de www.wsd-nord.de</p> <p>Waterways and Shipping Directorate Northwest Schloßplatz 9, D-26603 Aurich Phone / fax 0049 4941 602-0/-378 wsd-nordwest@aur.wsdnw.de www.wsd-nordwest.de</p>	<p>Estonian Pilot Sadama tee 9 Viimsi, Harjumaa ESTONIA 3726053800 loots@loots.ee www.lots.ee</p>
Area of responsibility	Norway	German Coast of North Sea (with Ems, Jade, Weser, Elbe), Kiel Canal and Baltic Sea (with Flensburg, Kiel, Lübeck-Trave, Wismar, Rostock, Stralsund)	Estonia
2. Deep-Sea Pilotage			
Pilotage Authority	Same as 1	Waterways and Shipping Directorate North (Same as 1)	Same as 1
Number of pilots holding a "red card"		21	
Status of employment		Self-employed	
Number of deep sea pilot operations		12	1
Are deep-sea pilots engaged only in deep-sea pilotage		No	No
Pilot stations offering deep-sea pilotage		2 Brotherhoods: - Lotsenbrüderschaft Wismar/Rostock/Stralsund in Rostock-Warnemünde - Lotsenbrüderschaft Kiel Canal/Kiel/Lübeck/Flensburg in Kiel	Muuga, Rohuneeme
Requirements for obtaining a deep-sea license		License issued by Waterways and Shipping Directorate North: - master's licence without restrictions - 2 years experience with master's licence as a master or navigation officer - German language and good English language - good physical constitution (medical examination) and reliability.	sea pilot license + 5 year's practice as a captain of 3.000 GT and more



Country	Norway	Germany	Estonia
3. National pilotage			
Number of pilots	265	760 in 7 brotherhoods	55
Number of pilot stations	16		7
Number of pilotage operations	43.000	117.880	19.808
Annual turnover (EURO)	50.0 million	87.0 million	10.0 Million
Number of PEC's	2.600	630	-
Procedures for licensing pilots	National procedures and requirements. Master mariner certificate and 3 years pilot training	Selection, training and examination of apprentice pilots by the authority after consultation with the brotherhood. - masters licence without restrictions - 2 years experience with masters licence as a master or navigation officer - German language and good English language - good physical constitution (medical examination) and reliability. Examination after 8 months of training in the brotherhood. Pilots have to retire by law at the latest at the age of 65.	Estonian citizen with captain or chief mate license at least 3000GT



Country	Norway	Germany	Estonia
Structure of pilot organization	<p>130 boatmen 29 pilot boats 8 pilot masters offices along the coast 1 head-office in Haugesund-Pilot/VTS Coast Directorate with Coast Director and Pilot Supervisor in Ålesund As a main rule there is compulsory pilotage inside the baseline of the Norwegian Coast</p>	<p>According to the German Maritime Pilotage Act pilots other than deep-sea pilots are self employed liberal professionals but fully regulated. They are united in 7 brotherhoods (self-administration system) for the pilotage districts (Ems, Weser I, Weser II/Jade, Elbe, Kiel Canal I, Kiel Canal II / Kiel / Lübeck / Flensburg and Wismar/Rostock/Stralsund) where a permanent pilotage service is provided. Each pilotage district has its own by-laws (Revierlotsverordnung). The Brotherhoods are represented by their Eldermen, constitute the German Federal Chamber of Maritime Pilots (Bundeslotsenkammer). The President represents the German Federal Chamber of Maritime Pilots in overall affairs. Supervisory authority is the Ministry of Transport.</p> <p>There are sea- and shore based pilot stations, the state provides the infrastructure facilities for boarding and logistic. Pilots transfer is done by means of single hull ships, new SWATH tenders and barely by helicopters. The state authorised the German Federal Chamber of Maritime Pilots to organize this service (Lotsbetriebsverein, a membership corporation).</p>	<p>Government owned company. Pilots are public employees.</p>



Country	Norway	Germany	Estonia
Principles for calculating pilotage fees	Based on tonnage	Pilots get fees for their advisory activity; the amount is ruled by the government in the Tariff Ordinance for District Pilotage. Pilotage dues are levied to hold ready efficient pilotage facilities. The Waterways and Shipping Directorate charges and collects the pilots fees and pilotage dues from the ship-owners. All pilotage costs are carried 100 % by the vessel. (For deep-sea pilots there is no official tariff.)	Distance and GT.
General regulations for compulsory pilotage	In general all ships of more than 500 GT are subject to compulsory pilotage, there are special exemptions for war-ships under military command, Norwegian inland traffic and fishing vessels inside the EC-marked.	In general pilotage is compulsory for ships with a length of 90 m or more and breadth of 13 m or more. Special regulations for tankers carrying gas or mineral oil. There are a lot of individual regulations and exemptions in the district rules (Revierlotsverordnungen).	All cargo and passenger ships with GT 300 and more are subject to pilotage, with some exemptions.
Regulations for PEC's	In principle 6 voyages to and from the actual port	PEC's are given to masters <ul style="list-style-type: none"> • with experience in the pilotage area (6-24 passages) • who passed an examination and • who speak German. <p>Concerning tankers PEC's only for double hull tankers up to 90 m / 13 m, (single hull 60/10).</p>	Practical and theoretical examinations in Estonian language.
Regulations for pilots		Maritime pilots pilot vessels in their national pilotage district. The maritime pilot is not a member of the crew (§ 1 Maritime Pilotage Act). He is a self employed liberal professional but fully regulated. He is the master's adviser, but not commander of the vessel. Deep-sea pilots are licensed to pilot ships in the North Sea and/or Baltic Sea outside national pilotage waters.	Everything is practically the same as in other European countries.



Country	Norway	Germany	Estonia
Current development	Trial project for one year will continue to develop this service.	There is additional shore based pilotage in some districts (not in the Baltic Sea). AIS will be included in the VTS centres as soon as possible; there will be tests with PPUs.	To give the Pilot Station operators the same picture, as the VTS centre has, so in future, when AIS is also working properly, pilot has the possibility for shore-based pilotage, if the weather conditions or something else does not allow pilot to get on board.



Country	Poland	Finland	
1. General			
Date of reporting	13.05.2004	07.06.2004	
Name of respondent	Capt. Kazimierz Goworowsk	Director Matti Aaltonen	
Pilotage Authority	Ministry of Infrastructure 4/6 Chałubińskiego Street 00-928 Warsaw, Poland Phone + 48 22 6301570 Fax + 48 22 6288515 hcichecka@mi.gov.pl www.mi.gov.pl	Finnish Maritime Administration Porkkalankatu 5 00180 Helsinki / Finland +358204484623 / +358204484470 matti.aaltonen@fma.fi / www.fma.fi	
Area of responsibility	Poland	Finland	
2. Deep-Sea Pilotage			
Pilotage Authority	Maritime Office at Gdynia 10 Chrzanowskiego Street 81-338 Gdynia, Poland Phone + 48 58 6206911 Fax + 48 58 6206743 umgdy@umgdy.gov.pl www.umgdy.gov.pl	Same as 1	
Number of pilots holding a "red card"	4	35	
Status of employment	Self-employed	Self-employed	
Number of deep sea pilot operations	4	2	
Are deep-sea pilots engaged only in deep-sea pilotage	No	No	
Pilot stations offering deep-sea pilotage	Marbalco Shipping Co.,Ltd 81-824 Sopot Armii Krajowej 116/15 Street Poland tel. + 48 58 5517037 fax.+ 48 58 5516838 e-mail: pilot@marbalco.com survey@marbalco.com	Kotka, Helsinki, Hanko, Rauma, Mäntyluoto, Vaasa, Tankar, Bothnia	

Country	Poland	Finland	
Requirements for obtaining a deep-sea license	<p>According to Ministry of Infrastructure decree dated 23.01.03 whereof paragraph 9 requirements are as follows:</p> <ol style="list-style-type: none"> 1. Valid Master Mariner Certificate of Competency. 2. 36 months as Master of foreign going vessels with GRT more than 3000 but including minimum 12 months on vessel with length overall 180 m. 3. Minimum 3 Deep-Sea pilotages as apprentice of certified Deep-Sea pilot 4. Completion of manoeuvring course on manned models. 5. Positive result of qualifying examinations in district Maritime Offices Gdynia or Szczecin 	<p>Deep sea pilots are covered by an own degree and order FMA gives a deep sea pilot certificate on application for a Finnish person who has captain's licence, fulfils the administration's requirements and has acceptably passed the examination which is arranged by the FMA. FMA's requirements are: age under 55, at least 6 years experience as captain, chief officer or as a pilot on coast after getting the captain's license, health required in deck service, knowledge of Baltic Sea area, experience of navigating in ice conditions and fair knowledge of English. Deep-sea pilot's certificate ceases in the age of 60. On application it can be extended up to the age of 65.</p>	
3. National pilotage			
Number of pilots	N/A	215	
Number of pilot stations	N/A	16	
Number of pilotage operations	N/A	36.999	
Annual turnover (EURO)	N/A	37.7 million	
Number of PEC's		1.300	
Procedures for licensing pilots	<p>Ministry of Infrastructure decree whereof paragraph 6.1 requirements are as follows:</p> <ol style="list-style-type: none"> 1. Valid Master Mariner Certificate of Competency. 2. 12 months as Master of foreign going vessels with GRT 3000 or more. 3. Minimum 150 pilotage assistances within minimum 6 months of practice as pilot apprentice. 4. Completion of manoeuvring course on simulator. 5. Positive result of qualifying examinations in corresponding Harbour Master's Office 	<p>Captain's certificate, health as required in deck service, training on the fairways, passed the examination arranged by FMA, passed the test pilotage arranged by FMA and knowledge of Finnish and Swedish language. Pilot's certificate is granted for five years and it can be extended on application. It may also be deleted under some circumstances.</p>	



Country	Poland	Finland	
Structure of pilot organization	In each Polish seaport there are private pilot stations with the status of company limited.	In 2003 a re-organisation process changed the pilot organisation a lot. A new department was formed for pilotage. In 2004 this department formed the new state-owned pilot company. Finnish Maritime Administration is the competent authority for pilotage.	
Principles for calculating pilotage fees	Pilotage fee is based on vessel's volume calculated as follows: L x B x D L - length overall B - breadth D - summer draught Furthermore, in calculations of deep-sea pilotage fees the distance of pilotage is applied.	Pilotage fee depends on the net tonnage of the ship and of the piloted distance. The ministry of traffic and communications defines the tariff.	
General regulations for compulsory pilotage	In Gdansk and Szczecin all vessels with length overall 50 mtrs or more In Gdynia and Świnoujście all vessels with length overall 60 meters or more In all other (smaller) ports according to corresponding Harbour Master's Office regulations.	Ships carrying dangerous or harmful substances, ships size (>60 metres in length, > 10 metres in breadth or > 4,5 metres in draught) or other countries' state-owned ships.	
Regulations for PEC's	Pilotage exemption Certificate requirements: GDANSK/GDYNIA 1. Positive result of qualifying examinations / in Polish language/ in corresponding Harbour Master's Office. 2. Minimum 8 pilotage assistances as pilot apprentice SZCZECIN/SWINOUJSCIE 1. Positive result of qualifying examinations / in English language/ in corresponding Harbour Master's Office. 2. Minimum 8 pilotage assistances as pilot apprentice.	On application for captain or mate with required amount of voyages, passed FMA's examination, passed FMA's test pilotage and knowledge of Finnish or Swedish language.	



Country	Poland	Finland	
Regulations for pilots	The Polish Maritime Code, District Maritime Office Regulations & Port Regulations	Pilot has to have a certificate for the fairway. Pilot is responsible of the pilotage. The pilot has to communicate to the master all relevant information concerning pilotage, safety of traffic and environment. Pilot has to inform also VTS of all relevant information. State is not liable for the damages caused by a pilot action.	
Current development	VTS operational in Gulf of Gdańsk and Pomeranian Bay. Shore - based pilotage not under consideration yet.	In Finnish fairways shore- based pilotage is no option.	