



CONFERENCE 2005

NAANTALI, FINLAND

Report on the Conference of the Baltic Pilotage Authorities Commission (BPAC)
Naantali, Finland 8-10 June 2005



CONTENTS

	PAGE
Agenda	3
Summary	4
Annex 1 - List of participants	6
Annex 2 - Statistics on pilotage in the Baltic area	7
Annex 3 - Compilation of information from BPAC countries, 2004	9
Annex 4 – Photo of delegates	22
Annex 5 – Presentations (on the homepage as separate links)	23

AGENDA

1		Opening of the conference	Markku Mylly, President BPAC Raimo Kurki, Ministry of Traffic and Communication
2	Information	Report from the Secretariat	Frank A. Gottlieb, Denmark
3	Information	Mutual information -plans and development within the pilotage authorities in the member states since the last conference	The delegates
4	Information	EMPA	EMPA representative
5	Information	EMSA	EMSA representative
6	Information	Statistics -deep-sea pilotage	Denmark/Finn Wessel Jensen
7	Information	EU and pilotage/Port package	
8	Information	Traffic development in the Baltic Sea	
9	Decision	Election of new Secretary General	The delegates
10	Decision	Date and place for the next meeting	The delegates
11		Any other business	The delegates
12		Closing of the conference	

SUMMARY

1. Opening of the conference

Chairman Markku Mylly, President of BPAC, opened the meeting on 09th of June 2005 at 0900.

A silent moment was held in memory of the late chairmen of IMPA and EMPA.

Mr. Raimo Kurki told about the Finnish shipping situation in general and especially about the pilotage arrangements in Finland.

2. Report from the Secretariat

Mr. Frank Adler Gottlieb, Denmark, gave the Secretariat's report.

An update/modernization of the *BPAC homepage* – www.balticpilotage.org - with new id's and passwords is under way. An update of the main page with a map as in the BPAC guide was suggested. Contributions and updates from the member states should be sent to the Secretariat.

The member states are urged to send an updated version of their *country questionnaire* to the Secretariat.

The Secretariat has been approached with questions about deep-sea pilotage in ice advisory matters. Not all ice advisors carry a red card and that is why each country should send a valid *list of red card holders* to the Secretariat.

The red card also needs renewal according to the ISPS code when entering ports. Also new requirements to the card holders should be considered.

Supplies of BPAC gifts are used up and the member state should think of new gifts.

3. Mutual information

All participants from the member states gave their report on the national situation. (See annexes 3/compilation and 5/presentations)

4. EMPA

Mr. Juha Tulimaa, new President of EMPA, gave his report on the latest meeting of the organisation.

(See annex 5)

5. EMSA

Mr. Markku Mylly, Finnish representative of the board of directors of EMSA, gave a report on the work in EMSA.

(See annex 5)

6. Statistics - deep-sea pilotage

Mr. Finn Wessel Jensen gave his report of deep sea pilotage statistics 2004(see annex 2). There is a clear increase in numbers due to the Primorsk oil traffic.

7. EU and pilotage/Port package

Mr. Mylly informed of the situation of Port package 2, the revised version. Most of the member states are still against it due to different administrative levels on ports. Authorisation, self-handling and pilotage are the most discussed items in the package. There will be a hearing of interests on 14th of June in Brussels.

EMPA opposes to the package because they consider pilotage a safety matter, not a commercial activity.

8. Traffic development in the Baltic Sea

Ms Saara Hänninen informed of the latest research figures in traffic development in the Baltic Sea region (see annex 5). There has been an increase in all traffic sectors, but mostly in the oil transports due to the Primorsk oil terminal.

9. Election of new Secretary General

Decision: Mr. Frank Adler Gottlieb, Denmark, was elected new Secretary General according to the chairman's proposition.

10. Date and place for the next meeting

Decision: The next meeting will be held in Warnemünde, Germany, on 07th to 09th of June 2006 as the 25th Anniversary of the Baltic Pilotage Authorities Commission.

11. Any other business

Decision: An up-date of addresses, preferably including e-mail and homepage, should be sent to the Secretariat.

Information: Mike Sollosi of the US Coast Guard has been elected vice chairman of IMO's NAV sub-committee.

The proposals to Baltic Routeing and the amendment of Gulf of Finland Routeing were accepted in IMO's NAV sub-committee's 51st meeting. The final acceptance will be provided at the IMO's MSC meeting in December 2005.

Proposition: The delegates were urged to check what is the status on the national level regarding the Early Warning Scheme and that report at the next meeting.

Decision: The BPAC homepage will be updated by the Secretariat.

The latest date to inform the Secretariat by member states is 20.6.2005. All the questionnaires and other relevant information to be included.

Decision: A red card renewal will be started, considering especially the ISPS code and new requirements for the card holders.

Monica Sundklev, Sweden, will make a proposal for new requirements. Rules and regulations valid in Sweden will be translated and distributed to the delegates. Red card will be an item at the next meeting.

Decision: New gifts for the organisation will be provided.

The Secretariat will present a proposal for a BPAC standard.

Decision: The Secretariat is authorized to collect a yearly 50 € fee from each member state to finance the gifts.

12. Closing of the conference

The chairman closed the meeting on 10th of June at 1200.

**Annex 1**

Country	Company	Address	Email Telephone	Name and title
Denmark	Royal Danish Administration of Navigation and Hydrography	62 B, Overgaden o. Vandet PO Box 1919 DK - 1023 Copenhagen	hmr@frv.dk +45 32 68 95 00	Martin Richter Deputy Director General
Secretariat	Royal Danish Administration of Navigation and Hydrography	62 B, Overgaden o. Vandet PO Box 1919 DK - 1023 Copenhagen	ina@frv.dk +45 32 68 95 00	Inger Andersen Senior Assistant
Secretariat	Royal Danish Administration of Navigation and Hydrography	62 B, Overgaden o. Vandet PO Box 1919 DK - 1023 Copenhagen	fgo@frv.dk +45 32 68 95 00	Frank Adler Gottlieb Pilotage Superintendent
	Royal Danish Administration of Navigation and Hydrography	62 B, Overgaden o. Vandet PO Box 1919 DK - 1023 Copenhagen	finn.wessel@mail.dk +45 40 15 39 22	Finn Wessel Jensen Senior Pilot
Observer	Danish Maritime Pilots Association	Danske Lodser, c/o Dana, Havnegade 55, DK - 1052 Copenhagen	navigator@dana.dk +45 33 45 55 65	Bjarne Caesar Jensen Pilot
Estonia	Estonian Maritime Administration	Lume 9, Tallinn, 10416 Estonia	jaanus.matso@vta.ee +372 6 205 700	Jaanus Matso Deputy Head of Department
Finland	Finnish Maritime Administration	Porkkalankatu 5, 00180 Helsinki, Finland	markku.mylly@fma.fi +358 204 484 201	Markku Mylly Director General
Observer	Ministry of Transport and Communications	Etelä Esplanadi 16-18, PL 31, 00023 Valtioneuvosto, Finland	raimo.kurki@mintc.fi +358 957 828 490	Raimo Kurki director of shipping unit
	Finnish Maritime Administration	Porkkalankatu 5, 00180 Helsinki, Finland	matti.aaltonen@fma.fi +358 204 484 623	Matti Aaltonen Head of Traffic Department
Observer	EMPA and Finnish Maritime Pilots Administration	Vanhalantie 22, 48310 Kotka, Finland	tukku@planet.fi +358 400 612 871	Juha Tulimaa Senior Pilot
Observer	Finnish Research Institute	Otaniemi, Helsinki, Finland	saara.hanninen@vtt.fi +358 207 22111	Saara Hänninen Researcher
Germany	Waterways and Shipping Directorate North	Hindenburgufer 247, 24106 Kiel, Germany	hboesch@wsd-nord.de +49 431 3394 8200	Heiko Bösch
Observer	Lotsenbrüderschaft	c/o Lotsenbrüderschaft, Schleuseninsel 6, D 24159 Kiel, Germany	michael.schmenner@kielpilot.de +49 431 36 1212	Michael Schmenner Senior Pilot
Observer	Lotsenbrüderschaft	Hohe Düne, An der See 14, 18119 Warnemünde, Germany	info@rostockpilot.de +49 381 2060 301	Christian Subklew Senior Pilot
Norway	Norwegian Coastal Administration	PB. 466, 5501 Haugesund, Norway	jon.leon.ervik@kystverket.no +47 91 68 15 38	Jon L. Ervik Head of Pilotage and VTS Department
	Norwegian Coastal Administration	Service box 2, 6025 Ålesund, Norway	haldor.saether@kystverket.no +47 90 92 73 19	Haldor Saether Pilotage Inspector
Observer	Norwegian Coastal Administration	Service box 2, 6025 Ålesund, Norway	stein.inge.dahn@kystverket.no +47 95 19 05 82	Stein Inge Dahn Maritime pilot
Poland	Marbalco Shipping Co.Ltd	116/15 Armii Krajowej Str., 81-824 Sopot, Poland	pilot@marbalco.com + 48-58 551 70 37 + 48-58 551 68 38	Capt. Kazimierz Goworowski Managing director
Observer	Polish Maritime Pilots Association	10, bud. 38 Hryniewieckiego Str., 81-340 Gdynia, Poland	unipil@gd.onet.pl +48 58 661 70 47	Jerzy Ananiew Pilot
Sweden	Swedish Maritime Administration	SE-60178, Norrköping, Sweden	carl.carlsson@sjoefartsverket.se +46 11 19 10 00	Carl Carlsson Head of field Pilotage
	Swedish Maritime Administration	SE-601 78, Norrköping Sweden	monica.sundklev@sjoefartsverket.se + 46 11 19 12 54	Monica Sundklev Senior Administrative Officer
Observer	Swedish Maritime Pilots Association	Box 100 49, 434 21 Kungsbacka, Sweden	wallroth@beta.telenordia.se + 46 708 231530	Billy Wallroth Senior Pilot


STATISTICS
2004
NUMBER OF PILOTAGES REPORTED IN THREE AREAS

COUNTRY	(X)	NUMBER	WEST OF	EAST OF	GULF OF BOTHNIA
			BORNHOLM		
Denmark	2.790	2.790	2.774	16	-
Estonia	3	3	0	3	-
Finland	2	2	0	2	0
Germany	32	38	32	6	-
Latvia	0	0	-	-	-
Lithuania	0	0	-	-	-
Norway	0	0	-	-	-
Poland	6	10	6	4	-
Russia	0	0	-	-	-
Sweden	2	3	0	1	2
TOTAL	2.835	2.846	2.812	32	2
Last Year :		1.689	1.663	20	6
Numbers in (x), reported number of pilotage, before divided in sub-areas.					



STATISTICS

2004

NUMBER OF PILOTAGES REPORTED IN 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
2 0 0 3	1.689	1.663	20	6
2 0 0 4	2.846	2.812	32	2



Compilation on information from BPAC countries – 2004

Country	Denmark	Estonia	Finland	Germany
1. General				
Date of reporting	3.06.2005	07.06.2005	17.6.2005	07.06.2005
Name of respondent	Frank Adler Gottlieb Pilotage Superintendent	Aivo Pitk member of management board Estonian Pilot	Matti Aaltonen Director	Heiko Böschen
Pilotage Authority	Royal Danish Administration of Navigation and Hydrography Overgaden o. Vandet 62B DK-1023 Copenhagen +45 32 68 95 00 frv@frv.dk / www.frv.dk / www.pilotage.dk	Estonian Pilot Sadama tee 9 Rohuneeme, Viimsi vald +3726053800 fax +3726053810 loots@loots.ee, www.loots.ee	Finnish Maritime Administration Porkkalankatu 5 00181 Helsinki +358204484623 / +358204484470 matti.aaltonen@fma.fi www.fma.fi	Waterways- and Shipping Directorate North, Kiel Hindenburgufer 247 D-24106 Kiel Phone / fax 0049 3394-8210/-6399 poststelle@wsd-nord.de www.wsd-nord.de 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
Area of responsibility	Denmark	Estonia	Finland	German Coast of North Sea (with Ems, Jade, Weser, Elbe), Kiel Canal and Baltic Sea (with Flensburg, Kiel, Lübeck-Trave, Wismar, Rostock, Stralsund)
2. Deep-Sea Pilotage				
Pilotage Authority	Same as in 1.		Same as in 1.	Same as in 1.
Number of pilots holding a "red card"	95	2	41	24 + 22 North Sea
Status of employment	Public servants	Public	Self-employed	Self-employed
Number of deep-sea pilot operations		2	2	



Country	Denmark	Estonia	Finland	Germany
Are deep-sea pilots engaged only in deep-sea pilotage	No	No	No	No
Pilot stations offering deep-sea pilotage	Danpilot and Sound Pilot at Skagen, Spodsbjerg, Gedser and Bornholm	Muuga	Coastal pilot stations	2 Brotherhoods: - Lotsenbrüderschaft Wismar/Rostock/Stralsund in Rostock-Warnemünde - Lotsenbrüderschaft Kiel Canal/Kiel/Lübeck/Flensburg in Kiel
Requirements for obtaining a deep-sea license	Same as for national pilots. The head of pilot station assures proper training and education for deep-sea pilotage east of Bornholm	5 years' Master experience 3000GT and more + pilot license	Valid captain's license without restrictions, Health that is required in deck service at sea, General Operator's Certificate, Examination by competent authority	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
3. National pilotage				
Number of pilots	116	57	206	830
Number of pilot stations	26	6	17	
Number of pilotage operations	19,437	20,000	36,725	166,910
Annual turnover (EURO)	29.8 million	10 million	37.9 million	~103 Million
Number of PEC's	None		1033	630
Procedures for licensing pilots	Applicants must hold a master's license and approved seagoing experience on management level, normally for at least 2 years. Apprentice time is 3 months followed by a period of 2 years' upgrading practical experience as a pilot before he is fully licensed to navigate ships without limitations	Estonian citizen with captain or chief mate license at least 3000GT	Captain's license, health that is required in deck service at sea, required amount of training voyages, knowledge in Finnish and Swedish language. Accepted theoretical examination and test pilotages by competent authority. Persons who have a license granted by competent authority have the right to pilot. Pilot's	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



BALTIC PILOTAGE AUTHORITIES COMMISSION

Country	Denmark	Estonia	Finland	Germany
			license is granted for a maximum period of 5 years and it can be renewed	- 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



BALTIC PILOTAGE AUTHORITIES COMMISSION

Country	Denmark	Estonia	Finland	Germany
Structure of pilot organization	<p>Danish pilotage service is a non-profit public service 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 Fjord pilot - are operating. Each with a senior pilot as head of division, who holds the responsibility for the operational management of pilotage within their pilotage district</p>	<p>Government owned company. Pilots are public employees</p>	<p>A state owned company, 393 persons: 23 administrative and 362 operative persons (206 pilots, 148 drivers), on temporary basis 8 persons. The company has a board of directors from outside the company with maritime and economical backgrounds and one pilot representing the personnel of the company. The company is directly under the ministry of transport and communication</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. There are sea- and shorebased 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>



Country	Denmark	Estonia	Finland	Germany
Principles for calculating pilotage fees	Pilotage fees are calculated according to ship's size, duration of pilotage and difficulty. For further information please visit www.pilotage.dk	Distance and GT	All expences + profit. Pilotage fee includes for example travelling costs	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 shipowners. All pilotage costs are carried 100 % by the vessel. (For deep-sea pilots there is no official tariff)
General regulations for compulsory pilotage	All chemical-, oil- and gastankers and ships carrying nuclear or radioactive materiel. For ships in transit through Route T and the Sound, IMO resolution MSC.138(76) recommends to take pilot when having a draught of 11 meters or more and when carrying INF-code cargo through Route T; and oil-, gas- and chemical tankers and ships carrying INF-cargo through the Sound	All cargo and passenger ships with GT 300 and more are subjects to pilotage - with some exceptions	Ship's size (>60 metres in length or >10 metres of breath or >4,5 metres of max draught) or ship's cargo type (dangerous or harmful substances) or another country's state ship. Pilotage is compulsory on named fairways	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)
Regulations for PEC's	Not relevant	Practical and theoretical examinations in Estonian language	PEC is granted for a person, for a certain vessel, for a certain fairway, for a maximum period of 5 years and it can be renewed. The captain must have a PEC and mates can have it if required by watch keeping. Required amount of voyages on the fairway, knowledge of Finnish or Swedish language and examinations, theoretical and practical, by competent authority.	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>



BALTIC PILOTAGE AUTHORITIES COMMISSION

Country	Denmark	Estonia	Finland	Germany
			<p>Competent authority may grant a dispence to a captain who has a long experience of navigation in Finnish waters for 5 years. He has to know either Finnish or Swedish language. This is granted mostly to ships between 60 metres of length and under 1000 NT</p>	
<p>Regulations for pilots</p>		<p>Everything is practically the same as in other European countries</p>	<p>Pilot is the expert of water area and navigation and he acts as a master's adviser. Master is responsible for the ship, pilot is responsible of the pilotage and the information he is giving</p>	<p>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.</p> <p>Deep-sea pilots are licensed to pilot ships in the North Sea and/or Baltic Sea outside national pilotage waters</p>
<p>Current development</p>		<p>To give The Pilot Station operators the same picture as the VTS center has, so in future when AIS is also working properly, the pilot has the possibility for shore-based pilotage, if the weather conditions or something else doesn't allow the pilot to get on board</p>	<p>Pilotage has been separated from the administration 1.1.2004. Finnpilot acts as the operative body in pilotage and Finnish Maritime Administration as the competent authority. VTS activities remain in the administration. The Parliament accepted a new VTS law in the end of May. The law is based on the regulations of national legislation, IMO, IALA, and European Union. Finnish Maritime Administration is the</p>	<p>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 PPU's</p>



BALTIC PILOTAGE AUTHORITIES COMMISSION

Country	Denmark	Estonia	Finland	Germany
			VTS authority and the ministry of transport and communication is the competent authority. The law knows three levels of service, Information, Nautical assistance and Traffic organisation. No shore based pilotage	



Country	Lithuania	Poland	Sweden	
1. General				
Date of reporting	12.05.2005	17.05.2005	7 June 2005	
Name of respondent	Ricardas Lucka Deputy Harbour master	Capt. Kazimierz Goworowski Managing Director of Marbalco Shipping Co.,Ltd	Monica Sundklev Senior Administrative Officer	
Pilotage Authority	Klaipeda State Seaport Authority J.Janonio str. 24 LT-92251 Klaipeda, Lithuania +370 46 499799 info@port.lt www.portofklaipeda.lt	Ministry of Infrastructure 4/6 Chałubińskiego Street 00-928 Warsaw, Poland + 48 22 6301570 / + 48 22 6288515 info@mi.gov.pl / www.mi.gov.pl	Swedish Maritime Administration SE-601 78 Norrköping, Sweden Tel +46 11 19 10 00 Fax +46 11 10 19 49 hk@sjofartsverket.se / www.sjofartsverket.se	
Area of responsibility	Klaipeda port	Polish coast and all Polish ports	Sweden	
2. Deep-Sea Pilotage				
Pilotage Authority		Maritime Office at Gdynia 10 Chrzanowskiego Street 81-338 Gdynia, Poland + 48 58 6206911 + 48 58 6206743 umgdy@umgdy.gov.pl www.umgdy.gov.pl	Same as in 1.	
Number of pilots holding a "red card"	0	6	28	
Status of employment	-	Self-employed	Governmental	
Number of deep sea pilot operations	0	6	259	
Are deep-sea pilots engaged only in deep-sea pilotage		No	No	



BALTIC PILOTAGE AUTHORITIES COMMISSION

Country	Lithuania	Poland	Sweden	
Pilot stations offering deep-sea pilotage	Klaipeda State Seaport authority	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 or k.goworowski@marbalco.com	All 24 pilot stations within 24 hrs notice	
Requirements for obtaining a deep-sea license	Are not established	According to Ministry of Infrastructure decree dated 23 rd January 2003 in force since 23 rd March 2003 whereof paragraph 9 requirements are as follows: 1. Valid Master Mariner Certificate of Competence 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 mtrs 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	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, boarding areas and pilot ordering procedures, rules and regulations regarding ice-breaking, environmental regulations in the Baltic, SAR-areas, escort-tug resources, hydrographic information and the making of a course book/passage plans and participating in navigational simulator. The certificate must be renewed every five years	
3. National pilotage				
Number of pilots	20	88	234	



BALTIC PILOTAGE AUTHORITIES COMMISSION

Country	Lithuania	Poland	Sweden	
Number of pilot stations	1	6	24	
Number of pilotage operations	8,444	18,475	38,756	
Annual turnover (EURO)		N/A	30 million	
Number of PEC's	22	373	898 (319 in Eng)	
Procedures for licensing pilots	<p>Pilots must have chief mate's certificate on vessels of 500 gross tonnage</p> <ul style="list-style-type: none"> - pass medical fitness - work on probation for one year and afterwards pass examination <p>Age limit: from 25 to 65 years</p> <ul style="list-style-type: none"> -know Lithuanian and English language 	<p>In accordance with mentioned above in item No. 2.12, 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>Swedish citizen, Master Mariner, relevant practise as captain or officer, GOC-certificate, health declaration, psychological test, local education from 1 to 5 years</p>	
Structure of pilot organization	<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) 	<p>In each Polish seaport there is private pilot stations with the status of company limited</p>	<p>234 pilots, (220 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)</p>	



BALTIC PILOTAGE AUTHORITIES COMMISSION

Country	Lithuania	Poland	Sweden	
Principles for calculating pilotage fees	Gross tonnage is multiplied by tariff established by the Ministry of Transport	Pilotage fee is based on vessels volume calculated as follows: L x B x D L - length overall B - breadth D - summer draught Furthermore in calculations of deep-sea pilotage fee the distance of pilotage is applied	According to Gross tonnage and piloted time	
General regulations for compulsory pilotage	All vessels except small national coastal, sporting, fishing vessels (draught up to 4,0 metres and gross tonnage up to 500) as well as vessels where masters have a pilotage exemption certificate	In Gdansk and Szczecin all vessels with length overall 50 mtrs or more In Gdynia and Świnoujście all vessels with length overall 60 mtrs or more In all other (smaller) ports according to corresponding Harbour Master's Office regulations	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)	



BALTIC PILOTAGE AUTHORITIES COMMISSION

Country	Lithuania	Poland	Sweden
Regulations for PEC's	<ol style="list-style-type: none"> 1. The ship must have sailing table 2. Must have done 12 arrivals and 12 departures to/from the port of Klaipeda 3. The master of the ship must pass an examination 4. At least one of the navigators on captain's bridge must know the Lithuanian language 	<p>Pilotage exemption Certificate requirements: GDANSK/GDYNIA</p> <ol style="list-style-type: none"> 1. Positive result of qualifying examinations / in Polish language/ in corresponding Harbour Master's Office. 2. Minimum 8 pilotage assistances as pilot apprentice <p>SZCZECIN/SWINOUJSCIE</p> <ol style="list-style-type: none"> 1. Positive result of qualifying examinations / in English language/ in corresponding Harbour Master's Office 2. Minimum 8 pilotage assistances as pilot apprentice 	<p>Knowledge of the ship, the fairway and local conditions. Theoretical and practical examination. Languages required are Swedish and/or English. Period of validity will be three years from Oct-05!</p>
Regulations for pilots	<ol style="list-style-type: none"> 1. The Lithuanian maritime safety law 2. The law of Klaipeda State Seaport 3. Port regulations 4. IMO resolutions 	<p>The Polish Maritime Code, District Maritime Office Regulations & Port Regulations</p>	<p>Pilotage Ordinance SFS 1982:569; Regulation and guidelines regarding pilotage SJÖFS 2000:15 (New after Oct 3) National and local processes according to ISO 9000:2001 (Quality system) 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>



BALTIC PILOTAGE AUTHORITIES COMMISSION

Country	Lithuania	Poland	Sweden	
Current development		VTS operational in Gulf of Gdańsk and Pomeranian Bay. Shore - based pilotage not under consideration yet	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 shore-based pilotage! The VTS-organisation regarding what service to provide and where is now being looked over	



Photo of the delegates



Presentations (on www.balticpilotage.org as separate files)

The Secretariat

Denmark

Estonia

Finland

Germany

Norway

Norway, PPU project

Poland

Sweden

Other:

Finland, VTT Technical Research Centre (www.vtt.fi)

IMO

EMSA

EMPA