

REPORT
of the Meeting of the
Baltic Pilotage Authorities Commission
in Lübeck, from 23rd to 25th May,
1984

At the invitation of the Federal Ministry of Transport of the Federal Republic of Germany a meeting of the pilotage authorities of the Baltic coastal states was held in Lübeck from the 23rd to the 25th May, 1984 (cf. Annex 1 for participants).

The meeting was chaired by Dr. Steinicke. He welcomed all delegates on behalf of the Federal Minister of Transport. Mr Schimming was introduced as secretary for the following meetings of BPAC. All delegations agreed to the nomination. The agenda proposed by the secretariat was adopted before the meeting by letter or telex.

During the working sessions the following results were achieved:

to item 1 - Completion of the Preliminary Report to the MWG of the Helsinki Commission

The Preliminary Report was amended with reference to the results of the meeting in Leningrad and further proposals by Denmark, Sweden and the Federal Republic of Germany in the following items:

1. In the heading of the Report the word "preliminary" is to be deleted. As well as in further text the words "working group" are to be replaced by "Committee".
2. In the remark about the adoption the word "Rostock" is to be replaced by "Lübeck" and the date in brackets must be "23rd to 25th May, 1984". All other remarks on the front page are to be deleted.
3. In the survey of annexes the annex 7 is to be deleted.
4. On page 2 the last paragraph should read:
"At their Meeting in Rostock 1981 the Baltic Pilotage Authorities Commission drafted a Preliminary Report

...

which was subsequently submitted to MC. Following the revision of the Preliminary Report at their meetings in Helsinki 1982 and Leningrad 1983 the Report was finalized by BPAC at its meeting in Lübeck from 23rd to 25th May, 1984".

5. Tables 4 to 8 and annex 1 must be completed with all figures for 1983 which should, if it has not yet happened, be sent to the secretariat as soon as possible.
6. On page 19 the third paragraph should read as follows:
"At its meetings in Rostock and Helsinki BPAC dealt with the question of tariffs for deep-sea pilotage operations and it was decided that for the time being this subject should no longer be discussed within BPAC but might be taken up again at a later stage".
7. Upon proposal of an ad hoc-working group consisting of delegates from Denmark, Sweden and the Federal Republic of Germany all delegations agreed, that item 4 of the Report should read as follows:

"4. Consideration of intensifying deep-sea pilotage services in the Baltic Sea

At present the overall number of ships using a deep-sea pilot when the ship is in the Baltic Sea is low when related to the total number of ships operating in the Baltic Sea. Data, so far available, show, that no more than 600 deep-sea pilotage operations in the Baltic Sea (cf. Tables 5, 6 and 7) took place compared for instance with about 85.000 ships' passages through the Kiel Canal, the Belts and the Sound into and out of the Baltic (cf. Tables 1, 2 and 3) and with just under 90.000 ship arrivals in ports of Baltic coastal states (cf. Table 4). When deep-sea pilot services of the Baltic Pilotage Authorities become well known in the shipping community deep-sea pilotage operations

undoubtedly will increase. This natural development can be hastened through publication in the various Notices to Mariners or by other means of information on deep-sea pilotage service. This will be done by all Pilotage Authorities of the BPAC.

The BPAC is not of the opinion that the Baltic in its entirety constitutes a navigational hazard. Therefore BPAC is, for the time being, not inclined to suggest, that a draft recommendation urging ships of certain sizes and categories to use deep sea pilots in the Baltic, should be submitted to the IMO.

BPAC lacks the overall view of the whole spectre of safety of navigation and environmental safety needed to state that the safety of the ships in the Baltic and the marine environment of the Baltic necessitate the implementation of such a recommendation.

Taking this into account BPAC will carefully observe the development in these fields with the view to whether there occurs a need for further intensification of deep-sea pilotage in the Baltic Sea.

Should, however, the Helsinki Commission or the IMO consider such an action as useful, BPAC is gladly prepared to give any support to it and will do its utmost to provide the necessary service".

8. On page 24 the first paragraph is to be deleted in total, because delegations could not see any actual importance. It was agreed that two other paragraphs should be inserted and that they should have the following wording:

"In order to get the relevant and necessary information about the density, compound and follow-up of traffic in the Baltic, BPAC will set up an information system, that will deliver data for example about type, flag, tonnage and draught of ships, activity of pilots and the respective ports of departure and destination. BPAC will report on the results to MC.