

**REPORT**

**BY THE BALTIC PILOTAGE AUTHORITIES COMMISSION (BPAC)**  
**TO THE MARITIME COMMITTEE OF THE HELSINKI COMMISSION**  
**ON DEEP-SEA PILOTAGE IN THE BALTIC**

adopted by the  
**Baltic Pilotage Authorities Commission**  
at its Meeting in Lübeck  
(23 to 25 May 1984)

## CONTENTS

### I General

### II Study Report

- 1 Definition of the term "long-distance pilotage"
- 2 The current situation of deep-sea pilotage in the Baltic
  - 2.1 Statistical data on overall marine traffic in the Baltic
  - 2.2 Statistical data on current deep-sea pilotage operations in the Baltic
  - 2.3 Survey of the current organization of deep-sea pilotage services in the Baltic coastal states
  - 2.4 Activities of BPAC with a view to improving and harmonizing deep-sea pilotage in the Baltic
- 3 The significance of deep-sea pilotage in the Baltic for the safety of navigation and the prevention of marine pollution
  - 3.1 The function of a deep-sea pilot in general
  - 3.2 Evaluation of specific elements
  - 3.3 Treatment of marine casualties in the Baltic Sea area with the view to find out how to increase safety at sea through the improvement of pilotage services
  - 3.4 Promotion of participation in the BAREP system
- 4 Consideration of intensifying deep-sea pilotage services in the Baltic Sea
- 5 Legal aspects with regard to possibilities of intensifying deep-sea pilotage services
- 6 Future organizational structure of deep-sea pilotage services and further development

Annexes

- Annex 1 Itineraries and numbers of pilotage operations
- Annex 2 Rules for Minimum Qualification Requirements and Working Conditions for Deep-Sea Pilots in the Baltic
- Annex 3 Notice to Mariners
- Annex 4 IMO-Resolution A.480 (XII) on the use of adequately qualified deep-sea pilots in the Baltic
- Annex 5 Notice to all Masters Entering the Baltic Sea concerning Deep-Sea Pilotage
- Annex 6 Incident Report Form

## I GENERAL

Within the framework of the Convention on the Protection of the Marine Environment of the Baltic Sea Area (the "Helsinki Convention") the Maritime Committee of the Baltic Environment Protection Commission (the "Helsinki Commission") is occupied, among other things, with problems related to maritime pilotage in the Baltic Sea.

With a view to clarifying a number of technical problems in the field of sea pilotage the Maritime Committee, at its meeting from 9 to 12 December 1980, took the decision that advice should be sought as necessary of the regularly convening Working Group established by the pilotage authorities of the Baltic coastal states.

The Maritime Committee of the Helsinki Commission addressed a request to the Working Group of the Baltic Pilotage Authorities Commission (BPAC) to outline a programme of studies to be undertaken by the BPAC Working Group and to report about the Group's findings to the next session of the Maritime Committee.

Making reference to paragraph 14 of the Report on the ad hoc Meeting of Experts on Ship Safety and Pollution Prevention (Document SSPP 1/6, dated 21 March 1980) the Maritime Committee of the Helsinki Commission suggested that the following items be considered:

- "- Where and when should the services of long-distance pilots be used?
- Circumstances under which long-distance pilots should be used (size of ships, type of cargo, water areas).
- Investigation whether the use of long-distance pilots could be made obligatory and if so, under what circumstances?
- Personnel resources necessary.
- Need for training facilities."



At their meeting in Copenhagen from 11 to 16 January 1981 the Baltic pilotage authorities took the decision to act as an advisory body to the Maritime Committee on problems related to long-distance pilotage.

The Baltic Pilotage Authorities Commission, in a letter dated 6 March 1981 addressed to the Maritime Secretary of the Baltic Marine Environment Protection Commission, declared its readiness to accept the pertinent terms of reference given to it and to submit a preliminary report on its studies on long-distance pilotage by the year's end, if possible. For reasons of working economy BPAC did not consider the setting up of a specific working group for that purpose to be necessary.

BPAC decided to deal, in implementing the pertinent terms of reference, with the following problems:

- definition of long-distance pilotage (see para. II.1);
- present situation of long-distance pilotage services in the Baltic (see para. II.2);
- importance of long-distance pilotage for maritime safety and the prevention of pollution (see para. II.3);
- future need for long-distance pilotage (area; size of ships; type of cargo) (see para. II.4);
- possibilities to make long-distance pilotage obligatory and other means to urge ships to take long-distance pilots (see para. II.5);
- future organization of long-distance pilotage services (personnel; qualification; training) (see para. II.6).

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.