

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.

II STUDY REPORT

1 Definition of the term "long-distance pilotage"

This term has been coined in the context of the discussions on the Convention on the Protection of the Marine Environment of the Baltic Sea Area (the "Helsinki Convention") and has found its way into the "Concept for a Ship Safety and Pollution Prevention Programme" as drawn up by the Helsinki Commission at its first meeting from 5 to 8 May 1980 (cf. Document SSPP 1/6, Annex III, paragraph 3). However, there exists no definition of the term.

There will be a case of "long-distance pilotage" whenever a sea pilot is on duty as an adviser while the vessel concerned sails from one port to another port. Usually, the pilot will be active in his professional capacity outside the territorial waters of the port states in question. In all these cases, "long-distance pilotage" is a matter of deep-sea pilotage as defined in Item 1.1 of the "Rules for Minimum Qualification Requirements and Working Conditions for Deep-Sea Pilots in the Baltic", which reads:

"The function of a deep-sea pilot is to advise the master outside territorial waters, the master remaining responsible for the command and for the safety of his ship, even if he has allowed the deep-sea pilot to give his orders directly to the crew."

In exceptional cases, however, it may be that an act of "long-distance pilotage" between two ports is carried out within the territorial waters of one single state.

The Baltic Pilotage Authorities Commission is of the opinion that in the latter case it is the sole business of the state concerned to lay down whether, and if so, on what conditions and in what way ships, while within that state's territorial waters, must make use of the

services of a sea pilot. BPAC sees neither a possibility nor a necessity to deal with such questions on an international level.

On this understanding, BPAC will restrict its studies on long-distance pilotage to such questions as are related to deep-sea pilotage; consequently, to steer clear of possible confusion, the term "deep-sea pilotage" will be used in BPAC texts.

2 The current situation of deep-sea pilotage in the Baltic

2.1 Statistical data on overall marine traffic in the Baltic

Prior to conducting detailed studies on deep-sea pilotage on the Baltic it is necessary to have a good idea of what the overall marine traffic there is like. The statistical data needed for that purpose should - ideally - be broken down as to ships' sizes, types, flags, and the routes they sail. For the time being, though, no such detailed statistics are available.

However, Denmark and the Federal Republic of Germany do have at their disposal some information on the ships entering or leaving the Baltic via the Belts and the Sound, respectively, via the Kiel Canal. A compilation of ships' passages through the Belts and the Sound, respectively, through the Kiel Canal has, therefore, been prepared in a first step:

Table 1: Ships' passages (by sizes)

- 1980 -

direction tons gross	Kiel Canal		total	The Belts *)		The Sound #)		total
	westbound	eastbound		northbound	southbound	northbound	southbound	
less than 5,000	18,326	18,001	36,327					
5,001 - 10,000	1,654	1,379	3,033					
10,001 - 20,000	874	470	1,344					
20,001 - 30,000	93	22	115					
30,001 - 40,000	9	6	15					
total	20,956	19,878	40,834					

*) No data for 1980 available.

Table 1: Ships' passages (by sizes)

- 1981 -

direction tons gross	Kiel Canal		total	The Belts		The Sound		total
	westbound	eastbound		northbound	southbound	northbound	southbound	
less than 5,000	17,301	16,849	34,150					
5,001 - 10,000	1,723	1,488	3,211					
10,001 - 20,000	878	461	1,339					
20,001 - 30,000	107	13	120					
30,001 - 40,000	19	15	34					
total	20,028	18,826	38,854	9,426	10,390	25,728 ^{*)}	-	45,544

*) Total figure for the Sound.

Table 1: Ships' passages (by sizes)
- 1982 -

direction tons gross	Kiel Canal		total	The Belts ^{*)}		The Sound ^{*)}		total
	westbound	eastbound		northbound	southbound	northbound	southbound	
less than 5,00	16,376	15,920	32,296					
5,001 - 10,000	1,762	1,471	3,233					
10,001 - 20,000	780	511	1,291					
20,001 - 30,000	133	29	162					
30,001 - 40,000	22	17	39					
total	19,073	17,948	37,021					

*) No data for 1982 available

Table 1: Ships' passages (by sizes)
- 1983 -

direction tons gross	Kiel Canal		total	The Belts *)		The Sound *)		total
	westbound	eastbound		northbound	southbound	northbound	southbound	
less than 5,000	15,955	15,723	31,678					
5,001 - 10,000	1,713	1,482	3,195					
10,001 - 20,000	686	565	1,251					
20,001 - 30,000	77	36	113					
30,001 - 40,000	12	6	18					
total	18,443	17,812	36,255					

*) No data for 1983 available