Table 2: Ships' passages (by flags) through the Kiel Canal[*])

Ships' flags	1980	1981	1982	1983
Albania	13	11	14	19
Algeria	26	39	47	13
Angola	3	4	13	5
Argentina	55	42	45	59
Australia	-	3	1	3
Austria	21	21	50	44
Bangladesh	10	12	8	12
Belgium	44	50	61	60
Bermudas	6	5	7	2
Bolivia	1	-	-	-
Brazil	70	73	73	73
Bulgaria	10	5	10	10
Birma	3	7	7	6
Canada	1	11	30	7
Central African Republic	1	-	-	-
Chile	1	-	3	-
China, P.R.	100	83	89	107
China, R.				3
Colombia	6	3	5	16
Congo				1
Cuba	51	54	32	32
Cyprus	376	273	242	204
Czechoslovakia	16	32	38	18
Denmark	1,812	1,767	1,346	1,347
Dominican Republic				1
Ecuador	1	-	1	3
Egypt	25	23	24	26
El Salvador				1
Ethiopia	-	-	4	1
Faroes	22	30	27	45
Finland	1,478	1,736	1,681	1,573
France	226	253	218	205
F.Antilles	-	1	-	-
Gabon				2
German D.R.	2,384	2,052	1,970	2,058
Germany, F.R.	19,557	18,198	17,104	16,399
Ghana	11	-	2	7

[*]) No data available for The Belts and The Sound

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Ships' flags	1980	1981	1982	1983
Greece	928	929	532	419
Guatemala	-	1	-	-
Guayana	1	-	1	-
Honduras	3	1	3	4
Hungary	6	5	4	6
Iceland	61	-	-	-
India	92	102	142	112
Indonesia	8	9	8	-
Iran	-	-	7	5
Iraq	9	4	-	5
Ireland	4	8	7	9
Island	-	64	79	62
Israel	12	11	12	5
Italy	34	25	20	41
Jamaica	-	-	37	71
Japan	70	41	44	78
Jordan	-	1	-	-
Korea, P.D.R.	7	3	11	5
Korea, R.	3	3	2	1
Kuwait	3	2	5	27
Lebanon	9	7	24	28
Liberia	275	246	243	204
Lybia	2	10	6	6
Madagascar	5	2	-	2
Malaysia	1	4	1	3
Maldives	3	-	2	1
Malta	25	10	26	25
Mauritius				2
Mexico	2	4	5	3
Morocco	29	37	33	30
Netherlands	2,047	1,932	1,895	2,315
N.Antilles	35	20	26	8
Nicaragua	1	-	1	2
Nigeria	14	23	25	17
Norway	590	529	433	429
Pakistan	32	38	24	18

...

Ships' flags	1980	1981	1982	1983
Panama	733	900	740	1,022
Paraguay				20
Peru	8	15	8	14
Philippines	13	18	17	18
Poland	2,931	2,711	2,351	2,455
Portugal	9	33	14	16
Rumania	35	38	51	30
Saudi Arabia	11	9	17	15
Singapore	291	163	106	118
Spain	87	105	140	173
Sri Lanka	-	1	5	8
Sudan	6	2	-	-
Sweden	2,063	2,214	2,225	1,924
Switzerland	39	33	7	15
Syria	3	-	1	1
Taiwan	1	2	5	-
Tanzania	2	-	-	1
Thailand	-	-	-	1
Togo	-	-	-	1
Tonga	1	-	2	1
Trinidad and Tobago	2	-	-	-
Tunisia	17	8	9	9
Turkey	14	29	25	40
Union of Soviet Socialist Republics	2,752	2,831	3,525	3,230
United Kingdom	1,055	901	868	747
United States of America	14	20	8	2
Uruguay	19	5	1	3
Venezuela	1	3	6	3
Viet Nam	12	3	9	5
Yugoslavia	74	45	71	80
total	40,834	38,854	37,021	36,255

Table 3: Ships' passages (by types)   - 1980 -

types of ships	Kiel Canal direction		total	The Belts *) direction		total	The Sound *) direction		total
	westbound	eastbound	numbers	northbound	southbound	numbers	northbound	southbound	numbers
cargo and passenger vessels	19,981	18,983	38,964						
- dry cargo ships and combination carriers (both general and bulk cargo)	16,742	16,144	32,886						
- ro/ro vessels	911	781	1,692						
- containerships	583	465	1,048						
- passenger vessels	49	47	96						
- tankers	1,196	1,546	3,242						
-- oil tankers	943	740	1,683						
-- gas tankers	134	112	246						
-- chemicals tankers	432	454	886						
-- other tankers	187	240	427						
fishing vessels	265	246	511						
authority vessels	49	44	93						
military craft	462	410	872						
special purpose vessels	192	180	372						
pleasure craft	7	15	22						
total	20,956	19,878	40,834						

*) No data for 1980 available.

Table 3: Ships' passages (by types) - 1981 -

types of ships	Kiel Canal			The Belts			The Sound		
	direction		total	direction		total	direction		total
	westbound	eastbound	numbers	northbound	southbound	numbers	northbound	southbound	number
cargo and passenger vessels	19,151	18,038	37,189						
- dry cargo ships and combination carriers (both general and bulk cargo)	15,972	15,358	31,330			12,584			
- ro/ro vessels	1,001	815	1,816						
- containerships	327	254	581						
- passenger vessels	54	40	94						
- tankers	1,797	1,571	3,368			3,714			
-- oil tankers	943	811	1,754						
-- gas tankers	91	88	179			94			
-- chemicals tankers	529	419	948			50			
-- other tankers	234	253	487						
fishing vessels	214	195	409						
authority vessels	54	44	98						
military craft	418	354	772						
special purpose vessels	183	186	369						
pleasure craft	8	9	17						
other vessels	-	-	-			656			
total	20,028	18,826	38,854			19,816*			25,728

*) The numbers of passenger vessels, warships, fishing vessels, and tugs have not been specified.

Table 3: Ships' passages (by types)   - 1982 -

types of ships	Kiel Canal			The Belts			The Sound		
	direction		total	direction		total	direction		total
	westbound	eastbound	numbers	northbound	southbound	numbers	northbound	southbound	number
cargo and passenger vessels	18,092	16,998	35,090						
- dry cargo ships and combination carriers (both general and bulk cargo)	15,023	14,256	29,279						
- ro/ro vessels	981	760	1,741						
- containerships	273	241	514						
- passenger vessels	56	39	95						
- tankers	1,759	1,702	3,461						
-- oil tankers	986	964	1,950						
-- gas tankers	98	89	187						
-- chemicals tankers	464	404	868						
-- other tankers	211	245	456						
fishing vessels	280	263	543						
authority vessels	42	41	83						
military craft	442	439	881						
special purpose vessels	196	195	391						
pleasure craft	21	12	33						
other vessels	-	-	-						
total	19,073	17,948	37,021						

*) No data for 1982 available

Table 3: Ships' passages (by types)   - 1983 -

types of ships	Kiel Canal direction		Kiel Canal total	The Belts direction		The Belts total	The Sound direction		The Sound total
	westbound	eastbound	numbers	northbound	southbound	numbers	northbound	southbound	number
cargo and passenger vessels	17,447	16,889	34,336						
- dry cargo ships and combination carriers (both general and bulk cargo)	14,725	14,360	29,085						
- ro/ro vessels	903	702	1,605						
- containerships	311	279	590						
- passenger vessels	36	39	75						
- tankers	1,472	1,509	2,981						
-- oil tankers	819	860	1,679						
-- gas tankers	83	95	178						
-- chemicals tankers	378	308	686						
-- other tankers	192	246	438						
fishing vessels	258	249	507						
authority vessels	30	31	61						
military craft	503	439	942						
special purpose vessels	196	194	390						
pleasure craft	9	10	19						
total	18,443	17,812	36,255						

*) No data for 1983 available

In a second step, tables should be compiled reflecting the itineraries of all ships in the Baltic. Such information is essential for determining the frequencies of the various shipping routes in the Baltic.

For the time being it is only possible to supply some data on ship arrivals (as given below). Although this information is rather incomplete, at this point of time, it is expected that more data will be available once the "Position Reporting System for ships in the Baltic Sea Area" introduced upon the recommendation of the Helsinki Commission on 1 July 1981 will get going properly.

...

Table 4: Ship arrivals (by ports)
- 1980 -

name of port	number of ships arrived
Denmark *)	
Finland	
	34,167
German Democratic Republic	
Rostock	2,906
Wismar	1,676
Stralsund	660
	5,242
Germany, Federal Republic of	
Flensburg	6,425
Kiel	3,682
Lübeck	1,028
	11,135
Poland *)	
Sweden	
Göteborg	4,898
Helsingborg	1,844
Malmö	1,444
other ports	15,485
	23,671
USSR	
Leningrad	3,338
Tallinn	2,650
Riga	1,695
Ventspils	2,606
Klaipeda	1,688/ 11,977

*) Data not available

...

Table 4: Ship arrivals (by ports)
- 1981 -

name of port	number of ships arrived
Denmark *)	
Finland	
Mariehamn	3,667
Helsinki	3,303
Turku	2,558
other ports	13,255 / 22,783
German Democratic Republic	
Rostock	2,830
Wismar	1,579
Stralsund	560
	4,969
Germany, Federal Republic of	
Flensburg	900
Kiel	3,235
Lübeck	9,276
	13,411
Poland *)	
Sweden	
Göteborg	
Helsingborg	
Malmö	
other ports	
USSR	
Leningrad	3,492
Tallinn	1,764
Riga	1,854
Ventspils	2,530
Klaipeda	1,619
	11,259

*) Data not available

Table 4: Ship arrivals (by ports)

- 1982 -

name of port	number of ships arrived
Denmark *)	
Finland	
Mariehamn	3,835
Helsinki	3,273
Turku	2,444
other ports	12,152 / 21,704
German Democratic Republic	
Rostock	2,707
Wismar	1,670
Stralsund	527
	4,904
Germany, Federal Republic of	
Flensburg	838
Kiel	3,091
Lübeck	9,127
	13,056
Poland	
Gdansk	1,585
Gdynia	1,603
Szczecin	2,101
Swinoujscie	1,681
	6,970
Sweden	
Göteborg	8,097
Helsingborg	3,094
Malmö	2,183
other ports	13,160
	26,534
USSR *)	
Leningrad	
Tallinn	
Riga	
Ventspils	
Klaipeda	

*) Data not available

Table 4: Ship arrivals (by ports)
- 1983 -

name of port	number of ships arrived
Denmark *)	
Finland	
Mariehamn	3,798
Helsinki	3,279
Turku	2,192
other ports	12,770
	22,039
German Democratic Republic	
Rostock	3,091
Wismar	1,796
Stralsund	641
	5,528
Germany, Federal Republic of	
Flensburg	842
Kiel	3,026
Lübeck	8,974
	12,842
Poland	
Gdansk	2,072
Gdynia	1,827
Szczecin	2,665
Swinoujscie	1,960
	8,524
Sweden *)	
Göteborg	
Helsingborg	
Malmö	
other ports	
USSR	
Leningrad	3,743
Tallinn	1,739
Riga	2,291
Ventspils	2,821
Klaipeda	1,573
	12,167

*) Data not available

...

2.2 Statistical data on current deep-sea pilotage operations in the Baltic

The volume of deep-sea pilotage operations in the Baltic is given in the following three tables:

...

Table 5: Deep-sea pilotage operations in the Baltic (by ships' sizes)
— 1980 —

tons gross	Denmark*)	Finland*)	German Democratic Republic	Germany, Federal Republic of	Poland*)	Sweden	USSR
less than 5,000			3	18		22	
5,000 — 10,000			16	54		42	
10,000 — 20,000			17	118		99	
20,000 — 30,000			3	6		36	18
30,000 — 40,000			8	13		16	12
more than 40,000			1	1		30	2
total			48	210		245	32

*) Data not available.

Table 5: Deep-sea pilotage operations in the Baltic (by ships' sizes)
- 1981 -

tons gross	Denmark*)	Finland*)	German Democratic Republic	Germany, Federal Republic of	Poland*)	Sweden	USSR
less than 5,000			–	23			–
5,000 – 10,000			17	93			2
10,000 – 20,000			6	52			15
20,000 – 30,000			2	7			5
30,000 – 40,000			5	3			9
more than 40,000			–	10			–
total			30	188		196	31

*) Data not available.

Table 5: Deep-sea pilotage operations in the Baltic (by ships' sizes)

- 1982 -

country / tons gross	Denmark*)	Finland*)	German Democratic Republic	Germany, Federal Republic of	Poland	Sweden	USSR*)
less than 5,000			3	29	1	12	
5,000 - 10,000			33	114	16	50	
10,000 - 20,000			24	91	9	56	
20,000 - 30,000			11	7	3	29	
30,000 - 40,000			7	6	-	9	
more than 40,000			2	-	-	11	
total			80	247	29	167	

*) Data not available.

Table 5: Deep-sea pilotage operations in the Baltic (by ships' sizes)

- 1983 -

13c

country / tons gross	Denmark	Finland	German Democratic Republic	Germany, Federal Republic of	Poland	Sweden	USSR
less than 5,000		6	3	29	2	27	–
5,000 – 10,000		17	31	114	20	50	–
10,000 – 20,000		23	21	75	12	75	–
20,000 – 30,000		2	3	4	1	14	21
30,000 – 40,000		1	9	3	–	9	34
more than 40,000		–	–	–	2	15	4
total	849*)	49	67	225	37	190	59

*) Not specified

Table 6: Deep-sea pilotage operations in the Baltic (by ships' types)

– 1980 –

type of ship \ country	Denmark *)	Finland *)	German Democratic Republic	Germany, Federal Republic of	Poland *)	Sweden	USSR
cargo ships (including general and bulk cargo ships as well as combination carriers)			42	168		11	32
containerships			–	–		–	–
ro/ro ships			–	6		–	–
gas tankers			–	–		} 134	–
chemicals tankers			–	1			–
oil tankers			6	32		–	–
passenger vessels			–	3		–	–
total			48	210		145	32

*) Data not available.

Table 6: Deep-sea pilotage operations in the Baltic (by ships' types)
- 1981 -

type of ship \ country	Denmark*)	Finland*)	German Democratic Republic	Germany, Federal Republic of	Poland*)	Sweden *)	USSR
cargo ships (including general and bulk cargo ships as well as combination carriers)			29	162			31
containerships			-	6			-
ro/ro ships			-	7			-
gas tankers			-	4			-
chemicals tankers			-	3			-
oil tankers			1	6			-
passenger vessels			-	-			-
total			30	188			31

*) Data not available.

Table 6: Deep-sea pilotage operations in the Baltic (by ships' types)

- 1982 -

country / type of ship	Denmark*)	Finland*)	German Democratic Republic	Germany, Federal Republic of	Poland*)	Sweden	USSR*)
cargo ships (including general and bulk cargo ships as well as combination carriers)			74	224	29	131	
containerships			-	2	-	-	
ro/ro ships			1	4	-	-	
gas tankers			-	7	-		
chemicals tankers			-	4	-	35	
oil tankers			5	6	-		
passenger vessels			-	-	-	1	
total			80	247	29	167	

*) Data not available

Table 6: Deep-sea pilotage operations in the Baltic (by ships' types)
- 1983 -

type of ship \ country	Denmark	Finland	German Democratic Republic	Germany, Federal Republic of	Poland	Sweden	USSR
cargo ships (including general and bulk cargo ships as well as combination carriers)		40	63	193	37	161	59
containerships		-	-	7	-		-
ro/ro ships		6	1	-	-		-
gas tankers		2	-	2	-	25	-
chemicals tankers		-	-	2	-		-
oil tankers		-	3	4	-		-
passenger vessels		-	-	-	-	2	-
Navy vessels		-	-	17	-	2	-
other vessels		1	-	-	-		-
total	849*)	49	67	225	37	190	59

*) Not specified

Table 7: Deep-sea pilotage operations in the Baltic (by ships' flags)

– 1980 –

*) Data not available

ships' flag \ pilot's country	Denmark *)	Finland *)	German Democratic Republic	Germany, Federal Republic of	Poland *)	Sweden	USSR
Algeria			2	3		4	–
Angola			1	–		–	–
Argentina			–	70		1	–
Belgium			–	–		1	–
Bermudas			–	1		6	–
Bolivia			1	2		–	–
Brazil			–	–		3	–
Canada			–	–		1	–
Chechoslovakia			1	9		4	–
China, P.R.			–	1		3	–
Colombia			–	–		2	–
Cuba			5	6		1	–
Cyprus			–	–		–	2
Denmark			–	2		1	–
Egypt			2	–		–	–
Finland			–	5		4	–
France			2	–		–	–
German Democratic Republic			–	–		1	–
Germany, Federal Republic of			10	22		3	–
Greece			–	–		68	15
Honduras			6	7		3	–
India			–	1		4	–
Indonesia			–	–		1	–
Iraq			–	–		1	–

Table 7: Deep-sea pilotage operations in the Baltic (by ships' flags)
— 1981 —

pilot's country / ships' flag	Denmark *)	Finland *)	German Democratic Republic	Germany, Federal Republic of	Poland *)	Sweden *)	USSR
Algeria			–	7			–
Angola			–	1			–
Argentina			–	57			–
Bangladesh			–	3			–
Belgium			–	–			–
Bermudas			–	–			–
Bolivia			–	–			–
Brazil			4	5			–
Canada			–	–			–
Czechoslovakia			–	–			–
China, P.R.			–	8			–
Colombia			–	1			–
Cuba			–	1			3
Cyprus			–	2			–
Denmark			–	–			–
Egypt			1	–			–
Finland			–	–			–
France			–	1			–
German Democratic Republic			–	–			–
Germany, Federal Republic of			–	17			–
Greece			4	29			16
Honduras			–	–			–
India			4	9			–
Indonesia			–	1			–
Iraq			–	–			–
Ireland			–	–			–

*) Data not available

Table 7: Deep-sea pilotage operations in the Baltic (by ships' flags)
- 19.. -

*) Data not available

ships' flag \ pilot's country	Denmark*)	Finland	German Democratic Republic	Germany, Federal Republic of	Poland*)	Sweden	USSR*)
Algeria		–	–	2	–	–	
Angola		–	1	2	–	–	
Argentina		1	2	29	1	2	
Bangladesh		–	–	4	–	3	
Belgium		–	–	4	–	1	
Bermudas		–	–	–	–	–	
Birma		–	–	2	2	–	
Bolivia		–	–	–	–	–	
Brazil		3	15	23	3	15	
Canada		–	–	–	–	–	
Czechoslovakia		–	–	–	–	3	
Chile		1	–	2	–	1	
China, P.R.		–	–	10	–	15	
Colombia		–	–	6	1	3	
Cuba		–	11	10	2	2	
Cyprus		–	–	–	–	–	
Denmark		–	–	–	–	–	
Egypt		–	1	1	–	–	
Finland		–	–	–	–	1	
France		–	–	–	–	6	
German Democratic Republic		–	–	–	–	–	
Germany, Federal Republic of		1	3	16	–	33	
Greece		1	3	14	–	33	
Guatemala		–	1	–	–	–	
Honduras		–	–	–	–	–	
India		6	21	46	13	17	
Indonesia		–	1	1	–	–	

Table 7: Deep-sea pilotage operations in the Baltic (by ships' flags)
       - 1983 -

*) Data not available

pilot's country / ships' flag	Denmark*)	Finland	German Democratic Republic	Germany, Federal Republic of	Poland	Sweden	USSR
Algeria		-	-	-	-	-	-
Angola		-	-	-	-	-	-
Argentina		3	1	34	-	3	5
Bangladesh		-	-	9	-	5	-
Belgium		-	-	1	-	-	-
Bermudas		-	-	-	-	-	-
Birma		-	-	3	2	-	-
Bolivia		-	-	-	-	-	-
Brazil		6	12	16	2	20	-
Bulgaria		-	-	1	-	-	-
Canada		-	-	-	-	-	-
Czechoslovakia		-	-	-	-	-	-
Chile		-	-	1	-	8	-
China, People's Republic of		-	-	13	1	-	-
China, Republic of		-	-	-	-	-	-
Colombia		-	1	9	3	4	-
Cuba		3	11	9	3	2	-
Cyprus		-	-	1	-	2	-
Denmark		-	-	-	-	1	-
Egypt		-	-	-	-	-	-
Equador		5	-	-	-	1	-
Finland		-	-	-	-	1	-
France		1	-	-	-	16	-
German Democratic Republic		-	-	-	-	1	-
Germany, Federal Republic of		-	2	24	1	1	-
Gabon		-	-	1	-	-	-
Ghana		5	3	17	-	1	10
Greece		-	-	-	-	27	-
Guatemala		-	-	-	-	-	-
Honduras		1	-	1	-	-	-
Hongkong		-	-	1	-	-	-
Hungary		7	10	22	12	1	-
India		-	-	1	-	-	-
Indonesia						-	

pilot's country / ships' flag	Denmark *)	Finland *)	German Democratic Republic	Germany, Federal Republic of	Poland *)	Sweden	USSR
Italy			1	4		6	-
Japan			1	5		1	-
Liberia			7	14		18	10
Madagaskar			-	-		1	-
Marocco			-	1		-	-
Mexico			-	-		2	-
Netherlands			1	5		1	-
Norway			-	-		21	-
Pakistan			-	2		-	-
Panama			1	6		7	5
Peru			-	-		2	-
Philippines			-	1		-	-
Portugal			-	3		-	-
Rumania			-	-		1	-
Saudi-Arabia			1	4		1	-
Singapore			-	2		3	-
Sweden			-	-		12	-
Tunisia			-	-		1	-
Union of Soviet Socialist Republics			4	14		8	-
United Kingdom			-	13		44	-
United States			-	-		1	-
Venezuela			-	2		1	-
Viet Nam			-	1		-	-
Yugoslavia			2	3		1	1
Zaire			-	-		1	-
total			48	210		245	32

pilot's country — ships' flag	Denmark *)	Finland *)	German Democratic Republic	Germany, Federal Republic of	Poland *)	Sweden *)	USSR
Italy			1	1			—
Japan			1	2			—
Liberia			3	8			8
Libya			1	—			—
Madagaskar			—	1			—
Marocco			1	1			—
Mexico			—	4			—
Netherlands			—	4			—
Norway			—	1			—
Pakistan			—	14			4
Panama			3	—			—
Peru			—	—			—
Philippines			—	1			—
Portugal			—	2			—
Rumania			—	—			—
Saudi-Arabia			—	1			—
Singapore			—	1			—
Spain			—	1			—
Sweden			—	1			—
Switzerland			—	—			—
Tunisia			—	—			—
Union of Soviet Socialist Republics			4	—			—
United Kingdom			2	3			—
United States			—	1			—
Venezuela			—	—			—
Viet Nam			—	—			—
Yugoslavia			1	1			—
Zaire			—	—			—
total			30	188			31

pilot's country / ships' flag	Denmark*)	Finland	German Democratic Republic	Germany, Federal Republic of	Poland*)	Sweden	USSR*)
Iraq		—	—	—	—	—	
Israel		—	—	1	—	—	
Italy		3	5	—	1	2	
Japan		—	1	3	—	8	
Lebanon		—	—	—	1	—	
Liberia		3	4	11	—	15	
Madagaskar		—	—	—	—	—	
Morocco		—	—	3	—	1	
Mexico		—	—	—	—	—	
Netherlands		—	—	3	—	5	
Norway		1	—	6	—	9	
Pakistan		—	—	—	5	2	
Panama		—	8	19	—	4	
Peru		—	—	—	—	—	
Philippines		1	2	3	—	1	
Portugal		—	—	1	—	—	
Rumania		—	—	4	—	3	
Saudi Arabia		—	—	—	—	—	
Singapore		—	—	—	—	—	
Spain		—	—	1	—	—	
Sweden		—	—	—	—	—	
Taiwan		7	—	—	—	—	
Tunisia		—	—	3	—	—	
Union of Soviet Socialist Republics		—	1	6	—	3	
United Kingdom		1	1	3	—	5	
United States		—	1	1	—	2	
Uruguay		—	—	2	—	—	
Venezuela		1	—	—	—	2	
Viet Nam		—	—	4	—	—	
Yugoslavia		—	1	—	—	1	
Zaire		—	—	—	—	—	
total		29	80	247	29	167	

*) Data not available

1983

pilot's country / ships' flag	Denmark	Finland	German Democratic Republic	Germany, Federal Republic of	Poland	Sweden	USSR
Iran		—	3	2	—	—	—
Iraq		—	—	—	—	—	—
Ireland		—	—	—	—	—	—
Israel		—	—	1	1	1	—
Italy		4	1	3	1	16	=
Japan		2	1	—	1	1	=
Korea		—	—	—	—	—	—
Lebanon		—	—	6	—	—	—
Liberia		2	1	6	1	5	21
Madagaskar		3	—	1	—	—	—
Morocco		2	—	—	—	—	—
Mexico		1	—	3	—	1	—
Netherlands		—	—	2	—	5	—
Nigeria		—	—	1	2	9	—
Norway		—	1	18	5	15	—
Pakistan		3	—	—	—	9	23
Panama		2	8	4	—	3	—
Peru		1	1	2	—	2	—
Philippines		—	—	1	—	—	—
Portugal		—	—	—	—	—	—
Rumania		—	—	—	—	1	—
Saudi Arabia		1	6	1	1	—	—
Singapore		—	1	—	—	6	—
Spain		—	—	1	1	1	—
Sri Lanka		—	—	1	—	—	—
Sweden		—	—	—	—	—	—
Switzerland		—	—	—	—	—	—
Taiwan		1	2	6	1	1	—
Tunisia		—	—	2	—	—	—
Turkey		1	—	3	—	—	—
Union of Soviet Socialist Republics		2	—	1	—	8	—
United Kingdom		1	—	3	—	7	—
United States		—	—	1	—	—	—
Uruguay		4	—	3	—	—	—
Venezuela		—	3	—	—	5	—
Viet Nam		—	—	1	—	1	—
Yugoslavia		—	3	1	—	—	—
Zaire		—	—	—	—	—	—
total	849*)	49	67	225	37	190	59

*) Not specified

Only rather incomplete information is available, at this
point of time, on the itineraries taken (cf. Annex 1 to
this Report). Over the next few years that information
is to be gradually completed with the ultimate goal of
obtaining a comprehensive survey of deep-sea pilotage
operations in the Baltic.

2.3 Survey of the current organization of deep-sea pilotage
    services in the Baltic coastal states

Those deep-sea pilots who had received licences from
deep-sea pilotage authorities of the Baltic coastal states
have carried out the following total number of deep-sea
pilotage operations:

...

Table 8:

Numbers of deep-sea pilots licensed in the Baltic coastal states and of deep-sea pilotage operations carried out

- 1980 -

Numbers \ country	Denmark *)	Finland	German Democratic Republic	Germany, Federal Republic of	Poland *)	Sweden	USSR
Deep-sea pilots		30 - 35	10	75		11	20
Deep-sea pilotage operations			48	210		245	32

*) Data not available

...

Table 8:

Numbers of deep-sea pilots licensed in the Baltic coastal states and of deep-sea pilotage operations carried out

- 1981 -

Numbers \ country	Denmark *)	Finland	German Democratic Republic	Germany, Federal Republic of	Poland*)	Sweden	USSR
deep-sea pilots			10	67		11	18
deep-sea pilotage operations		30 - 40	30	188		245	31

* Data not available

Table 8:

Numbers of deep-sea pilots licensed in the Baltic coastal states and of deep-sea pilotage operations carried out

- 1982 -

country / numbers	Denmark *)	Finland	German Democratic Republic	Germany, Federal Republic of	Poland	Sweden	USSR *)
Deep-sea pilots			9	32	19	41	
Deep-sea pilotage operations		29	80	247	29	167	

*) Data not available

Table 8:

Numbers of deep-sea pilots licensed in the Baltic coastal states and of deep-sea pilotage operations carried out

- 1983 -

numbers country	Denmark	Finland	German Democratic Republic	Germany, Federal Republic of	Poland	Sweden	USSR
Deep-sea pilots *)	849	72	8	27	19	41	20
Deep-sea pilotage operations		49	67	225	37	190	59

*) Data not available

In addition to the figures given in the above Table, deep-sea pilotage operations in the Baltic have also been carried out by deep-sea pilots who were not citizens of one of the Baltic coastal states. Relevant figures available so far apply to the ports of the German Democratic Republic and the year 1980:

- entry by sea/departure by land: 15 sea pilots (all Dutch);
- entry by land/departure by sea: 10 sea pilots (all Dutch).

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.

2.4 Activities of BPAC with a view to improving and harmonizing deep-sea pilotage in the Baltic

2.4.1 "Rules for Minimum Qualification Requirements and Working Conditions for Deep-Sea Pilots in the Baltic"

At their conference in Hamburg from 18 to 22 October 1979, the pilotage authorities of the Baltic coastal states have adopted the "Rules for Minimum Qualification Requirements and Working Conditions for Deep-Sea Pilots in the Baltic" (cf. Annex 2).

The Rules have the aim of increasing the safety of navigation and, thus, of preventing marine pollution.

The Baltic coastal states have put the "Rules" into force on 1 January 1982. As from that date, deep-sea pilots to operate in the Baltic are exclusively licensed under the "Rules". The shipping community has been informed of the coming into force of the "Rules" through the publication of respective Notices to Mariners (cf. Annex 3).

...

2.4.2 IMO Recommendation on deep-sea pilotage in the Baltic

On the proposal of the Baltic coastal states the IMO adopted
on 19 November 1981 Resolution A.480 (XII) recommending the
use of adequately qualified deep-sea pilots in the Baltic
(cf. Annex 4).

2.4.3 "Port-of-departure rule"

At their conference in Helsinki from 22 to 23 September 1982
the pilotage authorities of the Baltic coastal states have
adopted a so-called "port-of-departure rule" which entered
into force on 1 January 1983. The shipping community has
been informed of the coming into force of the "port- of-
departure rule" through a respective Notice to all Masters
Entering the Baltic Sea (cf. Annex 5).

2.4.4 Assistance to be rendered to those deep-sea pilots
licensed by another Baltic pilotage authority

All deep-sea pilots of the Baltic coastal states may use
the existing national pilotage facilities under equal
conditions and against payment of even fees.

The pilotage authorities shall ask the competent authorities
to assist deep-sea pilots finishing service in a port of
a Baltic coastal state to return to their home countries
without delay.

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

As paragraph 1.1 of the "Rules" states, 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.

...

3.2   Evaluation of specific elements

A vessel's "navigational team" would be strengthened by the presence of a deep-sea pilot. In the first instance, the officer on board responsible for the vessel's navigation would have the support of an expert navigator familiar with the area through which the vessel is navigating and well versed in the communicating and reporting procedures which assist a vessel to achieve a safe passage. Secondly, in those vessels having less than adequate navigational expertise in the existing bridge team the presence on board of a deep-sea pilot will help to correct this deficiency. The deep-sea pilot can compensate for a lack of knowledge of such local navigational features as routeing and separation schemes and the absence on board of basic navigational information, e.g. charts, sailing directions, notices to mariners, navigational warnings and general hydrographic information. He is also in the position to act as a "stop-gap" to counter tiredness amongst the watchkeeping officers. In the case of mechanical defects in the vessel, defects in navigational equipment, e.g. radar or VHF equipment, or in bad weather conditions, the deep-sea pilot can offer useful advice about safe anchorages and emergency communication procedures etc., which could be a useful contribution to ensure the ultimate safety of a vessel.

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

BPAC, at its conference in Helsinki from 22 to 23 September 1982, has agreed to introduce a uniform Incident Report Form (cf. Annex 6). Deep-sea pilots shall send their Incident Reports of ships piloted by them to their national pilotage authorities.

...

Besides that, other information affecting the prevention of marine pollution shall be sent by the deep-sea pilots to the nearest authorities specified by the Maritime Committee.

The national pilotage authorities within the BPAC will make efforts to analyse the Incident Reports with the view to improve pilotage services in the Baltic Sea area.

3.4 Promotion of participation in the BAREP system

In order to promote participation in the "Baltic Sea Position Reporting System (BAREP)"- in particular by ships other than those of one of the Baltic coastal states - the Baltic pilotage authorities have advised their deep-sea pilots to recommend to the masters of all ships in question to take part in the BAREP system.

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 ships 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.

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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.

5. <u>Legal aspects with regard to possibilities of intensifying deep-sea pilotage services</u>

If compulsory deep-sea pilotage is to be introduced in a legally binding way, it cannot be done but in the form of an international convention. BPAC is of the opinion that to try and achieve this is completely out of the question. On the other hand, it is considered to be sufficient - at this point of time - to promote the intensification of deep-sea pilotage services through other means within the framework of the present system as indicated under item 4.

6. <u>Future organizational structure of deep-sea pilotage services and further developments</u>

BPAC holds the view that, even if deep-sea pilotage

...

services may have been intensified, the current organizational structure will be sufficient to make an adequate number of deep-sea pilots available to the shipping community. BPAC will also ensure that the necessary co-operation among national pilotage authorities can and will take place.

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.

Furthermore, BPAC will take all necessary steps to spread the information about the benefits of deep-sea pilotage in the Baltic in order to advise not only the ships' navigating teams but also owners, charterers and agents of ships about the benefits that will become effective to users, if they avail themselves of qualified deep-sea pilots in the respective area.

Another area which might have to be explored in more detail by BPAC is the upkeeping of the deep-sea pilot's knowledge of a standardized language used in communcation for navigation at sea, i.e. the nautical standard vocabulary as continuously updated by the IMO.

To promote additional training for deep-sea pilots in the Baltic and with a view to maintain a commonly high standard of qualification also in the future, BPAC is willing to study the possibility of arranging regional seminars and lectures.

...