



CONFERENCE 2011

Frederiksdal, Denmark

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NEDSPA	
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Deep-sea pilot Model Course	
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AGENDA

		Opening of the conference	Denmark (host) & The President
Session 1	Information	Report from the Secretariat Incl BPAC homepage	The Secretariat
Session 2	Information/	HELCOM Placement of the Secretariat*	The President
Session 3	Discussion	Revision of BPAC rules/agreement* (including dividing the Baltic Sea into areas)	Working groups
Session 3	Decision	Revision of BPAC rules/agreement continue	Plenary
Session 4	Discussion	Module BPAC education for deep-sea pilots* (including ice-competence)	Monica Sundklev, STA Sweden Working groups
Session 4	Discussion	Module BPAC education for deep-sea pilots (continue)	WG continue
Session 4	Decision	Module BPAC education for deep-sea pilots (continue)	Plenary
Session 5	Information	North European Deep Sea Pilotage Authorities IMO resolution A.486(12)	Duncan Glass, Trinity House, UK
Session 6	Information	Mutual information: Plans and development in the member states since the last conference on national level. (Approx. 10-15 minutes per member state)	Authorities and providers
Session 7	Information	Information from EMPA & IMPA	Jan Magne Fosse Vice-president EMPA Stig Thomsen/IMPA
Session 8	Information	PAF/ Pilotage Authorities Forum	Denmark Frank Adler Gottlieb
Session 9	Information	Any other business -Terms of reference BPAC	
Session 10	Information	Date and place for the next meeting	
		Closing of the conference	Host & BPAC president
		Presentation FSA Baltic Sea - Femern	Omar Frits Eriksson, Danish Maritime Safety Administration
		Presentation of the Femern bridge simulation studies at Force technology <ul style="list-style-type: none"> - Presentation of studies, methodology and results - Demonstration of some of the proposed bridge solutions in the full mission simulators Discussion of project and input/ideas from BPAC members	Force technology

SUMMARY

Opening of the conference

The Danish host welcomed all delegates and wished everybody a good conference. The President then officially opened the 30th BPAC conference expressing a special welcome to new participants. Of the extensive agenda the items on revising the BPAC agreement and model course for deep-sea pilots were to put emphasis on.

1. Report from the Secretariat

The Secretary General gave the Secretariat's report on what had happened since last year.

He could inform that no approach had been made to the Secretariat during this period since the conference in June 2010.

BPAC homepage

The Secretary General showed the homepage and asked the delegates to consider the contents and the use of it.

One suggestion was made as to make it possible for member states to include a logo and a photo for CPAs and PSPs respectively. The Secretariat will contact the developer regarding this issue.

Germany asked how statistics and information formerly given in the questionnaire should be presented. The Secretariat will inform the member states according to what has been decided in the homepage WG.

If needed, the member states should contact the Secretariat for update of contact persons administrating national data on the homepage.

It should be noted that member states must inform the Secretariat of which information they do not wish to be presented on the homepage e.g. presentations from the conference.

As agreed in 2010, all documents on the site should be pdf-files.

In order to take stock of the work with the homepage, the Secretariat proposed a meeting in Copenhagen for the WG where also the future developments should be discussed. The Secretariat will suggest time and place and send an invitation to WG members.

As to the cost of running the homepage the delegates discussed the amount suggested by the Secretariat which is 150-200 Euros per countryyear. It was stressed that it is not possible for Denmark to have a bank account on behalf of the BPAC, so payment should be settled by invoice as previously done. Costs will be kept as low as possible.

The Polish delegate stressed that it is not the amount of money which is the problem, but it is not possible for Poland to pay public money without a formalized agreement. That is one reason for suggesting Term of Reference for the BPAC.

2. HELCOM

The President informed of the course of events concerning BPAC applying for observer membership of HELCOM. The events have also been forwarded by e-mail to member states.

The President attended a meeting in HELCOM Maritime last November and could inform of a positive feed-back on the information on BPAC work.

IMO-Resolution A.486(XII) – see item 6.

Placement of secretariat

At the conference in 2010, the future of the Secretariat was debated. It was then decided to evaluate the subject according to the possible cooperation with HELCOM. The following three proposals were prior to the conference sent to member states for their consideration:

1. The secretariat follows the presidency
2. The secretariat stays with Denmark
3. The secretariat is taken over by another state for a set period of time.

As no member state had volunteered on the request to take over the Secretariat only proposal 1 and 2 were discussed, taking also in consideration the contents of the proposed ToR.

In order for other member states to volunteer to take over the Secretariat it is important to line up what amount of work is expected and how this work is to be divided between the President and the Secretariat. Also the task of hosting a conference and running the BPAC homepage should be considered as well as the economy.

In this connection it was also stressed that each member state is expected to put an effort in working groups and other tasks decided by the BPAC.

Sweden pointed out that in their opinion it would not be a good idea to change placement of the presidency and the secretariat simultaneously, but rather have an overlap.

It was decided that at the next conference a decision must be reached on placement of the secretariat.

3. Module BPAC education for deep-sea pilots

At the conference 2010 Sweden got the task of drafting minimum requirements for a module BPAC education for deep-sea pilots.

A first draft of *Model Course for Baltic Deep-Sea Pilots* was sent to delegates before the conference.

Sweden presented the draft and the delegates were divided into three groups to discuss and make contributions to the draft. The result was then discussed in plenary. The head of each group shall produce the group result in writing and send it to Sweden (Monica Sundklev), who will conduct the work ahead. A final paper should be presented at the next conference.

The President expressed the opinion that there is no need for meetings as the work can be progressed by e-mail correspondence or by other means. The President emphasized that the correspondence group includes everybody because of different skills. The head of the three discussion groups has special responsibility, though.

4. Revision of BPAC rules

The President referred to discussions of this item in both 2009 and 2010 and regretted that it had not been feasible to follow the plans.

A division of the BPAC agreement into a CPA agreement and a PSP agreement was sent to member states prior to the conference as draft versions.

The President proposed that instead of an agreement the BPAC could choose a memorandum of understanding (MoU). A MoU is a document describing a bilateral or multilateral agreement between parties. It expresses a convergence of will between the parties, indicating an intended common line of action. It is often used in cases where parties either do not imply a legal commitment or in situations where the parties cannot create a legally enforceable agreement.

The suggested ToR could either be integrated in the text of the MoU or be an annex to it. The Model Course on Baltic deep-sea pilots should be attached as an annex too.

Further it was suggested that the draft CPA agreement, produced by Sweden, could be the frame for the MoU.

The PSP delegates were urged to really consider and to have an in depth discussion about what is needed to be regulated among them as providers and especially the

Port of Departure rule.

The Danish delegate stressed that from the Danish point of view the Port of Departure Rule is in conflict with Danish national legislation and raised the question whether it was conflicting with EU legislation.

The PSP group should also discuss whether the PSP agreement, if needed, should be an annex to the MoU or if it should be a separate document.

The meeting was divided into two parts concerning CPAs and PSPs.

The CPA group agreed that the way forward would be in form of a MoU the contents of which should be based on consensus. The CPA group edited the draft agreement/MoU so that everybody was satisfied with the content of the document. The result was then presented to the PSP group. The President will take care of a language check and send the document to the delegates for any comments and concerns. The further work will be done by correspondence and lead by the President.

Poland presented the PSP group result, which included a wish to maintain the Port of Departure rule and that ice advisors should have a BPAC deep-sea certificate and to keep the agreement, instead of merging it to a MoU.

Regarding the wish to maintain the Port of Departure rule, this issue will be specially investigated from a legal point of perspective by Germany and Sweden.

Denmark expressed the opinion that a PSP agreement can not be a part of a BPAC agreement/MoU as the BPAC is an authority forum.

The Secretary General repeated the Secretariat's offer to issue red cards supporting the aim of having an overview of the number of red cards and an identical lay-out.

5. Mutual information

Plans and development within the pilotage authorities in the member states since the last conference were presented.

The delegates had been asked to notify in advance if they wished to make a presentation. Since there were meeting time limits and the purpose was to concentrate on the future documents, information should primarily be presented in the questionnaire. The questionnaire will however be revised at a later stage.

The following participants from the member states gave a report on their national situation: Finland, Norway, Germany, Poland, Denmark, and Sweden.

(See presentations)

Denmark

Denmark told about the Danish online reporting system for pilots that will be further developed into being more comprehensive and easier to use.

Sweden

Sweden told about the number of pilots and deep-sea pilots which expectedly will increase a little bit in 2011, and about the severe winter that has led to difficult ice situations.

Sweden also gave a presentation on the Swedish Transport Agency including financing changes, proposal of a new pilotage act and the Danish-Swedish cooperation regarding the ship reporting system (SRS) in the Sound, SOUNDREP and valid PEC statistics.

(See presentation)

Sweden informed about new routeing measures which are being investigated by Sweden, Finland and Denmark. Denmark has made a revision of their routes in Kattegat.

New routing measures in the Northern Quark (SE and FI) will be sent to IMO this year and routing measures in Kattegat (SE and DK) hopefully in 2012

Poland

Poland made a speech on the approaches to Polish ports incl. terminals, statistics of vessel arrivals and departures in 2010 and pilot certificates. (See presentation)

Germany

Germany told about pilot operations 2010 and pilot ships in Germany as well as pilot fees and pilot dues. (See presentation)

Finland

Finland informed about plans and developments in the CPA in Finland. (See presentation)

Latvia and Lithuania were not present.

6 North European Deep Sea Pilotage Authorities (NEDSPA)

Duncan Glass, UK, made a presentation on the formation and membership of NEDSPA and of 2010 developments in the UK Association of Deep Sea Pilotage Authorities including ECDIS Training and EU Directive 2009/16 and MCA MIN 380 (See presentation)

Duncan Glass also made a speech on the IMO Res A.486/XII. (See presentation)
Trinity House (UK CPA) has been developing and co-coordinating the draft revised IMO Resolution with the intention of sending a joint submission by countries bordering the North Sea to the forthcoming IMO MSC meeting. NEDSPA members have agreed to support the joint submission and Duncan Glass expressed the hope that the submission will be co-sponsored by Norway, Sweden, Denmark, Germany, Netherlands, Belgium, France and the UK.
Duncan will send out the latest copy of the draft resolution to BPAC member states.

7. Information from EMPA

The vice-president of EMPA made a speech including the following items: The purpose of the organisation, Perspectives for the Baltic region :Transporting oil – a growing opportunity, The Role of BPAC, Conflict between good neighbours expressing EMPAs concern about the lingering conflict between Danish and Swedish pilots regarding pilotage in the Danish Straits, and Criminalization of Seafarers.(See presentation)

8. Information from IMPA

IMPA informed on topics as tide monitoring and prediction monitors, safety campaign as a joint campaign between EMPA and IMPA and personal protection equipment. The next IMPA meeting will take place in London and BPAC participants were invited to attend. For more information Stig Thomsen can be contacted.

9. Information from PAF/IALA Pilotage Authority Forum

Denmark, made a short update on the work within PAF, where they soon will finish a guideline for CPAs and underlined that PAF is an open forum for any pilotage authority which is a member of IALA. The next meeting will take place 2-5 May 2011.

10. Any other business

Poland had suggested Terms of Reference (ToR) for the BPAC which was sent to member states for considerations before the conference.
The delegates discussed the need for a ToR and none of the delegates expressed that they did not support the idea.
Terms of Reference will be dealt with by correspondence together with the Memorandum of Understanding lead by the President,(see also paragraph 4).

11. Date and place for the next meeting

Poland offered to host the BPAC conference in 2012.

The Polish CPA delegate suggested that the conference take place mid May and probably in Gdynia. The exact date and place will be communicated as soon as possible conflicts of other international meetings have been taken into consideration..

12. Closing of the conference

The President thanked the host and the delegates for their cooperation to a fruitful meeting and expressed her opinion on excellent work and good achievements.

In continuation of the official meeting the delegates who wished to participate were invited to Force Technology, Lyngby,

Omar Frits Ericsson from the Danish Maritime Safety Administration made a presentation on FSA Baltic Sea – Fehmern.

Experts from Force Technology made a presentation of the Fehmern bridge simulation studies including methodology and results. The delegates were then introduced to some of the proposed bridge solutions in the full mission simulators, and afterwards had the opportunity to discuss the projects with the representatives from Force Technology.

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