



Document title	Draft HELCOM Recommendation on Deep-Sea Pilotage in the Baltic Sea
Code	5-6
Category	DEC
Agenda Item	5 - Matters arising from the subsidiary bodies
Submission date	12.2.2020
Submitted by	Executive Secretary
Reference	HOD 57-2019, paragraph 4.83

Background

MARITIME 19-2019 considered a proposed HELCOM Recommendation concerning Deep-Sea Pilotage in the Baltic Sea submitted by the Baltic Pilotage Authorities Commission (BPAC), as supported by SAFE NAV 10-2019.

MARITIME 19-2019 noted information provided by the EU that Council Directive 79/115/EEC concerning pilotage of vessels by deep-sea pilots in the North Sea and English Channel is already requiring Member States in that region to ensure that vessels availing themselves of the services of a deep-sea pilot be provided with adequately qualified pilots in possession of the appropriate certificates. MARITIME 19-2019 further noted the view by the EU that a similar HELCOM Recommendation (also including the Baltic Sea waters of the Russian Federation) would be a useful initiative to further increase safety in the Baltic Sea.

MARITIME 19-2019 approved in principle the draft HELCOM Recommendation concerning Deep-Sea Pilotage in the Baltic Sea, but noting the late submission of the Outcome of SAFE NAV 10-2019 to MARITIME 19-2019, it was agreed that Russia should inform the Secretariat of their final position on the matter by 15 November 2019. Russia informed the Secretariat that there are no principal objections for approval of the draft Recommendation. The Meeting also invited the Secretariat to draft preambular paragraphs to the draft Recommendation.

HOD 57-2019 considered and approved the draft HELCOM Recommendation on Deep-Sea Pilotage in the Baltic Sea as set out in **Annex 1** to this document.

Action requested

The Meeting is invited to consider and adopt the attached draft HELCOM Recommendation on Deep-Sea Pilotage in the Baltic Sea.

Annex 1

DRAFT HELCOM RECOMMENDATION

[Adopted xx March 2020,]
having regard to Article 20, Paragraph 1 b)
of the Helsinki Convention

DEEP-SEA PILOTAGE TO ENHANCE SAFETY OF NAVIGATION AND PROTECTION OF THE MARINE ENVIRONMENT IN THE BALTIC SEA REGION

THE COMMISSION,

RECALLING the adoption by the HELCOM Extraordinary Ministerial Meeting on 10 September 2001 of the “Declaration on the safety of navigation and emergency capacity in the Baltic Sea Area” (HELCOM Copenhagen Declaration),

RECALLING the relevant HELCOM Recommendations including 23/3 on Enhancing the use of pilots in Route T and the Sound by notification to departing ships and establishment of an early warning system; 25/7 on Safety of winter navigation in the Baltic Sea area; 28E/11 on Further measures to improve the safety of navigation in ice conditions in the Baltic Sea, including advancing high quality training programmes in navigation in ice conditions; 28E/13 on Introducing economic incentives as a complement to existing regulations to reduce pollution from ships; and 33/1 on Unified interpretation in relation to access to and use of HELCOM AIS data,

RECALLING the IMO Recommendation on the use of adequately qualified deep-sea pilots in the Baltic Sea, as adopted by Resolution A.1081(28),

RECOGNIZING the growing density of maritime traffic in the Baltic Sea area and the important role navigational safety plays in reducing the risk of incidents at sea,

RECOMMENDS the Governments of the Contracting Parties to the Helsinki Convention to encourage Masters of ships sailing in the Baltic Sea area to use the services of certified deep-sea pilots, when appropriate, as further specified in the **Annex**.

Annex to HELCOM Recommendation xx/yy**1. Introduction – Background to deep-sea pilotage**

In November 1981 the IMCO Assembly issued resolution A.480(XII) "Recommendation on the use of adequately qualified Deep-Sea Pilots in the Baltic" being aware of the close relationship between the safety of navigation and the prevention of pollution from ships. It was noted further that on account of the hazards associated with navigation in the congested area of the Baltic, ships' masters often enlist the assistance of deep-sea pilots. The Assembly recommended Member Governments to take all necessary measures to ensure that ships that wish to avail themselves of deep-sea pilots in the area of the Baltic should only take pilots licensed by the pilotage authority of a Baltic coastal state.

In 2005 IMO, being aware of the ecological, social, economic, cultural, scientific and educational value of the Baltic Sea Area, as well as its vulnerability to damage by international shipping, traffic and activities in the area and the steps taken by Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland and Sweden to address that vulnerability, designated the Baltic Sea a Particularly Sensitive Sea Area (PSSA) by resolution MEPC.136(53) with the exception of the Russian Federation's waters and the Russian Federation's Exclusive Economic Zone.

In 2013, the IMO Assembly, recognizing that navigational safety plays an important part in reducing the risk of incidents at sea likely to cause loss of life, personal injury, marine pollution or damage to property, issued "Recommendation on the use of adequately qualified deep-sea pilots in the Baltic Sea" (Resolution A.1081(28)) by which the earlier, over 30 years old resolution A.480(XII) was revised.

Until recently, deep-sea pilotage has been available and training and certification of deep-sea pilots has been arranged in the Baltic Sea area. Increase of traffic over the years and transportation of dangerous cargoes by ships in congested waters of the Baltic Sea have increased the importance of safe navigation and therefore the significance of deep-sea pilotage.

While providing updated contacts for the competent authorities who provide certification for the deep-sea pilots within the region, this recommendation also provides guidance on the use of a deep-sea pilot.

2. Using the Services of a Deep-Sea Pilot

It is acknowledged that the Master of a ship is the best judge of the ship's bridge team's experience with regard to challenging navigation situations. However, to enhance the effectiveness of the bridge team for the safety of navigation and the protection of the marine environment, as well as to mitigate the effects of fatigue among bridge team members, which might reasonably be expected due to increased workload in a busy and complex navigational environment, the following factors should be taken into account when considering the use of a deep-sea pilot:

- draft and size of the vessel
- the familiarity of the ship's bridge team with the congested waters of the Baltic Sea;
- the existence and proliferation of navigational hazards, such as offshore renewable energy installations;
- severe ice conditions during the winter in some parts of the Baltic Sea;
- the available depth of water in relation to draft, under keel clearance, vessel's intended route and speed over various legs of the route;
- the possibility of adverse weather conditions and/or poor visibility;
- the port rotation schedule requirements;
- routing systems in place
- the availability and reporting requirements of Vessel Traffic Service coverage and reporting systems in force in the Baltic Sea area (BELTREP, GOFREP, GDANREP and SOUNDREP) in the areas to be transited; and
- any other exceptional circumstances.

Masters are encouraged to use the services of deep-sea pilots when considered appropriate but only those who are certified as suitably qualified by a Competent Authority of a Baltic Sea coastal State.

Masters should always satisfy themselves as to the credentials of deep-sea pilots offering their services. Ideally, a deep-sea pilot should carry a card similar to that shown in **Attachment 2**.

Owners or Masters of vessels intending to make use of the services of a deep-sea pilot in the Baltic Sea are strongly advised to use only a pilot certificated by a competent authority.

Attention is also drawn to the Baltic Sea Clean Shipping Guide 2017, Mariners' Routeing Guide Baltic Sea and other similar publications of coastal States bordering the Baltic Sea.

List of Competent Authorities for Deep-Sea Pilot Certification**Denmark**

Danish Maritime Authority
30, Fjordvaenget
4220 Korsoer
Denmark

Estonia

Estonian Maritime Administration
Maritime Safety Division
Lume 9,
10416 Tallinn
Estonia

Finland

Finnish Transport and Communications Agency
P.O. Box 320
00059 TRAFICOM
Finland

Germany

Generaldirektion Wasserstraßen und Schifffahrt
Kiellinie 247
D-24106 Kiel

Latvia

Maritime Administration of Latvia
5 Trijādības iela,
LV-1048 Riga

Lithuania

Klaipeda State Seaport Authority
J. Janonoi 24
LT-92251 Klaipeda

Norway

Norwegian National Coastal Administration
Coast Directorate
Service box 2, 6025
N - 6002 Ålesund

Poland

Ministry of Maritime Economy and Inland Navigation
Department of Maritime Economy
Nowy Świat 6/12
PL - 00-400 Warszawa

Russia


Ministry of Transport
Federal Agency of Marine and River Transport
3/6 Petrovka, Moscow, 125993, Russia

Sweden


Swedish Transport Agency
Maritime Department
P.O. Box 653
SE-601 15 Norrköping Sweden

A list of Baltic Deep-Sea Pilotage providers and further information is provided on the website:
<http://www.balticpilotage.org>

Front of the card:

[Flag]	BALTIC DEEP-SEA PILOT IDENTITY CARD	
Deep-sea pilot licence no: [XX-123] Name: _____ Date of birth: [Date Month Year] Signature: _____ Area: [BALTIC SEA] Limitations: [None] Issued: YYYY-MM-DD Expiry date: YYYY-MM-DD		Photo of the holder

Back of the card:

This deep-sea pilot identity card has been issued by [<i>insert issuing CPA</i>] in accordance with agreement of the Baltic Pilotage Authorities Commission (BPAC) to act as an adequately qualified deep-sea pilot in the Baltic Sea. Authorities involved are requested to render the holder aid in the pursuance of pilot duties.	
Logo of issuing CPA	<div style="text-align: right;">  </div> _____ Signature of the issuing CPA
Name, address and contact information of the issuing Competent Pilotage Authority (CPA)	

The Baltic deep-sea pilot's identity card should include:

1. the holder's name and date of birth;
2. the holder's signature;
3. a photo of the holder;
4. area and limitations;
5. the licence number (national code and specific numbers);
6. issue and expiry dates;
7. name, signature, address and contact information of the issuing Competent Pilotage Authority (CPA);
8. the flag picture of the issuing State; and
9. the logo of the Baltic Pilotage Authorities Commission (BPAC).

The identity card should be in the following format:

1. the text should be in English and may also be in the national language or languages;
2. the background colour of the card should be white with black printing and, if possible, with a red marking; and
3. the size of the card should be in the form of an identity card.