

# **Voluntary Pilot Use - Danish experiences**

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**Pilotage Superintendent**



## Why voluntary pilotage?

- To make the Danish Straits safe for all



## Basis for voluntary pilotage?

IMO SN.1/CIRC 263/Add.1, adopted the 23 October 2007  
Routing measures other than traffic separation schemes

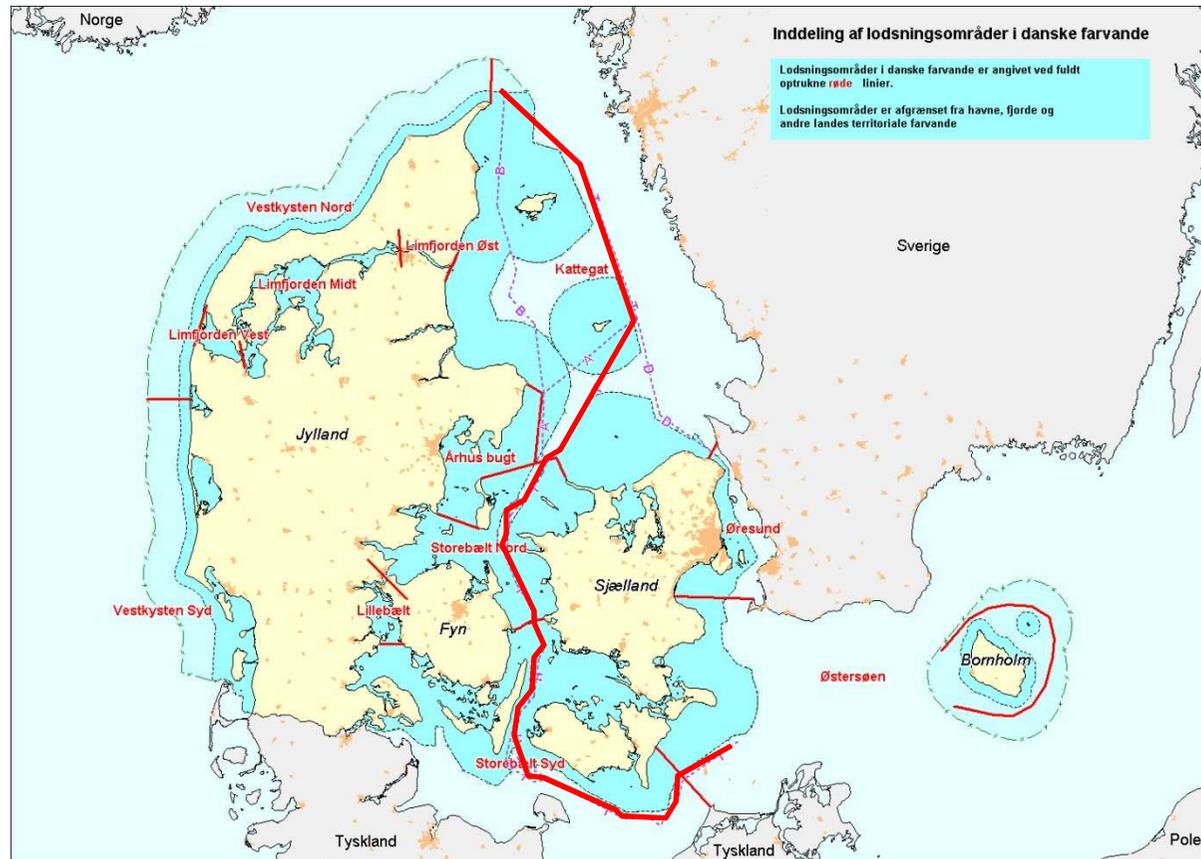
IMO resolution 138(76) , adopted the 2 December 2002 – 11 meters and more  
Recommendation on navigation through the entrances to the Baltic Sea

IMO resolution A.620(15), adopted 19 November 1987 – 13 meters and more  
Recommendation on navigation through the entrances to the Baltic Sea

IMO resolution A.339(IX) , sometime in 1975  
Recommendation on navigation through the entrances to the Baltic Sea



# Danish Waters – Route Tango



# How to motivate nationally?

## Step 1:

- Helcom 23/3 early warning scheme

## Step 2:

- Routine call by the Navy

## Step 3:

- HELCOM 23/3 information from DanPilot if pilotage order is not iaw. IMO rec.

## Step 4:

- Pilot will inform Captain again, if only partly pilotage iaw. the IMO rec.

## Step 5:

- Finally The Danish Maritime Authority informs the flag-state.



## Other ways to motivate?

### Joint Pilotage User Group

- **Established 2006**
- **All major shipping organisations**
  - **Bimco**
  - **Intertanko**
  - **Intercargo**
  - **ICS**
  - **International Group Pilotage (P&I)**
  - **OCIMF**
  - **Royal Danish Navy**

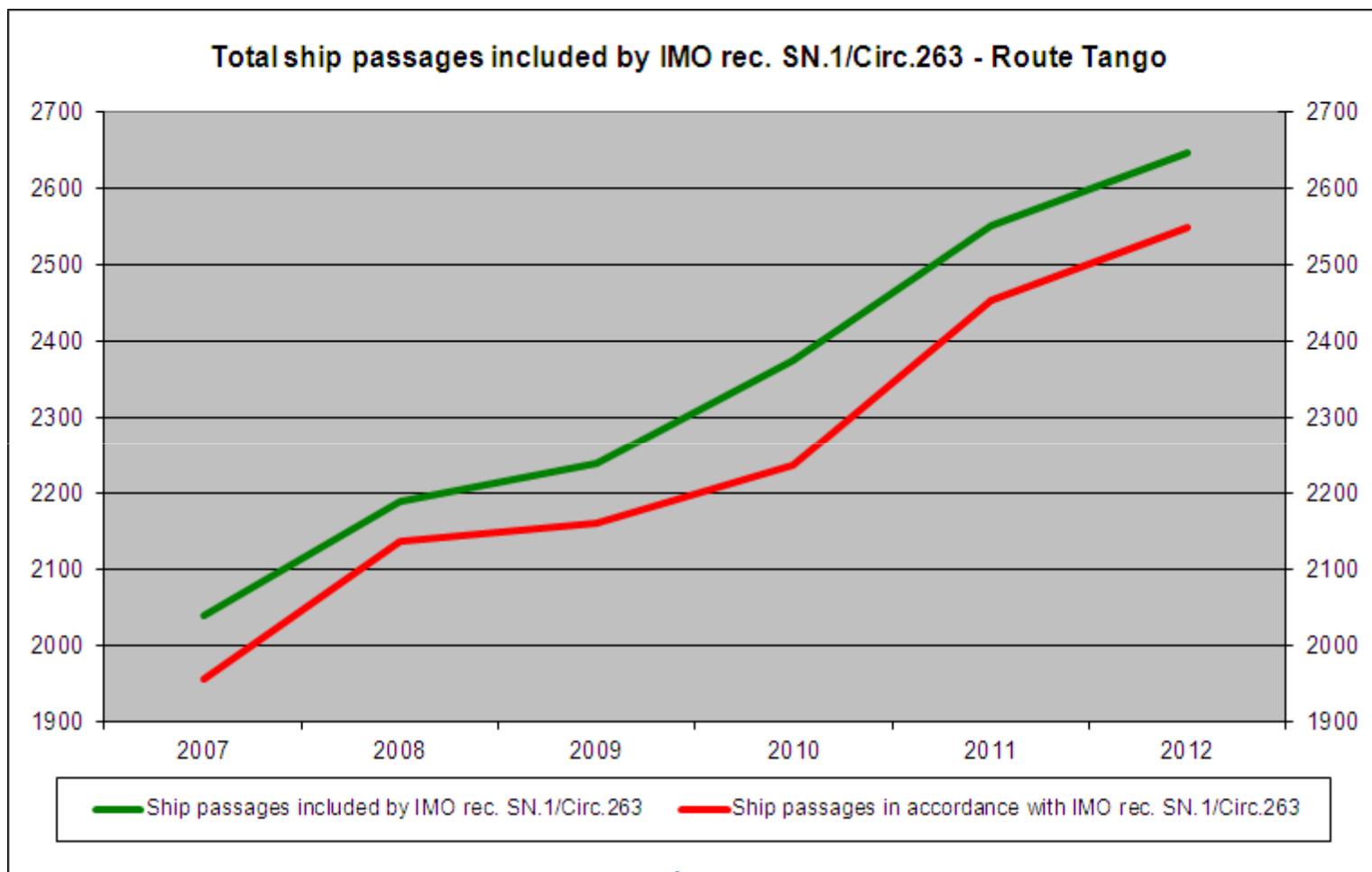


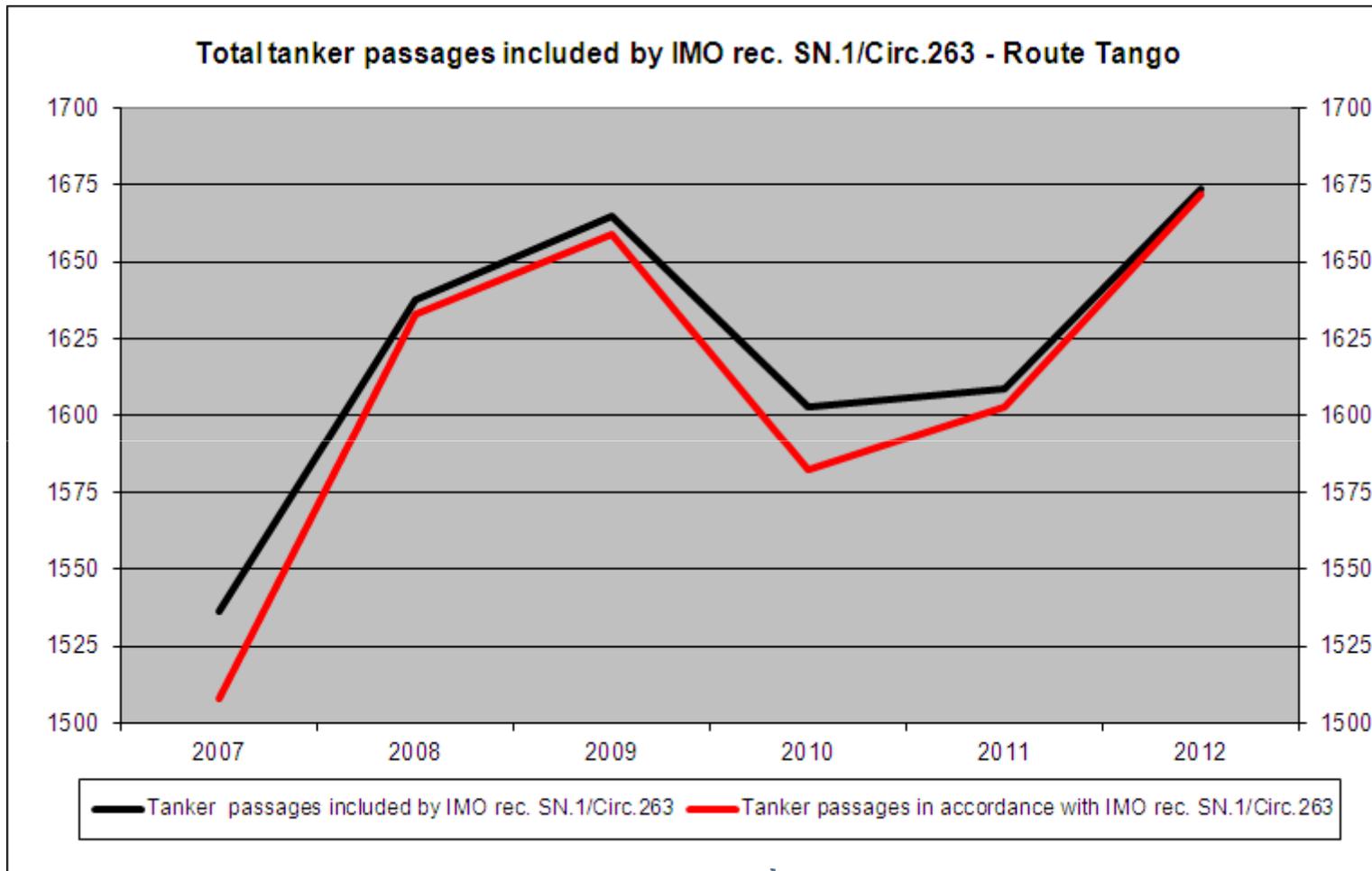
## Other ways to motivate - international?

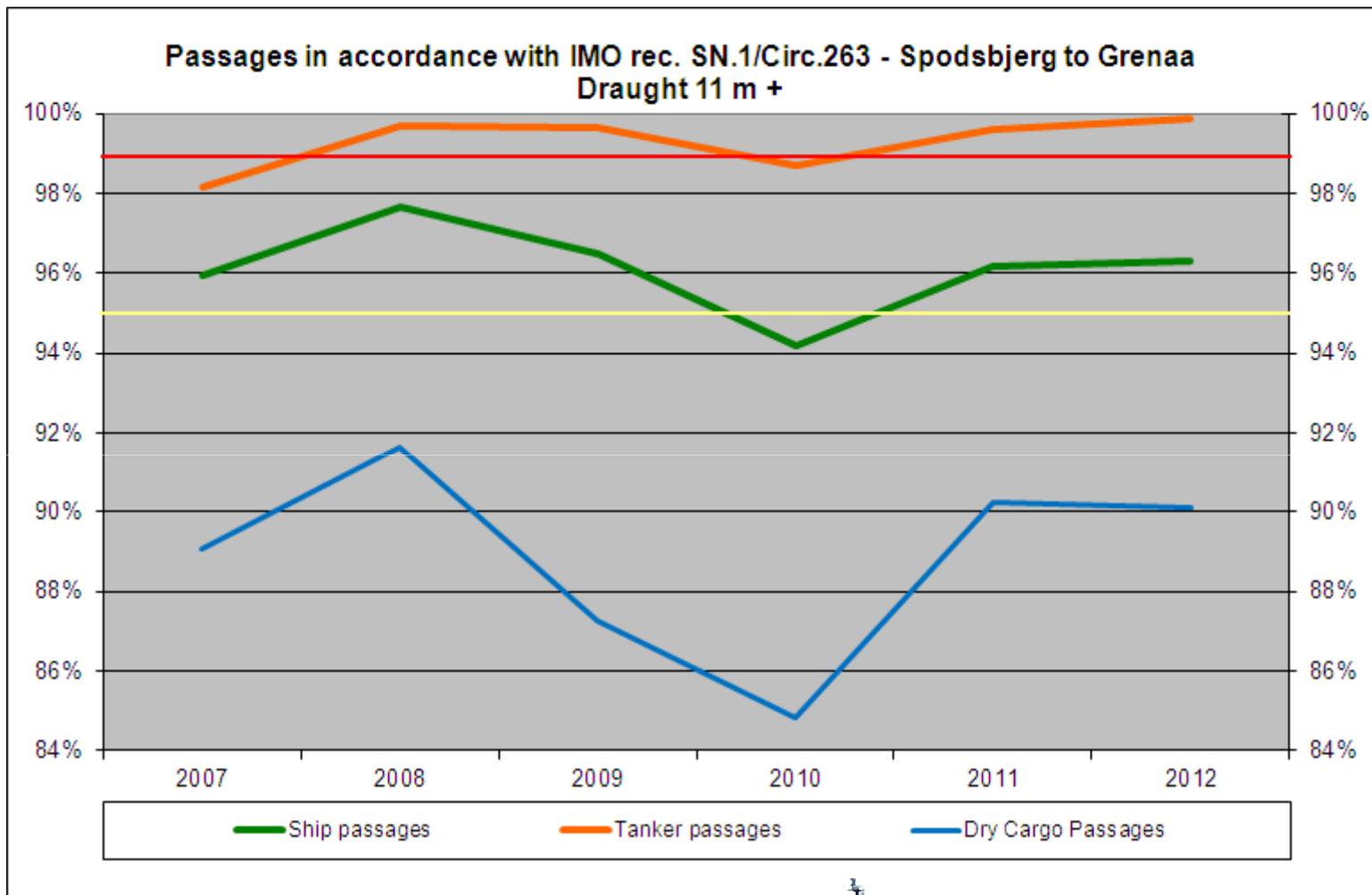
### PARIS MoU PSC (Port-state-control)

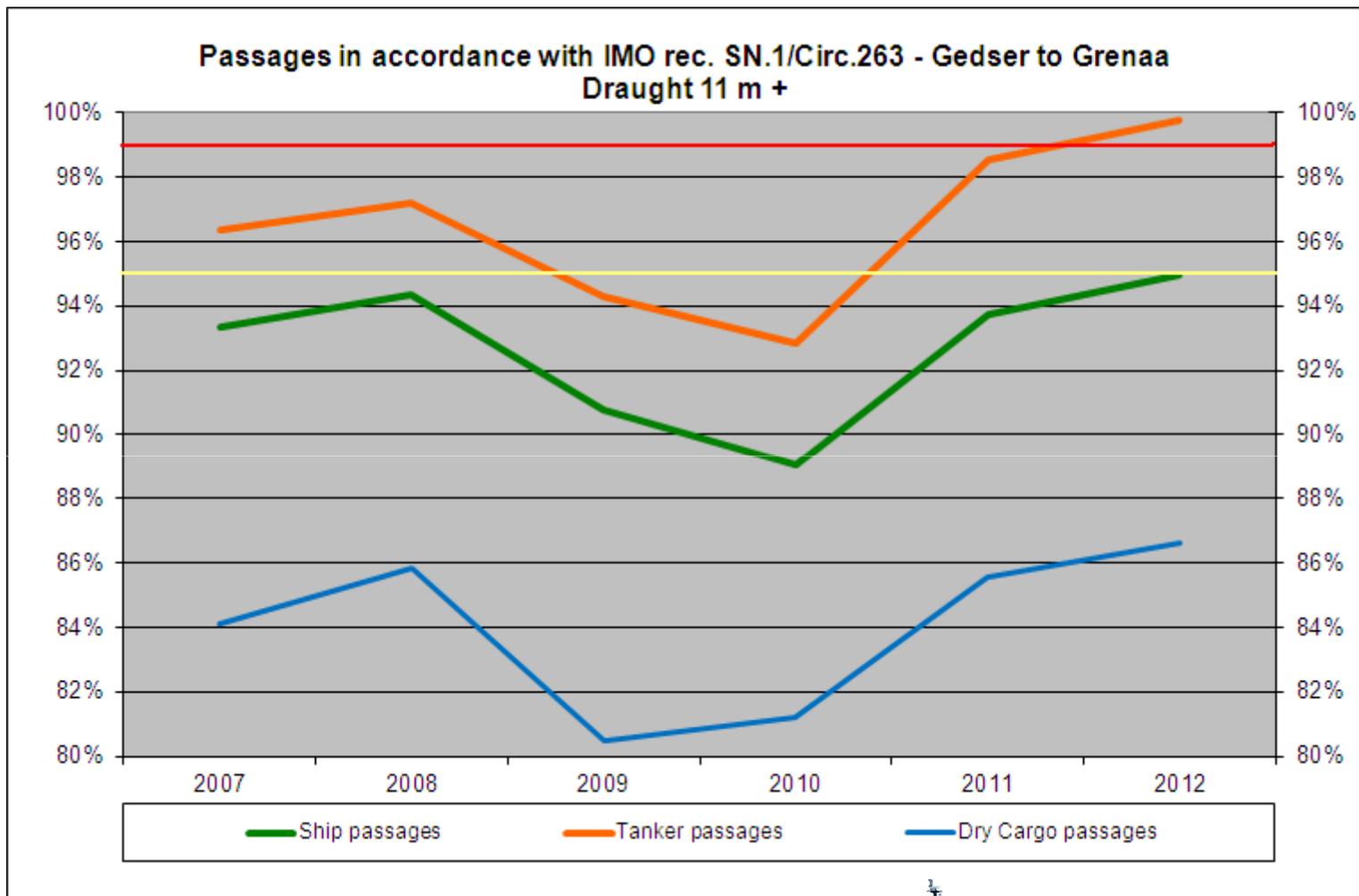
- Serenac database
- IMO recommendations from group 2 to group 1 in 2012

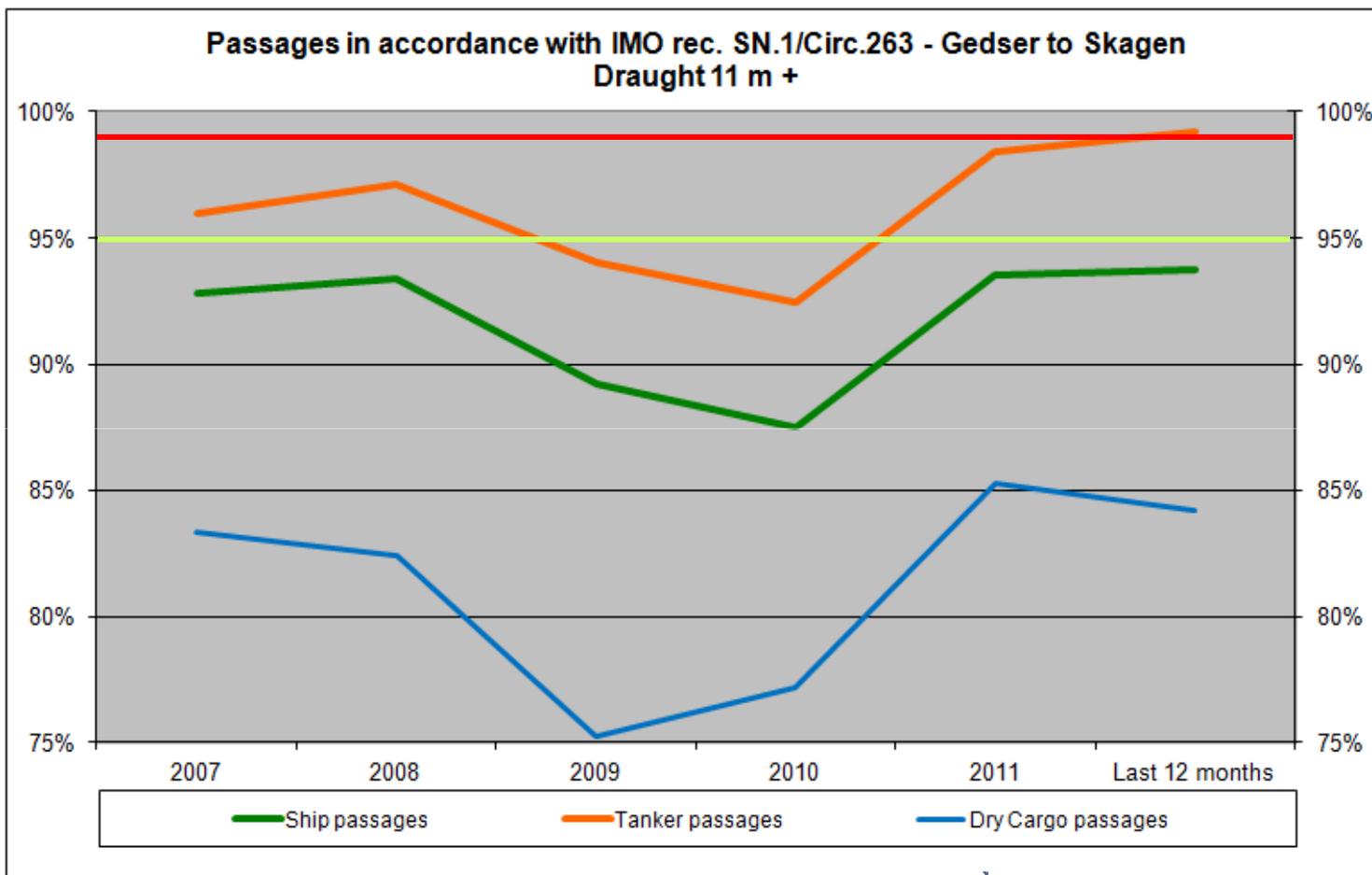


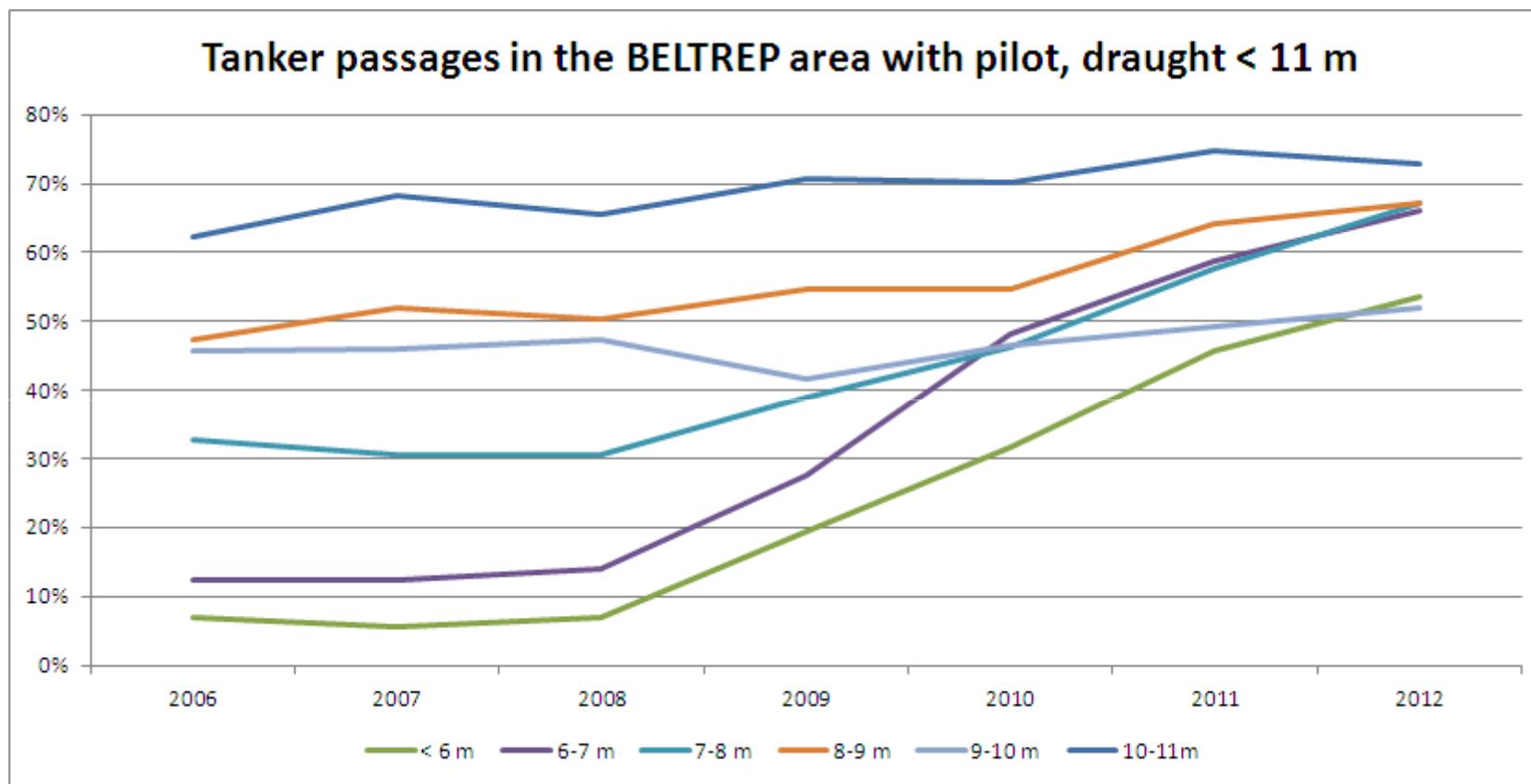












**Thank you very much for your attention**

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