

Executive order on the use of pilots

EXECUTIVE ORDER no 472 of 25 May 2007 (effective)

Legislation to which these regulations apply

[ACT no 567 of 9 June 2006](#)

Later amendments to the regulations

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Executive order on the use of pilots

In pursuance of section 4(2)-(4) and section 34(4) and (5) of the Danish Pilotage Act, cf Act no 567 of 9 June 2006, the following is laid down:

Part 1

Extension of the duty to use a pilot

Chapter 1

General provisions

1. A vessel that is towed shall use a pilot in excavated channels and buoyaged fairways leading into or past harbours.

(2) If the towed vessel is unmanned or if it cannot be propelled by its own engine power, the towing vessel shall use a pilot.

(3) A vessel which must use a pilot in pursuance of subsections (1) and (2) shall be exempted from this obligation if

- 1) the gross tonnage of the towed vessel is less than 150;
- 2) the length (LOA) of the towed vessel is less than 28 metres; or
- 3) the vessel is towed or towing within the same harbour area.

2. Notwithstanding section 12, stricter rules apply on the compulsory use of pilots in harbours, waterways, etc.

Chapter 2

Specific provisions

Amagerværket Harbour

3(1). Vessels shall use a pilot during arrival at and departure from Amagerværket Harbour.

(2) Subsection (1) shall not apply to vessels with a length (LOA) of up to 90 metres which have a bow propeller and sufficient engine power.

Railway bridge across Limfjorden at Aalborg

4. Vessels with a length (LOA) of 80 metres or more shall use a pilot when passing under the railway bridge across Limfjorden at Aalborg.

Limfjorden

5(1). Vessels with a draught of more than 3.1 metres shall use a pilot when passing the extended channels at Draget and Mejlgrunden and across Løgstør Grunde.

(2) In the event of material sanding up of the channel across Løgstør Grunde, vessels with a draught of more than 2.8 metres shall use a pilot when passing the channel.

(3) Sanding up of the channels will be announced in “Efterretninger for Søfarende” (Notices to Mariners).

Mariager Fjord

6. When navigating in Mariager Fjord, the following vessels shall use a pilot:

- 1) Vessels with a length (LOA) of 60 metres or more; and
- 2) vessels with a draught of 3.5 metres or more.

Karrebæk Fjord and Næstved Harbour

7. Vessels with a length (LOA) of 55 metres or more shall use a pilot when arriving at or departing from Næstved Harbour along the dredged fairway in Karrebæk Fjord.

Oddesund Bridge

8. Vessels with a length (LOA) of 35 metres or more shall use a pilot when passing under the Oddesund Bridge.

Odense Fjord and Canal

9(1). Along the stretch between Gabet and Odense Harbour and in connection with shifts inside the area of Odense Harbour the following vessels shall use a pilot:

- 1) Vessels with a length (LOA) of 70 metres or more; and
- 2) vessels with a width of more than 11 metres.

(2) Along the stretch between Gabet and Lindø the following vessels must use a pilot:

- 1) Vessels with a length (LOA) of 100 metres or more; and
- 2) vessels with a width of 15 metres or more.

Prøvesten Harbour

10(1). Vessels shall use a pilot when arriving at or departing from Prøvesten Harbour.

(2) Subsection (1) shall not apply to vessels with a length (LOA) of up to 90 metres which have a bow propeller and sufficient engine power.

Hals Barre and Aalborg Harbour

11. Vessels with a draught of 6 metres or more shall use a pilot along the stretch between the Hals Barre beacon and the Aalborg Harbour area.

Part 2

Relaxation of the duty to use a pilot

12. Section 2 of the Danish Pilotage Act and sections 1 and 2 of this executive order shall not apply in the following cases:

- 1) Danish vessels flying a foreign flag which are entitled to perform the navigation in question without a pilot; and
- 2) gas tankers designed exclusively to carry CO₂.

13. Section 4 of the Danish Pilotage Act and sections 1, 2 and 17 of this executive order shall not apply in the following waters:

1) Fanø Bay:

The waters to the south of 55°25'N and to the west of a NNE-SSW line going through the 55°25'N-8°12,5'E point.

2) North Sea and Skagerrak:

The outer territorial waters to the north of 55°25'N and the west of 10°39'E if the vessel's distance from the base line exceeds three nautical miles.

3) Kattegat:

a) The waters to the north of 57°39'N if the vessel's distance to the base line exceeds three nautical miles.

b) Route A.

c) Route B between 11°09'E and 12°31'E.

d) Route T to the north of 56°29'N if the vessel's draught is less than 11 metres

4) Langeland Belt:

a) Route H to the south of 54°48'N.

b) Route T to the south of 54°48'N if the vessel's draught is less than 11 metres.

5) The Baltic Sea:

The waters around Bornholm and Ertholmene if the vessel's distance to the base line exceeds three nautical miles.

Part 3

Execution of pilotage

14. In addition to the lights required by international maritime regulations a vessel carrying out pilotage services shall fly a flag whose top half is white and lower half red. In addition the vessel shall fly the national ensign.

15(1). During pilotage, pilots shall observe the international maritime regulations and special rules applying to navigation, etc in certain Danish waters. In addition, pilots shall advise the master of a vessel under pilotage or the master's deputy in compliance with good seamanship and on the basis of the experience and knowledge that a pilot must have.

(2) A pilot must not leave a vessel until its arrival at the location to which pilotage has been agreed, unless the master of the vessel or the Pilotage Supervisory Authority grants the pilot permission to leave the vessel at some earlier time.

(3) If the master of a vessel wishes pilotage to continue outside the area within which a pilot has a duty or a right to provide pilotage service, the pilot shall inform the master where pilot replacement can take place. If another pilot is called in to continue the pilotage, the pilot who is being replaced must remain onboard for so long that the replacement pilot can be provided with the information necessary to ensure the continued safe navigation of the vessel.

(4) If weather conditions or some other circumstances prevent the pilot to board the vessel, the vessel shall insofar as possible be piloted from a pilot boat or from shore until the pilot is able to board it.

16. The master of the vessel shall manoeuvre it in such a way that the pilot is able to board or disembark in the safest and fastest possible way.

Part 4

Miscellaneous provisions

17(1). Section 6 on exemption from pilotage shall not apply to a vessel which in pursuance of the Danish Pilotage Act or this executive order must use the services of a pilot and which

- 1) is bound for a Danish port;
- 2) is to transfer goods to or from another vessel in Danish territorial waters (STS operations); or
- 3) wishes to anchor in Danish territorial waters.

(2) Subsection (1) shall not apply in the waters mentioned in section 13(1)(1-5).

(3) The duty to use a pilot shall commence the last time a vessel sails into Danish territorial waters before calling at a port, transshipping or anchoring and shall end the first time after that the vessel leaves Danish territorial waters.

Part 5

Penalty

18. Breach of the provisions of this executive order shall be punishable by a fine or up to twelve months' imprisonment.

(2) Legal entities shall be punishable under the provisions of Part 5 of the Danish Criminal Code.

Part 6

Entry into force

19. This executive order shall come into force on 2 June 2007 and shall repeal Executive Order no 142 of 27 February 2006 on the use of pilots.

Danish Pilot Supervisory Authority, 25 May 2007

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