

Order on the issuing of pilot certificates and pilot exemption certificates¹

In pursuance of section 8(3), section 12(2) and (3), section 14(3), section 24(6), and section 34(4) of the Danish pilotage act, cf. act no. 567 of 9 June 2006, as amended by act no. 478 of 30 May 2012, the following is laid down:

Part 1

Definitions

Section 1. For the purposes of this order, the following definitions apply:

- 1) Deep-sea pilot certificate: A pilot certificate for deep-sea pilotage issued by an authority that is competent to do so according to a recommendation by the UN's International Maritime Organisation (IMO).
- 2) Deep-sea pilotage: Pilotage outside a country's territorial waters.
- 3) Pilot: A person who has been certified to pilot by the Danish Maritime Authority.
- 4) Pilot certificate: A document issued by the Danish Maritime Authority to certify that the holder is authorised to perform pilotage duties as specified.
- 5) Pilot exemption certificate: A certificate issued by the Danish Maritime Authority that exempts a ship from an obligation to engage a pilot if the holder of the pilot exemption certificate is sailing the ship, and if the pilot exemption certificate covers the type of ship, its condition and the waters in which the ship is sailing.
- 6) Pilotage: Advice given to the person sailing a ship on navigation, passage and manoeuvring, regardless of whether the advice is given on board the ship or by means of communication from another ship or from the shore.
- 7) Pilotage area: The geographical area in which a pilot is authorised to pilot according to his pilot certificate.
- 8) Pilot trainee: A person who is acknowledged by the Danish Maritime Authority to be undergoing training to become a pilot.
- 9) Pilot trainee ID card: A certificate issued by the Danish Maritime Authority to certify that the holder is being trained to become a pilot and is entitled to participate in training in the company of a pilot.

Part 2

Pilot certificate

Section 2. The pilot certificate is issued upon application if the applicant

- 1) has been trained to a level at which the applicant is able to sail a ship regardless of its size,
- 2) has a maritime trading certificate as a master,
- 3) has at least two years' experience as a master or chief mate from relevant shipping operations,
- 4) can prove adequate knowledge of electronic nautical charts (ECDIS),

¹ This order contains provisions implementing parts of directive 2005/36/EC of the European Parliament and of the Council of 7 September 2005 on the recognition of professional qualifications, Official Journal 2005, no. L 255, page 22, and parts of directive 2006/123/EC of 12 December on services in the internal market, Official Journal 2006, no. L 376, page 36.

- 5) possesses a valid health certificate without annotations, cf. the provisions of the Danish Maritime Authority,
- 6) has undergone pilotage training, cf. part 3
- 7) has undergone training in the company of a pilot cf. part 4,
- 8) has special knowledge and experience of the geographical pilotage area applying for, cf. part 5,
- 9) has passed a defined theoretical and practical aptitude test, cf. part 6,
- 10) is associated with a pilotage service provider that is registered in accordance with section 24 of the Danish pilotage act and
- 11) does not have any significant overdue debt to public authorities, defined as amounts to the order of DKK 50,000 or more.

Subsection 2. The Danish Maritime Authority may grant an exemption from the provisions of subsection 1(i) and (ii). However, a pilot certificate shall never be issued to pilot ships that the pilot is not trained to sail.

Subsection 3. The pilot certificate may be restricted to various ship sizes, cf. annex 3. The Danish Maritime Authority may lay down specific requirements for the upgrading of pilots.

Subsection 4. If a health certificate according to subsection 1(iv) is encumbered with annotations, the Danish Maritime Authority may request further information in order to make an assessment of whether the applicant is able to fill the position as pilot.

Section 3. The Danish Maritime Authority makes decisions on the issuing of a pilot certificate within 14 days after receipt of an application, including all necessary documents, cf. however subsection 2.

Subsection 2. The time-limit in subsection 1 may be extended once if it is justified by the complexity of the matter. The Danish Maritime Authority shall state the reasons for and the duration of the extension and inform the applicant of this before the end of the time-limit stipulated in subsection 1.

Subsection 3. The applicant shall not perform assignments or act as a maritime pilot until the Danish Maritime Authority has issued a pilot certificate to the person in question.

Subsection 4. When the Danish Maritime Authority receives an application for a pilot certificate, a receipt is forwarded to the applicant with information on the time-limit for case administration, cf. subsection 1, and that the applicant shall not consider permission to act as a pilot as granted until the pilot certificate is issued, cf. subsection 3, and about complaint channels.

Section 4. The pilot certificate shall be drawn up in accordance with the provisions of annex 1.

Subsection 2. The pilot certificate shall be issued for a period of five years.

Subsection 3. If the pilot no longer fulfils the requirements in this order, he shall be obliged to send his pilot certificate to the Danish Maritime Authority.

Section 5. If a pilot assesses that he is not able to maintain the required level of local experience, cf. annex 3, the pilot may obtain experience by participating in training in the certified pilotage area in the company of a pilot before expiration of the period.

Section 6. The holder of a deep-sea pilot certificate issued by an authority entitled to do so pursuant to and in accordance with the IMO recommendations may have this replaced by a Danish certificate if the holder is associated with a Danish pilotage service provider and submits his foreign certificate.

Subsection 2. The Danish certificate shall be issued with the same coverage area and the same restrictions as the foreign certificate, although never for other countries' territorial waters.

Part 3

Pilot training requirements

Section 7. The training mentioned in section 2(1)(v) shall include the following:

- 1) Bridge Resource Management and Emergency Training course for pilots,
- 2) Ship manoeuvring for pilots,
- 3) Pilotage law course for pilots and
- 4) Personal safety course for pilots.

Subsection 2. The requirements for the contents of the courses mentioned above are described in annex 2.

Subsection 3. The courses mentioned above in section 7(1)(i)-(iii) shall be completed at a minimum every 5 years. The personal safety course for pilots, cf. section 7(1)(iv), shall be completed at a minimum every three year.

Section 8. A pilot certificate shall only be valid for pilotage:

- 1) in connection with Ship to ship operations (STS) if the pilot has completed a course in STS for pilots,
- 2) of tugboats and ships that use tugboats in dredged channels or buoyed fairways leading to ports or past ports if the pilot has completed a tug handling course for pilots.

Subsection 2. The requirements for the contents of the above-mentioned courses are specified in annex 2.

Subsection 3. The courses mentioned above shall be completed at a minimum every five years.

Section 9. European Parliament and Council Directive 2005/36 on the recognition of professional qualifications shall apply to the handling of cases under this order. An applicant may be authorized or approved if he can prove to have professional qualifications that can be recognized by the directive, and if he also meets the requirements of the Danish pilotage act and this order.

Subsection 2. When considering a case of services, cf. article 5, paragraph 2 of the directive, the service provider shall submit a notification under article 7, paragraph 1, and the notification shall be accompanied by the documents mentioned in article 7, paragraph 2 of the directive. The Danish Maritime Authority may check the service provider's professional qualifications in accordance with article 7, paragraph 4.

Subsection 3. Cases concerning establishment shall be considered in accordance with the provisions of articles 11-13, 14.1, 14.2, 14.4, 14.5, 15, paragraph 3, and 50-52.

Part 4

Training in the company of a pilot

Section 10. The Danish Maritime Authority shall issue pilot trainee ID cards on application if the pilot trainee fulfils the requirements of section 2(1)(i).

Subsection 2. The pilot trainee ID card shall be drawn up in accordance with the provisions of annex 1.

Subsection 3. The pilot trainee ID card shall be issued for a period of one year.

Section 11. Pilot trainees shall participate in training in the company of a pilot the required number of times in each pilotage area applied for, cf. annex 3. The pilot responsible for the training shall be a certified pilot.

Subsection 2. The pilot trainee or the pilot may contact a pilotage service provider, which will then advise of piloting trips in the pilotage area in which training in the company of a pilot is required-

Subsection 3. The pilot trainee or the pilot shall bear any costs associated with training in the company of a pilot, including documented expenses from the ship and the pilotage service provider.

Part 5

Requirements for the individual pilotage areas

Section 12. There are different requirements with regard to frequency of sailing and ship size for the various pilotage areas, cf. annex 3.

Subsection 2. Applicants and holders of a pilot certificate shall electronically forward documentation to the Danish Maritime Authority in order for the demands for sailing frequency in a pilotage area to be fulfilled, cf. annex 3.

Section 13. The Danish Maritime Authority may grant exemption from the pilotage areas described in annex 3 if particularly special circumstances apply.

Part 6

Aptitude test for obtaining a pilot certificate

Section 14. The practical section of the aptitude test shall consist of the undertaking of a pilotage assignment in the area to which the application relates.

Subsection 2. The theoretical section of the aptitude test shall consist of a test lasting approx. four hours, in which the applicant is examined on local knowledge in each pilotage area applied for, cf. annex 4.

Subsection 3. The aptitude test shall involve a pilot who has taken part in the training in the company of a pilot and an external examiner appointed by the Danish Maritime Authority.

Section 4. The applicant shall be responsible for any costs in connection with taking the aptitude test, including preparation, hourly wages and travelling expenses etc.

Part 7

Aptitude test for obtaining a pilot exemption certificate

Section 15. The pilot exemption certificate shall be issued upon application if the applicant

- 1) can document that he has sailed in the relevant pilotage area the required number of times, cf. annex 3 and
- 2) has passed a defined theoretical aptitude test.

Subsection 2. The Danish Maritime Authority may decide that the use of a pilot can be disregarded in connection with fulfilling the demand for sailing frequency in subsection 1(i), cf. annex 3, for obtaining a pilot exemption certificate.

Subsection 3. The aptitude test shall consist of a test lasting approx. one hour, in which the applicant is examined on local knowledge of each pilotage area applied for, cf. annex 4.

Subsection 4. Two people appointed by the Danish Maritime Authority shall take part in the aptitude test. They shall be appointed in the roles of internal and external examiner.

Subsection 5. The applicant shall pay the expenses related to the aptitude test, including preparation, hourly wages and travelling expenses.

Section 16. The pilot exemption certificate shall be drawn up in accordance with the provisions of annex 1.

Subsection 2. The pilot exemption certificate shall be issued for a period of five years.

Subsection 3. If a holder of a pilot exemption certificate no longer fulfils the requirements in this order, he shall be obliged to send his pilot exemption certificate to the Danish Maritime Authority.

Section 17. Applicants for and holders of a pilot exemption certificate shall electronically submit documentation to the Danish Maritime Authority confirming that the requirements with regard to sailing frequency in each area, cf. annex 3, have been fulfilled.

Section 18. The holder of a pilot exemption certificate shall have the duty to inform the relevant harbour that he holds a valid pilot exemption certificate.

Part 8

Miscellaneous provisions

Section 19. Reporting to the Danish Maritime Authority according to this order shall be done electronically via the Danish Maritime Authority's reporting system.

Part 9

Penalties

Section 20. Any person, who fails to deliver his pilot certificate or a pilot exemption certificate when this is required in accordance with the provisions of section 4(3), and section 16(3) shall be liable to punishment by fine.

Part 10

Entry into force

Section 21. This Order shall enter into force on 1 December 2012.

Subsection 2. At the same time order no. 1201 on the issuing of pilot certificates and pilot exemption certificates shall be repealed.

Subsection 3. The requirement in section 8(3) to complete the courses in section 8(1), at a minimum every five years, shall not enter into force until 1 June 2013.

Danish Maritime Authority, 21 November 2012

Frank Adler Gottlieb / Kasper Jespersen

The design and contents of certificates and id-cards
The design and contents of the pilot certificate and the deep-sea pilot certificate

I. Design of the pilot certificate:

The pilot certificate shall be designed as shown here:

<div style="background-color: red; color: white; padding: 2px; display: flex; justify-content: space-between; align-items: center;"> 🇩🇰 PILOT CERTIFICATE P- 306 </div> <p>Issued: - - Expiry date: - -</p> <p>Name: _____</p> <p>Born: - - - -</p> <p>Signature: _____</p> <p>Pilotage area(s): _____ (Limitation)</p> <div style="text-align: right; margin-top: 10px;">  </div>	<p style="font-size: 0.8em;">This pilot certificate is issued according to The Danish Pilotage Act, Order no 567 of 9 June 2006</p> <p style="text-align: center; margin-top: 20px;">Issuing authority:</p> <p style="text-align: center; margin-top: 5px;">  Pilotage Superintendent </p> <p style="text-align: center; font-size: 0.8em; margin-top: 10px;"> Danish Pilotage Authority 1, Kastellet, DK-2100 Copenhagen Phone +45 7240 5480 - E-mail: opa@rodssyret.dk </p>
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II. Contents of the pilot certificate:

The pilot certificate shall be in English.

On the front of the certificate the following shall be stated:

- flag of nationality
- name of the certificate
- the certificate's serial number
- a photo of the holder of the certificate
- date of issue
- expiry date
- name of pilot
- pilot's date of birth
- pilot's signature
- pilotage area(s)
- limitations, e.g. length or draught of ship.

On the reverse side of the certificate the following shall be stated:

- a reference to the Danish pilotage act
- the issuing authority's signature
- »hotstamp«
- the Danish Maritime Authority's logo
- the issuing authority's name, address, phone number and email address.

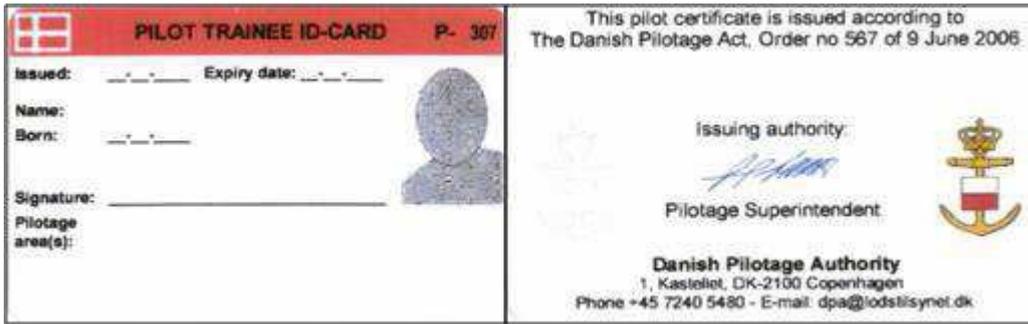
III. Deep-sea pilot certificate:

The deep-sea pilot certificate shall be issued in accordance with the IMO guidelines.

The design and contents of the pilot trainee ID card

I. Design of the pilot trainee ID card:

The pilot trainee ID card shall be designed as shown here:



II. Contents of the pilot trainee ID card:

The pilot trainee ID card shall be in English.

On the front of the ID-card the following shall be stated

- flag of nationality
- name of the card
- the card's serial number
- a photo of the card holder
- date of issue
- expiry date
- pilot trainee's name
- pilot trainee's date of birth
- pilot trainee's signature
- pilotage area(s).

On the reverse side of the card the following shall be stated:

- a reference to the Danish pilotage act
- the signature of the issuing authority
- »hotstamp«
- the Danish Maritime Authority's logo
- the issuing authority's name, address, phone number and email address.

The design and contents of the pilot exemption certificate

I. Design of the pilot exemption certificate:

The pilot exemption certificate shall be designed as shown here:



II. Contents of the pilot exemption certificate:

The pilot exemption certificate shall be in English.

On the front of the certificate the following shall be stated:

- flag of nationality
- the name of the certificate
- the certificate's serial number
- a photo of the holder of the certificate
- date of issue
- expiry date
- name of certificate holder
- certificate holder's date of birth
- certificate holder's signature
- area(s)
- IMO number

On the reverse side of the certificate the following shall be stated stated:

- a reference to the Danish pilotage act
- the signature of the issuing authority
- »hotstamp«
- the Danish Maritime Authority's logo
- the issuing authority's name, address, phone number and email address.

Training requirements

Bridge Resource Management and Emergency Training course for pilots

The purpose of the course is:

To train pilots in the correct exchange of information between pilot and ship's master prior to and during the pilotage, including:

- Pilot Card
- passage planning, including emergency procedures
- information about mooring, types of tugboats, use of tugboats
- exchange of special information, current, tide and traffic conditions
- unusual ship-handling characteristics, crew limitations, technical difficulties and deficiencies
- confirmation of which languages are used for internal and external communication
- safe, correct communication with the ship's master and the bridge watchkeeping personnel
- safe, efficient allocation of work on the bridge, both during piloting and in an emergency situation
- ensuring the efficient exchange of information.

To provide pilots with knowledge and understanding of:

- the significance of people's psychological and mental strengths and limitations
- the significance of language barriers
- the significance of cultural barriers
- techniques for dealing with the above-mentioned problems.

The course includes the following subjects:

Communication

- rules of good communication
- limitations and strengths in verbal communication
- context and perspective.

Briefing

- joint situation perception

People's physical and psychological limitations and strengths, including

- perception
- interpretation and situation perception
- memory
- fatigue, stress and workload

The relationship between crew and pilot

- cultural problems
- expectations
- management, the group and the individual

Case study

Simulator training of BRM in a full mission simulator, including planning, briefing, communication and teamwork.

Emergency Response – emergency training and crisis control with the aid of simulator exercises, including:

- loss of steering
- loss of main engine, etc.
- radar faults
- loss of vital systems, such as Gyro and ECDIS – blackout
- collisions, groundings, oil spill and search and rescue
- handling of other crises and accidents during pilotage.

Completion

This course is for pilots and pilot trainees only and shall, as a minimum, be completed every 5 years, cf. section 7(3). A certificate shall be issued for a theoretical and practical satisfactorily completion of the course.

References:

IMO Resolution A.960(23), sections 5.3, 5.4 and 5.5.

The Danish Maritime Authority's Guidelines for renewal of certificate of competency for navigators and tanker certificates on management level.

Ship manoeuvring for pilots

The purpose of the course is:

To train the pilot in basic/elementary ship handling techniques in a relevant demarcated sailing area and give the pilot knowledge and an understanding of how a POD propulsion system works.

The course includes the following subjects:

A theoretical examination in:

- Manoeuvring possibilities and strategies
- Stopping distance
- Williamson turn
- Constant rate of turn techniques
- Use of thrusters
- Ships with Azimuth propellers
- Rudders, types and effect
- Propeller(s), types, effect, reversing effect, twin propeller ships
- Harbour manoeuvring with propellers and several rudders
- Banking effect
- Overtaking
- Encounter with other ships, including ship-ship interaction effect
- Navigation in various weather conditions, including wind, current and wave effect
- Anchoring in general and twin anchoring with stern approach
- Instrument navigation in reduced visibility or when sailing at night
- Use of tugboats and escort towing
- Squat effect
- Under keel clearance
- Pivot point
- Hydrodynamics

- Use of POD and Joystick/DP systems
- Handling of large cruise ships.

Navigational training that supports and illustrates the above-mentioned theoretical elements, including:

- Harbour manoeuvrings with various relevant ship types and equipment
- Harbour manoeuvrings under conditions where manoeuvring limits for POD/Azimuth propellers are tested
- Navigation and approach of relevant harbours with various POD/Azimuth propeller driven ships
- Harbour manoeuvring with twin propellers and rudder
- Harbour manoeuvring using tugboats
- Navigation and approach in various weather conditions (wind, current and waves)
- Navigation under the influence of hydrodynamic effects, e.g. banking effect
- Navigation and approach using escort towing
- Anchoring
- Squat effect and passage of other ships
- Ship manoeuvring with fixed pitch and variable pitch propellers.

The above-mentioned navigational training and ship handling techniques shall be performed in a pilotage area relevant to the pilot.

- For certification in a category A pilotage area, cf. annex 3, the training shall be performed in manned models.
- For certification in a category A*, B, B*, or C pilotage area, cf. annex 3, the training may be performed in a full mission simulator.

This course is for pilots and pilot trainees only and shall be completed at a minimum every five years, cf. section 7(3). A certificate shall be issued to the course attendant for a theoretical and practical satisfactorily completion of the course.

References:

IMO Resolution A.960(23), section 5.5.6.

Pilotage law course for pilots

The purpose of the course:

To provide pilots with knowledge of relevant prevailing international and national laws, rules and other provisions.

The course includes the following subjects:

- The structure of the legal system and the administration
- The Danish pilotage act and the orders, etc. in force
- Payment for pilots
- Obligations of pilots
- Compulsory pilotage/obligation
- The obtaining of a pilot certificate and pilot exemption certificate
- The pilot's liability and freedom from liability – including sanctions

- Maritime inquiry/witness statement
- The Danish merchant shipping act
- Deep-sea pilotage.

Completion

This course is for pilots and pilot trainees only and shall be completed at a minimum every five years, cf. section 7(3). A certificate shall be issued to the course attendant for a theoretical and practical satisfactorily completion of the course.

References:

IMO Resolution A.960(23), sections 5.5.8 and 6.3.

The Danish Maritime Authority's Guidelines for renewal of certificate of competency for navigators and tanker certificates on management level.

Personal safety course for pilots

The purpose of the course is:

To train pilots in personal safety, techniques of personal survival at sea, emergency and first aid procedures, including heart massage, resuscitation, including hypothermic prevention measures. The pilot shall also be provided with knowledge of risks and measurements in connection with transfer of people and shall be able to act efficiently in man-over-board and evacuation situations.

The course includes the following subjects:

First aid:

- The four main principles of first aid
- Life-saving first aid, including the use of heart starter
- Cardiovascular diseases
- Cardiac infarct/cardiospasm
- Drowning and hypothermia
- Crushing/falling injuries
- Arrest of bleeding
- Communication with injured persons.

Safety at sea:

- Personal life-saving appliances, including emergency transmitter
- Risks and precautions by person transfer
- Precautions if the pilot falls overboard, including possibilities and limits of the vessel in relation to rescue.
- Familiarity with water/emergency suit
- Survival techniques in water
- Helicopter hoist
- Capsizing exercises
- Possibilities and limits of the life raft
- Evacuation methods from large vessels, including evacuation chute

- Summary evacuation exercise.

Completion

To ensure that the pilot becomes familiar with the possibilities and limits of his personal equipment, the practical part of the course shall be carried out with the same type of equipment that is used by the pilot. Hence the pilot shall bring his own suit and vest for the course. The course is completed when the attendant, in a practical exercise, has demonstrated knowledge of:

- The acquired theoretical knowledge in a written test. At a minimum 80 % of the answers given shall be correct.
- Proper passage on the pilot ladder.
- Proper behaviour in relation to capsizing in open vessels.
- Individual and collective survival techniques in water.
- Entering the raft and stay and reversal using a size of raft similar to the pilotage service provider's.
- Correct behaviour in connection with rescuing a person from the sea both as the salvaged and salvaging party by the use of a similar size of raft that is used by the pilotage service provider. The exercise shall be carried out with typically used salvage tools such as cradle and rescue sling.
- Correct individual and collective behaviour in connection with the summary evacuation exercise. The evacuation exercise shall accumulate the practical elements in connection with evacuation from vessel to water, water to life raft and from life raft to helicopter.

Completion:

This course is for pilots and pilot trainees only and shall be completed at a minimum every five years, cf. section 7(3). A certificate shall be issued to the course attendant for a theoretical and practical satisfactorily completion of the course. If a course attendant does not pass the mentioned tests, the course management and the course attendant shall draw up a plan for the course attendant to complete the course satisfactorily within a period of 6 months.

References:

IMO Resolution A.960(23), sections 5.5.9, 5.5.10 and 5.5.11.

The Danish Maritime Authority's Guidelines for renewal of certificate of competency for navigators and tanker certificates on management level.

Ship to Ship Operations (STS)

The purpose of the course is:

To train the pilot in more advanced ship handling techniques, and at the same to practise good communication between the master and the pilot in actual ship handling exercises.

The course is divided into 3 stages of education:

- Stage 1, STS part I (Tug handling course for pilots)
- Stage 2, STS part II (Ships up to 65,000 GT)
- Stage 3, STS part III (Ships larger than 65,000 GT)

The course includes the following subjects:

- Ship to ship operations

- Ship handling in connection with ship to ship operations
- Connection between the effect of rudders and propulsion
- Use of bow thrusters
- Use of various kinds of tugboats and how to use them
- Ship to ship operations without use of tugboat
- Navigation and ship handling in narrow waters and in port
- Ship handling under various wind and current conditions
- Tide effect
- Banking effect
- Anchoring ships
- Emergency response
- Navigation with fenders
- Fender location, their strength and limitations and their mooring
- Mooring procedures according to varying conditions
- Moorings and force effects
- Mooring arrangement, contact and agreement with another ship
- Briefing and exchange of experience between the master, the pilot and the mooring master
- Debriefing after ship to ship operation.

Stage 2 (STS part II) includes training in:

- Ship handling under various wind and current conditions
- Anchoring of mother ship
- Fender location, their strength and limitations and their mooring
- Connection between the effect of rudders and propulsion
- Mooring procedures according to varying conditions and under force effects on moorings and fenders, including the order of moorings at arrival and departure
- Use of various types of tugboats, including advantages and disadvantages of the tugboats' position and place of use
- Use of bow thruster
- Emergency response
- A review of current national regulation and international guidelines
- Navigation exercises in a full mission simulator that increases in difficulty and include:
 - a. anchoring in connection with STS operations
 - b. STS operations under navigation (suction/pressure effects)
 - c. ship handling with large draught to obtain 'tide effect', including the effect of difference in the ships' draughts at ship to ship operations.

Participation in STS part II requires completion of the STS I course or the Tug Handling course for pilots.

Stage 3 (STS part III) includes training in:

- Repetition of the training in theory, principles etc. from STS part I
- Intensive and comprehensive simulator training in all types of STS operations, including emergency response
- Briefing before and debriefing after all simulator exercises.

Participation in STS part III requires completion of the STS part II course, and at a minimum ten STS operations over the past five years.

Completion:

This course is for pilots and pilot trainees only and shall be completed at a minimum every five years, cf. section 7(3). A certificate shall be issued to the course attendant for a theoretical and practical satisfactorily completion of the course.

References:

IMO Resolution A.960(23), section 5.5.6.

OCIMF Ship to Ship Transfer Guide

The Danish Maritime Authority's order no. 734 of 25 June 2007 on transfer of oil cargo between ships in Danish territorial waters

Tug handling course for pilots

The purpose of the course is:

To increase the pilot's understanding of tugboat operations, their possibilities and limitations, and to ensure good communication between master and pilot in the actual manoeuvring exercises.

The course includes the following subjects:

- Theoretical examination of:
- Hydrodynamic elements
- The pivot point's influence under towing
- Dangerous situations under towing
- Towlines
- Direct and indirect towing – Transverse Arrest
- Escort towing
- Use of various types of tug boats, including conventional, Azimuth Stern Drive, Voith Schneider, Rotor Tug and escort
- Emergency response with tug boats
- Human factors, including communication exercises and orders to the tug boat
- Navigational training that supports and illustrates the above-mentioned theoretical elements, including
 - a. Use of various types of tug boats, including Azimuth Stern Drive tug boat(s)
 - b. Escort towing
 - c. Emergency response.

Completion

This course is for pilots and pilot trainees only and shall, as a minimum, be completed every 5 years, cf. section 8(3). A certificate shall be issued to the course attendant for a theoretical and practical satisfactorily completion of the course. The Tug handling course for pilots is equated with the completion of Ship to Ship Operations, part 1.

References:

IMO Resolution A.960(23), section 5.5.6.

Requirements for the issuing and maintaining of a pilot certificate or a pilot exemption certificate

Introduction:

The purpose of this annex (see www.lodstilsynet.dk) is to ensure that applicants achieve sufficient local knowledge in the specific pilotage areas, ports, fjords, channels and bridges in order for the applicant to assess the risks related to navigating in those pilotage areas.

To have a pilot certificate or pilot exemption certificate issued or maintained the applicant/holder shall satisfy the prevailing requirements for sailing frequency. Sailing frequency is defined as a number of pilotage assignments/sailings, broken down into the following categories:

- **Category A** – Minimum 20 pilotage assignments/sailings/ongoing year from the date of certification in the pilotage area (high-risk ports and pilotage areas) with associated upgrade requirements.
- **Category A*** – If a holder of a certificate with an A area has fulfilled the requirements for sailing frequency continuously for more than 5 years, the requirements is reduced to minimum 10 pilotage assignments/ongoing year.
- **Category B** – Minimum 10 pilotage assignments/year from the date of certification in the pilotage area (medium-risk ports and pilotage areas, possibly with upgrade requirements).
- **Category B*** – If the holder of a certificate with a B area has satisfied the requirements for sailing frequency continuously for 5 years, the requirements are reduced to a minimum of 5 pilotage assignments/sailings/ongoing year.
- **Category C** – 5 pilotage assignments/sailings or less/ongoing year from the date of certification in the pilotage area (low-risk ports and low number of pilotage assignments/year).

If the holder for more than 5 years has not performed minimum one pilotage assignment/sailing in a category C area, the certification cannot be maintained in that specific pilotage area. If the holder of a pilot certificate or a pilot exemption certificate no longer satisfies the prevailing requirements for sailing frequency, the pilot certificate or the pilot exemption certificate shall be forwarded to the Danish Maritime Authority.

If the holder of a pilot certificate or a pilot exemption certificate holds other valid pilotage areas, the pilot certificate or the pilot exemption certificate shall be forwarded to the Danish Maritime Authority after the holder has received a new valid certificate.

Especially for pilot certificates:

The pilot certificate may be restricted to various ship sizes, cf. section 2(3). A pilot shall basically have performed minimum three pilotage assignments on a certified upgrade step to be certified on the next upgrade step. The Danish Maritime Authority may draw up an individual upgrade plan for a pilot considering his/her experience as a pilot and other relevant circumstances.

Especially for pilot exemption certificates:

Use of pilot is mandatory for the fulfilment of requirements for local knowledge to obtain a pilot exemption certificate for ports, fjords, channels and bridge pilotage areas, cf. section 15(1)(i). Use of pilot is not mandatory for fulfilment of requirements for local knowledge to obtain a pilot exemption certificate for other pilotage areas if the applicant during navigation is accompanied and trained by a navigator who possesses a valid pilot exemption certificate that includes the pilotage area in question, cf. section 15(2).

Explanation of the matrix:

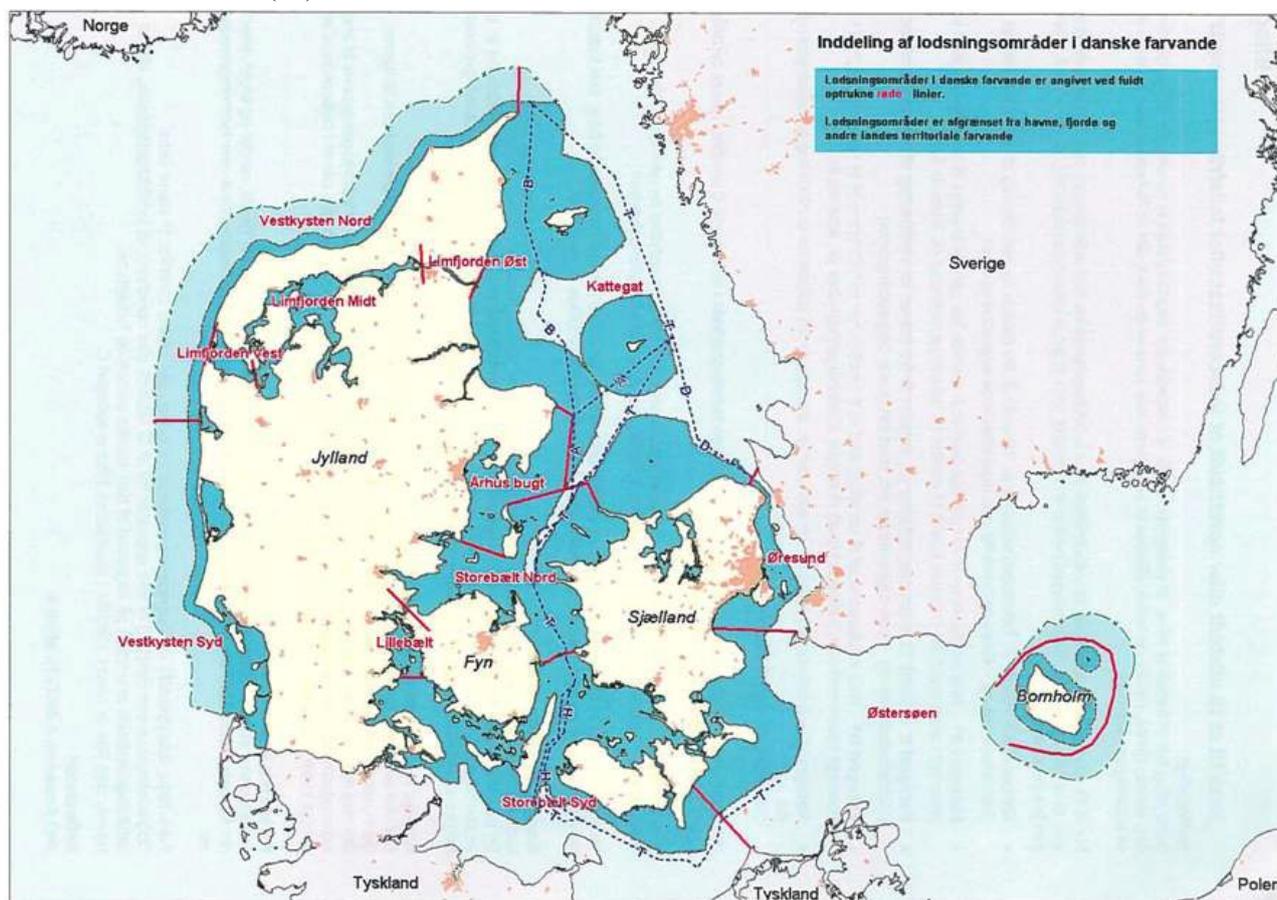
To the left (pale green) are the category breakdown of pilotage areas, ports, fjords, channels and bridges showing which requirements shall be satisfied in order to have a pilot certificate or a pilot exemption certificate issued or maintained.

To the right (pale blue) are the upgrade requirements for pilots who want a certificate for larger ships. The upgrade requirements (pale blue) are not relevant for the issuing or maintaining of a pilot exemption certificate because a pilot exemption certificate is issued based on the individual and the ship type.

Ports that are not mentioned in the matrix belong to category C

References

IMO Resolution A.960(23), section 6.



Category A and B breakdown of Danish ports, channels and bridges, etc.

Pilotage areas without associated ports (with geographical borders)	Category	Upgrade requirement for pilots who want a certificate for larger ships					
		Step	Min. period	Max draught	Max. width	Max. length	Max. size
Drogden dredged channel	A/A*	- Step 1 - Step 2 - Step 3	- From 1. up to and incl. 6. month - From 7. up to and incl. 12. month - From 13. up to and incl. 24. month	- 6.5 m - 7.0 m - 7.5 m		- 120 m - 150 m - 200 m	
Kattegat (Grenen/Gniben/MartheFlak/Grenå/Hornbæk/Svinbådan)	B/B*						
Little Belt (Tragten/Helnæs/Halk Hoved)	B/B*						
Limfjorden W (Thyborøn port/Oddesund)	B/B*	- Step 1 - Step 2	- From 1. up to and incl. 12. month - From 13. up to and incl. 18. month			- 100 m - 110 m	
Limfjorden M (Oddesund/Rørdal)	B/B*	- Step 1 - Step 2	- From 1. up to and incl. 12. month - From 13. up to and incl. 18. month			- 100 m - 110 m	
Limfjorden E (Hals/Rørdal)	B/B*	- Step 1 - Step 2 - Step 3	- From 1. up to and incl. 12. month - From 13. up to and incl. 18. month - From 19. up to and incl. 24. month			- 120 m - 140 m - 160 m	
Great Belt N (Gniben/Marthe Flak/Lilleøre/Kalsehoved/Grydenæs Odde/Great Belt Bridge/Tragten)	A/A*	- Step 1 - Step 2 - Step 3 - Step 4 - Step 5	- From 1. up to and incl. 6. month - From 7. up to and incl. 12. month - From 13. up to and incl. 18. month - From 19. up to and incl. 24. month - From 25. up to and incl. 36. month	- 11 m - 12 m - 13 m - 14 m - 15 m		- 65,000 GT - 65,000 GT - 85,000 GT - 100,000 GT - >100,000 GT	
Great Belt S (Great Belt Bridge/Helnæs/Halk Hoved/Darsser Ort/Marielyst)	A/A*	- Step 1 - Step 2 - Step 3 - Step 4 - Step 5	- From 1. up to and incl. 6. month - From 7. up to and incl. 12. month - From 13. up to and incl. 18. month - From 19. up to and incl. 24. month - From 25. up to and incl. 36. month	- 11 m - 12 m - 13 m - 14 m - 15 m		- 65,000 GT - 65,000 GT - 85,000 GT - 100,000 GT - >100,000 GT	
Great Belt N (Max draught 9 m) (Gniben/Martha Flak/Lilleøre/Kalsehoved/Grydenæs Odde/Great Belt Bridge/Tragten)	B/B*						
Great Belt S (Max draught 9 m) (Great Belt Bridge/Helnæ/Halk Hoved/Darsser Ort/Marielyst)	B/B*						
STS II	C						- 65,000 GT
STS III	C						- > 65,000 GT
West Coast N (Skagen/Thorsminde)	C						
West Coast S (Thorsminde/Germany)	C						
The Sound (Hornbæk/Køge/Drogden)	B/B*	- Step 1 - Step 2	- From 1. up to and incl. 12. month - From 13. up to and incl. 24. month	- 10 m - 11 m			
The Baltic (Bornholm/Darsser Ort/Marielyst/Køge/Drogden)	B/B*						
Aarhus Bugt (Kalsehoved/Grydenæs Odde/Lilleøre/Marthe Flak/Grenaa)	B/B*						

Ports, channels and bridges, etc.	Category	Upgrade requirement for pilots who want a certificate for larger ships					
		Step	Min. period	Max draught	Max. width	Max. length	Max. size
Aabenraa Port	B/B*	- Step 1	- From 1. up to and incl. 12. month	- 9.0 m			
Aalborg Port (incl. Aalborg Oil Port)	A/A*	- Step 1 - Step 2 - Step 3	- From 1. up to and incl. 12. month - From 13. up to and incl. 18. month - From 19. up to and incl. 24. month			- 120 m - 140 m - 160 m	
Copenhagen Port/Amagerværket (Berths 835-838)/Provøstenen (Ships subject to the Danish pilotage act, section 4 and order on the use of pilots)	A/A*	- Step 1 - Step 2 - Step 3	- From 1. up to and incl. 6. month - From 7. up to and incl. 12. month - From 13. up to and incl. 24. month	- 6.5 m - 7.0 m - 7.5 m		- 120 m - 150 m - 200 m	
Enstedværket	B/B*	- Step 1 - Step 2 - Step 3 - Step 4	- From 1. up to and incl. 6. month - From 7. up to and incl. 12. month - From 13. up to and incl. 18. month - From 19. up to and incl. 24. month - From 25. up to and incl. 36. month	- 11 m - 12 m - 13 m - 14 m - 15 m			- 65,000 GT - 65,000 GT - 85,000 GT - 100,000 GT - >100,000 GT
Esbjerg Port	A/A*	- Step 1 - Step 2 - Step 3 - Step 4	- From 1. up to and incl. 6. month - From 7. up to and incl. 12. month - From 13. up to and incl. 18. month - From 19. up to and incl. 24. month	- 125 m - 150 m - 175 m - 200 m			
Fredericia Port (Berths 23, 41 and 42)	A/A*	- Step 1 - Step 2 - Step 3 - Step 4	- From 1. up to and incl. 6. month - From 7. up to and incl. 12. month - From 13. up to and incl. 18. month - From 19. up to and incl. 24. month	- 11 m - 12 m - 13 m - 14 m			- 65,000 GT - 65,000 GT - 85,000 GT - 100,000 GT
Gabet – Lindø	B/B*	- Step 1	- From 1. up to and incl. 12. month	- 6.7 m	- 13 m	- 100 m	
Gabet – Odense Port	A/A*	- Step 1 - Step 2	- From 1. up to and incl. 12. month - From 13. up to and incl. 18. month		- 13 m - 15 m	- 100 m - 120 m	
Grenaa Port	B/B*	- Step 1 - Step 2	- From 1. up to and incl. 12. month - From 13. up to and incl. 24. month		- 9 m - 9 m	- 160 m - 190 m	
Isefjorden	A/A*						
Kalundborg Port/Statoil Oil pier/Asnæsværket	A/A*	- Step 1 - Step 2 - Step 3 - Step 4	- From 1. up to and incl. 6. month - From 7. up to and incl. 12. month - From 13. up to and incl. 18. month - From 19. up to and incl. 24. month	- 11 m - 12 m - 13 m - 14 m			- 65,000 GT - 65,000 GT - 85,000 GT - 100,000 GT
Mariager Fjord with associated ports	A/A*	- Step 1 - Step 2	- From 1. up to and incl. 6. month - From 7. up to and incl. 12. month	- 4.8 m - 5.0 m	- 14 m - 15 m	- 95 m - 110 m	
Oddesund Bridge	A/A*	- Step 1 - Step 2	- From 1. up to and incl. 12. month - From 13. up to and incl. 18. month			- 100 m - 110 m	
Randers Fjord with associated ports	A/A*	- Step 1 - Step 2	- From 1. up to and incl. 12. month - From 13. up to and incl. 18. month	- 5.6 m - 5.8 m	16 m		
Stignæs Port/Gulf Port	A/A*	- Step 1 - Step 2 - Step 3 - Step 4 - Step 5	- From 1. up to and incl. 6. month - From 7. up to and incl. 12. month - From 13. up to and incl. 18. month - From 19. up to and incl. 24. month - From 25. up to and incl. 36. month	- 11 m - 12 m - 13 m - 14 m - 15 m			- 65,000 GT - 65,000 GT - 85,000 GT - 100,000 GT - >100,000 GT
Studstrupværket, incl. the restricted area	A/A*	- Step 1 - Step 2	- From 1. up to and incl. 12. month - From 13. up to and incl. 24. month	- 9 m - 10 m			
Aarhus Port	A/A*	- Step 1 - Step 2 - Step 3 - Step 4	- From 1. up to and incl. 6. month - From 7. up to and incl. 12. month - From 13. up to and incl. 18. month - From 19. up to and incl. 24. month	- 10 m - 11 m - 12 m - 12 m		- 150 m - 225 m - 225 m	

Ports, channels and bridges, etc.	Category	Upgrade requirement for pilots who want a certificate for larger ships					
		Step	Min. period	Max draught	Max. width	Max. length	Max. size
Aalborg Ports (excl. Aalborg Oil Port)	B/B*	- Step 1	- From 1. up to and incl. 12. month			- 120 m	
		- Step 2	- From 13. up to and incl. 18. month			- 140 m	
		- Step 3	- From 19. up to and incl. 24. month			- 160 m	
Aalborg bridges	B/B*	- Step 1	- From 1. up to and incl. 12. month			- 100 m	
		- Step 2	- From 13. up to and incl. 18. month			- 110 m	
Fredericia Port (excl. berths 23, 41 and 42)	B/B*	- Step 1	- From 1. up to and incl. 6. month	- 11 m			- 65,000 GT
		- Step 2	- From 7. up to and incl. 12. month	- 12 m			- 65,000 GT
		- Step 3	- From 13. up to and incl, 18. month	- 13 m			- 85,000 GT
		- Step 4	- From 19. up to and incl. 24. month	- 14 m			- 100,000 GT
Frederikshavn Port	B/B*						
Hirtshals Port	B/B*						
Kolding Port	B/B*						
Korsør Port	B/B*						
Copenhagen Port/magerværket (berths 835-838)/Prøvestenen (Ships not subject to the Danish pilotage act, section 4 and order on the use of pilots)	B/B*	- Step 1	- From 1. up to and incl. 6. month	- 6.5 m		- 120 m	
		- Step 2	- From 7. up to and incl.12. month	- 7.0 m		- 150 m	
		- Step 3	- From 13. up to and incl 24. month	- 7.5 m		- 200 m	
Køge Port	B/B*						
Nakskov Port	B/B*						
Nyborg Port	B/B*						
Nykøbing Falster Port	B/B*						
Næstved Port	B/B*						
Rønne Port	B/B*						
Skagen Port	B/B*						
Vejle Port	B/B*						

Syllabus for aptitude tests
Aptitude test for a pilot certificate

Requirements for acquiring a pilot certificate in a certain pilotage area

- 1) Limits in the pilotage area
- 2) International Regulations for Preventing Collision at Sea (COLREG)
 - a) Order on regulations for navigation etc. in certain Danish waters
 - b) Relevant orders and regulations on navigation
 - c) Danish pilotage act with associated orders
 - d) Danish act on safety at sea and the Danish act on the marine environment
- 3) Buoy systems in the area
- 4) Characteristics of the lights and their angles of visibility and fog signals, racons and radio beacons, and other electronic aids in use in the area, including virtual buoy systems/AIS
- 5) Name, position and characteristics of buoys, beacons, structures and other buoying devices in the area
- 6) Names and characteristics of channels, shoals, headlands and other characteristic features in the area
- 7) Bridge(s) and similar obstruction limitations, including air draughts
- 8) Water depths in the whole area, incl. tidal water effects and other similar factors
- 9) General knowledge of set, rate, rise and duration of the tides, and the use of tidal tables and real-time data and prevailing data systems for the area if any are available
- 10) Routes, courses and distances in the area
- 11) Anchorage areas, anchorage
- 12) Ship handling during pilotage, anchoring, berthing and unberthing, manoeuvring with and without tugboats and in emergency situations
- 13) Communication and access to navigation information
- 14) Navigational warning systems, including the kind of information that can be expected in the area
- 15) Traffic separation schemes, vessel traffic services and other navigational regulations in the area
- 16) Bridge and navigational aids
- 17) Use of radar and other electronic equipment, its limitations and possibilities as an auxiliary tool for sailing and anti-collision equipment
- 18) Manoeuvring behaviour for the type of ship to be piloted and limitations imposed by particular propulsion and steering systems
- 19) Factors affecting ship performance such as wind, current, tide, channel configuration, water depth, seabed, bank and ship interaction including squat effect and under keel clearance
- 20) Use and limitation of various types of tugboats
- 21) Sufficient knowledge of English for the pilot to be able to communicate clearly
- 22) IMO Standard Marine Communication Phrases
- 23) IMO Code for the investigation of marine casualties and incidents
- 24) Bridge Team Management, including master-pilot relationship, operational procedures and Pilot Card
- 25) Prevention of pollution
- 26) Emergency and contingency plans for the area
- 27) Safe disembarkation and embarkation procedure and
- 28) Other relevant knowledge considered necessary.

The above-mentioned numbering refer to IMO Resolution A.960(23), section 7.

References:

IMO Resolution A.960(23), section 7.

Aptitude test for a pilot exemption certificate**Syllabus requirements for obtaining a pilot exemption certificate in a specific pilotage area**

- 1) Limits in the pilotage area
- 2) International Regulations for Preventing Collision at Sea (COLREG)
 - a) Order on regulations for navigation etc. in certain Danish waters
 - b) Relevant orders and regulations on navigation
 - c) Danish pilotage act with associated orders
 - d) Danish act on safety at sea and the Danish act on the marine environment
- 3) Buoy systems in the area
- 4) Characteristics of the lights and their angles of visibility and fog signals, racons and radio beacons, and other electronic aids in use in the area, including virtual buoy systems/AIS
- 5) Name, position and characteristics of buoys, beacons, structures and other buoying devices in the area
- 6) Names and characteristics of channels, shoals, headlands and other characteristic features in the area
- 7) Bridge(s) and similar obstruction limitations, including air draughts
- 8) Water depths in the whole area incl. tidal water effects and other similar factors
- 9) General knowledge of set, rate, rise and duration of the tides, and the use of tidal tables and real-time data and prevailing data systems for the area if any are available
- 10) Routes, courses and distances in the area
- 11) Anchorage areas, anchorage
- 12) Ship handling during pilotage, anchoring, berthing and unberthing, manoeuvring with and without tug-boats and in emergency situations
- 15) Traffic separation schemes, vessel traffic services and other sailing regulations in the area
- 16) Prevention of pollution
- 17) Emergency and contingency plans for the area
- 28) Other relevant knowledge considered necessary, including
 - a) squat effect
 - b) under keel clearance
- 29) Duty to report.

The above-mentioned numbering refer to IMO Resolution A.960(23), section 7.

References:

IMO Resolution A.960(23), section 7.