

**General conditions when using a fairway-related or general Pilot Exemption Certificate (PEC)**

*(Chapter 5, Section 4 and Chapter 6, Section 4 in the Pilotage regulations TSFS 2017:88)*

1. A ship's officer other than the master may not use his or her fairway-related or general PEC unless the master holds a fairway-related or general PEC for the ship and fairway in question.
2. A fairway-related or general PEC may not be used if the ship is obligated to use a pilot according to Chapter 2, Section 2, of the Swedish Transport Agency's Regulations and General Advice (TSFS 2017:88) on Pilotage.
3. A fairway-related or general PEC may be used during tugboat assistance only if this is permitted in the PEC.
4. A fairway-related or general PEC may not be used if the ship's dimensions exceed the maximum length, breadth or draught recommended by the Swedish Transport Agency or the Swedish Maritime Administration for the fairway.
5. A fairway-related or general PEC may only be used during normal functioning of the propulsion machinery, equipment, and instruments that were stated in the *Safety Assessment Documentation* form.
6. A fairway-related or general PEC may only be used if the holder has a valid certificate of competence for his or her signed-on position on board.
7. Before beginning the use of a fairway-related or general PEC, the holder may not have been on duty for such a long time that the total time of duty exceeds six hours during twelve consecutive hours unless this is permitted in the PEC.
8. During twelve consecutive hours, a holder of a fairway-related or general PEC may not navigate the ship a greater distance than the ship normally can cover during six hours unless this is permitted in the PEC.
9. If the ship is to be navigated in a fairway situated within an established VTS area the holder of a fairway-related or a general PEC shall report his/her PEC number and the point of time when the PEC will start being used. The reporting shall be made in connection with the regular reporting to the appropriate VTS central and on the VHF channel appointed for the VTS area in question. Should the ship be navigated in a fairway situated outside established VTS areas, the above stated information shall be reported in good time by a general call on VHF channel 16. In both cases the reporting shall be made in English.
10. A fairway-related or general PEC holder shall at all times be present at the place from which the ship is maneuvered and stay informed of the traffic situation and other maritime safety-related situations in the fairway. Fairway regulations shall be followed.
11. If one year or more has passed since a holder of a fairway-related or general PEC made his or her latest passage in the fairway, the PEC holder is obliged to use a pilot. For Trollhätte kanal, the corresponding period of time is six months, and the PEC holder is obliged to use a pilot in both directions. If a general PEC holder never has made a passage in the fairway, he or she is obliged to use a pilot.

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