

## APPLICATION FOR PILOT EXEMPTION CERTIFICATE (PEC)

according to the Swedish Transport Agency's Regulations and General Advice (TSFS 2012:38) on Pilotage

New application

Renewal of  
PEC No: \_\_\_\_\_

Supplement to  
PEC No: \_\_\_\_\_

**APPLICANT:**

Surname	First name	Date of Birth (yyyy-mm-dd)
Nationality	Nautical Competence Certificate (enclose)	Valid to
Position onboard	Special Competence Certificates (enclose)	Valid to

**VESSELS INCLUDED IN THE APPLICATION:**

Name of the vessel	Call sign	Type of Vessel	Maximum length (m)	Maximum width (m)	Draft (m) (Summer - SW)

**NB:** Additional information for each vessel to be enclosed in the form "Safety Assessment Documentation"

**PILOT ROUTE OR OTHER ROUTE:**


**Date**

**Signature of Applicant**

**RECEIVER OF THE PROCESSED APPLICATION:**

Name and Address		
Telephone	Fax	E-mail

**RECEIVER OF THE INVOICE:**

Name and Address	Corporate identity number
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SF LD 1 (eng) 2012:38

**The original application to be sent to:  
Swedish Transport Agency, Civil Aviation and Maritime Department, S-601 73 Norrköping, Sweden**

**Visiting address**

**Telephone**

**Fax**

**E-mail**

**Olai Kyrkogata 35  
Norrköping, Sweden**

**+46 771 503 503**

**+46 11 23 88 12**

**[pec@transportstyrelsen.se](mailto:pec@transportstyrelsen.se)**

## SAFETY ASSESSMENT DOCUMENTATION

**APPLICANT**

Name	Date of Birth (YYYYMMDD)
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**VESSEL PARTICULARS AND MANOEUVRING EQUIPMENT \***

Name		Flag	Call Sign	IMO-No
Type of ship	Max. length (m)	Max width (m)	Draft (m) (Summer-SW)	Gross Tonnage
				<input type="checkbox"/> Single Bottom <input type="checkbox"/> Double Bottom <input type="checkbox"/> Double Hull
<b>Main Engines</b>	Number	Power (kW) per engine	Remarks	
<b>Propellers</b>	Number	Type	Remarks	
<b>Rudders</b>	Number	Type	Remarks	
<b>Bowthrusters</b>	Number	Power (kW) / unit	Remarks	
<b>Sternthrusters</b>	Number	Power (kW) / unit	Remarks	
<b>Other Manoeuvring Devices</b>	Description			
<b>Main Cargo</b>	Description ( if the application concerns vessel carrying chemical cargos in bulk , specify UN-No regarding intended cargo)			

**BRIDGE EQUIPMENT AND CHART SYSTEMS ETC \*** Check box when applicable

Navigation and Bridge Equipment in Addition to SOLAS Requirements:	Specifications
<input type="checkbox"/> Radars	
<input type="checkbox"/> ARPA	
<input type="checkbox"/> Gyro	
<input type="checkbox"/> Radio equipment	
<input type="checkbox"/> Echosounder	
<input type="checkbox"/> Turnrate indicator	
<input type="checkbox"/> Others	

Special Equipment:	AIS	Integrated Systems according to SOLAS Standards
<b>Positioning Systems</b> <input type="checkbox"/> GPS <input type="checkbox"/> DGPS <span style="margin-left: 20px;">Specify</span> <input type="checkbox"/> Other → <input style="width: 100px;" type="text"/>	<b>Autopilot</b> <input type="checkbox"/> Heading control <input type="checkbox"/> Tracking control	<input type="checkbox"/> MKD (Minimum Key Display) <input type="checkbox"/> In electronic chartdisplay <input type="checkbox"/> In radar <input type="checkbox"/> AIS "Pilot Plug" available
		<input type="checkbox"/> Integrated Bridge System <input type="checkbox"/> Integrated Navigation System

Electronic Chart System:	NB: Requested information should apply to the route of this application!
<input type="checkbox"/> ECDIS (acc.to SOLAS standard) → <input type="checkbox"/> Raster Charts <input type="checkbox"/> ECS (Electronic Chart System) → <input type="checkbox"/> Raster Charts <input type="checkbox"/> RCDS (Raster Chart Display System) → <input type="checkbox"/> Raster Charts	<input type="checkbox"/> Official ENC      Back-Up Method = <input type="checkbox"/> Paper Charts <input type="checkbox"/> Doubling <input type="checkbox"/> Other ENC

**Period of corrections for the Electronic Charts of the route:** \_\_\_\_\_

<b>Bridge Design:</b>	<input type="checkbox"/> Cockpit	<input type="checkbox"/> Conventional	<input type="checkbox"/> Other	<input type="checkbox"/> Sketch enclosed
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**MANNING \*** State number in applicable box

<b>Total:</b>	Navigation Officers (including the Master) <input style="width: 40px;" type="text"/>	Deck Ratings <input style="width: 40px;" type="text"/>	Engine Officers <input style="width: 40px;" type="text"/>
<b>Manning on the bridge when navigating in the route of exemption:</b>	Master <input style="width: 40px;" type="text"/>	Navigation Officers <input style="width: 40px;" type="text"/>	Designated Look Out <input style="width: 40px;" type="text"/>
Procedures when navigating in the route concerning e.g. manning of the bridge and any co-pilot system to be enclosed to a new application.			

Watch system for Navigation Officers

\* If more space is required use separate sheets

Date

Signature of Applicant

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

**( Chapter 5, Section 4 and Chapter 6, Section 4 TSFS 2012:38)**

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 2009:123) 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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*I have this day* \_\_\_\_\_

*read and understood the above*

*Signature of applicant* \_\_\_\_\_

*Name in capital letters* \_\_\_\_\_

**Listing of passages in the fairway referred to  
when applying for a Pilot Exemption Certificate**

Ship \_\_\_\_\_

Applicant \_\_\_\_\_

Call sign \_\_\_\_\_

Date of birth \_\_\_\_\_

IMO-No \_\_\_\_\_

From	Via	To	<b>The undersigned hereby verify that the applicant has taken active part in the navigation of the vessel in the fairway:</b>	
			Date	Signature
			Position - Pilot No etc / name in block letters	
			Date	Signature
			Position - Pilot No etc / name in block letters	
			Date	Signature
			Position - Pilot No etc / name in block letters	
			Date	Signature
			Position - Pilot No etc / name in block letters	
			Date	Signature
			Position - Pilot No etc / name in block letters	
			Date	Signature
			Position - Pilot No etc / name in block letters	
			Date	Signature
			Position - Pilot No etc / name in block letters	

## VERIFICATION OF INFORMATIONAL PASSAGE

**APPLICANT:**

Surname	First Name	Date of Birth	Position
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**VESSEL:**

Name of Vessel	IMO No	Call Sign	Flag
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**PILOT ROUTE OR OTHER ROUTE:**

	<input type="checkbox"/> <b>Inbound</b> <input type="checkbox"/> <b>Outbound</b> <input type="checkbox"/> <b>Passage</b>
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**REMARKS:**

SF LD 5 (eng) 1.0

**Date \***

\_\_\_\_\_

\* This verification is valid for a period of 6 months

**Pilot in Charge**

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Name in capital letters

\_\_\_\_\_  
Pilot No

**This verification shall be enclosed to the application for a Pilot Exemption Certificate**