

Annex 5. Detailed regulations on area exemptions

This annex contains detailed regulations on area exemptions.

Determination of area exemption


An area exemption is determined by area, traffic and conditions:

- *Area* means the area where the exemption is applicable. An area may be described as one or more locations (e.g. anchorages, berths or parts of ports). An area may also be a fairway or a section of a fairway. The exemptions are applicable to transfers and passages along these distances, fairways and sections of fairways in both directions, if not specified.
- *Traffic* means the vessels, barges and towed units which are subject to compulsory pilotage in the area for which the exemption may be applied. The traffic may be limited as regards size, cargo, compulsory pilotage category or other circumstances.
- An area exemption may be subject to *conditions*. When a master uses an area exemption he or she must have knowledge of these conditions.

Use of an area exemption at transfer in port

When an area exemption is used for transfer in a port the transfer shall be made by the shortest possible route in consideration of maritime safety, current traffic situation and manoeuvring space needed.

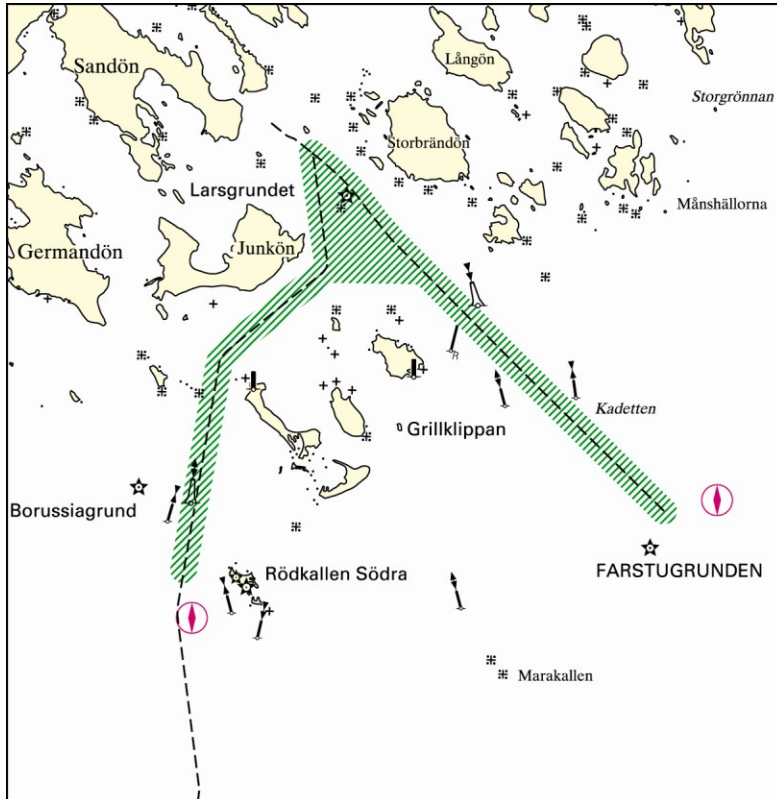
Indication of areas where an exemption is applicable

The areas where an exemption is applicable are described in text as well as image. The images consist of chart extracts in which the exempted areas are indicated by a green pattern (). The indications are approximate and do not indicate an exact geographical area where the exemption is applicable.

Pilot Area Luleå

Parts of the designated pilotage fairways Farstugrunden–Luleå och Rödkallen – Sandgrönnfjärden - Luleå

- Area**
- Designated pilotage fairway section
Farstugrunden - Larsgrundet/Junköfjärden
 - Designated pilotage fairway section
Larsgrundet/Junköfjärden - Rödkallen via Sandgrönnfjärden



Not to be used for navigation.

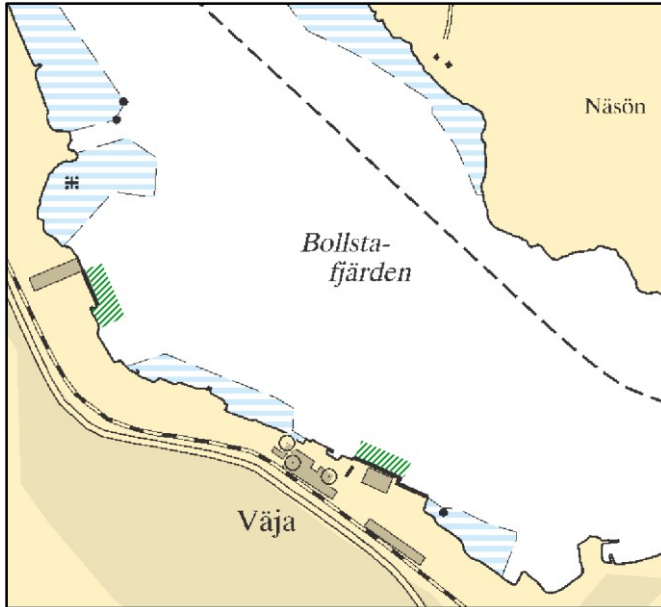
Traffic All vessels subject to compulsory pilotage

Conditions The exemption is applicable for passage in compulsory pilotage sections in convoy lead by a state owned ice breaker in ice season.

Pilot Area Gävle

Väja (Bollstafjärden)

- Area**
- From berths at Fabrikskajen to berths at Sågverkskajen
 - Between berths at Fabrikskajen
 - Between berths at Sågverkskajen



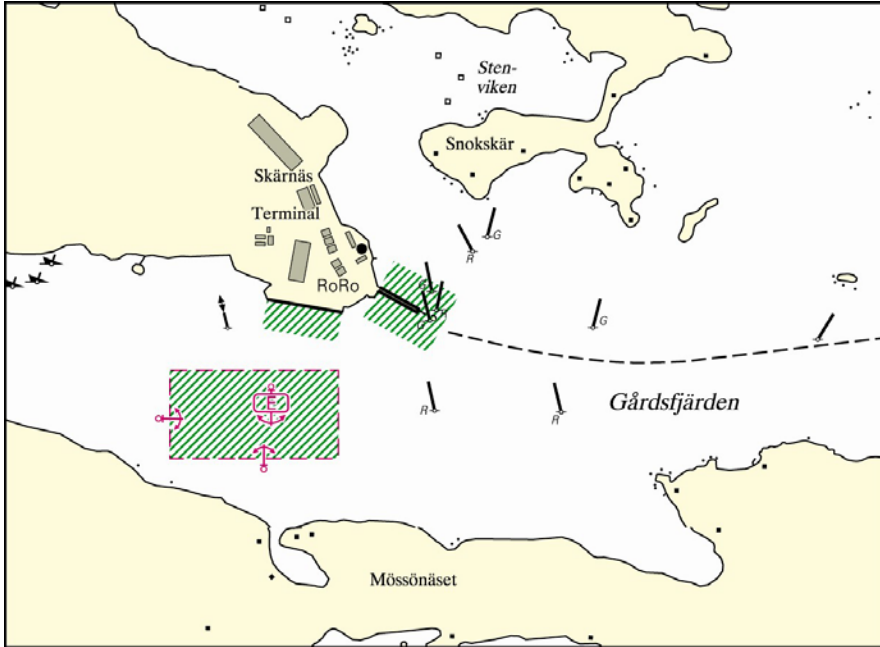
Not to be used for navigation.

Traffic All vessels subject to compulsory pilotage which belong to compulsory pilotage category 3 under Chapter 2, Section 4, and the length of which is less than 120 metres.

- Conditions**
- A general call shall be made on VHF Channel 16 before the transfer is started. The call shall be made in English.
 - The exemption may be used only after mutual agreement with the master and the port manager.

Port of Iggesund (Skärnäs terminal)

- Area**
- Between anchorage area E in Gårdsfjärden and berths in Skärnäs terminal.
 - Between berths in Skärnäs terminal.



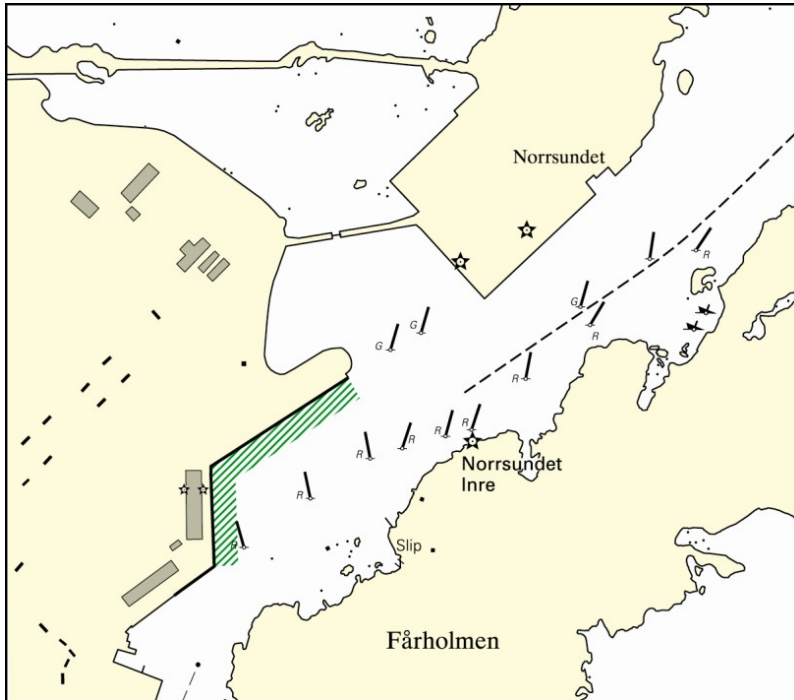
Not to be used for navigation.

Traffic All vessels subject to compulsory pilotage.

- Conditions**
- A general call shall be made on VHF Channel 16 before the transfer is started. The call shall be made in English.
 - The exemption may be used only after mutual agreement with the master and the port manager.

Port of Norrsundet

Area Between berths in the port of Norrsundet



Not to be used for navigation.

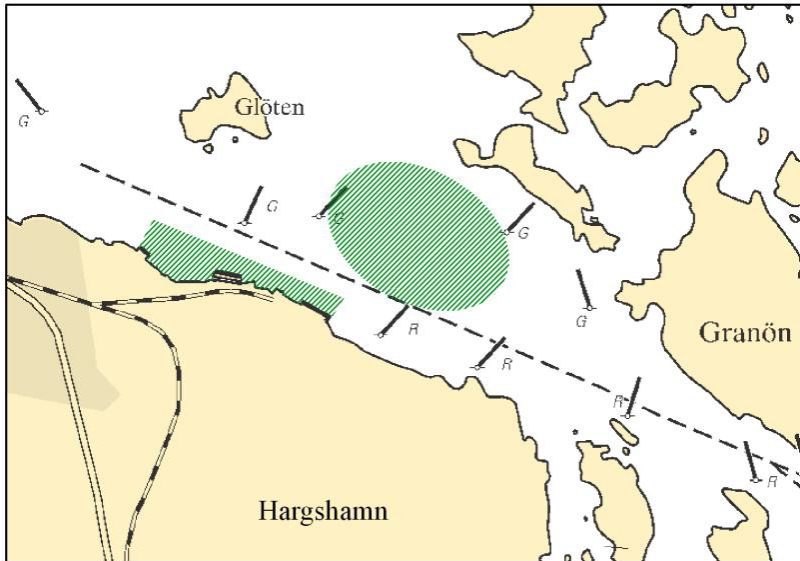
Traffic All vessels subject to compulsory pilotage.

- Conditions**
- A general call shall be made on VHF Channel 16 before the transfer is started. The call shall be made in English.
 - The exemption may be used only after mutual agreement with the master and the port manager.

Pilot Area Stockholm

Port of Hargshamn

- Area**
- From the anchorage area east of Glöten to all berths at Stora kajen, Lilla kajen, Färjeläget and Malmkajen
 - Between Stora kajen, Lilla kajen, Färjeläget and Malmkajen
 - Between berths at Stora kajen, Lilla kajen, Färjeläget and Malmkajen



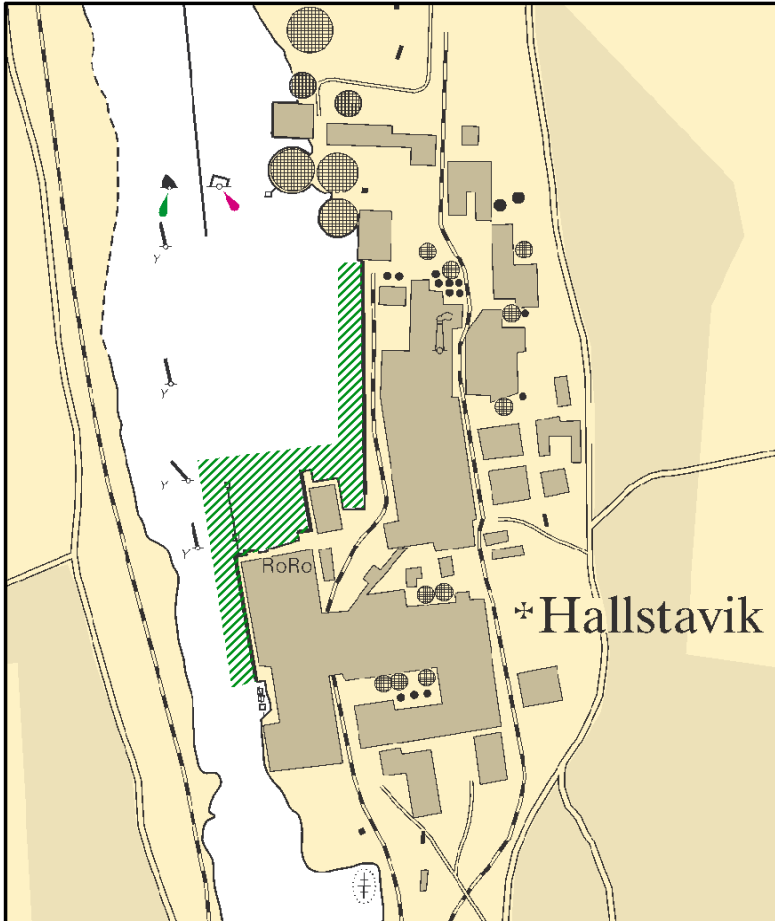
Not to be used for navigation.

Traffic All vessels subject to compulsory pilotage which belong to compulsory pilotage category 3 under Chapter 2, Section 4, and the length of which is less than 130 metres.

- Conditions**
- The exemption may not be used at tug assistance.
 - At least 30 minutes before the transfer is started the master shall report to the VTS centre in question and seek information about the traffic situation. The master shall also report to the VTS centre in question when the transfer starts and stops. During the transfer communication shall be kept open with the VTS centre.
 - The exemption may be used only after mutual agreement with the master and the port manager.

Port of Hallstavik

Area Between berths at the port of Hallstavik



Not to be used for navigation.

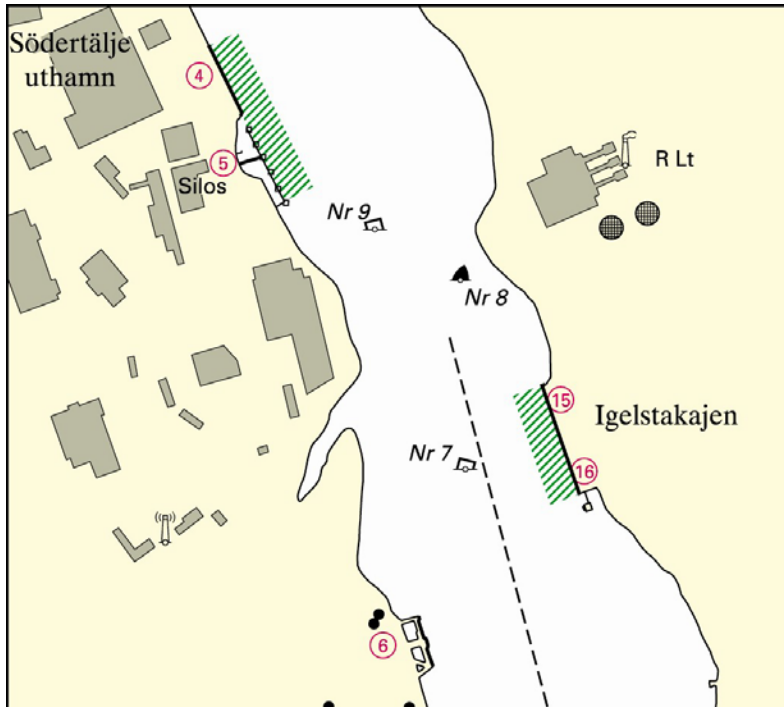
Traffic All vessels subject to compulsory pilotage which belong to compulsory pilotage category 3 under Chapter 2, Section 4, and the length of which is less than 130 metres.

- Conditions**
- The exemption may not be used at tug assistance.
 - At least 30 minutes before the transfer is started the master shall report to the VTS centre in question and seek information about the traffic situation. The master shall also report to the VTS centre in question when the transfer starts and stops. During the transfer communication shall be kept open with the VTS centre.
 - The exemption may be used only after mutual agreement with the master and the port manager.

Pilot Area Södertälje

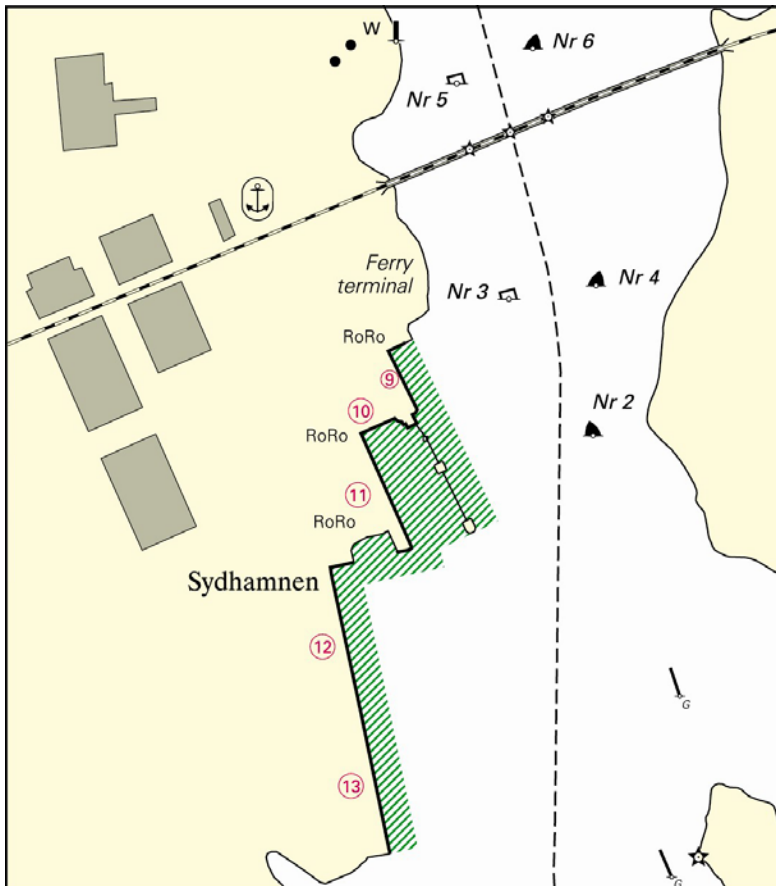
Ports in Södertälje (Södertälje uthamn, Igelstakajen and Sydhamnen)

- Area**
- Between berths in Södertälje uthamn
 - Between berths along Igelstakajen
 - Between berths in Sydhamnen



Not to be used for navigation.

Ports in Södertälje (Södertälje uthamn, Igelstakajen och Sydhamnen) cont'd.



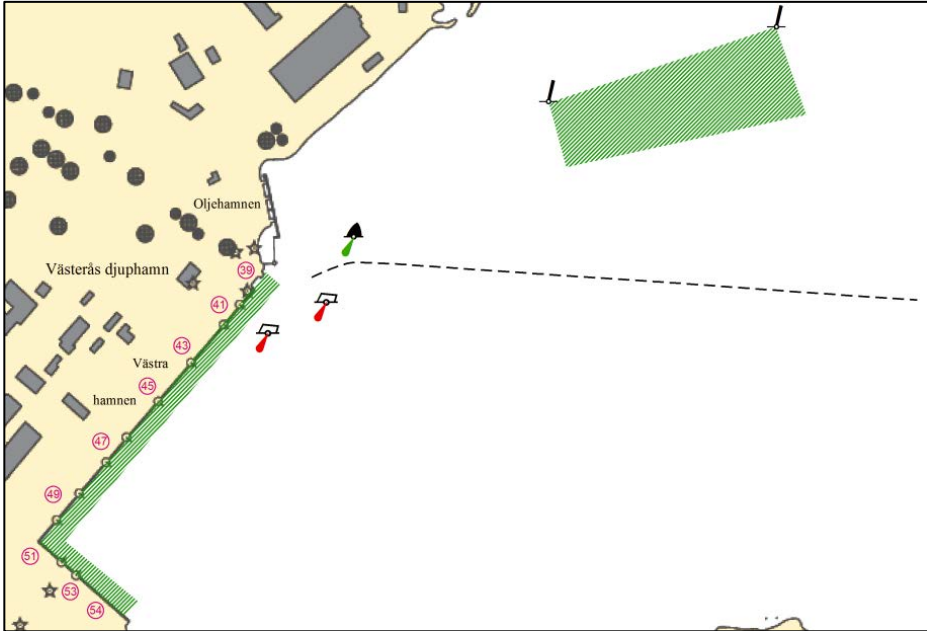
Not to be used for navigation.

Traffic All vessels subject to compulsory pilotage which belong to compulsory pilotage category 3 under Chapter 2, Section 4, and the length of which is less than 120 metres.

- Conditions**
- The exemption may not be used by vessels which turn in the main fairway to or from Södertälje lock (fairway No.511).
 - The exemption may not be used at tug assistance.
 - At least 30 minutes before the transfer is started the master shall report to the VTS centre in question and seek information about the traffic situation. The master shall also report to the VTS centre in question when the transfer starts and stops. During the transfer communication shall be kept open with the VTS centre.
 - The exemption may be used only after mutual agreement with the master and the port manager.

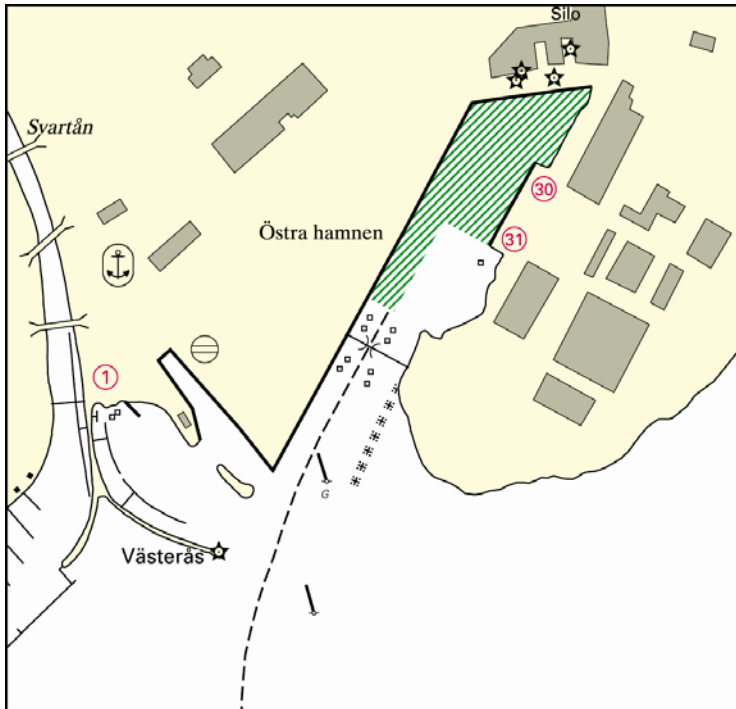
Ports in Västerås (Djuphamnen and Östra hamnen)

- Area**
- Between berths 39–54 in Djuphamnen
 - Between the anchorage east of Djuphamnen to berths 39-54
 - Between berths in Östra hamnen north of Lillåbron (the bicycle bridge crossing the port basin)



Not to be used for navigation.

Ports in Västerås (Djuphamnen and Östra hamnen) cont'd.



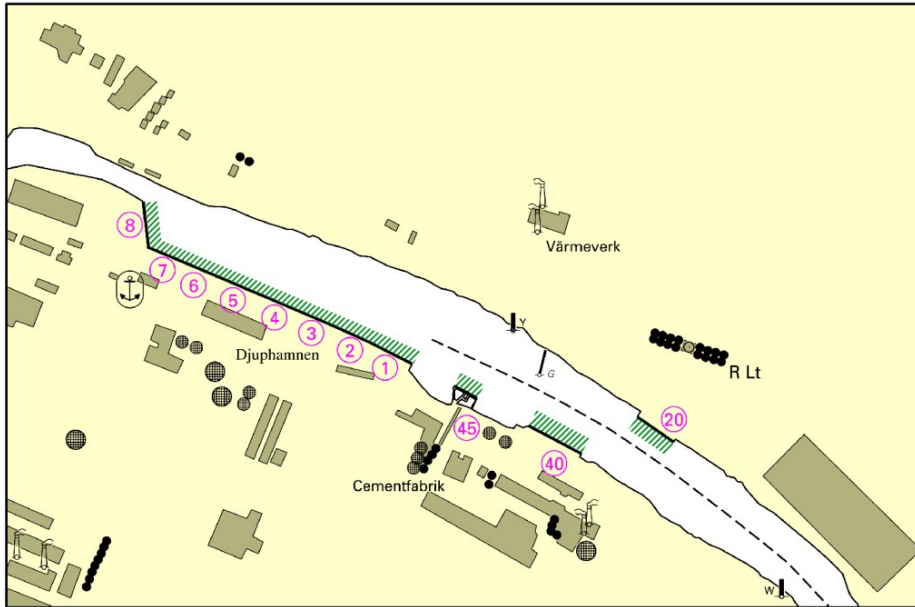
Not to be used for navigation.

Traffic All vessels subject to compulsory pilotage.

- Conditions**
- At least 30 minutes before the transfer is started the master shall report to the VTS centre in question and seek information about the traffic situation. The master shall also report to the VTS centre in question when the transfer starts and stops. During the transfer communication shall be kept open with the VTS centre.
 - The exemption may be used only after mutual agreement with the master and the port manager.

Port of Köping

Area Between berths in the port of Köping



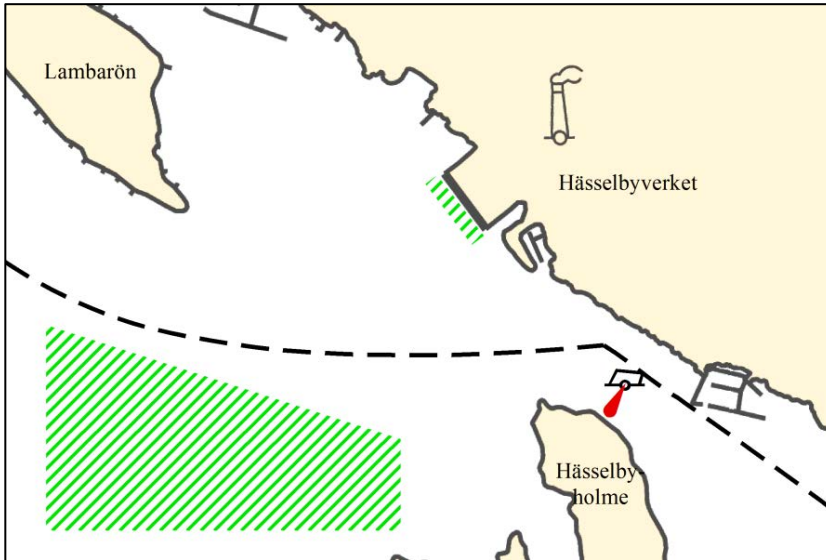
Not to be used for navigation.

Traffic All vessels subject to compulsory pilotage.

- Conditions**
- The exemption may not be used at tug assistance.
 - At least 30 minutes before the transfer is started the master shall report to the VTS centre in question and seek information about the traffic situation. The master shall also report to the VTS centre in question when the transfer starts and stops. During the transfer communication shall be kept open with the VTS centre.
 - The exemption may be used only after mutual agreement with the master and the port manager.

Port of Hässelbyverket

- Area**
- Between the anchorage area outside the port of Hässelbyverket and berth in the port of Hässelbyverket
 - Between berths in the port of Hässelbyverket



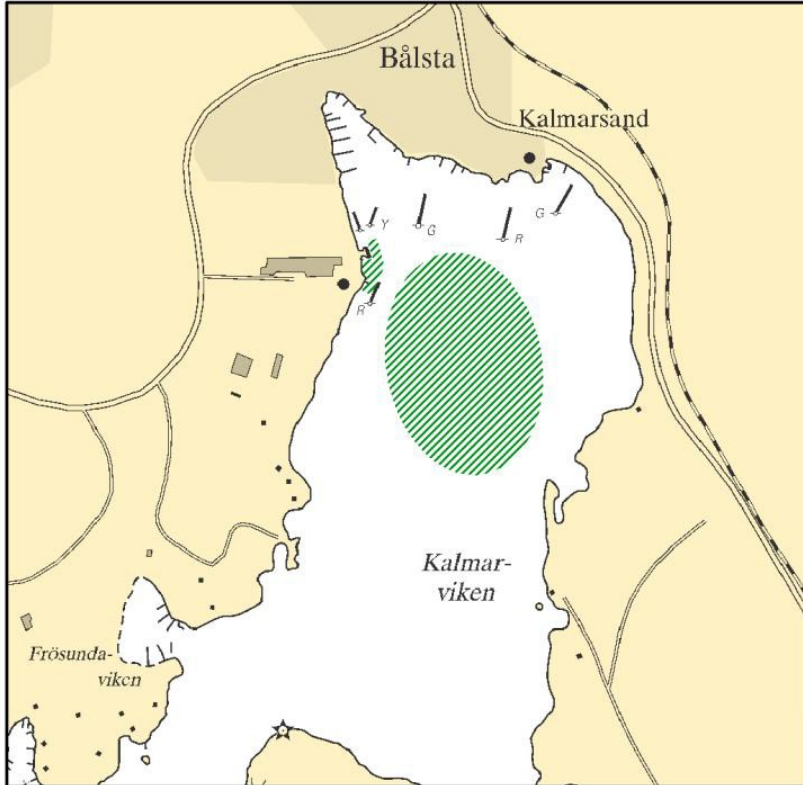
Not to be used for navigation.

Traffic All vessels subject to compulsory pilotage.

- Conditions**
- The exemption may not be used at tug assistance.
 - At least 30 minutes before the transfer is started the master shall report to the VTS centre in question and seek information about the traffic situation. The master shall also report to the VTS centre in question when the transfer starts and stops. During the transfer communication shall be kept open with the VTS centre.
 - The exemption may be used only after mutual agreement with the master and the port manager.

Berths at Bålsta (Kalmarviken)

Area From the anchorage area in Kalmarviken to berths at Gyroprockajen or cementkajen



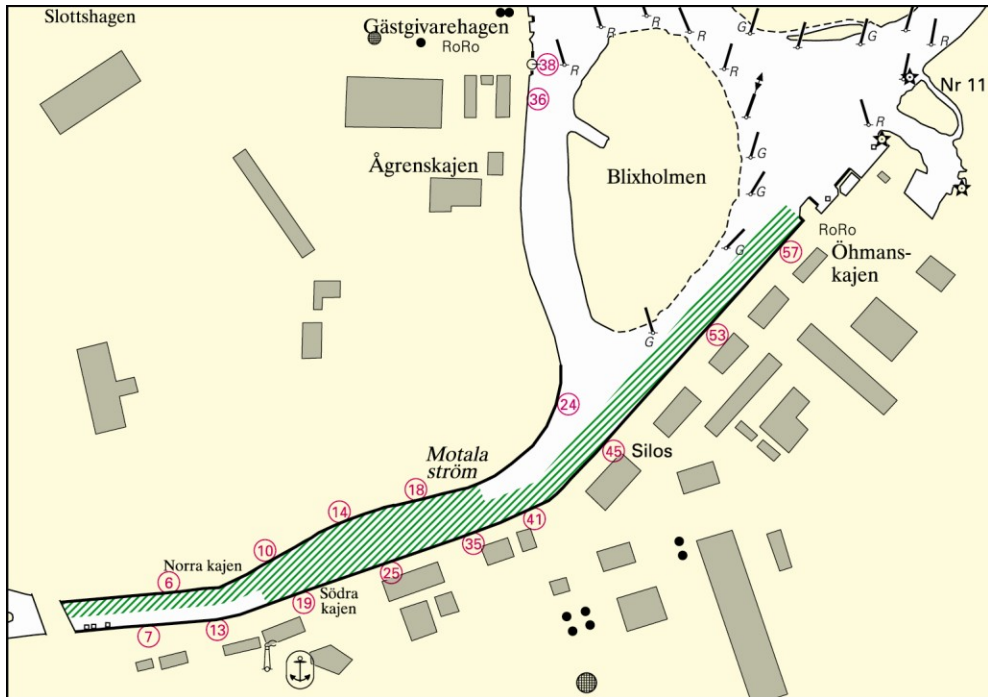
Not to be used for navigation.

Traffic All vessels subject to compulsory pilotage.

- Conditions**
- The exemption may not be used at tug assistance.
 - At least 30 minutes before the transfer is started the master shall report to the VTS centre in question and seek information about the traffic situation. The master shall also report to the VTS centre in question when the transfer starts and stops. During the transfer communication shall be kept open with the VTS centre.
 - The exemption may be used only after mutual agreement with the master and the port manager.

Port of Norrköping (Norra kajen, Södra kajen and Öhmanskajen)

- Area**
- Between berths with even numbers from 4 up to and including 20.
 - Between berths with uneven numbers from 17 up to and including 59.
 - Between berths with even numbers from 4 up to and including 20 and berths with uneven numbers from 17 up to and including 59.



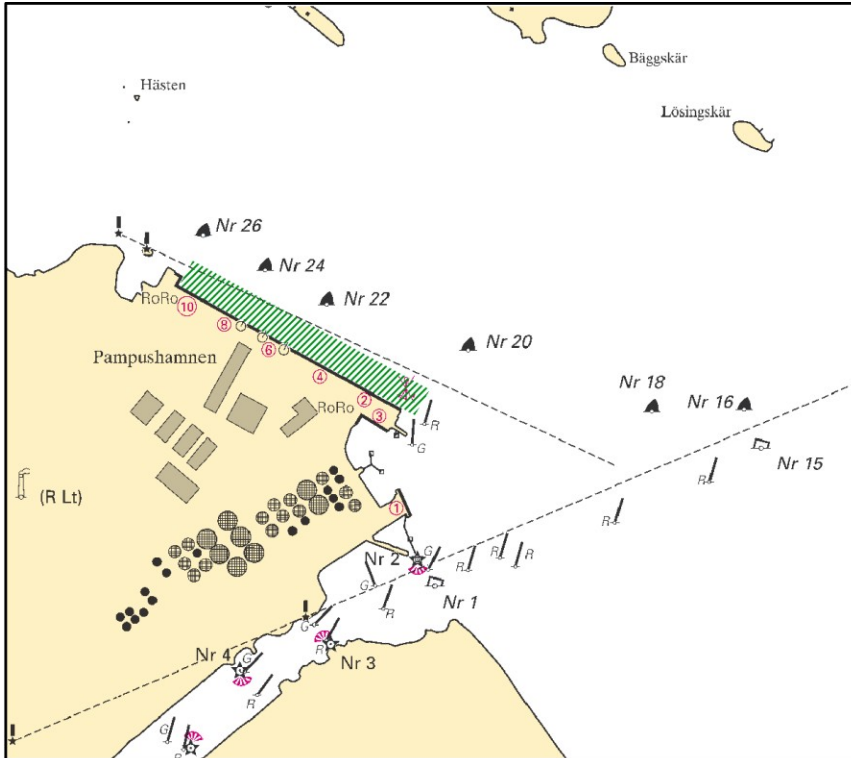
Not to be used for navigation.

Traffic All vessels subject to compulsory pilotage which belong to compulsory pilotage category 3 under Chapter 2, Section 4, and the length of which is less than 120 metres, with the exception of barges which are moved by a pusher which are subject to compulsory pilotage.

- Conditions**
- The exemption may not be used at tug assistance.
 - At least 30 minutes before the transfer is started the master shall report to the VTS centre in question and seek information about the traffic situation. The master shall also report to the VTS centre in question when the transfer starts and stops. During the transfer communication shall be kept open with the VTS centre.
 - The exemption may be used only after mutual agreement with the master and the port manager

Port of Norrköping (Pampushammen)

Area Between the berths along the dry cargo pier of Pampushammen. Berths P1 and P3 are not included in the area.



Not to be used for navigation.

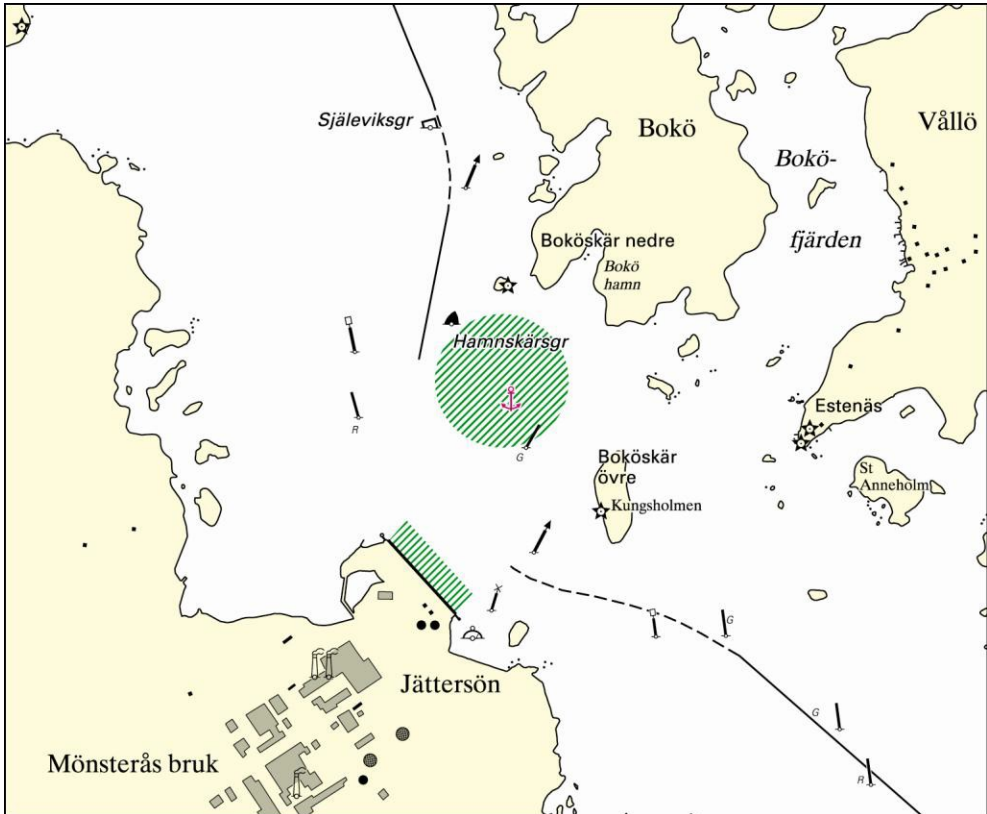
Traffic All vessels subject to compulsory pilotage which belong to compulsory pilotage category 3 under Chapter 2, Section 4, and the length of which is less than 150 metres

- Conditions**
- The exemption may not be used at tug assistance.
 - The exemption may not be used at transfer from one berth to another if any vessel is moored at one or several berths in between.
 - At least 30 minutes before the transfer is started the master shall report to the VTS centre in question and seek information about the traffic situation. The master shall also report to the VTS centre in question when the transfer starts and stops. During the transfer communication shall be kept open with the VTS centre.
 - The exemption may be used only after mutual agreement with the master and the port manager.

Pilot Area Kalmar

Jättersön (Mönsterås bruk (papermill))

- Area**
- Between the anchorage area at Hamnskärsgrund and berths at Mönsterås bruk.
 - Between berths at Mönsterås bruk.



Not to be used for navigation.

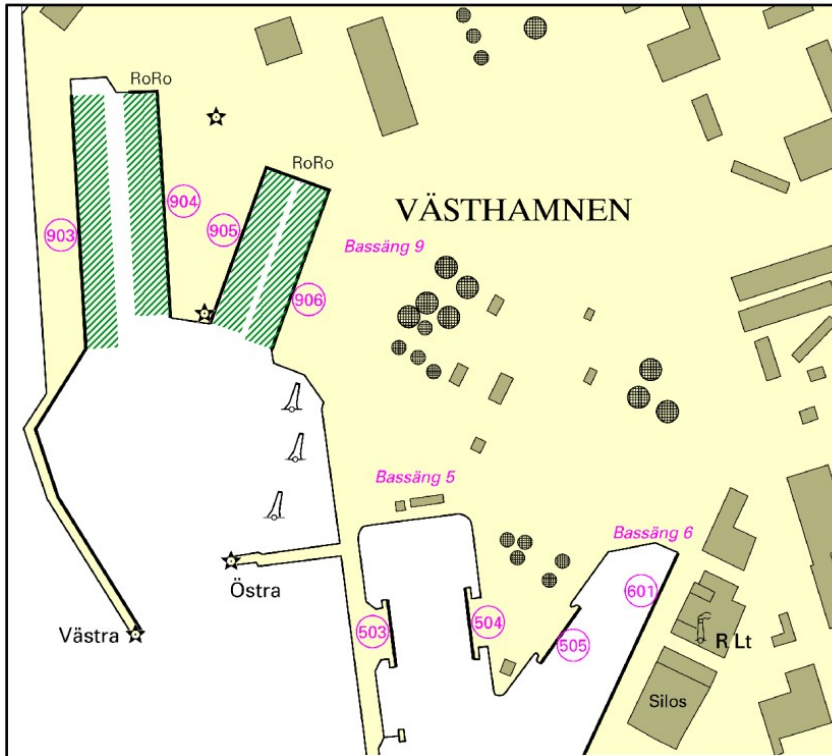
Traffic All vessels subject to compulsory pilotage.

- Conditions**
- A general call shall be made on VHF Channel 16 before the transfer is started. The call shall be made in English.
 - The exemption may be used only after mutual agreement with the master and the port manager.

Pilot Area Malmö

Port of Helsingborg (West Harbour)

Area Between berths 903, 904, 905 and 906 in the West Harbour



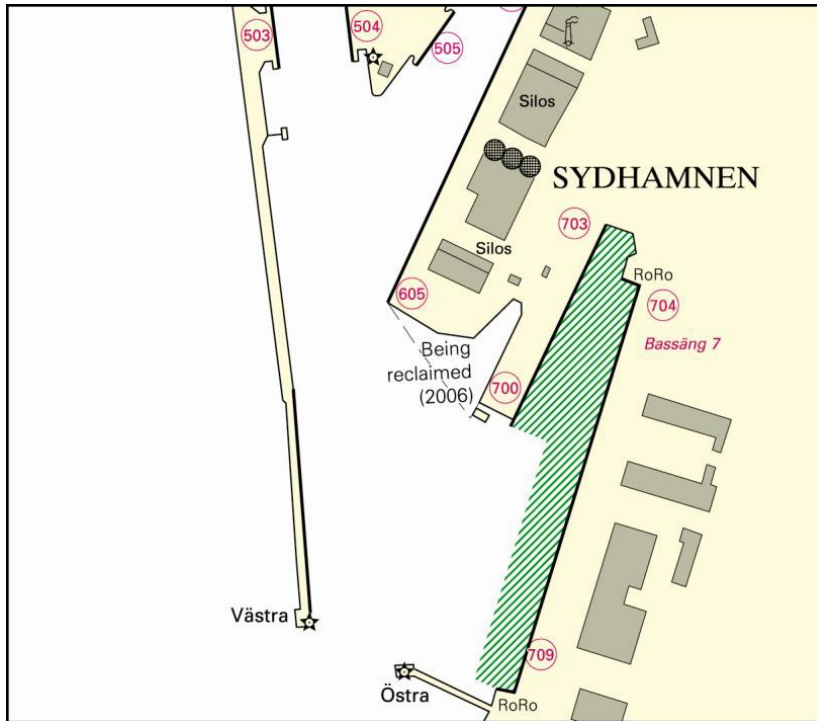
Not to be used for navigation.

Traffic All container vessels subject to compulsory pilotage which belong to compulsory pilotage category 3 under Chapter 2, Section 4, and the length of which is less than 150 metres.

- Conditions**
- The vessel shall have a good manoeuvrability and be equipped with minimum two propellers including bow thruster.
 - The exemption may not be used at tug assistance.
 - At least 30 minutes before the transfer is started the master shall report to Helsingborg Port Control and seek information about the traffic situation. The master shall also report to Helsingborg Port Control when the transfer starts and stops. During the transfer communication shall be kept open with Helsingborg Port Control.
 - The exemption may be used only after mutual agreement with the master and the port manager.

Port of Helsingborg (South Harbour (Sydhamnen))

Area Between berths 700–709 in the South Harbour (Sydhamnen)



Not to be used for navigation.

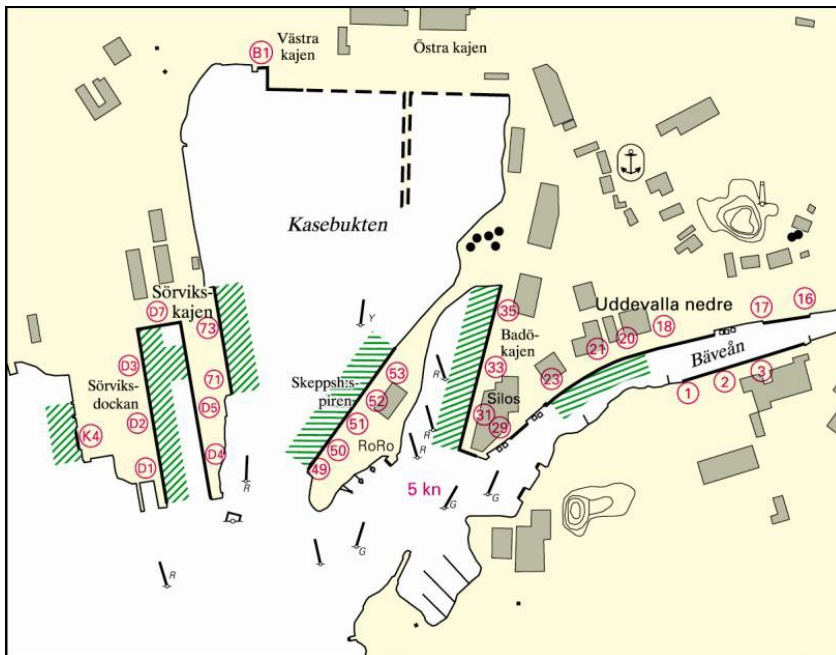
Traffic All container vessels subject to compulsory pilotage which belong to compulsory pilotage category 3 under Chapter 2, Section 4, and the length of which is less than 150 metres.

- Conditions**
- The vessel shall have a good manoeuvrability and be equipped with minimum two propellers including bow thruster.
 - The exemption may not be used at tug assistance.
 - At least 30 minutes before the transfer is started the master shall report to Helsingborg Port Control and seek information about the traffic situation. The master shall also report to Helsingborg Port Control when the transfer starts and stops. During the transfer communication shall be kept open with Helsingborg Port Control.
 - The exemption may be used only after mutual agreement with the master and the port manager.

Pilot Area Marstrand

Port of Uddevalla

- Area**
- Between berths K4, D1–D6 and 71–73 in Sörvik
 - Between berths 49–53 along Skeppsholmspiren
 - Between berths 31–35 along Badökajen
 - Between berths 20–23 along Båvekajen
 - Between Sörvik, Skeppsholmspiren, Badökajen and Båvekajen, however only between the berths stated above.



Not to be used for navigation.

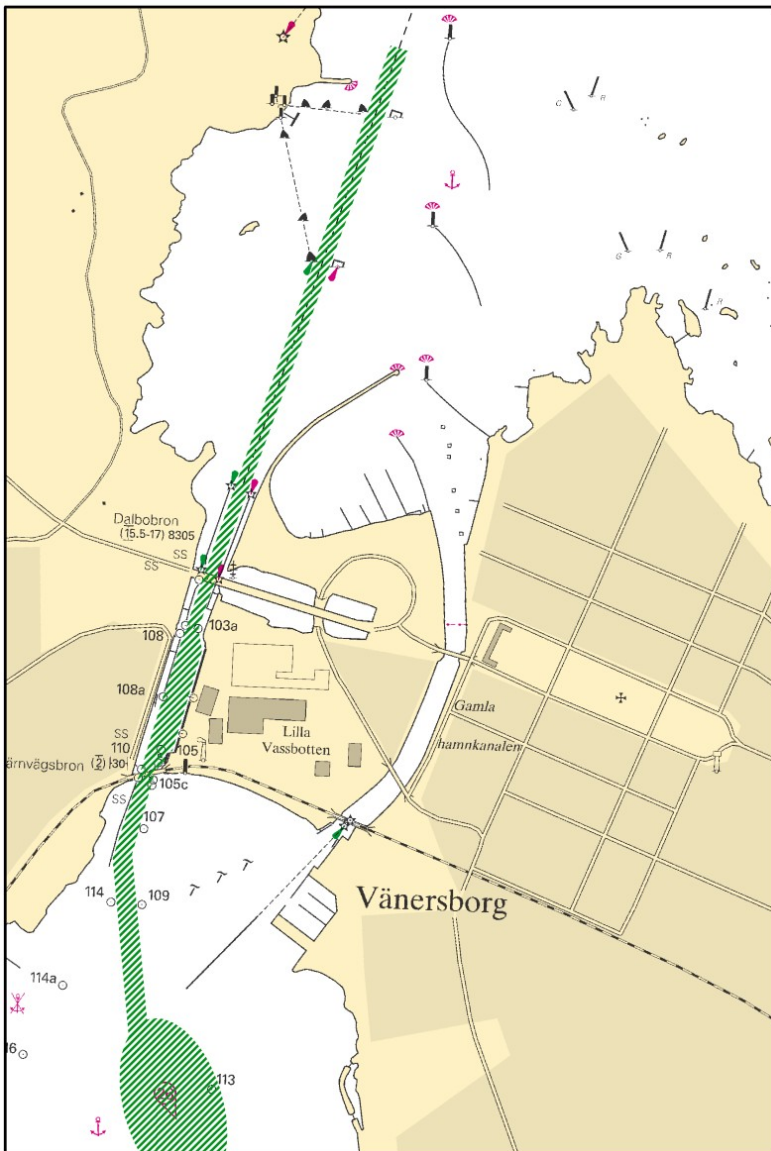
Traffic All vessels subject to compulsory pilotage which belong to compulsory pilotage category 3 under Chapter 2, Section 4, and the length of which is less than 100 metres, with the exception of barges subject to compulsory pilotage which are moved by a pusher.

- Conditions**
- The exemption may not be used at tug assistance.
 - At least 30 minutes before the transfer is started the master shall report to the VTS centre in question and seek information about the traffic situation. The master shall also report to the VTS centre in question when the transfer starts and stops. During the transfer communication shall be kept open with the VTS centre.
 - The exemption may be used only after mutual agreement with the master and the port manager.

Pilot Area Vänern

Vänersborg (Northern end of the outer breakwater in Vänersborg - Vassbotten)

- Area**
- 1. The canal section from the latitude of the northern end of the outer breakwater in Vänersborg to berths at Nya hamnen in Vänersborg including the waiting berth south of the railroad bridge.
 - 2. Between berths at Nya hamnen in Vänersborg including the waiting berth south of the railroad bridge.
 - 3. In addition to the areas above also the canal section from the waiting berth south of the railroad bridge to the latitude of the beacon 116c (Vassbotten)



Not to be used for navigation. Cont'd

- Traffic**
- All vessels not subject to compulsory pilotage in the lake Vänern but which are subject to compulsory pilotage in the Trollhätte kanal (Area 1 and 2).
 - All vessels with a master holding a fairway-specific or general Pilot Exemption Certificate valid in the lake Vänern (Area 1 and 2).
 - During ice season; all vessels subject to compulsory pilotage in the Trollhätte kanal (Area 1, 2 and 3).
- Conditions**
- The area exemption may only be used after an agreement between the master and the Canal Centre.
 - A vessel passing in the canal section or between berths shall at all times be in connection with the Canal Centre on VHF channel 9.
 - The master shall at least 30 minutes in advance of the departure from the berth report to the Canal Centre and obtain information about the current traffic. The master shall also report to the Canal Centre when the passage commences and when the passage is completed.