

Local information in preparation for theoretical and practical examination for pilot exemption certificate: Gothenburg

The knowledge required to obtain a pilot exemption certificate is specified in the Swedish Transport Agency's Regulations and General Advice (TSFS 2017:88) on Pilotage. The information given here is intended to clarify the knowledge required and the procedures involved for those who apply for a pilot exemption certificate to be used in the pilotage fairways leading to Gothenburg.

Before submitting your application to the Swedish Transport Agency, you are to accomplish at least one informational passage with a pilot in each direction of the fairways (North and South Channel), on the ship for which the application is intended. When your application has been approved, the Swedish Transport Agency will issue an examination permit for the theoretical and the practical examinations.

Bridge book

When carrying out the theoretical and the practical examination you are to present a bridge book (route plan). It should be in the form of a nautical chart or a copy of a sea chart, and preferably in A4 size, so that it can be kept and used in a file. The contents of the bridge book must correspond to the Swedish Transport Agency's information in annex 2 to TSFS 2017:88. An approved bridge book is required to proceed with the practical examination.

In the bridge book, lines of turn or turning distances should be given for turns exceeding 15 degrees, if the turn is carried out with autopilot and pre-planned turning radius. For examples of turn planning, see annex 1 and 2 to this information. An approximate point of turn should also be given for other types of navigation, for example hand steering. Radar distances shall be given next to all floating beacons and where navigation may involve a risk, for example in the shallow water area (10.8 meters) to the south of Koholmen and Vinga.

Theoretical examination

The theoretical examination should be completed before the practical examination. It can be taken any day in the week, and you may begin at any time between 8 a.m. and 8 p.m. Order the examination via the Pilot Ordering Centre well in advance, one week would be desirable, so that you can take it at a time convenient to you.

The examination consists of a blank chart to be filled in and a number of questions to be answered in writing.

In the blank chart you account for anything of importance in the fairway and its surrounding water areas, according to the information in the "onboard set" which you were given when carrying out the informational passages. Cables and pipelines are also to be accounted for. The blind chart used is sea chart 9313, on which land and all fixed beacons are printed. For the area from Rivö fjord and inbound, sea chart 9312 is used. It is enough to draw AtoNs' once.

For tankers with a length 80-100 meters the blind chart from Rivö fjord and inbound will have to be filled in. Appropriate chart is 9312.

Normally, you have three hours for the blank chart and one hour for the written part of the examination. Following the examination, the appointed pilot will go through the examination with you. The total examination time is normally five hours.

Practical examination

Order the practical examination at least 24 hours in advance.

You must be able to navigate the ship with and without means of assistance such as electronic chart system, lines of limitation, track, curved headline etc. During the practical examination, the bridge is to be manned by the applicant – you – and otherwise in accordance with the form "Safety assessment documentation form". However, at least one more nautical officer must be present on the bridge.

When a pilot exemption certificate is to be supplemented to be valid also when the ship is assisted by a tugboat, a supplementary practical examination is required. This examination requires a special examination permit issued by the Swedish Transport Agency. In addition, there are special requirements laid down by the Port of Gothenburg.

Requirements for pilotage exemption for tug assistance

The Port of Gothenburg requires a pilot to be used when a vessel is to be assisted by a tug. The Swedish Transport Agency's regulations and general advice (TSFS 2017:88) on piloting sets out the knowledge requirements the Agency requires for pilot exemption to be granted. In addition to these rules, the Port of Gothenburg, as responsible for the facilities and safety of the harbour, has further requirements to permit a vessel with pilot exemption certificate to call at the ports quays.

Criteria for Masters that have pilot exemption certificate to be able to work with tugs without using a pilot:

- To assist in at least two (2) tug assignments onboard the tug, preferably on different types of tugs.
- To attend a theoretical training course concerning tug design/tug technology etc.
- To have manoeuvred vessels similar to the type of vessels the exemption applies to in a satisfactory simulator.

When the above- mentioned training is completed, they are noted /signed on a log, issued for the purpose by the Port of Gothenburg, which is sent fully filled in to the Swedish Transport Agency, which then may issue a permit (examination permit) for a practical test.

Additional local information and guidance

When you apply for a pilot exemption certificate, you have to possess knowledge of the following:

- Distances within the area. This is necessary, among other situations, when you calculate where meetings will occur.
- Distances in the port areas, including basins, for which the application is intended. The distances are to be given in metres rounded up to the closest ten, and the information should be entered in the bridge book.
- Quayside depth in the port areas in question.
- Quay directions in whole degrees for the quays covered by the exemption. This information should be entered in the bridge book.
- Risks of damage above and under the surface of the water if the ship approaches the quay at an angle.
- Minimum requirements regarding the number and types of moorings by the quays which may come into question for the ship.
- Areas suitable for turning the ship in the port. Turnings circles are indicated on the Passage Plan that may be obtained from the pilots. This information should be entered in the bridge book.
- The procedures to obtain departure permit from quays in the Gothenburg VTS area.
- The regulations governing the navigation of ships by the cranes in Skandiahammen. For instance, a ship is not allowed to pass under a lowered crane even if the ship's highest point above the sea level is below the crane's lowest point. In lowered position, the lowest crane is 34 metres above the mean water level (MWL).

When you apply for a pilot exemption certificate, you have to be familiar with the following:

- Ships intending to berth in the Rivö- or the Danafjord need to slow down considerably, and other ships in the fairway should be ready for this.
- In good visibility, it is usually inconvenient to meet "car carriers" or other large ships in Gäveskärs-, Böttö- or Måvholmskröken and to the north of Dynan.
- In reduced visibility, meetings should be avoided in all major turns and where margins are narrow, for example by Brandnäsbrodden and to the north of Dynan. Above all, this is relevant for meetings with passenger ships and tankers.

- Adequate speed when passing ships berthed at Torshamnspiren or involved in bunkering operations is 8-10 knots. Good seamanship is to be observed, and the speed should be adjusted to the ship's size and risk of swell.
- Using an anchor is permitted during manoeuvring within the Gothenburg port area, but not in a manner which may cause damage to cables or piping.

Additional information

The Port of Gothenburg requires that you carry out the E-learning training in connection with the pilot examination to obtain knowledge about the Bye-Laws, General Port Regulations etc. After the e-learning, the certificate is sent to pec@transportstyrelsen.se. The e-learning course code will be obtained from the Harbour Master or Deputy Harbour Master. A visit will also be made at Gothenburg approach (Port Control, pilot ordering, VTS Gothenburg), this visit can be coordinated in connection with the theoretical examination.

Bye-Laws and General Port Regulations for the Port of Gothenburg are found on the port website and can be downloaded.

Contact Port of Gothenburg

If you need additional information, please contact Harbour Master och Deputy Harbour Master via the Port of Gothenburg website: **www.portgot.se**

Contact the Swedish Transport Agency

If you have any questions about examinations and pilot exemption certificates that the appointed pilot cannot answer for you – please contact the Swedish Transport Agency's Civil Aviation and Maritime Department.

E-mail: **pec@transportstyrelsen.se**

Telephone no: **+46 771 503 503**

The Swedish Transport Agency in cooperation with the appointed pilots in Gothenburg

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