

APPLICATION FOR PILOT EXEMPTION CERTIFICATE (PEC)

according to the Swedish Transport Agency's Regulations and General Advice (TSFS 2017:88) on Pilotage

<input type="checkbox"/> New application	<input type="checkbox"/> Renewal of PEC No: _____	<input type="checkbox"/> 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

RECEIVER OF THE PROCESSED APPLICATION (home address, shipowner or agency):

Name and Address	
Telephone	E-mail

RECEIVER OF THE INVOICE (address to shipowner, agent or other contact):

Name and Address	Corporate identity number
------------------	---------------------------

SF.LD.1 (eng) 2017:88

**If application is not send by e-mail, please use the following address:
Swedish Transport Agency, Civil Aviation and Maritime, S-601 73 Norrköping, Sweden**

SAFETY ASSESSMENT DOCUMENTATION

APPLICANT

Name	Date of Birth (YYYYMMDD)
------	--------------------------

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
Main Engines	Number	Power (kW) per engine		Remarks	
Propellers	Number	Type		Remarks	
Rudders	Number	Type		Remarks	
Bowthrusters	Number	Power (kW) / unit		Remarks	
Sternthrusters	Number	Power (kW) / unit		Remarks	
Other Manoeuvring Devices	Description				
Main Cargo	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	
Positioning Systems		<input type="checkbox"/> MKD (Minimum Key Display)	Integrated Systems according to SOLAS Standards
<input type="checkbox"/> GPS		<input type="checkbox"/> In electronic chartdisplay	<input type="checkbox"/> Integrated Bridge System
<input type="checkbox"/> DGPS	Specify	<input type="checkbox"/> In radar	<input type="checkbox"/> Integrated Navigation System
<input type="checkbox"/> Other →		<input type="checkbox"/> AIS "Pilot Plug" available	
	<input type="checkbox"/> Heading control		
	<input type="checkbox"/> Tracking control		

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

Period of corrections for the Electronic Charts of the route:		
Bridge Design:	<input type="checkbox"/> Cockpit	<input type="checkbox"/> Conventional <input type="checkbox"/> Other <input type="checkbox"/> Sketch enclosed

MANNING * State number in applicable box

Total manning at the vessel:	Navigation Officers (including the Master) <input type="checkbox"/>	Deck Ratings <input type="checkbox"/>	Engine Officers <input type="checkbox"/>
Manning on the bridge when navigating in the route of exemption:	Master <input type="checkbox"/>	Navigation Officers <input type="checkbox"/>	Designated Look Out <input type="checkbox"/>

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 (hours on duty/off duty)	Date
---	-------------

* If more space is required use separate sheets

Listing of passages in a pilotage fairway or fairway

Ship _____

Applicant _____

Call sign _____

Date of birth _____

IMO-No _____

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

VERIFICATION OF INFORMATIONAL PASSAGE

APPLICANT:

Surname	First Name	Date of Birth	Position
---------	------------	---------------	----------

VESSEL:

Name of Vessel	IMO No	Call Sign	Flag
----------------	--------	-----------	------

PILOT ROUTE OR OTHER ROUTE:

	Inbound
	Outbound
	Passage

REMARKS:

SF LD 5 (eng) 2017:88

Date *

Pilot in Charge

Name

* This verification is valid for a period of 6 months

Pilot No

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

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.
