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*Order no. 1848 of 8 December 2020 issued by
the Danish Maritime Authority*

Order on the use of pilots

In pursuance of section 4(2), (3) and (4), section 5(1) and section 34(4) of the Danish Pilotage Act (*lodsloven*), see Consolidated Act no. 352 of 12 April 2016, the following provisions are laid down:

Part 1

Definitions

Section 1. For the purposes of this Order, the following definitions apply:

(i) Object: any form of floating equipment.

(ii) Towage: When an object is pulled or hauled alongside a ship, or when an object is pushed by a ship. A towage operation, see section 3, is commenced when radio contact or physical contact has been established between the towing vessel and the object in an area subject to compulsory pilotage.

(iii) Marked fairway: A fairway where the marking is carried out by means of beacons, light-buoys, topmark buoys, sector lights, leading lights or the like.

(iv) Ship: Any form of floating equipment which is used or can be used as a means of water transport.

(v) Integrated unit: When a ship and the towed object are designed as an integrated unit as defined in Regulation 1(3) of Chapter V of SOLAS 1974, it is regarded as a single ship.

Section 2. The cargoes referred to in section 4(1) of the Pilotage Act are defined as follows:

(i) Oil: As defined in the United Nations' international regulations: The International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 (MARPOL 73/78 Annex 1), as amended.

(ii) Uncleaned cargo tanks: Ballasted ships whose tanks (including slop tanks) are not entirely cleaned and have not been rendered safe by means of inert gas, after having been loaded with oil.

(iii) Chemicals: As defined in the United Nations' international regulations: The International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 (MARPOL 73/778 Annex II) for cargoes in pollution categories X, Y and Z.

(iv) Gases: As defined in the United Nations' international regulations: The International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code), as amended.

(v) Bunker oil: Fuel oils and other types of oil products used to operate a ship.

(vi) Highly radioactive material: Material covered by the United Nations' international regulations: The International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on board Ships (INF Code).

Part 2

Use of pilots in connection with towage

Section 3. In connection with towage of an object in dredged channels or marked fairways leading to a port or immediately past a port as well as in connection with towage in a port, a pilot must be taken, but see subsections (2) and (4), if:

(i) the object's length (l.o.a.) is above 50 metres; or

(ii) the object's breadth (b.o.a.) is above 20 metres.

Subsection 2. An object under tow from quay to quay within the same port area is not required to use a pilot if:

(i) the object cannot be propelled by its own means;

(ii) the object's length (l.o.a.) is below 100 metres;

(ii) the object's breadth (b.o.a.) is below 30 metres;

(iv) the tug master can assess the conditions at the quay to which the object is to be removed; and

(v) the tug master can determine that the towage operation can be carried out appropriately in terms of navigational safety, taking into consideration weather conditions, visibility, current, traffic, etc.

Subsection 3. The Danish Maritime Authority may grant exemptions from the requirements of subsections (1) and (2) upon application. The application must include a nautical risk assessment prepared according to criteria determined by the Danish Maritime Authority.

Subsection 4. In connection with towage of objects in specific areas, see sections 4-15, the requirements laid down in the said provisions also apply. In this context, ships mean the combined length of the towing vessel, the towline and the object under tow.

Part 3

Use of pilots in specific areas

Amagerværket Harbour and Prøvestenen Harbour

Section 4. Ships must use a pilot when arriving at and departing from Amagerværket Harbour and Prøvestenen Harbour.

Subsection 2. Subsection (1) does not apply to ships with a length (l.o.a.) below 90 metres if fitted with a bow propeller and sufficient engine power.

Avedøreværket Harbour

Section 5. Ships must use a pilot when arriving at and departing from Avedøreværket Harbour.

Subsection 2. Subsection (1) does not apply to ships with a length (l.o.a.) below 100 metres if fitted with a bow propeller and sufficient engine power.

Draget, Mejlgrunden and Løgstør Shoal

Section 6. Ships with a draught above 3.1 metres must use a pilot when passing the dredged channels at Draget, Mejlgrunden and over Løgstør Shoal.

Railway bridge across Limfjorden at Aalborg

Section 7. Ships with a length (l.o.a.) of 53 metres or above must use a pilot when passing the railway bridge across Limfjorden at Aalborg.

Mariager Fjord

Section 8. When navigating Mariager Fjord, the following ships must use a pilot:

- (i) ships with a length (l.o.a.) of 60 metres or above; and
- (ii) ships with a draught of 3.5 metres or above.

Nakskov Fjord

Section 9. When navigating Nakskov Fjord, the following ships must use a pilot:

- (i) ships with a length (l.o.a.) of 130 metres or above;
- (ii) ships with a breadth (b.o.a.) of 20 metres or above; and
- (iii) ships with a draught of 6.6 metres or above.

Karrebæk Fjord and Næstved Port

Section 10. Ships with a length (l.o.a.) of 55 metres or above must use a pilot when arriving at and departing from Næstved Port through the dredged fairway in Karrebæk Fjord.

The Oddesund Bridge

Section 11. Ships with a length (l.o.a.) of 35 metres or above must use a pilot when passing the Oddesund Bridge.

Odense Fjord and Canal

Section 12. Along the stretch between Gabet and Lindø, the following ships must use a pilot:

- (i) ships with a length (l.o.a.) of 100 metres or above; and
- (ii) ships with a breadth (b.o.a.) of 15 metres or above.

Subsection 2. Along the stretch between Lindø and Odense Port and within the area of Odense Port, the following ships must use a pilot:

- (i) ships with a length (l.o.a.) of 70 metres or above; and
- (ii) ships with a breadth (b.o.a.) of 11 metres or above;

Randers Fjord

Section 13. When navigating Randers Fjord, the following ships must use a pilot:

- (i) ships with a length (l.o.a.) of 116 metres or above;
- (ii) ships with a breadth (b.o.a.) of 15.5 metres or above; and
- (iii) ships with a draught of 5.6 metres or above.

Skæring Beach and Skødshoved

Section 14. When navigating the prohibited area between Skæring Beach and Skødshoved, ships must use a pilot.

Hals Barre and Aalborg Port

Section 15. Ships with a draught of 6 metres or above must use a pilot when passing the stretches between Hals Barre Lighthouse and the Aalborg Port area.

Part 4

Use of pilots when carrying specific cargoes

Section 16. A ship which is under an obligation to take a pilot pursuant to section 4 of the Pilotage Act or this Order and which:

- (i) is bound for a Danish port within the Danish international straits;
- (ii) is to reload to or from another ship in Danish territorial waters (STS operations); or
- (iii) intends to anchor in Danish territorial waters within the Danish international straits, is not comprised by section 6 of the Pilotage Act on exemptions from the obligation to use a pilot.

Subsection 2. Subsection (1)(i) and (iii) do not apply to the waters referred to in section 18(1)(i)-(iii).

Relaxation of the obligation to use a pilot

Section 17. Section 4(1) of the Pilotage Act does not apply to:

- (i) ships in harmless passage of the Danish international straits;
- (ii) ships designed for exclusively carrying liquid carbon dioxide in bulk; and
- (iii) offshore supply vessels which, in accordance with international definitions, carry the following products in bulk:
 - (a) acetic acid;
 - (b) hydrochloric acid;
 - (c) hydrofluoric acid;
 - (d) liquid carbon dioxide; or
 - (e) liquid nitrogen.

Section 18. Section 4(1) of the Pilotage Act does not apply to navigation in the following waters:

- (i) The North Sea and the Skagerrak:
 - (a) west of 10°39'E when the ship's distance to the base line is greater than 3 nautical miles; and
 - (b) in the area north of 57°47'N and 10°26'E from west (270°) to south-east (145°).
- (ii) The Kattegat:
 - (a) route D north of 56°24'N; and
 - (b) route T north of 56°29'5N.

(iii) The Baltic Sea:

(a) Around Bornholm and Ertholmene when the ship's distance to the base line is greater than 3 nautical miles.

Part 5

Penalty provisions

Section 19. Contravention of section 3(1), (2) and (4), section 4(1) and sections 4-15 is punishable with a fine or imprisonment for up to one year.

Subsection 2. Criminal liability may be imposed on companies, etc. (legal persons) under the rules of Part 5 of the Danish Criminal Code (*straffeloven*).

Part 6

Entry into force

Section 20. This Order enters into force on 1 January 2021.

Subsection 2. Order no. 449 of 10 May 2012 on the use of pilots is repealed.

Danish Maritime Authority, 8 December 2020

On behalf of the Director General
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