

Regulations on compulsory pilotage and the use of pilot exemption certificates (Compulsory Pilotage Regulations)

Statutory authority: Laid down by the Ministry of Transport and Communications pursuant to §§ 2, 6, 7, 11, 15, 17 and 20 of Act no. 61 of 15 August 2014 relating to the Pilot services. Added: §§ 21, 24 fifth para conf. § 53 first para of Act no 70 of 21 June 2019 on Harbours and Fairways.

Although all efforts have been made to produce an English version authentic to the original, this English translation is not an official version of the Regulations. In case of inconsistencies or errors the official Norwegian version shall prevail. For the Norwegian version, please refer to:

<https://lovdata.no/dokument/SF/forskrift/2014-12-17-1808?q=losplikt>

Chapter 1. General provisions

§ 1 Scope

(1) The regulations apply to the territorial waters and the internal waters, as well as the Skien River up to Klosterfossen and the sluices in Skien, the Glomma up to Sarpsborg (Melløs) and the Vester River up to Åsgårdsøra.

(2) The regulations do not apply to military vessels and other vessels under military command.

§ 2 Definitions

For the purposes of these regulations, the following definitions shall apply:

- a) Pilot exemption certificate assessor: deck officer with a qualification certificate as an assessor for the evaluation of candidates for a class 3 pilot exemption certificate, issued by the Norwegian Coastal Administration pursuant to § 14
- b) Vessel length: the vessel's longest length, which shall include objects protruding beyond the hull (LOA)
- c) Approved ECDIS: type-approved electronic chart display and information system with backup that satisfies the requirements established by the International Maritime Organisation (IMO) in resolution A.817(19)
- d) Baselines: the boundary between the internal waters and the territorial waters surrounding Mainland Norway and Svalbard, as defined in the Regulations of 14 June 2002 on the baselines for territorial waters around Mainland Norway and the Regulations no. 556 of 1 June 2001 on the baselines around Svalbard
- e) IBC Code: the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk, and subsequent amendments
- f) IGC Code: the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk, and subsequent amendments
- g) IMDG Code: the International Maritime Dangerous Goods Code, and subsequent amendments
- h) INF Code: the International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on Board Ships, and subsequent amendments
- i) Pilot boarding area: an area for the boarding or disembarkation of pilots marked on a nautical chart with the symbol for pilot boarding

- j) MARPOL: the 1973 International Convention for the Prevention of Pollution from Ships, as amended by the supplementary protocol of 1978 and subsequent amendments
- k) Night navigation: navigation in nautical twilight or darker, i.e. the centre of the sun is lower than 6° below the horizon
- l) Passenger vessel: vessel that can carry more than 12 passengers

Chapter 2. Compulsory pilotage

§ 3 Vessels subject to compulsory pilotage

(1) The following vessels are subject to compulsory pilotage when operating in waters that are defined as subject to compulsory pilotage in § 4:

- a) Vessels with a length of 70 metres or more or a width of 20 metres or more
- b) Vessels that push or tow one or more objects, and the object or objects have a total length of 50 metres or more
- c) Vessels with a double hull with a length of 50 metres or more that are carrying hazardous or pollutive cargo in bulk as mentioned in MARPOL Annex I, or cargo in pollution categories X, Y or Z, which is regulated in MARPOL Annex II, cf. IBC Code, Chapters 17 and 18. Except offshore support vessels transporting limited amounts of hazardous and noxious liquid substances in bulk, as defined in Regulations of 1 July 2014 no 944 relating to dangerous cargo on board Norwegian ships, § 6.
- d) Vessels with a single hull with a length of 35 metres or more that are carrying hazardous or pollutive cargo in bulk as mentioned in MARPOL Annex I, or cargo in pollution categories X, Y or Z, which is regulated in MARPOL Annex II, cf. IBC Code, Chapters 17 and 18
- e) Vessels with a length of 50 metres or more that carry gas condensate in bulk, cf. IGC Code, Chapter 19
- f) Vessels with a length of 50 metres or more that are carrying 10 metric tonnes or more of hazardous or pollutive cargo in packaged form under hazard class 1, as regulated in MARPOL Annex III, cf. IMDG Code
- g) Vessels that are carrying substances regulated by the INF Code
- h) Nuclear-powered vessels
- i) Passenger vessels with a length of 50 metres or more when carrying passengers

(2) The provisions of paragraph (1) do not apply to:

- a) Vessels as mentioned in paragraph (1) letter i, when the vessel is licensed for scheduled passenger transport pursuant to the Professional Transport Act, except for vessels servicing kystruten Bergen – Kirkenes. The exemption applies when the vessel serves the route for which it is licensed and to traffic between the main route and permanent resting docks or bunker docks.
- b) Vessels as mentioned in paragraph (1) letter i, which are encompassed by Chapter 7 of the Regulations no. 6 of 5 January 1998 relating to the construction, outfitting and operation of high-speed craft used as passenger or cargo vessels and have a length of less than 70 metres.
- c) Vessels that tow fish cages between aquaculture sites, when:
 - i. the total length of the objects towed does not exceed 130 metres,

- ii. the total length of the tow is less than the minimum fairway width in the waters where the tow is to take place,
 - iii. the vessel has a functioning Automatic Identification System (AIS) and permanently mounted VHF for communication with the Norwegian Coastal Administration's vessel traffic service centres and other vessels, and
 - iv. the vessel notifies the Pilot Dispatch Centre about the voyage at least 1 hour prior to the start of the task. This requirement does not apply if the navigation takes place in the geographic area of one of the Norwegian Coastal Administration's vessel traffic service centres.
- d) Vessels that tow oil booms, when
- i. the total length of the towed booms does not exceed 505 meters
 - ii. the vessel has a functioning Automatic Identification System (AIS) and permanently mounted VHF for communication with the Norwegian Coastal Administration's vessel traffic service centres and other vessels, and

the vessel notifies the Pilot Dispatch Centre about the voyage at least 1 hour prior to the start of the task. This requirement does not apply if the navigation takes place in the geographic area of one of the Norwegian Coastal Administration's vessel traffic service centres.

§ 4 *Geographic area for compulsory pilotage*

(1) Vessels as mentioned in § 3 are subject to compulsory pilotage when they are navigating in waters within the baselines.

(2) During navigation to the pilot boarding area to receive a pilot, or from the pilot boarding area after the disembarkation of the pilot, the vessels are, however, not required to use a pilot in the areas within the baselines defined geographically in Annex 1. Similarly are vessels using a pilot exemption certificate not required to use the certificate in these areas.

(3) The Norwegian Coastal Administration may issue regulations amending or abolishing the areas mentioned in paragraph (2), establishing new areas or expanding the compulsory pilotage requirement to waters outside the baselines.

§ 4a. *Pilot orders*

Pilot orders shall be done through SafeSeaNet Norway and shall include the following information:

- a) name, call signal, IMO-number and nationality of the vessel
- b) the length, breadth, draught and gross tonnage of the vessel
- c) type of cargo
- d) port of destination
- e) location for start of pilotage (pilot boarding area/port/quay/place of anchorage)
- f) location for end of pilotage (pilot boarding area/port/quay/place of anchorage)
- g) estimated starting time of pilotage.

§ 4b. *Pilot order deadlines*

(1) Vessels shall order a pilot no later than 24 hours, or 72 hours in the case of Svalbard, prior to the estimated starting time of pilotage. For pilot assignments requiring particular planning, orders must be done so far in advance, that proper planning of the assignment may be carried out.

(2) Alterations of 2 hours or more to the estimated starting time of pilotage shall be done as soon as possible and continuously.

(3) Final confirmation of the starting time of pilotage shall be given no later than 2 hours prior to the estimated starting time of pilotage, or 48 hours in the case of Svalbard. For the places listed in Annex 4, the Norwegian Coastal Administration will specify separate deadlines for final confirmation of the starting time of pilotage.

(4) If circumstances occur that the vessel could not have foreseen, the deadlines prescribed by the paragraph (1) can be waived. Proof of such circumstances must be substantiated in writing.

§ 4c. Time of start and end of a pilot assignment

(1) The pilot assignment shall be considered to have started when the confirmed starting time of pilotage has arrived and the pilot has come on board the vessel. Time of start may be set at an earlier point in time if the pilotage commences before the confirmed starting time. In the event that the pilot is delayed, time of start shall be the point in time when the pilotage commences.

(2) If the vessel is delayed, the Norwegian Coastal Administration shall decide whether the pilot shall stay on board or be administered a new assignment.

(3) The pilot assignment ends when the pilotage has been completed and the vessel has arranged for the pilot to leave the vessel.

§ 5 Pilot boarding

(1) The embarkation and disembarkation of pilots shall take place at the pilot boarding areas stated in Annex 2. The individual pilot and the vessel in question shall determine in consultation where the pilot shall embark or disembark based on the specified pilot boarding area.

(2) The Norwegian Coastal Administration may determine alternative pilot boarding areas inside waters subject to compulsory pilotage when the weather conditions indicate that embarkation or disembarkation for reasons of safety cannot be performed at the pilot boarding areas specified in Annex 2. When navigating to and from an alternative pilot boarding area, the vessel shall follow the guidance given by the pilot.

(3) The Norwegian Coastal Administration may issue regulations amending Annex 2, including the establishment of new pilot boarding areas.

§ 6 Exemption from compulsory pilotage for relocations within harbours

(1) The following vessels are exempted from compulsory pilotage for short relocations within harbours that are deemed to be safe:

- h) Vessels with a length shorter than 100 metres and width less than 30 metres
- i) Vessels with a length shorter than 125 metres and width less than 35 metres that are equipped with a bow thruster and do not have a reversible engine (with fixed propellers)

(2) The master of the vessel shall be able to see and assess the conditions on the dock, anchor position or DP-waiting position, that the vessel is to be relocated to from the command bridge, and there shall be no crossing traffic during the relocation. For relocations up to half a nautical mile the requirement to be able to see does not apply, if the conditions at the place to which the vessel is to be relocated can be otherwise assessed in a satisfactory way.

(3) Paragraph (1) does not apply to vessels carrying hazardous or pollutive cargo pursuant to § 3, letters c to g, nuclear-powered vessels or when vessels must use tugboats.

(4) Owners and operators of ports and port terminals may apply to the Norwegian Coastal Administration for exemption beyond what follows from paragraphs (1) to (3) for short relocations within the harbour that are deemed to be safe. The application shall be supported by an independent risk assessment. The Norwegian Coastal Administration may issue regulations relating to such exemptions.

(5) The master of the vessel shall assess the weather, visibility, current and traffic conditions to ensure that the relocation can be carried out safely.

§ 7 Compulsory pilotage by individual decision

In special cases, the Norwegian Coastal Administration may make an individual decision to make the use of a pilot compulsory for a specific voyage. Such a decision may also be made applicable outside the baselines and in rivers and lakes that are navigable with vessels from the sea.

§ 8. Dispensations

Upon application from the master of the vessel, the Norwegian Coastal Administration may grant dispensation from compulsory pilotage for an individual voyage. Dispensation may be granted if there is or will be a shortage of pilots and safety considerations indicate that dispensation may be granted, or in other cases where it is unreasonable to order a vessel to use a pilot and granting dispensation is clearly justifiable on grounds of safety. Applications shall be submitted in SafeSeaNet Norway.

Chapter 3. Pilot exemption certificates

§ 9 Issuance of pilot exemption certificates

(1) The Norwegian Coastal Administration may issue a pilot exemption certificate pursuant to § 24 of Act no. 70 of 21 June 2019 relating to Harbours and Fairways and this chapter.

(2) A pilot exemption certificate may be limited, and conditions may be imposed in connection with its issuance.

(3) Pilot exemption certificates cannot be issued for nuclear-powered vessels or for vessels with a length of 150 metres or more.

(4) Upon application, the Norwegian Coastal Administration may nonetheless determine that a pilot exemption certificate may be issued to a vessel with a length of 150 metres or more, or with a length in excess of the local restrictions set out in Annex 3 to this Regulations, when the vessel regularly calls at specific ports at least twice a month. Unless the permit states otherwise, there shall be an additional deck officer, in addition to the deck officer in charge of the navigational watch, on the bridge during the voyage in the waters subject to compulsory pilotage for which the permit applies. At least one of the deck officers on the bridge shall have a valid pilot exemption certificate for the area.

§ 10 Class 3 pilot exemption certificates

(1) Class 3 pilot exemption certificates apply to vessels with a length shorter than 100 metres that are equipped with an approved ECDIS.

(2) Class 3 pilot exemption certificates cannot be used if the vessel has heavy oil on board or is carrying hazardous or pollutive cargo as specified in § 3 paragraph (1), letters c to g. § 17 paragraph (3) applies correspondingly. This limitation does not apply to offshore support vessels transporting limited amounts of hazardous and noxious liquid substances in bulk, as defined in Regulations of 1 July 2014 no 944 relating to dangerous cargo on board Norwegian ships, § 6.

(3) Shipping companies who wish to use class 3 pilot exemption certificates must send an application to the Norwegian Coastal Administration. The application must include documentation to confirm that the following conditions are met

- a) that the company has a system in place for the training of pilot exemption certificate candidates ensuring that the candidates acquire the competence that is required pursuant to § 13 paragraph (4), and
- b) that the pilot exemption certificate candidates are evaluated by a pilot exemption certificate assessor on examinations determined in accordance with § 13 paragraphs (1) and (2). If the candidate does not pass the examination, § 13 paragraph (5), applies accordingly.

(4) Whoever applies for a class 3 pilot exemption certificate must hold a deck officer certificate that is valid for the vessel or vessels for which a pilot exemption certificate application has been submitted and must fulfil the requirements of § 11 paragraph (2). § 11 paragraph (3) applies accordingly.

(5) The Norwegian Coastal Administration issues pilot exemption certificates after having received an evaluation form signed by the pilot exemption certificate assessor

§ 11 Class 2 pilot exemption certificates

(1) Whoever applies for a class 2 pilot exemption certificate must hold a deck officer certificate that is valid for the vessel or vessels for which a pilot exemption certificate application has been submitted.

(2) In addition to the requirement in paragraph (1), the applicant must:

- a) have at least one year of effective sea duty on the Norwegian coast as the deck officer in charge of the navigational watch, including sea duty during the last five years from the fairways or areas for which a pilot exemption certificate application has been submitted,
- b) have completed the cadet pilot exemption certificate programme for the fairways or areas for which an application has been submitted during the last five years, cf. §§ 20–22, or
- c) during the last 12 months, have been in charge of the navigation of at least five voyages in each direction in the applied fairway(s), two of which must have been night navigation.
- d) The Norwegian Coastal Administration may allow some of the voyages required pursuant to letters a) or c) to be done in a simulator.

(3) The application shall be registered in SafeSeaNet Norway. The application shall include the name, date of birth, nationality, phone number and email address of the applicant, identification of the vessel for which the pilot exemption certificate application has been submitted, certified documentation that the requirements of experience in paragraph (2) has been satisfied, and certified copies of a valid deck officer certificate and discharge book or experience certificate issued by the flag state.

§ 12 Class 1 pilot exemption certificates

(1) Experienced deck officers can apply for a pilot exemption certificate that gives entitlement to rights in fairways with local restrictions, beyond class 2 and 3 pilot exemption certificates.

(2) Deck officers on vessels with a length of 150 metres or more with a licence pursuant to § 9 paragraph (4), can apply for a pilot exemption certificate pursuant to this provision.

(3) In addition to meeting the requirement in § 11 paragraph (1), the applicant must have:

- a) at least three years of effective sea duty on the Norwegian coast as the deck officer in charge of the navigational watch, including at least 3 voyages in each direction during the last five years, one of which must have been night sailing, in the applied fairway(s), or
- b) during the last 24 months, been in charge of the navigation of at least ten voyages in each direction in the fairways for which the pilot exemption certificate application has been submitted, at least two of which must have been night navigation.

(4) The application shall be registered in SafeSeaNet Norway. The application shall include the name, date of birth, nationality, phonenumber and email address of the applicant, identification of the vessel for which the pilot exemption certificate application has been submitted, certified documentation that the requirements of experience in paragraph (3) has been satisfied, and certified copies of a valid deck officer certificate and discharge book or experience certificate issued by the flag state.

(5) A pilot exemption certificate examination shall be taken pursuant to § 13 in each individual fairway with local restrictions for class 2 and 3 pilot exemption certificates. Deck officers on vessels with a length of 150 metres or more with a licence pursuant to § 9 paragraph (4), shall complete a pilot exemption certificate examination pursuant to § 13 for the entire fairway in question.

§ 13. *Pilot exemption certificate examination*

(1) An examination must be taken in order to obtain a pilot exemption certificate. The Norwegian Coastal Administration determines representative examinations for large areas.

(2) The examination must also be taken for any expansion of the validity area for the pilot exemption certificate. In the case of expansion, the Norwegian Coastal Administration can decide that the examination requirement can be disregarded in full or in part if the fairway is short and associated with a low risk or the applicant has substantial sea duty on the Norwegian coast as the deck officer in charge of the navigational watch .

(3) The Norwegian Coastal Administration determines how the examination shall be conducted. The examination consists of a theoretical and a practical part.

(4) The applicant shall demonstrate adequate knowledge of and skills in:

- a) Coastal navigation methods, including knowledge of the nature of the waters, as well as the markers and beacons, traffic conditions, arrival to ports and anchorage sites in the relevant areas
- b) Current conditions and other conditions of significance to safe navigation and manoeuvring, including areas where shallow water effects must be anticipated
- c) The vessel or vessels for which the pilot exemption certificate application is submitted, the equipment, manoeuvrability characteristics, cargo capacity and the types of cargoes the vessel is certified to carry
- d) Coastal route planning and an understanding of nautical charts
- e) Relevant legislation, including rules applicable to the use of a pilot exemption certificate, local navigation rules and reporting requirements

- f) Matters of significance to safety and the environment in the relevant areas, including local emergency preparedness in the event of an accident
- g) English language skills that enable problem-free communication
- h) Manoeuvring of the relevant vessel type
- i) Visual navigation, including correct use of beacons and markers
- j) Radar navigation and correct use of the vessel's other navigational aids
- k) Communication and interaction on the bridge
- l) Use of tugboats, when applicable

(5) If the examination is not passed, a new examination cannot be taken until two weeks later. If the candidate does not demonstrate adequate practical skills, a new examination cannot be taken until the applicant has also completed two new voyages in the area or fairway.

§ 14 *Pilot exemption certificate assessors*

(1) The Norwegian Coastal Administration issues a certificate of qualification as an assessor for the evaluation of candidates for a class 3 pilot exemption certificate.

(2) A qualification certificate as a pilot exemption certificate assessor can be issued to deck officers:

- a) with at least three years' of effective sea duty on the Norwegian coast as the deck officer in charge of the navigational watch,
- b) who have passed a representative pilot exemption certificate examination pursuant to § 13 or a class 1 pilot exemption certificate examination,
- c) who have good knowledge of the rules applicable to pilot exemption certificates, and
- d) who have completed a course established by the Norwegian Coastal Administration.

(3) The qualification certificate is limited to:

- a) the area or the fairways for which the assessor him/herself has a valid class 1 or 2 pilot exemption certificate, and
- b) vessels of a type and size similar to that which the assessor's pilot exemption certificate applies.

(4) The assessor shall evaluate whether the class 3 pilot exemption certificate candidates meet the requirements in § 13 paragraph (4) for the areas or fairways for which a pilot exemption certificate is to be issued.

(5) The assessor shall use the evaluation form prescribed by the Norwegian Coastal Administration and provide such notice as required by the Norwegian Coastal Administration in connection with the implementation of an evaluation.

§ 15 *Conditions for the use of pilot exemption certificates*

(1) On vessels subject to compulsory pilotage that are navigating without a pilot in waters subject to compulsory pilotage, at least one deck officer with a valid pilot exemption certificate must be present on the bridge and in charge of the navigation and manoeuvring.

(2) Pilot exemption certificate holders shall have at least 10 hours free from all duties during any 24-hour period. The duty-free period must not be divided into more than two periods, one of which

must be at least six hours long. The interval between consecutive rest periods shall not exceed 14 hours.

(3) The pilot exemption certificate cannot be used in contravention of regulations or individual decisions made after it has been issued.

(4) The pilot exemption certificate shall be presented on demand to the Norwegian Coastal Administration, the Norwegian Maritime Authority, the police, the Armed Forces, the Customs Service and the local port authority.

(5) Notice of voyages with a pilot exemption certificate shall be registered in SafeSeaNet Norway.

§ 16 General and local restrictions for the use of pilot exemption certificates

(1) Unless otherwise stated in the pilot exemption certificate, the pilot exemption certificate applies only to the fairways that have been established pursuant to Regulations no. 1477 of 30 November 2009 relating to fairways. This restriction does not apply to vessels if it would entail unreasonable re-routing, or to vessels that cannot follow the fairways due to their assigned tasks or activities, such as towing vessels, working vessels in the fish farming industry, well boats, feed boats and fishing vessels.

(2) The pilot exemption certificate does not apply if the vessel

- a) push or tow one or more objects, and the object or objects have a total length of 100 metres or more, or a width of 32 metres or more, a height of 10 metres or more or a draught of 8 metres or more, or
- b) push or tow one or more objects in one of the fairways with local restrictions according to Annex 3, and the object or objects have a total length of 75 metres or more, or a width of 30 metres or more, a height of 10 metres or more or a draught of 8 metres or more.

(3) Notwithstanding the limitations of paragraph (2), vessels with a trading certificate as a certified towing vessel or holding a towing permit can use a pilot exemption certificate when they are towing

- a) floating pipes when the total length of the tow does not exceed 505 metres and the width of the tow does not exceed 12 metres and the maximum draught of the tow does not exceed 0.5 m, or
- b) fish cages, when the total length of the fish cage or cages does not exceed 300 m and the maximum draught does not exceed 0.7 m.

(4) The pilot exemption certificate does not apply when an escort vessel is used.

(5) Unless otherwise stated in the pilot exemption certificate, the restrictions for the local fairways that are specified in Annex 3 to the regulations apply.

(6) The Norwegian Coastal Administration may issue regulations amending Annex 3, including the establishment of new restrictions for local fairways.

§ 17 Restrictions for the use of pilot exemption certificates when carrying hazardous or pollutive cargo

(1) A pilot exemption certificate cannot be used when carrying substances regulated by the INF Code or when transporting the following liquid cargoes in bulk:

- a) Condensed gases, cf. IGC Code, Chapter 19, except vessels up to 110 meters that

- i. are IGC type 3G, 2PG or 2G ships,
 - ii. are equipped with an approved ECDIS, and
 - iii. has redundant propulsion
- b) Substances in pollution category X that are regulated in MARPOL Annex II, cf. IBC Code, Chapter 17
- c) Substances in pollution category Y that are regulated in MARPOL Annex II, cf. IBC Code, Chapter 17, all substances that are regulated in MARPOL Annex I and substances with a flash point lower than 60° C, when the vessel has a single hull and a length of 70 metres or more
- d) Substances in pollution category Y that are regulated in MARPOL Annex II, cf. IBC Code, Chapter 17, all substances that are regulated in MARPOL Annex I and substances with a flash point lower than 60° C, when the vessel has a double hull and a length of 90 metres or more, except vessels up to 110 meters that
 - i. are equipped with an approved ECDIS,
 - ii. have double hull protection of the bunker tanks if the vessel uses heavy fuel oil for propulsion (does not apply to vessels carrying vegetable oil and fish oil), and
 - iii. has redundant propulsion (does not apply to vessels carrying vegetable oil and fish oil)

(2) The limitations of paragraph (1) do not apply to offshore support vessels transporting limited amounts of hazardous and noxious liquid substances in bulk, as defined in Regulations of 1 July 2014 no 944 relating to dangerous cargo on board Norwegian ships, § 6.

(3) Vessels that carry substances or cargo as mentioned in paragraph (1) are considered to carry the substance or cargo until the tanks have been cleaned and are free of the substance or cargo.

(4) In special cases, the Norwegian Coastal Administration may determine, upon an application, that a pilot exemption certificate may nevertheless be used when carrying the substances mentioned in paragraph (1).

§ 18 *Vessels in the pilot exemption certificate*

Upon application to the Norwegian Coastal Administration, the pilot exemption certificate may be amended to apply to one or more additional specific vessels of a similar type and size as that for which the pilot exemption certificate applies, without there being a requirement for a new examination pursuant to § 13. Class 3 pilot exemption certificates can only be amended to apply to vessels that satisfy the requirements in § 10 paragraph (1).

§ 19 *Validity period and renewal of pilot exemption certificates*

(1) Class 2 and 3 pilot exemption certificates are valid for five years after issuance. Pilot exemption certificates can be renewed upon application if the applicant can document that he/she, during the certificate's validity period, has maintained his/her knowledge of the waters in the area for which the renewal application has been submitted. The Norwegian Coastal Administration may allow the use of a simulator to maintain knowledge of the waters. The renewal is valid for five years.

(2) Class 1 pilot exemption certificates are valid for two years after issuance. Pilot exemption certificates can be renewed upon application if the applicant can document that he/she, during the certificate's validity period, has made a minimum of two voyages in the fairway. The Norwegian

Coastal Administration may, as an exemption, allow the voyages to be done in a simulator. The renewal is valid for two years. Pilot exemption certificates that have not been renewed can be reactivated up to three years after expiry, if the requirements for renewal are fulfilled during the three-year period.

(3) The renewal application shall include documentation that the requirement for maintaining knowledge of the waters pursuant to paragraphs (1) and (2) has been met and a copy of a valid deck officer certificate. The Norwegian Coastal Administration may stipulate conditions for the renewal, including that the applicant shall take a new full or partial examination, and it may amend the content of the pilot exemption certificate.

(4) Renewal of pilot exemption certificates may take place no earlier than six months prior to the expiration of the validity period of the pilot exemption certificate. The renewal application must be received by the Norwegian Coastal Administration no later than 30 days prior to the expiration of the validity period of the pilot exemption certificate. The Norwegian Coastal Administration may determine whether applications received after this may nevertheless be processed as an application for renewal.

§ 20. Cadet pilot exemption certificates

(1) Someone who is not qualified to obtain a pilot exemption certificate can apply for a cadet pilot exemption certificate. The Norwegian Coastal Administration issues cadet pilot exemption certificates.

(2) Whoever applies for a cadet pilot exemption certificate must:

- a) have, during the last 5 years, completed a coastal sailing course approved by the Norwegian Coastal Administration, and
- b) be able to present a written agreement between the vessel's shipping company, master of the vessel and the applicant concerning systematic training in coastal sailing.

(3) The Norwegian Coastal Administration may stipulate conditions for completion of the systematic training.

§ 21 Navigation with cadet pilot exemption certificates

(1) Cadet pilot exemption certificates are only valid when the master of the vessel has a valid pilot exemption certificate for the fairways for which the cadet pilot exemption certificate has been issued. Cadet pilot exemption certificates may not be used in fairways subject to a class 1 pilot exemption certificate.

(2) The master of the vessel determines when and in which fairways the holder of the cadet pilot exemption certificate can be alone on duty on the bridge.

§ 22. Validity period of cadet pilot exemption certificates

Cadet pilot exemption certificates are valid for three years and cannot be renewed. If the holder of a cadet pilot exemption certificate applies for a pilot exemption certificate upon completing his/her training, the master of the vessel shall issue a written declaration of the completion of training, which is to be enclosed with the pilot exemption certificate application.

Chapter 4. Concluding provisions

§ 23 Provisioning of pilots on board

- (1) If the pilotage lasts for more than three hours, the pilot shall be offered fare on board the vessel.
- (2) Pilots who perform pilotage assignments that last more than twelve hours shall have a cabin that has been cleaned and equipped for sleeping.
- (3) Vessels that do not satisfy the requirement in paragraph (2) shall only be assigned a pilot to ports or pilot boarding areas that can be reached in less than twelve hours.

§ 24 Supervision and control

(1) The Norwegian Coastal Administration is the supervisory authority pursuant to Act no. 70 of 21 June 2019 relating to Harbours and Fairways and authorised to make decisions pursuant to § 37 first paragraph, § 38 second paragraph, § 42, § 47 and § 50 when the decision concerns supervision and control related to § 21 to § 24 of the Act.

(2) The Norwegian Coastal Administration may suspend and confiscate pilot exemption certificates, cadet pilot exemption certificates, qualification certificates for pilot exemption certificate assessors, and the approval of shipping companies, pursuant to § 9 paragraph (4) if:

- a) the holder does not provide the information or documentation that is necessary to verify that he or she fulfils the conditions for having a certificate, or
- b) significant prerequisites on which the issuance of the certificate were based have changed.

§ 25 Appeals

Individual decisions made by the Norwegian Coastal Administration under these regulations may be appealed pursuant to the provisions of the Public Administration Act.

§ 26 Penalties

Breach of §§ 3, 4, 5, 6, 10, 14, 15, 16, 17 and 21 of these regulations or individual decisions pursuant to §§ 7, 8, 9, 10, 11, 12, 19 or 20 of these regulations shall be punishable in accordance with § 51 of Act no. 70 of 21 June 2019 relating to Harbours and Fairways.

§ 27 Entry into force and repeal of regulations

(1) These regulations shall enter into force at 12:00 a.m on 1 January 2015 and apply to vessels that begin voyages within a compulsory pilotage area after this point in time.

(2) The following shall be repealed as of the same point in time:

- a) Regulations no. 1129 of 23 December 1994 relating to the duty to use a pilot in Norwegian waters
- b) Regulations no. 3127 of 3 January 1968 relating to the provisioning of state pilots on board
- c) Regulations no. 1 of 13 November 1978 relating to pilot guidance during pilot shortages
- d) Regulations no. 388 of 25 April 1995 relating to the Norwegian Coastal Administration's pilotage fees

- e) Regulations no. 1 of 8 December 1981 relating to the entry into force of the regulations relating to pilot training etc.

§ 28 Transitional provisions

Holders of pilot exemption certificates that are entitled as of 31 December 2014 to navigate in a fairway for which local restrictions are introduced, or local restrictions are changed as of 1 January 2015, will retain their rights until the next time the pilot exemption certificate must be renewed. The requirements in § 19 will apply for renewal.

Not Official

Annex 1.

Waters within the baselines that are exempt from compulsory pilotage for voyages to and from the pilot boarding area.

The areas mentioned in § 4 paragraph (2) of the regulations shall be determined by drawing straight lines between the geographical coordinates specified below:

(the coordinates have not been reproduced in this English translation. Pls confer the original Norwegian version for geographical coordinates at: https://lovdata.no/dokument/SF/forskrift/2014-12-17-1808/KAPITTEL_5#KAPITTEL_5)

(the areas are also set out in the Norwegian Coastal Administration map solution, Kystinfo, <https://kart.kystverket.no/>. Select: temalag/los og farledsbevis/innselingskorridorer –losplikt)

Not Official

Annex 2.

Pilot boarding areas	Position		Municipality	Comment or restriction
	North	East		
Troms and Finnmark				
Kirkenes inner	69° 47.3'	030° 04.9'	Sør-Varanger	Max LOA 110 ³ , Only by agreement ¹
Kirkenes outer	69° 51.3'	030° 07.2'	Sør-Varanger	
Vardø north	70° 25,0'	031° 06,0'	Vardø	
Vardø south	70° 21,0'	031° 09,0'	Vardø	
Båtsfjord	70° 39,5'	029° 49,0'	Båtsfjord	
Honningsvåg outer	70° 58,0'	026° 16,9'	Nordkapp	Passenger vessels>25.000BT and STS-vessels ⁴
Honningsvåg inner	70° 57,5'	025° 57,4'	Nordkapp	
Fruholmen	71° 05,0'	023° 38,0'	Masøy	>20.000BT and for helicopterboarding ²
Akkarfjordnæringen	70° 47,0'	023° 32,2'	Hammerfest	
Fugløya	70° 06,0'	020° 12,9'	Karlsøy	
Grøtnes	69° 52,4'	019° 47,6'	Karlsøy	Max LOA 110 ³
Hekkingen outer	69° 36,5'	017° 51,9'	Lenvik	
Hekkingen inner	69° 31,7'	018° 01,9'	Lenvik	Max LOA 110 ³
Nordland				
Andenes	69° 19,5'	016° 13,5'	Andøy	
Myre*	69° 00,0'	014° 58,0'	Øksnes	Only by prior agreement ¹
Melbu *	68° 28,0'	014° 48,0'	Hadsel	Only by prior agreement ¹
Lødingen	68° 22,9'	016° 01,7'	Lødingen	
Tranøy inner	68° 18,5'	015° 55,7'	Tysfjord	Only by prior agreement ¹
Tranøy outer	68° 12,7'	015° 35,7'	Hamarøy	
Svolvær*	68° 11,0'	014° 33,0'	Vågan	Max LOA 110 ³ , Only by prior agreement ¹
Molldøra*	68° 13,0'	014° 53,5'	Vågan	Max LOA 110 ³ , Only by prior agreement ¹
Svinøy*	68° 02,0'	013° 35,0'	Vesvågøy	Only by prior agreement ¹
Landegode	67° 30,0'	014° 22,5'	Bodø	
Store Svartoksen	67° 13,9'	014° 07,2'	Bodø	Max LOA 110 ³
Fleinvær	67° 13,5'	013° 46,2'	Gildeskål	
Åsvær outer	66° 17,0'	012° 12,5'	Dønna	
Åsvær inner	66° 15,3'	012° 36,7'	Dønna	Max LOA 110 ³
Møre and Trøndelag				
Grinna*	64° 44,0'	010° 58,0'	Rørвик	Only by prior agreement ¹
Rekkøyråsa*	64° 38,0'	010° 49,0'	Flatanger	Only by prior agreement ¹
Raudøyleia*	64° 24,0'	010° 14,0'	Osen	Only by prior agreement ¹
Flesa	63° 39,0'	009° 14,9'	Hitra	
Grip inner	63° 14,0'	007° 42,2'	Kristiansund	
Grip outer	63° 15,0'	007° 35,9'	Kristiansund	Only by prior agreement ¹

Pilot boarding areas	Position		Municipality	Comment or restriction
	North	East		
Ona	62° 56,0'	006° 27,0'		>25.000BT and only by helicopterboarding
Breisundet	62° 27,0'	005° 58,9'	Giske	
Vanylvsgapet	62° 12,5'	005° 16,9'	Selje	
Western Norway				
Kvannhovden Vest (1)	61° 43,0'	004° 23,5'	Flora	Only by prior agreement ¹ , only by helicopterboarding
Kvannhovden (2)	61° 42,2'	004° 45,5'	Flora	
Hellefjord (3)	61° 39,1'	004° 51,2'	Flora	Only by prior agreement ¹
Frøysjøen (4)	61° 45,0'	004° 56,6'	Flora	Only by prior agreement ¹
Holmengrå West (1)	60° 51,0'	004° 25,9'	Gulen	>30.000BT and by helicopterboarding ²
Holmengrå (2)	60° 51,4'	004° 39,0'	Fedje	
Holmengrå inner (3)	60° 51,4'	004° 45,2'	Fedje	Only by prior agreement ¹
Fedje West (1)	60° 46,0'	004° 27,9'	Fedje	>30.000BT and by helicopterboarding ²
Fedjeosen (2)	60° 44,1'	004° 44,0'	Fedje	
Fedjeosen inner (3)	60° 45,7'	004° 46,1'	Fedje	Only by prior agreement ¹
Korsfjord	60° 08,6'	005° 00,9'	Austevoll	
Rogaland				
Smørstakk	59° 13,1'	005° 21,0'	Bokn	
Skudenesfjord	59° 06,7'	005° 26,2'	Kvitsøy	
Skudenesfjord West	59° 02,0'	005° 10,0'	Karmøy	>30.000BT and by helicopterboarding ²
Feistein	58° 51,0'	005° 30,0'	Sola	
Skagerrak				
Egersund North	58° 26,9'	005° 50,9'	Eigersund	
Egersund South	58° 22,9'	005° 59,9'	Eigersund	
Sokndal	58° 17,9'	006° 13,9'	Sokndal	
Listafjord	58° 10,9'	006° 32,9'	Flekkefjord	
Farsund	58° 01,5'	006° 50,0'	Farsund	
Songvår*	58° 00,7'	007° 51,3'	Søgne	Only by prior agreement ¹
Oksøy	58° 03,3'	008° 05,6'	Kristiansand	
Torungen	58° 23,5'	008° 48,6'	Arendal	
Langesundsbukta	58° 56,5'	009° 47,6'	Larvik	
Oslofjord				
Færder Syd*	59° 00,0'	010° 25,0'	Tjøme	Only by prior agreement ¹
Færder	59° 04,5'	010° 34,4'	Tjøme	
Struten	59° 07,6'	010° 43,2'	Fredrikstad	Only by prior agreement ¹
Hvaler	59° 03,1'	010° 47,0'	Hvaler	Only by prior agreement ¹
Ytre Vidgrunnen	59° 01,7'	010° 51,1'	Hvaler	
Vidgrunnen	59° 01,0'	010° 55,9'	Hvaler	

Pilot boarding areas	Position		Municipality	Comment or restriction
	North	East		
Sekken	58° 58,6'	011° 02,7'	Hvaler	

*Pilot boarding area is not a part of the ordinary transport service and the costs must be covered by the individual vessels.

¹Pilot boarding area may only be used by prior agreement with the pilot master or pilot dispatch centre.

²Shall be used by vessels carrying hazardous or pollutive cargo that is greater than the specified tonnage and for helicopter boarding.

³Only vessels with a max LOA of 110 metres, which do not fall under § 3 paragraph (1), letters c to g or h, where the responsible duty officer on the bridge has navigated the fairway at least once before.

⁴Shall be used on inbound voyages by passenger vessels that are larger than the stated tonnage and by vessels that are to perform STS operations

Not Official

Annex 3. Local restrictions for the use of pilot exemption certificates

The restrictions in column 1 apply to class 2 and 3 pilot exemption certificates and to cadet pilot exemption certificates. If no special restrictions are stated for night navigation, the same restrictions as for daytime navigation apply.

The restrictions in column 2 apply to class 1 pilot exemption certificates and coincide with local pilot service restrictions as to when a pilotage assignment is to be regarded as extraordinary. If no restrictions are specified in column 2, then no differentiated limits have been established and the restrictions in column 1 apply.

The definition of night in this context corresponds to night navigation as defined in § 2 of the regulations.

Place/fairway	Column 1 Restrictions for class 2 and 3 pilot exemption certificates and cadet pilot exemption certificates		Column 2 Class 1 pilot exemption certificate restrictions	
	Day	Night	Day	Night
Oslo Fjord				
Tresten-Sekken to Halden (1001) and Tresten-Løperen to Denofa (1992 and 2007).	No PEC navigation for tows* with length of 75m, width of 20m or a draught of 5 metres or more.			
Sponvikskansen to Halden (1001)	Max LOA 105m		Max LOA 130m	Max LOA 125m
Løperen-Fredrikstad (1002)	Max LOA 125m		Max LOA 150m	
Kjøkkøysundet (2004)	Max LOA 70m		Max LOA 100m	
Vesterelva (2005)	Max LOA 70m		Max LOA 100m	
Fredrikstad-Sarpsborg (2015)	Max LOA 105m		Max LOA 125m	
Alvim/Hafslund – Melløs	No PEC navigation			
Sandvika (2018)	Max LOA 70m		Max LOA 105m	
Drammensfjorden (1010)	Max LOA 125m		Max LOA 150m	
Tønsberg (1012)	Max LOA 105m		Max LOA 125m	
Skagerrak				
Bonden – Sandefjord (1015)	Max LOA 125m		Max LOA 150m	
Langesundet (2043)	Sail through: No PEC navigation Arrival: Max LOA 125m.		Sail through: No PEC navigation Arrival: Max LOA 150m	
Langesundsbukta – Dypingen – Porsgrunn (1023)	Max LOA 125m		Max LOA 150m	
Linnarena (2044)	No PEC navigation			
Porsgrunn – Gråtenløpet (2058)	Max LOA 90m		Max LOA 110m	
Gråtenløpet – Skien	Max LOA 85m		Max LOA 85m	

Place/fairway	Column 1 Restrictions for class 2 and 3 pilot exemption certificates and cadet pilot exemption certificates		Column 2 Class 1 pilot exemption certificate restrictions	
	Day	Night	Day	Night
Jomfrulandsrevet – Kragerø (1025), through Stanggapet	Max LOA 90m Max draught 7,0m		Max LOA 125 Max draught 7,0m	
Jomfrulandsrevet – Kragerø (1025), through Rødskjærgapet (2064)	Max LOA 90m Max draught 9,0m	No PEC navigation	Max LOA 125 Max draught 9,0m	No PEC navigation
Jomfrulandsgapet (2051)	No PEC navigation			
Langøytangen – Kragerø (2052)	No PEC navigation			
Gumøysund – Kragerø (2053)	No PEC navigation			
Kjøpmannsfjord (2054)	No PEC navigation			
Hellefjord (2055)	No PEC navigation		Max LOA 115m Max LOA 95m when draught more than 5m	
Åtangen (2060)	Max LOA 90m		Max LOA 125m	
Snekkevik (2061)	Max LOA 90m		Max LOA 125m	
Litangen (2062)	Max LOA 90m		Max LOA 125m	
Grønnholmgapet (2065)	No PEC navigation			
Grønnholmsgapet – Søndeled (2071)	No PEC navigation			
Kranfjord (2073)	No PEC navigation			
Taraldskjær – Risør (2072)	No PEC navigation			
Stangholmgapet-Risør (2070)	Max LOA 125		Max LOA 150m	
Østergapet – Lyngørleia – Bonden (2074)	No PEC navigation			
Sildeskjær – Gåsholmen (2075)	No PEC navigation			
Gjennom Lyngør (2076)	No PEC navigation			
Kjeholmsgapet (2077)	No PEC navigation			
Tvedestrandsfjord (2080)	No PEC navigation			
Lyngør – Arendal, fairway Bonden – Eydehavn (1030)	Max LOA 125m		Max LOA 150m	
Lyngør – Arendal, fairway Eydehavn – Arendal (1030)	Max LOA 125m		Max LOA 150m	
Galtesund (1031)	Max LOA 125m		Max LOA 150m	

Place/fairway	Column 1		Column 2	
	Restrictions for class 2 and 3 pilot exemption certificates and cadet pilot exemption certificates		Class 1 pilot exemption certificate restrictions	
	Day	Night	Day	Night
Spærholmen – Hesnesbregen (2084)	No PEC navigation			
Merdø – Leiholmsund (2085)	No PEC navigation			
Gamlegapet (2083)	No PEC navigation			
Rivingdypet – Grimstad – Vikkilen (2086)	Max LOA 105m		Max LOA 125m	
East and south of Homborsund (2089)	No PEC navigation			
Homborsundleia (2090)	No PEC navigation			
Lillesand approach (2091)	Max LOA 125m		Max LOA 150m	
Saltholmen – Kristiansand through Randesund (2092)	No PEC navigation			
Kårehausen – Ytrehausen (2094)	No PEC navigation			
Vestergapet – Byfjord (1033)	Max LOA 125m		Max LOA 125m	
Høllen (2096)	Max LOA 105m	Max LOA 90m	Max LOA 125m	Max LOA 95m
Færøsund (2097)	No PEC navigation			
Mannefjord (1034)	Max LOA 125m		Max LOA 125m	
Inner fairway Lindesnes – Vestergapet (2095)	No PEC navigation			
Våre – East of Langeboene (2099)	No PEC navigation, conf. limitations to fairways 2095 and 2100			
Lundegaardsleia (2100)	No PEC navigation			
Rosfjord (2101)	Max LOA 125m		Max LOA 150m	
Reiarsleia (2102)	No PEC navigation			
Farsund (1035)	Max LOA 105m		Max LOA 125m	
Stolsfjorden – Flekkefjord (1040)	Max LOA 105m	Max LOA 100m	Max LOA 125m	Max LOA 100m
Fedafjord – Kvinesdal (2103)	Max LOA 125m		Max LOA 150m	
Melkeholmsundet (2106)	No PEC navigation			
Jøssingfjord (2107)	Max LOA 105m		Max LOA 125m	
Rekefjord (2108)	Max LOA 90m		Max LOA 105m	
Svåholmsundet (2109)	No PEC navigation			

Place/fairway	Column 1		Column 2	
	Restrictions for class 2 and 3 pilot exemption certificates and cadet pilot exemption certificates		Class 1 pilot exemption certificate restrictions	
	Day	Night	Day	Night
Egersund (1041)	Max LOA 105m		Max LOA 125m	
Nordresundet including Maurholmen (2110)	Max LOA 90m		Max LOA 100m	
Hellvik (2111)	Max LOA 85m		Max LOA 90m	
Sirevåg (2112)	Max LOA 90 m		Max LOA 110m	Max LOA 100m
Rogaland				
Karmsundet north of Høgevarde (1501)	Max LOA 125m		Max LOA 150m	
Saudafjorden (1047)	Max LOA 125m		Max LOA 150m	
Vestlandet				
Stokksund-Nyleia (2170)	Max LOA 125m		Max LOA 150m	
Lukksund (2191)	Max LOA 90m		Max LOA 105m	
Storebø (2228, 2231 and 2025 from Grønningen/Drøna to Hundvåkoksen)	Max LOA 105m		Max LOA 125m	Max LOA 110m
Eide (2234)	Max LOA 90m		Max LOA 125m	Max LOA 100m
Kobbeleia (2241)	Max LOA 105m		Max LOA 125m	
Rognesundet (2252)	Max LOA 105m		Max LOA 105m	
Tjuasundet, from Tjuasundet to Eikefet (2263)	Max LOA 105m		Max LOA 125m	
Radfjorden (2264)	Max LOA 125m		Max LOA 150m	
Vatlestraumen (1506)	Max LOA 125m		Max LOA 150m	
Ånnelandsundet (2280)	Max LOA 90m		Max LOA 100m	
Gudvangen (2304)	Max LOA 90m		Max LOA 125m	
Ytre Steinsund (1511)	Max LOA 125m		Max LOA 150m	
Førdefjorden (2323)	Max LOA 105m	Max LOA 90m	Max LOA 125m	Max LOA 110m
Florø (1518)	Max LOA 125m		Max LOA 150m	
Nordgulen (2333)	Max LOA 105m		Max LOA 135m	
Skateatraumen (1521)	Max LOA 125m		Max LOA 150m	
Måløysundet (1523)	Max LOA 125m		Max LOA 150m	
Møre and Trøndelag				

Place/fairway	Column 1		Column 2	
	Restrictions for class 2 and 3 pilot exemption certificates and cadet pilot exemption certificates		Class 1 pilot exemption certificate restrictions	
	Day	Night	Day	Night
Flåvær-Eggesbønes (Flåværsleden 1532)	Max LOA 125m		Max LOA 150m	
Røyrasundet (Flåværsleden 1532)	Max LOA 100m		Max LOA 100m	
Breisundet – Torvik (Flåværsleden 1532)	Max LOA 125m		Max LOA 150m	
Linesleia (2551) and Stokksundet (Leikula 2544)	Max LOA 105m		Max LOA 125m	
Lysøysundet (Leikula 2544)	Max LOA 90m		Max LOA 105m	
Hopsfjorden (2555)	Max LOA 125m		Max LOA 150m	
Grandevika – Asenleia – Buholmsråsa (1546)	Max LOA 125m		Max LOA 150m	
Ivarholmsleden (1556)	Max LOA 125m		Max LOA 150m	
Dolmsundet (1151)	Max LOA 125m		Max LOA 150m	
Nordland				
Leirfjorden-Vefsnsundet (1161)	Max LOA 125m		Max LOA 150m	
Raftsundet (1184)	Max LOA 105m		Max LOA 125m	
Tjeldsundet (1578)	Max LOA 105m		Max LOA 150m	
Træna(2622) (restriction on arrival to port)	Max LOA 95m		Max LOA 105m	
Saltstraumen (2655)	Max LOA 125m		Max LOA 150m	
Værøy (2682) (restriction on arrival to port)	Max LOA 105m	Max LOA 90m	Max LOA 120m	Max LOA 105m
Moskenes (2683)) (restriction on arrival to port)	Max LOA 110m		Max LOA 110m	
Ballstad (2740)	Max LOA 75m		Max LOA 75m	
Gimsøystraumen (2746)	Max LOA 105m		Max LOA 120m	
Hopen	Max LOA 100m		Max LOA 100m	
Osan (Svolvær western harbour)	Max LOA 125m		Max LOA 150m	
Melbu (2779) (restriction on arrival to port)	Max LOA 100m		Max LOA 100m	
Steinesjøen (2790)	Max LOA 120m		Max LOA 120m	
Steinesjøen inner harbour (2790)	Max LOA 75m		Max LOA 75m	

Place/fairway	Column 1		Column 2	
	Restrictions for class 2 and 3 pilot exemption certificates and cadet pilot exemption certificates		Class 1 pilot exemption certificate restrictions	
	Day	Night	Day	Night
Myre inner harbour/within Kartneset (2800)	Max LOA 115m		Max LOA 115m	
Andenes (2853) (restriction on arrival to port)	Max LOA 75m		Max LOA 90m***	
Troms and Finnmark				
Senjahopen (2864)	Max LOA 125m		Max LOA 135m	
Husøy (2877)	Max LOA 90m		Max LOA 100m	
Sommerøy (2873)	Max LOA 95m		Max LOA 110m	
Vannavalen (2911) (restriction on arrival to port)	Max LOA 105m		Max LOA 125m	
Gjesvær (2970) (restriction on arrival to port)	Max LOA 105m		Max LOA 125m	
Skardsholmen-Leirpollen (1213)**	Max LOA 90m** Max draught 6,8m inbound Max draught 7,2m outbound		Max LOA 127m** Max draught 6,8m inbound Max draught 7,2m outbound	

* If the vessel tows or pushes one or more objects, and the object or objects has a total length/width/draught equal to or more than the number given.

**Special restrictions Tana Fjord to/from Leirpollen:

1. A pilot exemption certificate examination must be taken going in and out of Leirpollen for both class 1 and class 2 PEC.
2. For navigating in and out of Leirpollen, the anchors shall be unsecured and manned so that they can be dropped immediately if necessary.
3. Pilot exemption certificates do not apply to navigating in and out of Leirpollen if the wind speed is in excess of 20 metres/second.
4. For a draught greater than 5.5 metres, navigation into Leirpollen shall only take place from 1 hour prior to high tide until 1 hour after high tide.
5. For a draught greater than 5.5 metres, navigation out of Leirpollen shall only take place from 2 hours prior to high tide until high tide.

*** If the vessel is equipped with a bowthruster

Annex 4. Places with separate deadlines for final confirmation of the starting time of pilotage.

For the following locations the Norwegian Coastal Administration may specify separate deadlines for final confirmation of the starting time of pilotage:

Place	Locode	Pilot station
Båtsfjord	NOBJF	Honningsvåg
<i>Båtsfjord Losbordingspunkt</i>	NOZBT	Honningsvåg
Hamnbukt – Porsanger	NOHBT	Honningsvåg
Skarsvåg	NOSKZ	Honningsvåg
Alta	NOALF	Hammerfest
Havøysund	NOHAV	Hammerfest
Finnsnes	NOFNE	Tromsø
Senjahopen	NOSJH	Tromsø
Gryllefjord	NOGRY	Tromsø
Torsken	NOTOR	Tromsø
Sørreisa	NOSRA	Tromsø
Stjernøya	NOSTY	Tromsø
Andenes	NOADN	Lødingen
<i>Andenes Losbordingspunkt</i>	NOZAN	Lødingen
Ballstad	NOBSD	Lødingen
Finnfjordbotn	NOFFB	Lødingen
Gravdal	NOGRD	Lødingen
Leknes	NOLKN	Lødingen
<i>Myrflesan Ankring</i>	NOZNY	Lødingen
Reine	NOREI	Lødingen
Risøyhamn	NORSH	Lødingen
Stamsund	NOSUZ	Lødingen
<i>Svinøy Losbordingspunkt</i>	NOXSI	Lødingen
Å i Lofoten	NOAAA	Lødingen
Værøy	NOVEY	Bodø
Glomfjord	NOGLO	Sandnessjøen
Halsa Meløy	NOHSA	Sandnessjøen
<i>Flesa Losbordingspunkt</i>	NOXRE	Trondheim
<i>Grinna Losbordingspunkt</i>	NOZGI	Trondheim
Hestvika	NOHES	Trondheim
Krigsborgan	NOZKB	Trondheim
<i>Kråkvågfjorden Losbordingspunkt</i>	NOZKR	Trondheim
Kvithylla	NOKIA	Trondheim
Lysøysund	NOLSU	Trondheim
Nordfosen	NONFO	Trondheim
Nordskaget – Frøya	NONSF	Trondheim
<i>Raudøya</i>	NOZRU	Trondheim
<i>Rekkøyråsa Losbordingspunkt</i>	NOXRK	Trondheim

Place	Locode	Pilot station
Rørvik	NORVK	Trondheim
Sandstad	NOHIT	Trondheim
Sandviksberget	NOSAI	Trondheim
Trondheim Reden	NOZTR	Trondheim
Uthaug	NOOUTH	Trondheim
Utvorda	NOOUTV	Trondheim
Valsneset	NOVAE	Trondheim
Halsa	NOHLS	Kristiansund
Nyhamna	NONYH	Kristiansund
Smøla	NOSMO	Kristiansund
Tjeldbergodden	NOTBO	Kristiansund
Vikan – Smøla	NOVSM	Kristiansund
Aukra	NOAUK	Ålesund
Elnesvågen	NOELN	Ålesund
Fiskåbygd – Vanylven	NOFSK	Ålesund
Flem	NOFLM	Ålesund
Fosnavåg	NOFOS	Ålesund
Gursken	NOGUR	Ålesund
Hareid	NOHRI	Ålesund
Hjørungavåg	NOHJO	Ålesund
Liavåg	NOLIA	Ålesund
Midsund	NOMID	Ålesund
Mjølstadneset	NOMSD	Ålesund
Molde	NOMOL	Ålesund
Moldtustranda	NOMLT	Ålesund
Rovde	NOROV	Ålesund
Steinshamn	NOSTH	Ålesund
Ulsteinvik	NOULS	Ålesund
<i>Vanylvsgapet Losbordingspunkt</i>	NOZVG	Ålesund
Vartdal	NOVTL	Ålesund
Ørsta	NOORS	Ålesund
Åheim	NOAHM	Ålesund
Dale	NODSF	Florø
Høyanger	NOHYR	Florø
Leirvik i Hyllestad	NOLEA	Florø
Måløy	NOMAY	Florø
Nordfjordeid	NONFD	Florø
Selje	NOSJE	Florø
Sogndal	NOSOG	Florø
Vågsvåg	NOVVG	Florø
Vik – Sogn	NOVIS	Fedje
Eidfjord	NOEDF	Bergen

Place	Locode	Pilot station
Flåm	NOFLA	Bergen
Gudvangen	NOGUD	Bergen
Granvin	NOGRV	Bergen
Lærdal	NOLRD	Bergen
Jondal	NOJON	Bergen
Odda	NOODD	Bergen
Omastranda	NOOMA	Bergen
Tyssedal	NOTSX	Bergen
Ulvik	NOUVK	Bergen
Årdalstangen	NOARD	Bergen
Fitjar	NOFIT	Viksøy
Fusa	NOFUS	Viksøy
Halsnøy	NOHAZ	Viksøy
Husnes	NOHUS	Viksøy
Høylandsbygda	NOHLB	Viksøy
Rosendal	NORSE	Viksøy
Fiskå – Strand	NOFIS	Tananger
Hjelmeland	NOHJL	Tananger
Tau	NOTAU	Tananger
Steinvig	NOSTI	Tananger
Årdal – Hjelmeland	NOARH	Tananger