

Translation: Only the Danish document has legal validity.

*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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/ Kristina Ravn