

- The master of a vessel must report immediately to the SBP-pilot when and in what way he deviates from advice given by the SBP-pilot;
- SBP is given until the pilot embarks the vessel and he takes over the advice on navigation;
- The masters acceptance of SBP is regarded as satisfying the requirements of pilotage.

2.5.5 Pilot Exemption Certificate (PEC)

2.5.5.1

General PEC

Pilotage is always compulsory for vessels carrying dangerous cargo. Exemption to compulsory pilotage depends on special qualifications of crew members on board as defined by the National authorities.

Upon the completion of a specialised training programme, a Pilotage Exemption Certificate may be granted to a master or mate. Normally this exemption is valid only for a specific vessel and route. A PEC can be limited depending on training and examination, as defined by the National authorities.

Category	Requirements	Modules*
PEC A	3 port calls or 6 one-way voyages per year	1,2 and 3
PEC B	6 port calls or 12 one-way voyages per year	1,2, 3, 4 and 5
PEC C	12 port calls or 24 one-way voyages per year	1,2, 3, 4 and 5
PEC D	18 port calls or 36 one-way voyages per year	1,2, 3, 4 and 5
Note	*Modules: Module 1: National and International rules and regulations Module 2: Language requirements Module 3: Training voyages and familiarisation Module 4: Local rules, communication procedures, regional topography, etc. Module 5: Practical examination (8 trips)	

Every region has its own specialist training tailored to the needs of the port.

2.5.5.2

Special PEC

Smaller sea-going vessels: These vessels, with a maximum LOA of 115 metres and a height (keel to highest fixed point) of 18 metres are exempted from pilotage for the inland parts (river parts) of the designated fairways and up to 200NM from the coast. To obtain a PEC for a smaller sea-going vessel, modules 1 and 2 must be completed. There are no further requirements to maintain this licence.

LNG ship: tanker used for bunkering LNG.

2.5.6 Pilot boarding arrangements

