**Application for pilotage exemption in Greenland**

**How to apply**

It is only possible to apply for a pilotage exemption concerning a specific ship on a specific voyage with a specific bridge team. It is not possible to obtain a general pilotage exemption certificate regarding Greenland waters. As a general rule, qualifications and experience comparable to those of a certified pilot are needed to obtain a pilotage exemption.

Applications for exemptions are made by the shipowner.

In order for a ship to be exempted from the mandatory pilotage requirement, it must be ensured that the rele­vant part of the bridge team has the experience needed from the ship type applied for, solid experience navi­gating polar areas, long-term experience navigating Greenland waters (including ice conditions, the nature of the waters and weather conditions), and in-depth knowledge about the area of navigation applied for.

In order to be exempted from the mandatory pilotage requirement, the shipowner must therefore document that the relevant part of the bridge team meet the following:

* The person concerned must have completed 2 years' navigational experience as a senior officer on board ships where he was required to hold a certificate of competency at the same level as that required for the ship applied for.
* The person concerned must, in general, have completed 360 days at sea as a navigating officer in polar areas or areas of a similar nature during the last 5 years. At least 180 of these days at sea must have taken place in Greenland waters.
* The person concerned must, in general, have been responsible for the voyage[[1]](#footnote-1) as a master or a navi­gating officer at least 10 times in the area of navigation of navigation applied for. This is required to secure sufficient local knowledge.

It is possible for a shipowner to apply for an exemption of longer duration (up to one calendar year) for ships with at least 120 annual days at sea in Greenland waters.

In order for the Danish Maritime Authority to grant an exemption, we need the following documentation:

a. Name of specific vessel,

b. full voyage plan for Greenland waters, and

c. bridge team qualifications and experience navigating the waters concerned.

The relevant qualifications and experience may be necessary for more than one member of the bridge team, depending on the length of the voyage within Greenland waters, in order to ensure that no fatigue issues oc­cur during the voyage, given the fact that the presence of one watch-keeping navigating officer meeting the criteria is constantly required on the bridge for as long as the ship is in areas subject to mandatory pilotage.

For the purpose of the application, the navigational experience is to be divided into each specific area/port and, furthermore, include the total number of calls in polar (or similar) areas and Greenland waters for each individual year.

The Danish Maritime Authority stresses that the navigational experience of each individual member of the bridge team concerned must correspond to the particular area and/or port in Greenland that the ship intends to navigate without a pilot.

When granting a pilotage exemption to a ship, the Danish Maritime Authority always makes an individual assessment and, consequently, further information and/or documentation will be requested when needed.

**Application for pilotage exemption**

|  |  |
| --- | --- |
| Company: |  |
| Name of vessel: |  |
| IMO no.: |  |

Voyage plan for Greenland waters:

|  |  |  |
| --- | --- | --- |
| Voyage plan | Start date | End date |
| Entry Greenland territorial waters |  |  |
| Particular area A, e.g. the Disco Bay |  |  |
| Particular area B |  |  |
| Port XXX, e.g. Nuuk |  |  |
| Exit Greenland territorial waters |  |  |

Name (*repeat for each relevant officer*):

Title:

Experience as senior captain/officer or:

|  |  |  |  |
| --- | --- | --- | --- |
| Experience | Captain/Senior | Start date | End date |
| Ship A |  |  |  |
| Ship B |  |  |  |
| Ship C |  |  |  |
| Ship D |  |  |  |
| Etc. |  |  |  |

Polar navigational experience during last five years:

|  |  |  |  |
| --- | --- | --- | --- |
| Greenland experience | Start date | End date | Days at sea |
| Particular Area A, e.g. the Disco Bay |  |  |  |
| Particular Area B |  |  |  |
| Port XXX, e.g. Nuuk |  |  |  |
| Etc. |  |  |  |
| Total Greenland experience: |  |  |

|  |  |  |  |
| --- | --- | --- | --- |
| Other polar experience | Start date | End date | Days at sea |
| Particular Area A |  |  |  |
| Particular Area B |  |  |  |
| Etc. |  |  |  |
|  |  |  |  |
| Total polar experience: |  |  |

Date and place:

Signature and stamp of applying company

1. A voyage is defined as a passage of the local voyage area applied for or as arrival at or departure from a port/village in the voyage area applied for. [↑](#footnote-ref-1)