

(Translation. Only the Faroese version has legal validity)

Executive order No. 201 of 11 December 2025 on pilotage, payment, control etc.

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Under the provisions in section 3 subsection 2, section 5, section 7 subsection 3, section 10 subsection 3, section 13 subsection 1 and section 14 subsection 1, sections 16 and 18 in Parliamentary Act No. 21 from 16 March 2012 on harbour pilotage (Pilotage act) as amended by section 10 in Parliamentary Act No. 31 from 17 March 2022, the following shall be laid down:

Chapter 1

Definition

Section 1. In this executive order, the following definitions shall apply:

- 1) Pilotage position: Position where the pilotage commences.
- 2) Notification position: A position further out than the pilotage position, where vessels subject to compulsory pilotage shall contact the pilot station for receiving the exact sailing direction to the pilotage position itself.
- 3) ETA: The time when the vessel subject to compulsory pilotage is expected to arrive at the pilotage position in question.
- 4) Roadstead: Position where the vessel casts anchor outside a certain harbour.
- 5) Process agent: Person or company in the Faroe Islands who represents a vessel subject to compulsory pilotage and who according to this executive order is directly liable to pay for pilotage fees, etc.
- 6) Shipowner: Owner of the vessel subject to compulsory pilotage, or other person or company, who on behalf of the shipowner operates the vessel subject to compulsory pilotage and who, according to this executive order, is directly liable to pay for pilotage fees, etc.

Definition of oil, chemicals and others.

Section 2. The terms referred to in section 7, subsection 3 of the Act shall be understood as follows:

- 1) Oil: According to the provisions of Executive order from the Faroese Maritime Authority on prevention of pollution from ships.
- 2) Dirty cargo tanks: Ships in ballast whose tanks have not been entirely washed and have not been rendered safe by means of inert air, after having been loaded with oil.
- 3) Chemicals: Substances in the pollution categories X, Y and Z in chapters 17-19 in the IBC-Code, the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk.
- 4) Gases: Defined as in the international IGC Code, the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk.
- 5) Bunker oil: Fuel oils and other types of oil products used to operate the ship.
- 6) Highly radioactive material: Material covered by the international INF Code, i.e. the International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on Board Ships.

Chapter 2

Pilotage position and notification position

Section 3. For Faroese ports which expect to receive vessels subject to compulsory pilotage one or more pilotage positions shall be appointed. Furthermore, notification position for certain ports shall be appointed, cf. annex 1 in this executive order and the nautical charts in question.

Subsection 2. The pilotage positions are called pilotage position Alfa, pilotage position Bravo, etc. The notification positions are called notification position to pilotage position Alfa, notification position to pilotage position Bravo, etc.

Subsection 3. Pilotage position and notification position may be common for several ports.

Chapter 3

Request for pilotage

Deadlines for arrival

Section 4. Vessels subject to compulsory pilotage arriving at port or roadstead shall, no later than 18 hours prior to the ETA, submit an order for pilotage from the relevant pilot station which provides the pilotage service.

Subsection 2. The vessel subject to compulsory pilotage shall as soon as possible and no later than four hours prior to the ETA initially reported, inform the pilot station about any changes in the ETA.

Deadlines for departure

Section 5. Vessels subject to compulsory pilotage leaving port or roadstead shall submit an order for pilotage from the pilot station in question no later than six hours prior to the estimated time of departure.

Subsection 2. Changes in the departure shall be submitted to the pilot station as soon as possible and no later than two hours prior to the departure time initially reported.

Information which shall follow the request for pilotage

Section 6. The request for pilotage pursuant to section 4, shall be supplied with the following information:

- 1) name of the vessel subject to compulsory pilotage, call sign and IMO identification number, if available,
- 2) gross tonnage, length, breadth and draught of the vessel,
- 3) name of the port or roadstead the vessel is to arrive,
- 4) ETA,
- 5) name of the port or roadstead the vessel is to depart,
- 6) type of cargo on board,
- 7) details of the vessel's manoeuvrability, including inter alia engine power and bow thrusters, and possible limitations and defects in this regard,
- 8) contact information on the person ordering the pilotage, and
- 9 exact information on who is liable to pay for the pilotage.

Subsection 2. A request for pilotage pursuant to section 5, shall include the information specified in subsection 1, item 1, 3 and 6-9.

Chapter 4 Execution of the pilotage

Piloting from the pilotage position

Section 7. When a vessel subject to compulsory pilotage arrives at the pilotage position, cf. annex 1 in this executive order, the vessel shall await the pilot vessel to come alongside for setting the pilot on board.

Piloting from inner pilotage position

Section 8. If due to weather conditions or other circumstances, it is not considered safe to send out the pilot boat to the appointed pilotage position for the harbour in question, the pilot station may in the individual case appoint an inner pilotage position and by means of radio communication and possible other relevant communication equipment advise the vessel how to sail to the inner pilotage position.

Piloting from pilot boat

Section 9. If due to weather conditions or other circumstances, it is not considered safe for the pilot to embark the arriving vessel at an inner pilotage position as stipulated in section 8, the pilot may in consultation with the pilot station decide to carry out the piloting from the pilot boat. The pilot boat shall in such cases navigate ahead of the vessel.

Piloting via radio communication etc.

Section 10. If due to weather conditions, it is not considered safely advisable to send out the pilot boat to meet the vessel, or if other special circumstances prevent the pilotage from being carried out from a pilot boat, the pilot station may, where this is deemed safely advisable, conduct the pilotage by means of radio communication and possible other appropriate communication equipment.

Deferral of the pilotage

Section 11. If due to weather conditions or other particular circumstances, it is not considered safely advisable to carry out the pilotage pursuant to sections 8–10, the pilot station shall point out a safe place for the vessel subject to compulsory pilotage to wait until pilotage can be commenced.

**Chapter 5
Pilotage fee**

Section 12. The pilotage fee is stipulated as an hourly fee based on the size of the vessel being piloted, in accordance with these rules. For vessels:

- 1) 0 up to 2,999 gross tonnage (GT) a fee of DKK 1,540 shall be charged for every commenced clock hour.
- 2) 3,000 up to 9,999 GT a fee of DKK 1,680 shall be charged for every commenced clock hour.
- 3) 10,000 up to 24,999 GT a fee of DKK 1,960 shall be charged for every commenced clock hour.
- 4) 25,000 up to 49,999 GT a fee of DKK 2,310 shall be charged for every commenced clock hour.
- 5) 50,000 GT or above a fee of DKK 2,660 shall be charged for every commenced clock hour.

Subsection 2. A pilotage will never be charged for less than two hours. If the pilotage continues for more than 2 hours, a fee of DKK 980 shall be charged per hour irrespective of the vessel's size.

Subsection 3. The fee for use of the pilot boat is not included in the payment pursuant to subsection 1.

Subsection 4. The vessel's process agent or the shipowner in question pay to the pilot station for the pilot and use of the pilot boat. The pilot station pays the owner of the pilot boat for the use of the pilot boat.

Accrual of payment

Section 13. Payment for pilotage is charged from the time that the pilot boat sets out with the pilot on board and until the pilot has come ashore again.

Subsection 2. If piloted according to section 10, the payment for pilotage is charged from the time that the pilotage commences via radio communication, etc. and until the vessel is made fast alongside the quay or is anchored on the roadstead.

Waiting time payment

Section 14. If pilotage has been requested, but the reported ETA of the vessel is delayed more than one hour without such delay being reported according to the mentioned deadlines in section 4, subsection 2 and section 5, subsection 2, the vessel shall be charged double hourly rate for the time that the pilot has to wait until the pilotage actually commenced, or to the time that the vessel subject to compulsory pilotage finally cancels the pilotage.

Subsection 2. If a pilot has come on board, but is prevented from commencing the pilotage due to circumstances outside the pilot's control, the vessel shall be charged double hourly rate from the time that the pilot came on board and until the pilotage actually commenced, or until the pilot has come ashore again.

Payment obligation

Section 15. The obligation to pay for pilotage, etc. lies with the process agent of the vessel subject to compulsory pilotage, and secondly with the shipowner.

Subsection 2. The fee for pilotage shall fall due 30 days after the date of invoice, and thereafter it will be calculated in accordance with the Act on Interest on Late Payments, etc. (Lov om renter ved forsinket betaling m.v.)

Section 16. Vessels which submit a request for pilotage without being subject to compulsory pilotage shall pay for the pilotage, etc., in accordance with this executive order in the same way as vessels subject to compulsory pilotage.

Chapter 6 Pilots' obligation to report

To the vessel subject to compulsory pilotage

Section 17. The pilot's duty to inform the piloted vessel of various matters pursuant to the Act includes:

- 1) Information on navigation routes in Faroese domestic waters and prohibited sailing areas.

- 2) Relevant IMO recommendations.
- 3) Insufficient or incorrect markings in the sailing area and in the respective nautical charts.
- 4) Consequences of defects on the piloted vessel or its equipment on board.
- 5) Details concerning the navigation.
- 6) Information of significance for the environment pursuant to the Parliamentary Act on Protection of the Marine Environment.
- 7) Order for the navigation.
- 8) Other information of significance to the safe navigation and pilotage.

Subsection 2. The pilot shall inform of the circumstances mentioned in subsection 1 as soon as he arrives on board the vessel, or as soon as he becomes aware of the mentioned circumstances.

To the appropriate authorities

Section 18. The pilot's duty to notify the relevant authorities of various matters concerning the piloted vessel and the maritime traffic in the area in general pursuant to the Act includes:

- 1) failure to comply with IMO recommendations,
- 2) insufficient or incorrect markings in the sailing area and in the respective nautical charts,
- 3) defects and deficiencies on the piloted ship,
- 4) illegal navigation,
- 5) dangerous situations i.e. near miss incidents,
- 6) information of significance for the environment pursuant to the Parliamentary Act on Protection of the Marine Environment,
- 7) other information of significance for society, the marine environment or the safety of other vessels.

Subsection 2. The pilot shall inform of the circumstances mentioned in subsection 1 as soon as he becomes aware of the mentioned circumstances.

**Chapter 7
Pilot stations**

Internal control

Section 19. Pilot stations shall carry out internal control of pilotage activities.

Subsection 2. The internal control shall as a minimum cover registration and follow-up of:

- 1) pilot certificates,
- 2) hours of rest and working environment of pilots, and
- 3) incidents and deviations from prescribed procedures that have created a risk to safety at sea or the environment.

Insurance for pilots

Section 20. Pilot stations shall take out insurance that can cover the liability placed upon the pilot in accordance with section 151 in Decree on the entry into force for the Faroe Islands of the Merchant Shipping Act.

Subsection 2. Pilot stations shall take out insurance that can cover the liability placed upon the pilot as an adviser.

Subsection 3. The insurances mentioned in subsection 1 and 2 must each have a minimum of cover of up to DKK 5 million.

Subsection 4. A pilot station is obliged to annually submit a copy of the insurance policies, including conditions and special terms, to the Faroese Maritime Authority.

Subsection 5. It shall appear from the insurance contract that the insurance company shall inform the Faroese Maritime Authority of any changes or discharge of the insurance contract.

The Faroese Maritime Authority's control

Section 21. The Faroese Maritime Authority shall carry out control of the pilot stations.

Subsection 2. In connection with control, the Faroese Maritime Authority may request registrations deriving from the internal control, cf section 19.

Subsection 3. The Faroese Maritime Authority may require that information related to the control shall be submitted to the Authority in digital form.

Subsection 4. In connection with the control of pilot stations, the Faroese Maritime Authority may charge a fee of DKK 470 per hour from the pilot station concerned.

Complaint

Section 22. Decisions taken by the Faroese Maritime Authority in accordance with this executive order, may be brought before the Faroese Board of Appeal within 4 weeks from the day that the person concerned has been informed about the decision.

Penalty

Section 23. A pilot station who grossly or repeatedly contravenes violation of section 19 and section 20 shall be punishable by a fine.

Entry into force

Section 24. This executive order comes into force the day after it has been promulgated.

Subsection 2. At the same Executive Order No.153 of 21 December 2012 on pilotage, payment etc. is made void.

Subsection 3. At the same chapter 4, section 14 and section 16 subsection 3 in executive order No.152 of 18 December 2012 on pilot certificates and pilot exemption certificates, etc. is made void.

Ministry of Fisheries, Industry and Trade, 11 December 2025

Eiríkur í Jákupsstovu

Minister

/ Pól Egholm

Annex 1

Pilotage position and notification position

Municipality (Pilot stations)	Harbours	Pilotage position	Notification position	Remarks
Eiðis Municipality	Eiði	62°18,66' N and 07°08,53' W	62°20,00' N and 07°09,00' W	Pilotage position and notification position are common for the northern pilotage position and notification position for Sunda Municipality.
Eystur Municipality	Leirvík Norðagøta	62°12,7' N and 06°41,16' W	62°08' N and 06°32' W (To the south) 62°22' N and 06°54' W (Djúpini) 62°23' N and 06° 45' W (Kalsoyarfjørður)	Notification position is common for the notification position for the municipalities of Fuglafjarðar and Klaksvíkar.
Fuglafjarðar Municipality	Fuglafjørður	62°14' N and 06°45' W	62°08' N and 06°32' W (To the south) 62°22' N and 06°54' W (Djúpini) 62°23' N and 06°45' W (Kalsoyarfjørður)	Notification position is common for the notification position for Klaksvíkar Municipality and Eystur Municipality.
Klaksvíkar Municipality	Klaksvík Ánirnar	62°13' N and 06°38' W 62°16,33' N and 06°41,00' W	62°08' N and 06°32' W (To the south) 62°22' N and 06°54' W (Djúpini) 62°23' N and 06°45' W (Kalsoyarfjørður)	Notification position is common for the notification position for the municipalities of Fuglafjarðar and Klaksvíkar Municipality.
Nes Municipality	Toftir	62°03' N and 06°43' W	62°03' N and 06°39' W	Pilotage position and notification position are common with pilotage position and notification position for Runavíkar Municipality and with the southern pilotage position and notification position for Sunda Municipality.
Runavíkar Municipality	Runavík Glyvrar Søldarfjørður Skáli Funningsfjørður Oyndarfjørður	62°03' N and 06°43' W	62°03' N and 06°39' W	Pilotage position and notification position are common pilotage position and notification position for the municipalities of Nes and Sjóvar Municipality and the

				southern notification position and pilotage position for Sunda Municipality.
Sjóvar Municipality	Strendur Selatrað	62°03' N and 06°43' W	62°03' N and 06°39' W	Pilotage position and notification position are common with pilotage position and notification position for the municipalities of Runavíkar and Nes Municipality and the southern pilotage position and notification position for Sunda municipality.
Sunda Municipality	Hósvík Hvalvík Oyri Norðskáli Haldórsvík	The southern pilotage position: 62°03' N and 06 °43' W The northern pilotage position: 62°18,66' N and 07°08,53' W.	62°03' N and 06°39' W (To the south) 62°20,00' N and 07°09,00' W (To the north)	The southern pilotage position and notification position are common with pilotage position and notification position for the municipalities of Runavíkar, Nes and Sjóvar Municipality. The northern pilotage position and notification position are common pilotage position and notification position for Eiði Municipality.
Sørvágs Municipality	Sørvágur	62°06' N and 07°27,5' W	62°03,55' N and 07°32,8' W (To the south) 62°08' N and 07°31' W (To the north)	
Tórshavnar Municipality	Tórshavn Sund Kollafjørður	62°00' N and 62°43' W	61°55' N and 06°37' W	
Tvøroyrar Municipality	Tvøroyri Krambatangi Drelnes	61°31,88' N and 06°44' W.	None	
Vága Municipality	Miðvágur	62°02,233' N and 07°08,462' W.	62°01,25' N and 07°02,8' W	Notification position is common with the southern notification position for Vestmanna Municipality.
Vágs municipality	Vágur	61*28,2' N and 06*44' W	None	

Vestmanna Municipality	Vestmanna	62*08,335' N and 07*10,045' W	62*10,4' N and 07*17' W (To the north) 62*01,25' N and 07*02,8' W (To the south)	The southern notification position is common with notification position for Vága Municipality
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