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RESPONSIBILITIES OF THE MASTER AND THE PILOT DURING PILOTAGE IN FINLAND

Please ensure that you are familiar with the principles set out in this document before pilotage begins and that they are followed throughout the pilotage.

1. Division of responsibilities

- The master remains responsible for the vessel and its navigation and maneuvering throughout pilotage, including ensuring that the vessel is seaworthy and safely manned. The master must also supervise the pilot's actions.
- The pilot provides local expertise and is responsible for performing the pilotage assignment as set out in the Finnish Pilotage Act.
- The pilot's presence or actions do not relieve the master or other bridge watchkeeping personnel of their duties or responsibilities.
- The pilot cannot be assigned duties and responsibilities under the vessel's Safety Management System (SMS).

2. Before pilotage: notification and information exchange

The vessel must give advance notification of its need for pilotage. This notification must also include information on any technical or other deficiencies affecting the safety of the pilot or the pilotage assignment, including deficiencies in bridge manning or watchkeeping. During the master–pilot exchange (MPX), the master must provide and confirm all information relevant to pilotage. The master and pilot jointly confirm the passage and pilotage plan and the division of tasks.

3. During pilotage: bridge manning and cooperation

The master or an officer appointed by the master, together with the relevant watchkeeping personnel, must remain on the bridge throughout pilotage.

The bridge team must maintain the navigational watch, monitor the vessel's position and movements, and comply with COLREGs. The pilot keeps a lookout as part of the pilotage assignment and supports the crew in fulfilling these duties. However, the pilot's presence on the bridge does not replace any personnel required under STCW or relieve the bridge team of its obligation to maintain a proper lookout under COLREGs.

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The master must immediately inform the pilot of any changes or other factors affecting pilotage.

With the master's approval, the pilot may operate the autopilot, radar or other controls and participate in maneuvering in an advisory capacity.

4. Reporting of deficiencies and failure to comply

The pilot must report to the Vessel Traffic Service (VTS) any deficiencies that may affect the safety of the vessel, the environment or people. This information will be forwarded to the competent authority. The pilot's reporting obligation includes failures to maintain safe watchkeeping.

Failure to comply with the duties may result in an administrative penalty fee being imposed on the master, shipowner or their agent.

A condition of the vessel that endangers safety may lead to refusal or discontinuation of pilotage under section 14 or 23 of the Pilotage Act.

5. Legal basis and status of this guidance

This guidance is based on the following: Finnish Pilotage Act (561/2023), inter alia sections 1, 2, 12, 14, 17, 18, 23, 68 and 69; STCW Code, section A-VIII/2; COLREGs.

This document is for guidance and interpretation purposes only. It neither amends applicable law nor supersedes duties or responsibilities laid down in international or national legislation. All safety-related duties and responsibilities of the master and bridge team must be fulfilled during pilotage, including those not expressly addressed in this guidance.

The guidance will form an annex to Finnpilot Pilotage Ltd.'s Terms of Service.