SJÖFARTSVERKET

2026-11-02

Dear Customer,

For decades, we have seen a slow but steady decline in the number of vessel calls. This has long placed a strain on the finances of the Swedish Maritime Administration. To keep pace with general price increases, we have been forced to make continuous cost savings and raise our fees. Despite increased government funding, our revenue is still approximately SEK 100 million below the level needed to secure future essential investments. The Swedish Maritime Administration needs a strong capital base to ensure long-term financial sustainability.

Nevertheless, I am cautiously optimistic that next year's increase in pilotage fee may mark the final stage of the more substantial increases implemented in recent years, allowing us to return to adjustments in line with the inflation. I know you have heard this before, but the outlook I now more favourable.

The increase in pilotage fees has been structured so that starting fee rises more than the pilotage fee, allowing the fee structure to better reflect our actual costs. At the same time, we are introducing differentiated notice periods for final pilot orders. Three quarters of vessel traffic will be able to submit their final pilot orders with shorter notice than today, while vessels calling at port cities with lower traffic volumes will need to submit their final pilot orders earlier. The latter will provide us with more stable basis for planning, more efficient use of resources and a better ability to provide pilotage services at the requested time.

In May 2027, we will evaluate the new pilotage regulations. It is important for us to assess the extent to which the changes have achieved their intended effects. We also want to understand how they have affected our customers and what lessons can be learned from the initial period under the new provisions.

The regulatory changes will enter into force on 1 January 2027.

At the same time, we are continuing our efforts to reduce costs. Changes to collective agreements and the way we plan our operations are under way, with the aim of improving efficiency. We have successfully tested the use of drones in various areas of our operations, saving time, reducing costs and lowering environmental impact. Last year, we reduced administrative staffing by just over ten percent and scaled back our involvement in research. I would argue that cost awareness within the Swedish Maritime Administration is high.

Following the prolonged economic downturn, better times appear to lie ahead in the coming years. Let us hope that the shipping industry will also benefit from this recovery.

Erik Eklund
Director General

SJÖFARTSVERKET

Decisions on changes to the Swedish Maritime Administration's regulations

The following regulatory changes will take effect on 1 January 2027.

Pilotage fees

The starting fee will increase by 16 percent and the pilotage fee by five per cent. Ordering fees, fee reductions and fees for two person assignments will be increased by ten percent.
For deep sea pilotage, transit pilotage in the Sound and Sound pilotage, the basic fee will increase by ten percent, while the fee per nautical mile will increase by between two and ten percent.

Differentiated pilot ordering times

The current general five-hour booking notice period for final pilot orders will be replaced by either four or eight hours, depending on traffic volumes in the respective port city. Port cities with at least 340 pilotage bookings during 2025 will have a four-hour booking notice period, while port cities with fewer than 340 bookings will have an eight-hour notice period. Certain exceptions have been made based on geographical proximity. The classification will be reviewed annually.

Ordering fees

An ordering fee will be charged if a final pilot order is submitted, changed or cancelled after the deadline for submitting a final pilot order has passed. The current option to make one change or cancellation free of charge will be removed. However, it will still be possible to change the starting time of pilotage once by up to 30 minutes without incurring an ordering fee.

Fee reductions

The Swedish Maritime Administration may change the confirmed time up to four hours before the start of pilotage without this being considered a delay. After this point, a fee reduction may apply if the Swedish Maritime Administration postpones the pilotage assignment by more than 30 minutes. A fee reduction will also be granted if pilotage assignments start more than 30 minutes after the confirmed time and the delay is due to the Swedish Maritime Administration.

Fairway dues

The proposal circulated for consultation included an increase in fairway dues in line with the Consumer Price Index at constant tax rates (CPI-CT). At the time of the consultation, CPI-CT was forecast at 1,0 percent. At the same time, it was proposed that contributions to the environmental incentive scheme be reduced by a corresponding amount. The discount rates for vessels participating in the Clean Shipping Index (CSI) were proposed to remain unchanged.

The final CPI-CT figure has since been established at 1,1 percent. The proposal has therefore been revised so that fairway dues will increase by 1,1 percent, with a corresponding adjustment to the environmental incentive scheme. As a result, the overall fee level, including contributions to the environmental incentive scheme, will remain unchanged compared with 2026.

It was also proposed that the threshold for goods classified as low-value cargo be raised from SEK 1,200 to SEK 1,550 per tonne. This adjustment reflects price developments since 2018. This part of the proposal remains unchanged.

Icebreaking on demand

The proposal circulated for consultation included an increase of 19,8 percent in the tariff for icebreaking services provided on request, effective from 1 January 2027. The increase is based on changes in CPI-CT since the most recent tariff revision, as well as the financial targets for fee-funded operations.

Tariffs for recreational vessels in the Trollhätte, Säffle and Södertälje canals

The proposal circulated for consultation included an increase of 14,4 per cent in the tariffs for recreational vessels using the Trollhätte Canal, Säffle Canal and Södertälje Canal, effective from 1 January 2027. The increase is based on changes in CPI-CT since the most recent tariff revision, as well as the financial targets for fee-funded operations.