



ASSOCIATED BRITISH PORTS

SOUTH WALES PILOTAGE

SWANSEA, PORT TALBOT, BARRY, CARDIFF, NEWPORT AND RIVER USK

PILOTAGE ACT, 1987, SECTIONS 7 AND 8

PILOTAGE DIRECTIONS 2017

Associated British Ports (“ABP”) in exercise of powers as a Competent Harbour Authority under the provisions of the Pilotage Act 1987 (“the Act”), and having carried out consultations required by the Act, give the following pilotage directions to ships to be navigated in the South East Wales , South West Wales and Newport Harbour Areas.

These Directions shall come into force on the first day of January 2016 and thereby replace all previous Directions for the above-mentioned Ports within the South Wales Pilotage Area.

These Pilotage Directions will apply to vessels bound to or from the Statutory Harbour Limits of the ports of Swansea, Port Talbot, Barry, Cardiff and Newport when navigating in the Pilotage Area of Associated British Ports Competent Harbour Authority (CHA) or Newport Harbour Commissioners SHA.

1. Definitions

1.1 LIMITS

- 1.2 The waters of the Bristol Channel bounded seawards by a straight line drawn from the lighthouse at Hartland Point to the Southern Lighthouse on Lundy Island and thence through Caldy Island Lighthouse to the mainland and landwards by a straight line drawn from Gold Cliff Point to Walton Bay Signal Station, including the enclosed docks of Barry, Cardiff, Swansea, Port Talbot, Port Talbot Harbour, Newport and the Newport Harbour SHA. Vessels can proceed without Pilot to the designated Pilot boarding areas within the limits.

HARBOUR TOWAGE

- 1.3 “Harbour Towage ” for the purpose of these directions shall mean the assistance provided under standard UK harbour towage terms, to vessels by Statutory Harbour Area (SHA) approved tugs while manoeuvring, docking, undocking or transiting within the SHA or approaches.

2 COMPULSORY PILOTAGE

- 2.1 Pilotage in the South Wales CHA Area is compulsory for the following vessels:
- I. All vessels or tows¹ of over **85.00** metres length overall.
 - II. All vessels or tows¹ of over **20.00** metres length overall carrying:
 - a) Dangerous or noxious liquid substances in bulk²
 - b) Twelve or more passengers.
 - c) Explosives.
 - III. All vessels that are engaging the assistance of “Harbour tugs”

¹ Length of tow to be measured from bow of the towing vessel to stern of the tow

² Merchant Shipping (Dangerous or Noxious Liquid Substances in Bulk) Regulations 1996 as amended

2.2 USE OF A SECOND PILOT

Where it is considered necessary the CHA may require vessels to utilise the services of a second pilot.

2.3 EXEMPTIONS FROM COMPULSORY PILOTAGE

a) The following categories of vessels shall be exempt from compulsory pilotage:

All vessels under 100m LOA and not utilising harbour tugs, moving solely within the confines of the enclosed dock systems at either Swansea, Port Talbot, Barry, Cardiff or Newport

2.4 SPECIAL CIRCUMSTANCES

Deviation from these Directions, in special circumstances such as force of weather, may be allowed but only following a risk assessment of the intended deviation by the Marine Operations Manager, the Harbour Master or an appropriate person who has delegated Harbour Master powers.

3. GENERAL

3.1 These Directions shall come into operation on 1st January 2017.

3.2 These Directions supersede the previous Directions.

3.3 Bona fide deck officers with sufficiently high level of skill, experience, local knowledge and standing within the ships on-board command structure of all vessels subject to compulsory pilotage may apply for and be issued with an appropriate class of Pilotage Exemption Certificate (PEC) as per the supplementary schedules of this direction :

Captain . Rod. Lewis
Marine Operations Manager
Associated British Ports South Wales

Note

Details of Authorisation Procedures regulating Pilotage Exemption Certificates are set out in the following Schedules, which do not form part of these Directions.