



EAST WALES PILOTAGE

BARRY, CARDIFF, AND NEWPORT AND THE RIVER USK

PILOTAGE ACT 1987, SECTIONS 7 AND 8

PILOTAGE DIRECTIONS 2025

Part 1: Commencement, Interpretation and Enforcement

Associated British Ports (“**ABP**”) in the exercise of its duties and powers as a competent harbour authority (“**CHA**”) under the provisions of the Pilotage Act 1987 (the “**1987 Act**”), and having carried out consultations required by the 1987 Act, give the following pilotage directions to Vessels to be navigated in the ABP East Wales and River Usk CHA areas.

Newport Harbour Commissioners are the CHA within the meaning of section 1 of the 1987 Act in respect of the River Usk. ABP CHA has been appointed by Newport Harbour Commissioners, pursuant to section 11(2) of the 1987 Act, to discharge its functions relating to pilotage other than its duty under section 2(1) of the 1987 Act.

Compliance with Pilotage Directions

Failure by the Master of a Vessel to comply with a Pilotage Direction constitutes an offence pursuant to section 15 of the 1987 Act and renders that person liable, on conviction, to a fine of up to level 5 on the standard scale. (subsection 1) or up to level 2 on the standard scale (subsection 3)

Notes to the Pilotage Directions

Some of the Pilotage Directions are accompanied by notes, which are written in italics. These notes provide additional information to further explain a Pilotage Direction and do not form part of that Pilotage Direction.

Commencement

These Pilotage Directions shall come into force on the first day of March 2025 and thereby replace all previous Pilotage Directions for the above-mentioned ports within the ABP East Wales and River Usk CHA Area's.

Definitions

ALRS Vol 6 means Admiralty List of Radio Signals Volume 6 Parts 1 and 2, Pilot Services, Vessel Traffic Services and Port Operations.

Assigned VHF Channel means the VHF Channel as set out in ALRS Vol 6 or the channel that Cardiff LPS or the Harbour Master advise.

Authorised PEC Holder means a Bona Fide Deck Officer named in a PEC and authorised by the CHA in accordance with the schedules to these Pilotage Directions and where:

- (i) in relation to any CHA Area or Vessel, the PEC held relates to the Vessel in question and the relevant CHA area; and
- (ii) the PEC has not been suspended or revoked in accordance with the relevant schedule.

Authorised Pilot means a Pilot authorised by the CHA under section 3 of the Pilotage Act 1987 to provide pilotage services within the CHA Areas and, in relation to any Vessel, a person so authorised in respect of Vessels of that description.

Bona Fide Deck Officer, in relation to a Vessel, includes but is not limited to the Master or First Mate of that Vessel:

Cardiff LPS means the SHA's Local Port Service contactable on the Assigned VHF Channel as described in ALRS Volume 6.

The CHA means ABP SHA or Newport Harbour Commissioners (as applicable) in each of their capacity as a CHA for the relevant CHA Area.

CHA Area means ABP SHA or Newport Harbour Commissioners SHA areas.

Compulsory Pilotage is a reference to scope of Pilotage Direction 1 (Application of Compulsory Pilotage), unless otherwise exempt in accordance with these Pilotage Directions.

Compulsory Pilotage Vessel means any Vessel which meets the criteria set out in Pilotage Direction 1 (Application of Compulsory Pilotage) and is subject to Compulsory Pilotage.

Dangerous Goods means goods or cargoes, whether packaged or in bulk, which meet the criteria in the International Maritime Dangerous Goods ("IMDG") Code for classification as dangerous goods, including:

Dangerous Goods as defined in the IMDG , Classes 1 to 9 inclusive of and including:

- (i) *Marine Pollutants as defined in the Environmentally Hazardous Substances N.O.S.UN 3077 and UN 3082. (MARPOL 73/78 (as amended) Annex III, Regulations for the Prevention of Pollution by Harmful Substances Carried by Sea in Packaged Forms);*
- (ii) *Radioactive Materials referred to in the Code for the Safe Carriage of Irradiated Nuclear Fuel, Plutonium and High Level Radioactive Wastes in Flasks on board Ships (INF Code); and*
- (iii) *Bulk Materials Possessing Chemical Hazards referred to in the Code of Safe Practice for Solid Bulk Cargoes (BC Code).*

Harmful Substances in Bulk as defined and listed in:

- (iv) *MARPOL 73/78 (as amended) Annex I, Regulations for the Prevention of Oil Pollution, Appendix I;*
- (v) *MARPOL 73/78 (as amended) Annex II, Regulations for the Control of Pollution by Noxious Liquid Substances in Bulk.*
- (vi) *Chapter 17 of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code);*
- (vii) *Chapter 19 of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code);*
- (viii) *the IMO Marine Environment Protection Committee (MEPC) circulars listing the substances provisionally assessed by IMO or assessed by tripartite agreement; and*
- (ix) *the IMO Bulk Chemical (BCH) circulars listing the substances for which a hazard profile exists.*

Docks means any dock, quay, wharf, berth located:

- (i) in; or
- (ii) immediately adjacent to (in such circumstances where the Vessel is still situated within) the ABP East Wales CHA Areas or the Newport Harbour Commissioners CHA Area.

ETA/D Message means an estimated time of arrival or departure notification made to Cardiff LPS in accordance with Pilotage Direction Schedule.

Gross Tonnage, in relation to a Vessel, means the tonnage as ascertained in accordance with the International Convention of Tonnage Measurement of Ships 1969, or the Merchant Shipping (Tonnage) Regulations 1982, as amended, and where in accordance with those regulations alternative tonnages are assigned to a Vessel, the Gross Tonnage of the Vessel shall, for the purposes of these Pilotage Directions, be taken to be the larger of those tonnages.

Harbour Master means the ABP Divisional Harbour Master Wales and Southwest or any appropriate officer or person who has been delegated the powers of the Harbour Master.

Harbour Towing means the assistance provided under standard UK harbour towing terms, to vessels by SHA approved tugs while manoeuvring, docking, undocking or transiting within the CHA or approaches.

IMO means the International Maritime Organisation.

In bulk means cargo carried by Vessels in purposely designed cargo storage areas, either packed or loose in large quantities.

Length Overall or LOA means the maximum length of a Vessel, including overhanging structure, cargo or equipment, and if a tug and tow, where objects are being:

- (i) pulled behind the Vessel, the length from the forward end of the Vessel to the aft end of the last Vessel or object towed; or
- (ii) pushed in front of the Vessel, the length from the aft end of the Vessel to the forward end of the object pushed; or

- (iii) towed alongside the Vessel, the maximum length of the longest Vessel, including overhanging structure, cargo or equipment.

Master in relation to a Vessel, means any person (except a Pilot) having or taking command, charge, or management of the Vessel.

Over/Under-Carriage means circumstances where an Authorised Pilot is disembarked or embarked respectively at a location which is not an ABP East Wales Pilotage Boarding Area.

PEC means a Pilotage Exemption Certificate granted under section 8 of the 1987 Act.

Pilot means a person authorised under section 3 of the 1987 Act to act as a pilot by the CHA.

Pilot Boarding/Disembarkation Area means any location identified for the purposes of boarding/disembarkation of a Pilot to a Vessel, as described in Schedule One and shown on Admiralty charts and publications

Pilot Boat means any appropriately certified/coded vessel used by a Pilot.

Pilotage Charges means the pilotage dues and other related charges that the CHA is authorised to make under section 10 of the 1987 Act which are contained in the ABP South Wales tariff.

Pilotage Notification means a notification in an agreed format provided to Cardiff LPS as contained in the ABP South Wales tariff.

Place of Mooring means a quay, berth, wharf, mooring, pontoon or any other place or structure designed for the purposes of making fast a Vessel to.

Port Passage Plan means a formal, systematic and documented navigational plan for all stages of any voyage into, out of, or within the CHA Areas in accordance with the guidelines contained in the appropriate SOLAS regulations, or any similar flag state administration notice issued pursuant to the associated IMO Conventions on Standards of Training, Certification and Watch Keeping for Seafarers (STCW).

Principle Pilot means the authorised pilot allocated to the vessel to act as pilot in accordance with the Pilotage Act 1987.

Second Pilot means an additionally allocated pilot who will act as assistant to the Principal Pilot.

SHA means statutory harbour authority.

Underway means that a Vessel is not at anchor, at a Place of Mooring, or aground.

Vegetable and/or Edible Oils means oils derived from vegetable and animal sources.

Vessel includes a ship, boat, houseboat, raft or craft of any description, however propelled or moved, and includes non-displacement craft, a watercraft, a seaplane on the surface of the water, a hydrofoil vessel, a hovercraft (as defined in the Hovercraft Act 1968) or any other amphibious vehicle and any other thing constructed or adapted for floating on or being submersed in water (whether permanently or temporarily).

Interpretation

In these Pilotage Directions, unless the context otherwise requires:

- (1) Vegetable and/or Edible Oils are deemed to be Marine Pollutants as defined by the International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978 relating thereto, better known as MARPOL 1973/1978, as amended from time to time;
- (2) where the context so requires, the use of the masculine gender shall include the feminine and/or neutral genders and the singular shall include the plural, and vice versa, and the word “person” shall include any corporation, firm, partnership or other form of association; and
- (3) The Pilotage Direction headings do not form part of or affect the construction or interpretation of the Pilotage Directions.

Part 2: Compulsory Pilotage

1. Compulsory Pilotage

Pilotage in the ABP East Wales and River Usk CHA Areas is compulsory for the following vessels:

- (1) all Vessels or tows¹ of over **85.00** metres LOA;
- (2) all Vessels or tows¹ of over **20.00** metres LOA carrying:
 - (a) dangerous or noxious liquid substances in bulk²;
 - (b) twelve or more passengers; or
 - (c) explosives;
- (3) all Vessels that are engaging the assistance of tugs for the purposes of Harbour Towing under UK Standard Towing Terms;
- (4) all Vessels or tows of **60.00** metres or greater LOA but less than **85.00** metres LOA where a Bona Fide Deck Officer has not navigated the port on that Vessel or a Vessel which is, in the Harbour Master’s sole opinion, of a similar class in the past 12 months; and
- (5) any other Vessel that due to the design of the Vessel or the type of planned manoeuvre, including but not limited to the location, the Harbour Master (at their sole discretion) deems it appropriate that the Vessel be under Compulsory Pilotage.

2. Use of a Second Pilot

Where it is considered necessary the Harbour Master may require Vessels to utilise the services of a second Pilot.

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

3. Exemptions from Compulsory Pilotage

The following categories of Vessels shall be exempt from Compulsory Pilotage:

- (1) all Vessels under **100 metres** LOA and not utilising harbour tugs, that are moving solely within the confines of the enclosed dock systems at Barry, Cardiff or Newport; and
- (2) unless requested by the Harbour Master, General Lighthouse Authority Vessels whilst undertaking their General Lighthouse Duties outside of the locked ports.

4. Special Circumstances

Deviation from these Pilotage Directions may be allowed in special circumstances, such as force of weather, but only after a risk assessment of the intended deviation by the Harbour Master, his deputy or an appropriate person who has been delegated Harbour Master's powers and at that person's sole discretion.

Part 3: Requirements for Authorised Pilots / PEC Holders

5. Requirement for Authorised Pilot / PEC Holder.

- (1) Except in accordance with these Pilotage Directions, the Master of any Compulsory Pilotage Vessel must not permit their Vessel to be Underway within the CHA Areas unless piloted by:
 - (a) an Authorised Pilot; or
 - (b) an Authorised PEC Holder; and

the Authorised Pilot or Authorised PEC Holder remains on the bridge at all times whilst that Vessel is Underway within the CHA Areas.
- (2) The Master of a Compulsory Pilotage Vessel that has an Authorised PEC Holder on board must also embark an Authorised Pilot at a Pilot Boarding Point if the Harbour Master, at their sole discretion, deems it necessary.

Note: Any Vessel not subject to the Compulsory Pilotage Direction may opt to take on board an Authorised Pilot by prior arrangement with the Harbour Master and subject to the availability of Authorised Pilots.

6. Over-carriage of Authorised Pilots.

- (1) The Master of a Compulsory Pilotage Vessel must board and disembark Authorised Pilots in accordance with these Pilotage Directions and schedules, and not permit the Over-carriage of an Authorised Pilot, except in accordance with this Pilotage Direction.
- (2) If the Master has the consent of the Authorised Pilot and Cardiff LPS and subject to compliance with any conditions imposed by the Harbour Master, Over-carriage is permitted to an agreed UK port, if:
 - (a) Over-carriage is unavoidable due to stress of weather; or
 - (b) any other circumstance has arisen resulting in Over-carriage being unavoidable.

- (3) Other than in compliance with paragraph (2) above, Over-carriage is not permitted except with the prior express consent of the Harbour Master, no arrangements may be made with an individual Pilot.
- (4) Over-carriage Pilots must be provided with a smoke-free environment both on the bridge and in the accommodation provided.

Note: The CHA is under no obligation to permit Over-carriage of Pilots outside its Pilotage Areas. When deciding whether to give consent under paragraph (3), the Harbour Master will consider the intended UK port disembarkation point, and in the event that consent is given, additional charges will apply as set out in the Pilotage Charges.

Part 4: Authorised PEC Holders

7. Conditions for Use

At all times, the Authorised PEC Holder must conduct the pilotage only within the applicable CHA Areas and in relation to such Vessels as are stated on their PEC.

When conducting pilotage, the Authorised PEC Holder must:

- (1) ensure there is a Port Passage Plan approved by the Master;
- (2) not undertake non-emergency actions not related to pilotage;
- (3) be adequately rested and fit to conduct pilotage;
- (4) ensure the bridge of the Vessel has adequate manning;
- (5) ensure at least one other competent person is immediately available for navigation, including but not limited to steering;
- (6) not conduct pilotage where a tug is required to be secured by a line, unless accompanied by an Authorised Pilot;
- (7) ensure an under keel clearance in line with the Port Guidelines taking into account foreseeable delays or changes of tide;
- (8) report to the Harbour Master if so instructed;
- (9) immediately report any defects to aids to navigation within the CHA area to Cardiff LPS on discovery;

Note: Defects may include but are not limited to lights exhibited incorrectly or being extinguished or buoys being physically damaged or out of position.

- (10) to immediately report to Cardiff LPS any defects to their Vessel which may affect the Vessel's ability to be safely Underway; and
- (11) immediately report to Cardiff LPS any concerns they may have regarding safety of navigation within the CHA Areas.

Note: An Authorised PEC Holder is encouraged to request the services of an Authorised Pilot should such assistance be required. The Harbour Master may insist upon the Authorised PEC Holder being assisted by an Authorised Pilot for a particular Port Passage Plan if, in the Harbour Master's opinion, the circumstances warrant.

8. Reporting Requirements

An Authorised PEC Holder conducting pilotage within the CHA Areas where the Compulsory Pilotage Vessel:

- (1) touches the ground;
- (2) is in a collision / allision or a close quarter situation with another Vessel, fixed or floating object, or marine infrastructure external to the Vessel;
- (3) fouls any underwater pipeline or cable;
- (4) obstructs a fairway; or
- (5) is involved in any other similar accident, incident or near-miss,

Must immediately report the occurrence verbally to Cardiff LPS and, if requested by Cardiff LPS, provide a detailed written report to the Harbour Master as soon as reasonably practicable, and in any event within 24 hours of the occurrence.

Note: In the event of any such occurrence, the CHA will investigate the occurrence, including the conduct of the Authorised PEC Holder, which may include, at the CHA's discretion, requesting that a police constable conducts a drug and alcohol test on the Authorised PEC holder as per the conditions of the PEC. If the Authorised PEC Holder is found to be responsible for the occurrence in question or otherwise at fault, or if they test positive for drugs or alcohol (in accordance with the limits set out in The Railways and Transport Safety Act 2003) or if they refuse to comply with the drug and alcohol test, the CHA may, at its sole discretion, suspend or revoke the PEC.

Part 5: Miscellaneous / Other

9 Responsibility of Masters

- (1) Nothing in these Pilotage Directions relieves the Master of their overriding obligation to ensure safe conduct of their Vessel.
- (2) The Master of a Vessel using the services of an Authorised Pilot within the CHA Areas must remain on the bridge of the Vessel during the act of pilotage and ensure that a member of the crew who is capable of undertaking and executing the Pilot's orders and advice is on the bridge to do so.
- (3) The Master of a Vessel using the services of an Authorised Pilot within the CHA Areas must ensure that a satisfactory lee is created, given prevailing conditions and the safety of the Vessel, when boarding or disembarking a Pilot; and may be requested by the Pilot Boat coxswain to change speed and course to enable this operation to be carried out safely.
- (4) Pilot ladders must be rigged in accordance with the regulations Stated in SOLAS Chapter V, Regulation 23 and IMO resolution a.1045(27). Pilot embarkation and disembarkation operations will not be conducted with incorrectly rigged or deficient pilot ladders, and will be reported to the Maritime and Coastguard Agency (MCA) the UK port state control authority, and other appropriate industry bodies.

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Associated British Ports

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

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