



Port of Liverpool

Pilotage Directions 2015

PORT OF LIVERPOOL

PILOTAGE DIRECTIONS 2015

1. PILOTAGE DIRECTIONS

The Mersey Docks and Harbour Company Limited as the Competent Harbour Authority (CHA) for the Port of Liverpool and as agent for The Manchester Ship Canal Company Limited (in respect of the Manchester Harbour Area) and Associated British Ports (in respect of Garston Docks) pursuant to the Pilotage Act of 1987 and in exercise of their powers under Section 7 of the said Act hereby give Pilotage Directions for the Port of Liverpool, the Manchester Harbour Area and Garston Docks.

2. DEFINITIONS

Unless the context otherwise requires:

- (a) “the Act” means the Pilotage Act 1987 and any statutory amendment or re-enactment thereof;
- (b) “Certificate” means a Pilotage Exemption Certificate granted by the Company;
- (c) “the Company” means The Mersey Docks and Harbour Company Limited, Maritime Centre, Port of Liverpool L21 1LA;
- (d) “Dangerous Goods and/or Harmful Substances” means those cargoes defined in Schedule 1 hereof;
- (e) “Garston Docks” means the docks at Garston;
- (f) “the Harbour Master” means the Harbour Master appointed by the Company and includes his authorised deputies and assistants and any person so authorised by the Company to act in that capacity;
- (g) “ISPS” means the International Ship and Port Facility Security Code;
- (h) “Length” means the overall length of the vessel;
- (i) “Manchester Harbour Area” means the entrance locks at Eastham to the Manchester Ship Canal, the entrance lock to the Queen Elizabeth II Dock and the area of the River Mersey downstream of Warrington Bridge which forms part of the Harbour and Port of Manchester;
- (j) “Pilotage Manager” means the Pilotage Manager from time to time of the Company;

- (k) “the Port” and “the Port of Liverpool” means the Port of Liverpool as defined in The Mersey Docks and Harbour Act 1971 and any statutory amendment or re-enactment thereof together with the Manchester Harbour Area and Garston Docks;
- (l) “Port Operations Control” means the Port Operations Control for the Port of Liverpool (Mersey VTS);
- (m) “Pilot” means a pilot authorised by the Company;
- (n) “Deck Officer”, in relation to a vessel, includes but is not limited to the Master and First Mate.

In these Directions, the singular shall include the plural and vice versa and words importing gender shall include any other gender unless the context otherwise requires.

3. COMPULSORY PILOTAGE

Pilotage shall be compulsory for any vessel meeting any of the following criteria:

- (a) Any vessel 82m and above in length, including a vessel under tow where the length of tug and tow exceeds 82m, navigating within the Port;
- (b) Any vessel less than 82m in length navigating within the Port when any of the following apply:
 - (i) carrying Dangerous Goods and/or Harmful Substances;
 - (ii) the navigation of which is in the opinion of the Company affected by a defect in or damage to the vessel or her equipment or incompetence or inadequacy of the vessel’s Master or crew;
 - (iii) navigating within the Port limits solely to adjust her compass;
 - (iv) carrying more than 12 fare-paying passengers;
 - (v) in respect of a vessel of more than 50 gross tonnes, the Deck Officer has not previously navigated that vessel or a vessel of a similar class to that vessel within the Port within the previous 12 months.

4. PILOTAGE EXEMPTION CERTIFICATES

The following Directions apply to the granting of Pilotage Exemptions:

- (a) **Vessels of 82 metres and above in length**
A Certificate for a bona fide Deck Officer of a vessel of 82m and above in length will be granted by the Company, on examination, and on the written application of such Deck Officer, provided that:

- (i) Such Deck Officer shall:
- hold a valid Certificate of Competency for the class of vessel to which the Certificate is intended to relate;
 - have experience of navigation in the Port and knowledge of the Port Directions, Byelaws, Guidelines, Codes of Practice, Port Control System and the English language, which experience is sufficient in the opinion of the Company to enable the applicant to be capable of navigating the vessel of which he is Deck Officer in the Port and of manoeuvring the said vessel alongside;
 - have satisfied the Company in examination that he has the skill sufficient for the purpose of piloting the vessel to which the Certificate is to relate within the Port, and
 - as bona fide Deck Officer of a vessel of substantially the same class as that to which the Certificate is to relate, have performed:
 1. not less than 36 trips (18 in, 18 out), or
 2. in respect of any vessel of 95m or less in length that does not carry Dangerous Goods and/or Harmful Substances, except for class 3 with flashpoint greater than 23°C in bulk or a dredger, 20 trips (10 in and 10 out).
- (ii) In each case, the trips shall be through the area to which the Certificate is to relate and in the case of a dredger, between the dredging area in the area to which the Certificate is to relate and the spoil ground.
- (iii) At least one of such trips shall be undertaken in darkness and 50% accompanied by an appropriate Liverpool Pilot and all within the period of 12 months immediately preceding the application for a Certificate. During each such trip the applicant must have been with the bridge team of such vessel. The trip in darkness shall preferably be inward bound and shall preferably be under the supervision of a First Class Pilot and the Pilotage Manager.
- (iv) Applicants employed on LNG vessels and all vessels of 160m and above in length must undertake a targeted Liverpool Pilotage simulator course approved by the CHA in addition to the normal requirements for a vessel of that size (Details available upon request).
- (v) Where the Company is not satisfied that the necessary experience referred to in paragraph 4(a)(i) above has been attained, the Company may require such Deck Officer to perform one or more further trips through the area to which the Certificate is to relate in a vessel of substantially the same class as that of the vessel to which the Certificate will relate, accompanied by a Pilot until it is so satisfied.
- (vi) Applicants are required to provide written evidence that they have conducted a familiarity trip on a Liverpool harbour tug with a minimum of one actual/simulated push mode operation with a vessel of substantially the same class as that of the vessel to which the Certificate will relate.

(b) Vessels of less than 82 metres in length

A Certificate for a bona fide Deck Officer of a vessel of less than 82m in length that is required pursuant to these Pilotage Directions to have a Pilot on board, will be granted by the Company, on examination, subject to the same provisions as apply to the granting of a Certificate for Deck Officers of vessels of 82m and above in length pursuant to paragraph 4(a) hereof.

(c) Towage Endorsement

- (i) At no stage may a Certificate holder engage in towing operations where a tug is secured by a line unless they are in possession of a Towage Endorsement to their PEC. Otherwise, tugs may only be engaged in push mode only and if the circumstances of an operation require the connecting of a tug by a line then an authorised Liverpool pilot must be employed.
- (ii) The endorsement is gained by providing written evidence that an initial Towage Workshop has been undertaken, similar to that offered by Liverpool Pilotage Services Limited or other workshop approved by the CHA.
- (iii) An annual workshop will be required for renewal of the endorsement if the PEC holder cannot provide written evidence that they have engaged in four towing operations where a tug is secured by a line during that calendar year.
- (iv) A Towage Workshop will be required at revalidation of a PEC.

(d) Renewal of Certificates

A Certificate will be renewed annually on the first day of January in any year on the written application of the relevant Deck Officer, provided that the said Deck Officer shall have performed 24 trips (12 in, 12 out) or in respect of any vessel of 95m or less in length that does not carry Dangerous Goods and/or Harmful Substances in bulk, except for class 3 with flashpoint greater than 23°C in bulk or a dredger, 12 trips (6 in, 6 out), through the area to which the Certificate is to relate, including 4 trips (2 in, 2 out) to or from each sub area within the Port to which the Certificate is to relate, in the 12 months preceding the date of renewal as bona fide Deck Officer of a vessel to which the Certificate relates.

(e) Revalidation of Certificates

Where a certificate is continuously renewed the holder will be subject to a reassessment during the year after the fourth renewal by means of a check ride. If the candidate's performance is satisfactory the subsequent renewal will be classed as a revalidation. If there is any cause to doubt a candidate's performance or evidence that their local knowledge has not been kept up to date, a full re-examination will be required. It is the Certificate holder's responsibility to ensure that this check ride is requested in line with the timing stated above.

(f) **PEC Areas**

There are five designated areas for the purposes of a Certificate, namely A, B, C, D and E as defined below. Within Areas A – D, there are sub areas in the form of river entrances and river berths.

- (i) A full Certificate shall have effect within the areas bounded by the outer Port limit (6.5mls west of the Bar Light) to a position in the River Mersey bounded by a straight line drawn on a bearing of 229° T from Stalbridge Dock West Pier Head to Eastham Locks East Pier Head (50ft lock), encompassing all the areas from A to E inclusive.
- (ii) **Area A** comprises the area bounded by the said Outer Limits of the Port to a straight line drawn across the approach channel of the Port on a bearing of 052° T from C13 green conical buoy to C10 red can buoy
- (iii) **Area B** comprises the area bounded by a straight line drawn across the approach channel on a bearing of 052° T from C13 green conical buoy to C10 red can buoy to a straight line drawn on a bearing of 071° T from the Rock Lighthouse to Gladstone River Entrance West Pier Head.
- (iv) **Area C** comprises the area bounded by a straight line drawn on a bearing of 071° T from the Rock Lighthouse to Gladstone River Entrance West Pier Head to a straight line drawn on a bearing of 073° T from the south east corner of the Cammell Laird River Wall (53° 22.98'N 003° 0.31'W) to the docking lights at Brunswick Dock.
- (v) **Area D** comprises the area bounded by a straight line drawn on a bearing of 073° T from the south east corner of the Cammell Laird River Wall (53° 22.98'N 003° 0.31'W) to the docking lights at Brunswick Dock to a straight line drawn on a bearing of 229° T from Stalbridge Dock West Pier Head to Eastham Locks East Pier Head (50ft lock).
- (vi) **Area E** shall comprise an area bounded by the Liverpool Internal Dock System. A certificate for this area in addition to the general tripping requirements shall require the Deck Officer to have navigated that vessel or that class of vessel for at least 3 calendar months in Area E. A qualifying trip within area E is defined as any movement between two different berths where the vessel is securely made fast at such berth.
- (vii) **Specific River Entrances.** A Certificate may be issued restricted as to the river entrance or river berth in respect of which it is to have effect and the relevant river entrance or river berth in respect of which such restricted Certificate it is to have effect will be identified as follows:

C1 Gladstone River Entrance Area

C2 Langton River Entrance

- C3 Seacombe/Woodside Stages
- C4 Alfred River Entrance
- C5 Liverpool Landing Stage
- C6 12 Quays
- C7 Cammell Laird Wet Basin and Dry Docks
- D1 Tranmere Oil Stages
- D2 Bromborough River Wall/Eastham Locks/QEII Lock
- D3 Garston

5. ACCIDENTS/INCIDENTS

Procedure in relation to accidents or incidents involving the holder of a Certificate.

It is the responsibility of any Certificate holder to undertake the following actions should they be involved in any incident or accident within the Port:

(a) Preliminary Procedure

- (i) Following any accident or incident involving a vessel within the Port whilst under the charge of a Deck Officer who is the holder of a Certificate, such Deck Officer shall submit in writing to the Pilotage Manager, and as soon as practicable, a report of the accident or incident.
- (ii) Upon receipt of such report the Pilotage Manager of the Company may request an interview with such Deck Officer who may, if he so wishes be accompanied by a companion.
- (iii) Having established the facts the Pilotage Manager may take no further action or refer the matter to the Harbour Master who may suspend such Deck Officer and hold an inquiry.

(b) The Inquiry

- (i) The inquiry shall be heard before the Company's Pilotage Committee, which shall be chaired by the Harbour Master and shall include the Pilotage Manager and a representative of Liverpool Pilotage Services Limited.
- (ii) The Deck Officer may, if he so wishes be accompanied by a companion.
- (iii) The facts of the case and the disciplinary action to be taken shall be submitted to the Company for its endorsement. The Company may take the advice and penalty as so given or reduce it, but shall not increase it nor impose no penalty.
- (iv) The following actions may be taken in relation to the relevant Deck Officer:
 - 1. A caution to be recorded and deleted after six months;
 - 2. A warning to be recorded and deleted after six months;

3. A reprimand to be recorded and deleted after one year;
4. A re-qualification and re-examination and / or a check trip, or
5. Suspension or revocation of Certificate in accordance with section 5(c).

(c) Suspension and Revocation of Pilotage Exemption Certificates

A Certificate may by written notice be suspended or revoked in the following cases:

- **Case 1:** Whereby an event has occurred as a result of which the Company is no longer satisfied of the matters specified within section 4(a).
- **Case 2:** Whereby the Company thinks that the Certificate Holder has provided false information as to any of the matters specified within section 4(a).
- **Case 3:** Whereby the Company thinks that the Certificate Holder has been guilty of professional misconduct while piloting a ship.
- **Case 4:** Whereby pilotage notification was given in reliance on the person's certificate and, in the event, the pilotage was carried out by a person who was neither an authorised Pilot nor acting in accordance with a Pilotage Exemption Certificate.

The maximum period for which a Pilotage Exemption Certificate may be suspended is 28 days. If the Company has suspended a Certificate and is considering whether to revoke it, the Company may by written notice extend the suspension for a single period of up to 28 days. A suspended Certificate may be revoked on the same or different grounds.

(d) Appeal Procedure

The relevant Deck Officer may within five business days from the date of being informed in writing of the Committees decision appeal against that decision by notifying the Pilotage Manager in writing of his intention to appeal. The appeal shall be heard by a director of the Company, the Pilotage Manager and a Director of Liverpool Pilotage Services Limited and their decision will be final.

For the avoidance of doubt, where an appeal against revocation of a Certificate is unsuccessful, the effective date of the revocation will be the date of the inquiry and not the appeal.

6. BOARDING AND DISEMBARKING STATIONS

- (a) The sea stations for the boarding and disembarking of Pilots from and to pilot boats shall be as follows:
 - (i) Liverpool Bar Station, which is situated in the vicinity of the Bar Buoy which is positioned at a point approximately 53° 32'N 3° 21'W, or such other location as may be nominated from time to time by the Company;
 - (ii) In the case of bad weather or at the request of the Master or for large vessels on certain trades as specified from time to time by the Company; Lynas Station

which is situated off Point Lynas, Anglesey at a point approximately 53° 25'N 4° 17'W or such other location as may be nominated from time to time by the Company.

- (b) Boarding and landing within the River is prohibited other than at special locations on a case by case basis at the discretion of the Company and with the agreement of the Pilot and the Launch Coxswain.

7. VESSELS WARPING IN THE PORT OR MOVING WITHIN GARSTON DOCKS

- (a) Any vessel that is subject to compulsory pilotage may move along its berth without a Pilot only if all of the following conditions are met:
 - (i) the manoeuvre is adequately risk assessed taking into account all of the conditions contained within this Direction;
 - (ii) safety procedures are documented and adhered to;
 - (iii) the total distance to be moved is less than 100m and is along one continuous quay wall;
 - (iv) the vessel's bridge is adequately manned throughout the move;
 - (v) the vessel's engines are available for immediate use throughout the manoeuvre;
 - (v) the weather parameters are suitable;
 - (vii) at least one line forward and aft are to remain on quay throughout the manoeuvre;
 - (viii) a sufficient number of crew are provided to safely handle the lines;
 - (ix) there are no other vessels manoeuvring within the area;
 - (x) the use of tugs is not required nor requested, and
 - (xi) permission is gained from the relevant Dock Master prior to any movement.
- (b) Any vessel that is subject to compulsory pilotage must have a Pilot or Certificate holder on board for any move whereby any of the above conditions cannot be met.
- (c) A vessel which is being moved from a berth or point within Garston Docks to another berth or point within Garston Docks without entering the River Mersey shall not be required to have a Pilot on board.

8. PILOTAGE NOTIFICATION

Pilotage notification is notification that the ship will be navigated within the Port and that a Pilot is required or that a Certificate holder shall pilot the vessel under this Direction. The Master of a vessel commits an offence if the vessel is navigated within the Port and fails to provide notification as defined below:

(a) Inward Bound Vessels

- (i) An Estimated Time of Arrival message (“ETA”) shall be sent to the Port Operations Control for each inward bound vessel for which a Pilot is required. The ETA must be received at the Port Operations Control at least 24 hours before the expected time of arrival of the relevant vessel at the Pilot Station at which the Pilot is to be boarded, and shall state:
- Vessel’s name
 - Draught
 - Gross Tonnage
 - Overall length
 - Destination
 - Date and time of expected arrival of the vessel
 - Pilot Station at which the Pilot is to be taken
 - Last port of call
 - ISPS security level relating to the relevant vessel
 - Origin of message (VHF, MF, e-mail, ships agent etc.)
- (ii) If a vessel will not arrive within 3 hours after the time specified in the ETA, an amended ETA must be sent to the Port Operations Control at least 8 hours before the time stated in the original ETA (and at least 12 hours before the new ETA).
- (iii) If a voyage is of less than 24 hours duration, a vessel shall be required to give the ETA to Port Operations Control immediately on leaving its last port prior to arriving at the Port.
- (iv) If a vessel fails to arrive at the relevant Pilot Station within 6 hours after the time stated in the last ETA notification, the ETA shall be deemed to have lapsed.
- (v) Failure to comply with the above requirements will result in an increase of pilotage charges payable for the vessel, as provided in the schedule of Pilotage Charges.
- (vi) Failure to comply with the above requirements shall result in an increase of pilotage charges payable for the vessel, as provided in the Schedule of Pilotage Charges.
- (vii) Provision of a Pilot requested with less notice than specified above will be dependent upon the availability of a Pilot, pilot boat and, if required, a lock window.

(b) Outward Bound Vessels

- (i) An Estimated Time of Departure message (“ETD”) shall be sent to the Port Operations Control for each outward bound vessel and each vessel to be moved solely within the Port and for which a Pilot is required. The ETD must be received

at the Port Operations Control at least 3 hours before the intended departure time of the relevant vessel and shall state:

- The vessel's position
 - Estimated time of departure
 - Gross Tonnage
 - Overall length
 - Next port of call
 - Sailing draught
- (ii) When a Pilot is required for an outward bound vessel or a vessel moving solely within the Port at least 3 hours' notice must be provided.
- (iii) Failure to comply with the above requirements shall result in an increase of pilotage charges payable for the vessel, as provided in the Schedule of Pilotage Charges.
- (iv) Provision of a Pilot requested with less notice than specified above will be dependent upon the availability of a Pilot, pilot boat and, if required, a lock window.

(c) Pilotage Exemption Certificate Holders

Vessels entering or leaving the Port under Pilotage Exemption shall make the above declarations (excluding Pilot Station) together with Pilotage Exemption Certificate Number.

9. COMMUNICATIONS

Port Operations Control may be contacted as follows:

Duty Officers: +44 (0) 151 949 6132 or +44 (0) 151 949 6134
Booking of Pilots: +44 (0) 151 949 6131 or +44 (0) 151 949 6133
Fax: +44 (0) 151 949 6090
Email: vts.pilotage@merseydocks.co.uk

Vessels passing The Skerries inbound from the West to the Liverpool Bar Pilot Station are advised to establish early notification of instructions by calling "Lynas Pilot" on VHF Channel 9. Channel 16 may be used to establish initial contact.

Vessels inbound from the North or Northwest to the Liverpool Bar Pilot Station should call "Liverpool Bar Pilot" on Channel 11, or Channel 12 when in range. Channel 16 may be used to establish initial contact.

Vessels bound for the Lynas Pilot Station should call "Lynas Pilot" on VHF

VHF Channel 9 and Channel 16 may be used to establish initial contact.

SCHEDULE 1

For the purposes of these Pilotage Directions, “Dangerous Goods and/or Harmful Substances” (section 2(d)) means:

- (i) dangerous goods as defined in the International Maritime Dangerous Goods Code (“IMDG Code”), including those classified as a marine pollutant, carried in bulk;
- (ii) bulk materials possessing chemical hazards defined as Group B cargoes in the International Maritime Solid Bulk Cargoes Code (IMSBC Code);
- (iii) harmful substances in bulk so defined and listed in:
 - (1) MARPOL 73/78 Annex I, Regulations for the Prevention of Oil Pollution;
 - (2) MARPOL 73/78 Annex II, Regulations for the Control of Pollution by Noxious Liquid Substances in Bulk;
 - (3) Chapter 17 of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code);
 - (4) Chapter 19 of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code);
 - (5) the IMO Marine Environment Protection Committee (MEPC) circulars listing the substances provisionally assessed by IMO or assessed by tripartite agreement, and,
 - (6) the IMO Bulk Chemical (BCH) circulars listing the substances for which a hazard profile exists;
- (iv) more than 10 kilograms in aggregate of explosives in IMDG Code Division 1.1, 1.2, 1.3 and 1.5;
- (v) more than 25 tonnes of sodium chlorate or potassium chlorate, or more than 500 tonnes of ammonium nitrate of IMDG Code Class 5.1;
- (vi) 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 where “in bulk” means directly and without intermediate forms of containment in any hold, tank or cargo space which is a structural part of or permanently attached to a vessel.

List of Amendments

No.	Effective Date	Details
1	01/05/2015	Original as issued
2	31/08/2016	Section 4(f)(iv) & (v) – redefining south east corner of Cammell Laird River Wall
3	23/09/2016	Revised definition for Dangerous Goods and/or Harmful Substances