

## **PEEL PORTS PILOT EMBARKATION PROCEDURE**

Following the outbreak of the coronavirus COVID-19 the UK Department for Transport in consultation with Public Health England, has issued updates on the spread of the virus and guidelines ([UK Gov Guidance for shipping and sea ports on coronavirus\(COVID-19\)](#)) for the steps necessary to prevent the spread of the virus. Further useful advice for ship operators can be found at [Advice for ship operators for preparedness and response to the outbreak of COVID-19](#).

In support of those guidelines, the Peel Ports Group have provided the following Pilot Embarkation Additional Procedure for the embarkation of pilots and subsequent vessel transit. With the declaration of coronavirus COVID 19 as a pandemic, in order to reduce the risk to both Ships Crew, Pilots and Boat crews, this Pilot Embarkation Additional Procedure applies as far as practicable to all vessels:

Responsibility for carrying out the following Pilot Embarkation Additional Procedure rests with the vessel's master assisted by the shipowner and local ship agent as appropriate.

### **Pilot Embarkation Special Procedure**

- All vessels must have submitted the required Maritime Declaration of Health to the local Port Health Authority.
- On arrival VTS/LPS will ask for confirmation that MDH has been submitted and that there has been no change since.
- The embarking pilot will provide a Pilots Medical Declaration to the ship's agent prior to embarkation.
- Where possible, one hour before the pilot embarkation time, non-essential crew should remain clear of the designated route from the pilot embarkation point (either pilot ladder, accommodation ladder etc.) to the wheelhouse, especially where the route is within enclosed spaces.
- Immediately prior to pilot embarkation, all surfaces and equipment in the wheelhouse, or on the bridge wings, that the pilot may touch must be cleaned with a suitable cleaning solution.
- The wheelhouse, where possible, should remain well ventilated via the opening of external doors or windows. But with ships internal ventilation system to the wheelhouse turned off.

**Group Harbour Master**

**Peel Ports Group**

Maritime Centre  
Port of Liverpool  
L21 1LA

T : +44 (0)151 949 6113

F : +44 (0)151 949 6001

E : [gary.doyle@peelports.co.uk](mailto:gary.doyle@peelports.co.uk)

W : [www.peelports.co.uk](http://www.peelports.co.uk)

- All crew at the embarkation point must wear a protective mask and rubber gloves.
- The crew member assigned to escort the pilot from the embarkation point to the wheelhouse must wear a protective mask and rubber gloves.
- Where possible, the route from the embarkation point to the wheelhouse should be via the open deck, as opposed to within enclosed spaces, and clear of ventilation exhausts.
- The wheelhouse should be cleared of all crew not essential to the navigation of the vessel, and all crew members present must wear a protective mask and rubber gloves.
- The Pilot and Master will only sight relevant documents.
- Unless necessary for the safety of the pilot (i.e. during the embarkation process), crew or vessel, the pilot and crew should remain at least 2m apart.
- Similar precautions must be taken during disembarkation of the pilot either ashore or to the pilot launch.

If any vessel is not able to comply with the requirement of this notice they are required to notify Medway Pilots.

Failure to comply with this notice may result in your pilot being cancelled or your vessel being delayed.

**Group Harbour Master**  
**Peel Ports Group**  
Maritime Centre  
Port of Liverpool  
L21 1LA

T : +44 (0)151 949 6113  
F : +44 (0)151 949 6001  
E : [gary.doyle@peelports.co.uk](mailto:gary.doyle@peelports.co.uk)  
W : [www.peelports.co.uk](http://www.peelports.co.uk)