

2nd August 2022



THE BRISTOL PORT COMPANY

PILOTAGE DIRECTIONS

EFFECTIVE FROM 2nd August 2022

PILOTAGE DIRECTIONS

THE BRISTOL PORT COMPANY as the Competent Harbour Authority for that part of Bristol's Harbour described as "the designated harbour" together with the "added pilotage area" in the Port of Bristol Harbour (Deep Sea Container Terminal) Revision Order 2010 No 2020, acting under powers contained in the Pilotage Act, 1987, gives the following Pilotage Directions to have effect from 2nd August 2022. These Directions supercede those issued by THE BRISTOL PORT COMPANY which had effect from 1st April 2014.

For ease of reference, the "added pilotage area" is described thus in the 2010 HRO:

The added pilotage area shall be the area shown hatched in blue on the pilotage plan, being so much of the area of the Severn Estuary as is bounded by an imaginary line commencing at Wharf Point (latitude 51°29.9' north – longitude 002°43' west) and from there drawn along the line of mean high water springs in a generally south westerly direction along the south side of the Severn Estuary to Foreland Point (latitude 51°14.7' north – longitude 003°47' west), then straight in a northerly direction to Porthcawl Breakwater Head (latitude 51°28.4' north – longitude 003°42' west), then along the line of mean high water springs in a generally easterly direction along the north side of the Severn Estuary to a point near Magor on the South Wales coast at which the level of mean high water springs is intersected by latitude 51°33' north, then straight due east to a point on the coast of the county of Gloucester where the level of mean high water springs is intersected by latitude 51°33' north, then along the line of mean high water springs in a generally south westerly direction along the south side of the Severn Estuary to Wharf Point, not including any area within the designated harbour and not including the Port of Barry, the Port of Cardiff, Newport Harbour, Gloucester Harbour and the Port of Bridgwater.

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PILOTAGE DIRECTIONS
(The Pilotage Act 1987, Section 7)

Compulsory Pilotage

1. The Bristol Port Company directs that pilotage shall be compulsory for vessels (not being those specified in Section 7(3), Her Majesty's ships, foreign warships nor, whilst engaged in the servicing or repair or navigational aids, vessels owned by or acting on behalf of Trinity House) navigating:
 - (1) Within Bristol's designated harbour and added pilotage area (See Note 1) which come within any one of the following descriptions:
 - (a) Vessels carrying explosives of 1 tonne or more in quantity (See Note 2);
 - (b) Vessels carrying dangerous goods or marine pollutants in bulk (See Note 3);
 - (c) Vessels of 85 metres length or more overall;
 - (d) Tows of vessels (See Note 4) where the length overall of the vessel towed or the aggregate of the lengths overall of the vessels towed is 50 metres or more;
 - (e) Passenger vessels with passengers embarked (See Note 6).
 - (f) Notwithstanding (1) (a)-(e) above, pilotage shall not be compulsory for any vessel that is proceeding to a safe anchorage West of an imaginary line from Lavernock Point, through Flat Holm, Steep Holm, to Brean Down; to await a pilot, or having disembarked a pilot or seeking shelter from weather or awaiting orders.
 - (2) In addition to the criteria in paragraph 1 above, pilotage is compulsory for the following, in that part of Bristol's harbour which lies within the River Avon (See Note 5)
 - (a) Vessels of 50 metres or more length overall;
 - (b) Sailing vessels of 40 metres or more length between perpendiculars;
 - (3) In order to facilitate marine transportation activities in support of the Hinkley Point C ("HPC") development project, which encompasses the movement of Abnormal Indivisible Loads ("AIL") by tug and barge from Avonmouth and Royal Portbury Docks to the Port of Bridgwater, pilotage shall not be compulsory for the following vessels when navigating in the following areas:
 - (a) Tug and barge having disembarked a pilot on departure from Avonmouth or Royal Portbury Docks, whilst awaiting suitable tidal conditions for entry into the Port of Bridgwater, West of an imaginary line from Lavernock Point, through Flat Holm, Steep Holm, to Brean Down.
 - (b) Tug and barge having disembarked a pilot on departure from the Port of Bridgwater, whilst awaiting suitable tidal conditions for entry into Avonmouth or Royal Portbury Docks, West of an imaginary line from Lavernock Point, through Flat Holm, Steep Holm, to Brean Down.
 - (4) The HPC project encompasses a construction site designated under the Construction (Design and Management) Regulations 2015 ("The CDM Area"). Pilotage shall not be compulsory for the following vessels when navigating in the following areas:
 - (a) Vessel or tug and barge having disembarked a pilot on departure from Avonmouth or Royal Portbury Docks awaiting scheduled arrival into the CDM Area, West of an imaginary line from Lavernock Point, through Flat Holm, Steep Holm, to Brean Down.
 - (b) Vessel or tug and barge having departed the CDM Area awaiting suitable tidal

conditions for entry to Avonmouth or Royal Portbury, West of an imaginary line from Lavernock Point, through Flat Holm, Steep Holm, to Brean Down.

(c) Vessel or tug and barge undertaking construction activities within the CDM Area.

- (5) The Hinkley Point C Statutory Harbour Area ("HPC SHA") lies within Bristol's Competent Harbour Area ("CHA"). Vessels bound to or from the HPC SHA that are not considered compulsory for pilotage according to section 1 (1) may be directed to take a pilot where required for safety reasons by the Harbour Master of the HPC SHA.

Advance Notice

2. The Bristol Port Company directs that vessels, not being vessels transiting Bristol's harbour, which require the services of a pilot shall give such advance notice of that requirement as may be stipulated by Notice to Mariners or other appropriate notification and pay by way of penalty such charge as may be specified in the Schedule of Charges for failure to give that advance notice or failure on the part of the vessel to arrive or depart within three hours of the notified time.

Embarkation and Disembarkation

3. The Bristol Port Company directs that every vessel, which requires the service of a pilot, unless other arrangements have been made in advance, either
- (a) On arrival embark or on departure disembark their pilot at Breaksea pilot boarding and clearing station; or
 - (b) If proceeding from or to another Severn Estuary port situated east of Breaksea, as appropriate embark or disembark their pilot at that port.
 - (c) On departure embark or on arrival disembark their pilot at the vessel's allocated berth in Bristol's Royal Portbury, Avonmouth or City Docks.

Assistant Pilots

4. The Bristol Port Company directs that any vessel deemed to pose particular shiphandling difficulties or other hazard by virtue of its size, draught or unusual characteristics shall embark an assistant pilot for all or part of any passage in the harbour area.

Additionally, any vessel by virtue of its size, draught or unusual characteristics is deemed, whilst navigating, to be likely to pose a hazard to other vessels using the harbour shall embark an assistant pilot.

Pilotage Exemption Certificates

5. The Bristol Port Company may authorise Pilotage Exemption Certificates for Masters and Deck Officers of vessels, the conditions and details of which are contained within the Pilotage Regulations.

PILOTAGE DIRECTIONS

Notes

- Note 1:** Bristol's harbour is as defined in Schedule 1, Part II of the Bristol Port and Harbour Revision Order 1972 (SI 1972 No. 1931) as amended by SI 1976 No.1067 and SI 1993 No. 2974. (excludes Bristol City Docks and Portishead Pier Estate)
- Note 2:** Explosives means goods of Class 1 in the IMDG Code or explosives of Class 1 in Part 1 of Schedule 1 of the Dangerous Substances in Harbour Areas Regulations 1987 (SI 1987 No. 37), but excludes explosives in Division 1.4.
- Note 3:** The Regulations referred to in this Note are the Merchant Shipping (Dangerous Goods and Marine Pollutants) Regulations 1997. Terms used include the following:-
- (a) 'Dangerous Goods' means goods classified in the IMDG Code, or falling within the defining criteria 1 to 9 of the IMDG Code.
 - (b) 'Marine Pollutant' means a substance classified as such in the IMDG Code; or as a noxious substance in the IBC Code.
 - (c) 'In bulk' means directly and without intermediate form of containment.
- Note 4:** A towed vessel in this context will include any vessel, barge, pontoon or other floating structure (whether manned or unmanned) which is not fitted with a means of mechanical propulsion or, if so fitted, does not have such means of mechanical propulsion available for immediate use.
- Note 5:** The River Avon is bounded seaward by an imaginary line joining Wharf Point to the South Pier Lighthouse Avonmouth and, for the purpose of Pilotage Direction No. 1 only, to landward by the Avon Bridge at Bristol and by the outer lockgates of the entrance lock to Bristol's Floating Harbour.
- Note 6:** "Passenger vessels" means vessels holding a valid passenger certificate which permits them to proceed to sea or on any voyage or excursion carrying more than twelve passengers. "Passengers" means any one or more persons as defined in Section 26 of the Merchant Shipping (Safety Convention) Act 1949