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Milford Haven Port Authority & Milford Docks Pilotage Directions 2025



Safety



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Date	Revision	Details of changes
11 Aug 2025	0	Separate document, created based on the previous <i>Pilotage and General Direction</i> (2016).

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Introduction

1. Milford Haven Port Authority is the competent harbour authority (CHA) within the meaning of section 1 of the Pilotage Act 1987 (“the 1987 Act”) in respect Milford Haven and its approaches.
2. Milford Docks Company is the Competent Harbour Authority within the meaning of section 1 of the 1987 Act in respect of the Milford Docks and its approaches. Milford Haven Port Authority has been appointed by Milford Docks Company, 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.
3. Milford Haven Port Authority, as CHA within the meaning of section 1 of the Pilotage Act 1987 (“the 1987 Act”), in the exercise of its powers under section 7 of the 1987 Act, hereby give the following Pilotage Directions to Ships in the Milford Haven CHA Area and the Milford Docks CHA Area. The Master of any Ship subject to a Pilotage Direction who fails to comply with the requirements of the 1987 Act and found guilty of an offence shall be liable on summary conviction to a fine of up to level 5 on the standard scale.
4. In order to maintain and enhance safety of navigation within the Milford Haven CHA Area and the Milford Docks CHA Area, it is important that master’s and watchkeepers are aware of these Milford Haven and Docks Pilotage Directions 2025, the Milford Haven Port Authority General Directions, Notices to Mariners and applicable Byelaws. It is vital that Ship owners and Ship Agents ensure that all relevant information and publications are distributed to Ships in advance of their arrival at the CHA Area. It is the duty of the Master of a Ship to which a Pilotage Direction applies to comply with that direction.


Notes to 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.



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I.Part I: Commencement, Interpretation and Enforcement

I.1. Commencement

These Pilotage Directions made under the powers in the Pilotage Act 1987 shall come into force at 00.01am on **9th Sept 2025**, on which date all previous Pilotage Directions shall be revoked.

I.2. Short Title

These Pilotage Directions may be cited as the Milford Haven Port Authority and Milford Docks Pilotage Directions 2025.

I.3. Definitions

In these Pilotage Directions:

1957 Act Means Milford Docks Act 1957.

1981 Act means Milford Docks Act 1981.

1983 Act means the Milford Haven Conservancy Act 1983.

1987 Act means the Pilotage Act 1987.

Approved Port Passage Plan means a Port Passage Plan submitted to and approved as part of the PEC certification process or any variation thereof approved in writing.

Assigned VHF Channel means VHF Channel 12 (twelve) or such other channel as the Milford Haven VTS or the Harbourmaster advise.


Authorised PEC Holder means a PEC Holder authorised by the CHA in accordance with Appendix I and where:

- (a) in relation to any part of the CHA Area or Ship, the PEC held relates to the Ship in question and the relevant Zone; and
- (b) The PEC has not been suspended or revoked in accordance with "Pilotage Exemption Certificate Requirements" document in the Milford Haven port Authority website.



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Authorised Pilot means a Pilot authorised by the CHA to provide pilotage services within the CHA Area and, in relation to any Ship, a person so authorised in respect of Ships of that description.

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

The CHA means Milford Haven Port Authority and or (in respect of its duty under section 2(1) of the 1987 Act) Milford Docks Company in its (their) capacity as a CHA over the CHA Area.

CHA Area means Milford Haven CHA Area and the Milford Docks CHA Area.

Compulsory Pilotage is a reference to scope of Pilotage Direction 5 (Application of Compulsory Pilotage), unless otherwise exempt in accordance with these Pilotage Directions.

Ship means any Ship which meets the criteria set out in Pilotage Direction 2 (Application of Compulsory Pilotage) and is subject to Compulsory Pilotage.

Dangerous Goods and Harmful Substances in bulk means goods or cargoes, whether packaged or in bulk, which meet the criteria in the IMDG Code for classification as dangerous goods, including:

Dangerous Goods as defined in the International Maritime Dangerous Goods (IMDG) Code, Classes 1 to 9 inclusive of and including:

- 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).
- 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
- Bulk Materials Possessing Chemical Hazards referred to in the Code of Safe Practice for Solid Bulk Cargoes (BC Code).


Harmful Substances in Bulk so defined and listed in:

- MARPOL 73/78 (as amended) Annex I, Regulations for the Prevention of Oil Pollution, Appendix I.



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- b) MARPOL 73/78 (as amended) Annex II, Regulations for the Control of Pollution by Noxious Liquid Substances in Bulk.
- c) Chapter 17 of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code);
- d) Chapter 19 of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code);
- e) The IMO Marine Environment Protection Committee (MEPC) circulars listing the substances provisionally assessed by IMO or assessed by tripartite agreement; and
- f) The IMO Bulk Chemical (BCH) circulars listing the substances for which a hazard profile exists.

ETA/D Message means an estimated time of arrival or departure notification made to Milford Haven VTS in accordance with Pilotage Direction 15.

ETM Message means an estimated time of movement notification made to Milford Haven VTS in accordance with Pilotage Direction 4.

Gross Tonnage, in relation to a Ship, 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 Ship, the Gross Tonnage of the Ship shall, for the purposes of these Pilotage Directions, be taken to be the larger of those tonnages.

Harbourmaster means the Milford Haven Harbourmaster or the Milford Dockmaster, as appropriate or any appropriate officer or person who has been delegated the powers of the Harbourmaster.


Hydrocarbon Products means an organic chemical compound composed solely of hydrogen and carbon, which can exist in gaseous, liquid, or solid form, and is typically the main component of crude oil, petroleum products, and natural gas. Hydrocarbons are carried as

- a) **Dirty Petroleum Products (DPP)** – Persistent oils such as crude oil, heavy fuel oil, and other high-viscosity petroleum fractions that remain in the marine environment if spilled.
- b) **Clean Petroleum Products (CPP)** – Also called refined products, including marine diesel, road diesel, gasoline, liquefied petroleum gas (LPG), and certain lubricating oils, generally lighter and less persistent but still hydrocarbon-based.



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IMO means the International Maritime Organisation.

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

ISPS means the International Ship and Port Facility Security Code.

Length Overall means the maximum length of a Ship, including overhanging structure, cargo or equipment, and if a tug and tow:

- where objects are being pulled behind the Ship, the length from the forward end of the Ship to the aft end of the last Vessel or object towed; or
- where objects are being pushed in front of the Ship, the length from the aft end of the Ship to the forward end of the last Vessel or object pushed; or
- where objects or Vessels are being towed alongside the Ship, the maximum length of the longest Vessel or object, including overhanging structure, cargo or equipment.

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

Milford Dockmaster means any person appointed as such by Milford Docks Company and includes any duly authorised deputies and assistants or any other person for the time being authorised to act, either generally or for a specific purpose, in the capacity as the Milford Dockmaster.

Milford Docks CHA Area means the area over which Milford Docks Company has jurisdiction for the purposes of carrying out pilotage functions under the 1987 Act the limits of which are described in sections 3 and 4 of the 1957 Act, as amended by section 5(5) and Schedule 2 to the 1983 Act, shown for illustrative purposes shaded yellow in Appendix 3.

Milford Haven Port Authority CHA Area means the area over which the CHA has jurisdiction for the purposes of carrying out pilotage functions under the 1987 Act the limits of which are described in section 3 of the 1983 Act and shown for illustrative purposes shaded in red & blue in Appendix 3 "Milford Haven Port Authority CHA Limits & Pilot boarding & Disembarking area".


Milford Haven and Docks Pilotage Plan means the plan contained in Appendix 4 to these Pilotage Directions titled "Milford Haven and Docks Pilotage Plan".

Milford Haven Harbourmaster means any person appointed as such by the Milford Haven Port Authority and includes any duly authorised deputies and assistants or any



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other person for the time being authorised to act, either generally or for a specific purpose, in the capacity of the Milford Haven Harbourmaster.

Milford Haven Port Authority Port Charges means the annually reviewed schedule of charges published by Milford Haven Port Authority.

Milford Haven VTS means the CHA's Vessel Traffic Service contactable on the Assigned VHF Channel 12.

Outer CHA Area means the area shown for illustrative purposes in blue in Appendix 3 "Milford Haven Port Authority CHA Limits & Pilot boarding & Disembarking area".

Over/Under-Carriage means circumstances where an Authorised Pilot is disembarked or embarked respectively at a location which is not a Milford Haven Pilotage Boarding Point.

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

PEC Authorisation Procedure means internal procedures set out in the document "Pilotage Exemption Certificate Requirements" in the Milford Haven port Authority website [[pec-requirements.pdf](#)].

PEC Candidate Assessment means the assessment as per the requirement set out in the document "Pilotage Exemption Certificate Requirements" in the Milford Haven port Authority website [[pec-requirements.pdf](#)].

PEC Holder means a Bona Fide Deck Officer named in a PEC.

Pembroke Port means the area shown dotted box in Appendix 3 "Milford Haven Port Authority CHA Limits & Pilot boarding & Disembarking area" is situated on the southern side of Milford Haven in the county of Pembrokeshire, Wales. Pembroke Port is part of Milford Haven, which is managed by the Milford Haven Port Authority.

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 Ship, as described in Appendix 3 and shown for illustrative purposes by a diamond/circle marker on the Appendix 3 "Milford Haven Port Authority CHA Limits & Pilot boarding & Disembarking area".

Pilot Boat means any appropriately certified/coded Vessel used by a Pilot only for embarking and disembarking.



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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 Milford Haven Port Authority Port Charges.

Pilotage Notification means a notification in an agreed format provided to Milford Haven VTS.

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

Port Guidelines means the document titled “Entry and Departure Guidelines for Vessels” available at Milford Haven Port Authority website. [[Publications, Policies, Forms, Regulations & Guidance](#)].

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).

Ship where used as a noun, includes every description of vessel used in navigation, seaplanes on the surface of the water and hovercraft within the meaning of the Hovercraft Act 1968.

Ship Agent means a person, company or other undertaker who is appointed to look after the interests of a Ship and the Ship owner while the Ship is within the Pilotage Areas.

Terminal means a legally recognized port facility within the Milford Haven waterway such as South Hook Terminal, Impala Terminal, Valero Pembrokeshire Oil Terminal (VPOT) Jetty, Valero Terminal, Dragon LNG Terminal, Pembroke Port, Pembroke Dock and Ferry Terminal, over which the Port of Milford Haven Harbour Authority exercises statutory authority to regulate access, navigation, safety zones, and operations.

Tripping Requirement means the tripping requirements set out in in the document “Pilotage Exemption Certificate Requirements” in the Milford Haven port Authority website [[Publications, Policies, Forms, Regulations & Guidance](#)]


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

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



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Vessel includes a Ship, boat, houseboat, raft or craft of any description, however propelled or moved, and includes non-displacement craft, a watercraft, a hydrofoil vessel, any other amphibious vehicle and any other thing constructed or adapted for floating on or being submersed in water (whether permanently or temporarily).

Zone means the area within the CHA area defined in the Pilotage Exemption Certificate Requirements set out in the document “Pilotage Exemption Certificate Requirements” in the Milford Haven Port Authority website [[Publications, Policies, Forms, Regulations & Guidance](#)].

1.4. Interpretation

In these Pilotage Directions, unless the context otherwise requires:

- a) 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.
- b) 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
- c) The Pilotage Direction headings do not form part of or affect the construction or interpretation of the Pilotage Directions.

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2. Part 2: Compulsory Pilotage

2.1. Application of Compulsory Pilotage


A Ship which meets the following criteria shall be subject to Compulsory Pilotage unless it is:

- a) exempt under section 7(3) of the 1987 Act or is not intending to enter or leave the CHA Area other than to:
 - (i) transit through the Outer CHA Area; or
 - (ii) anchor in a position or operate in a position within the Outer CHA Area in accordance with a requirement of, or prior permission from, Milford Haven VTS.
- b) exempt under Part 6 of these Pilotage Directions.

2.2. Anywhere within the CHA Area

- a) Any Ship Underway within the CHA Area which:
 - (i) is carrying Dangerous Goods or Harmful Substances in bulk.
 - (ii) is in the opinion of the Harbourmaster affected by a defect in or damage to the Ship or its equipment or the incompetence or inadequacy of its Master or crew.
 - (iii) due to the design of the Ship or the type of planned manoeuvre, including but not limited to the location within the CHA area, the Harbourmaster deems it appropriate that the Ship be under compulsory pilotage.
- b) When Underway in Milford Haven CHA Area :
 - (i) any Ship carrying 12 or more passengers greater than or equal to 20 metres Length Overall; or
 - (ii) any Ship that is 50 metres or more Length Overall.
above, includes:
 - (i) Vessels engaged in towage when the length of the tow, measured from the bow of the towing vessel to the aft end of the tow, is 50 metres or more.
 - (ii) Vessels engaged in pushing ahead or towing alongside when the total length is 50 metres or more.ⁱ

ⁱ Section 7(3): "A pilotage direction shall not apply to ships of less than 20 metres in length or to fishing boats of which the registered length is less than 47.5 metres".ⁱ

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3.Part 3: Requirements for Authorised Pilots / PEC Holders

3.1. Requirements for Authorised Pilots / PEC Holders

a) Except in accordance with Pilotage Direction 6, the Master of any Compulsory Pilotage Ship must not permit their Ship to be Underway within the CHA Area unless piloted by:

- an Authorised Pilot; or
- an Authorised PEC Holder,

and the Authorised Pilot or Authorised PEC Holder always remains on the bridge whilst that Ship is Underway within the CHA Area.


b) The Master of a Compulsory Pilotage Ship which has an Authorised PEC Holder on board must also embark an Authorised Pilot at a Pilot Boarding Point if deemed necessary in the opinion of the Harbourmaster.

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



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4. Part 4: Pilot Boarding Areas, Requests for Pilot Boats, Authorised Pilots and Over/Under-carriage

4.1. Pilot Boarding Areas

Immediately upon entry to the CHA Area, the Master of a Compulsory Pilotage Ship must:

- Notify Milford Haven VTS that it has entered the CHA Area; and
- if there is not an Authorised PEC Holder on board, proceed directly to the Pilot Boarding Area advised by Milford Haven VTS to embark an Authorised Pilot or wait and / or anchor, if instructed in the area advised by Milford Haven VTS.

Prior to departing the CHA Area, the Master of a Compulsory Pilotage Ship must disembark the Authorised Pilot at the identified Pilot Boarding Area, and having done so, depart the CHA Area immediately.

4.2. Lead in Pilot Boarding Area

In agreed circumstances/conditions of bad weather the Pilot Boarding Area shall be in the vicinity of Mill Bay Buoy in the West Channel (051° 41.0' N, 005° 09.3' W) provided that the criteria set out in Pilotage Direction 4.4, is met in full and formal confirmation is received from Milford Haven VTS.

4.3. Lead out Pilot Disembarkation Area

In agreed circumstances/conditions of bad weather the Pilot Disembarkation Area shall be in the vicinity of South Hook Buoy (051° 41.77' N, 005° 06.1' W) provided that the criteria set out in Pilotage Direction 4.6, is met in full and formal confirmation is received from Milford Haven VTS.

4.4. Criteria for utilisation of the Lead in Pilot Boarding Area and the Lead Out Pilot Disembarkation Area.


4.4.1. Criteria for utilisation of the Lead in Pilot Boarding Area

- The Bona Fide Deck Officer has met the agreed Tripping Requirement.
- The master has been assessed by an authorised pilot to carry out Lead in/Lead out.
- Milford Haven VTS have given instruction to utilise the Lead in Pilot Boarding Area.
- The Master has confirmed their willingness to be led in for the transit.



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- e) The Vessel does not exceed 20,000 Dead Weight Tonnage (DWT).
- f) The Master can communicate effectively in English and is familiar with the CHA Area.

The Master, Pilot and VTS have agreed for a Lead in considering the following:


- (i) The supervision of entry by an Authorised Pilot.
- (ii) Draught and freeboard.
- (iii) Visibility.
- (iv) Sea and swell conditions.
- (v) Other traffic.
- (vi) Suitable Passage plan.
- (vii) Shore radar status.
- (viii) Navigation aid status.
- (ix) Any other relevant factor.

4.4.2. Criteria for utilisation of the Lead out Pilot Disembarkation Area

- a) The Master/ Bona Fide Deck Officer has met the agreed Tripping Requirement.
- b) The master has been assessed by an authorised pilot to carry out Lead in/Lead out.
- c) Milford Haven VTS have given instruction to utilise the Lead out Pilot Disembarkation Area.
- d) The Master has confirmed their willingness to be led out for the transit.
- e) The Vessel does not exceed 20,000 Dead Weight Tonnage (DWT).
- f) The Master can communicate effectively in English and is familiar with the CHA Area.

The Master, Pilot and VTS have agreed for a Lead out considering the following:

- (i) The supervision of departure by an Authorised Pilot.
- (ii) Draught and freeboard.
- (iii) Visibility.
- (iv) Sea and swell conditions.
- (v) Other traffic.
- (vi) Suitable Passage plan.
- (vii) Shore radar status.
- (viii) Navigation aid status.
- (ix) Any other relevant factor.

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4.5. Advanced Notice: Request for Pilot Boat.

The Master of any Ship which will become subject to Compulsory Pilotage when Underway, and who seeks a Pilot Boat to be provided by the CHA, must provide a Pilotage Notification with a minimum of 1.5 hours' advanced notice before arrival and 1 (one) hour's advance notice before departure before becoming subject to Compulsory Pilotage.

Note: The provision of a Pilot Boat by the CHA will only be approved where in the opinion of the Harbourmaster its services are required. A cruising or anchored Pilot Boat will not be provided.

4.6. Advanced Notice: Request for Authorised Pilot

The Master of every Ship which will become subject to Compulsory Pilotage when Underway, and who requires an Authorised Pilot to be provided by the CHA, must provide a Pilotage Notification in accordance with the following advanced notice requirements:

- a) for inward bound Compulsory Pilotage Ships arriving from outside the CHA Area, 24 hours' notice prior to arrival; and
- b) for outward bound Compulsory Pilotage Ships departing to outside the CHA Area, 1.5 hours' notice prior to departure.

Where the Master of a Compulsory Pilotage Ship is unable to arrive or depart in accordance with the Pilotage Notification provided, or it is delayed or cancelled by the Master for any reason other than weather, the Master of the Compulsory Pilotage Ship will:

- a) Immediately contact Milford Haven VTS to confirm cancellation of the Pilotage Notification; and
- b) Pays the cancellation fee in accordance with the Pilotage Charges.


4.7. Assistant Pilot

The circumstances in which an Authorised Pilot having the conduct of a Ship is to be accompanied by an Assistant Pilot shall be determined by the Harbourmaster, considering the size, characteristics or circumstances of the Ship, its equipment, cargo or crew, or the meteorological or tidal conditions.



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4.8. Over/Under-Carriage of Authorised Pilots

The Master of a Compulsory Pilotage Ship must board and disembark Authorised Pilots in accordance with Pilotage Direction 4 and not permit the Over/Under-Carriage of an Authorised Pilot, except in accordance with this Pilotage Direction.

If the Master has the consent of the Authorised Pilot and Milford Haven VTS and subject to compliance with any conditions imposed, Over/Under-Carriage is permitted to an agreed UK port, if:

- a) Over/Under-Carriage is unavoidable due to stress of weather; or
- b) other circumstance has arisen resulting in Over/Under-Carriage being unavoidable.

Other than in compliance with paragraph (2), Over/Under-Carriage is not permitted except


- with the prior express consent of the Harbourmaster, no arrangements may be made with an individual Pilot.
- Over/Under-Carriage Pilots must be provided with a smoke-free environment both on the bridge and in the accommodation provided.
- The vessel shall not exceed its certified LSA capacity, and VTS must be notified in advance if over-carriage cannot be accommodated.

Note: The CHA is under no obligation to permit Over-Carriage of Pilots outside its CHA Area or to permit Under-Carriage within it. When deciding whether to give consent under paragraph (3), the Harbourmaster 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.



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5.Part 5: Movements within CHA Area.


5.1. Entry to or Exit from the CHA Area.

The Master of a Compulsory Pilotage Ship prior to entering or getting Underway for the purposes of exiting the CHA Area must send an ETA/D Message to Milford Haven VTS with 1.5 hours' advanced notice before arrival and 1 hour's' advance notice before departure, which must include submission of the Master's Declaration (Milford Haven Port Authority: Schedule 2).

5.2. Movements within the CHA Area.

The Master of a Compulsory Pilotage Ship moving solely within the CHA Area must send an ETM Message to Milford Haven VTS with 1 hour's advanced notice. which must include submission of the Master's Declaration (Milford Haven Port Authority: Schedule 2).

Note: Provision of a Pilot requested with less notice than specified above shall be dependent upon the availability of a Pilot and Pilot boat, may be subject to additional charges.

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6.Part 6: Exclusions from Compulsory Pilotage

6.1. General Lighthouse Authority Ships

Notwithstanding Pilotage Direction 5, unless requested by the Harbourmaster, General Lighthouse Authority Vessels are excluded from Compulsory Pilotage.


6.2. Warping at Pembroke Port

Notwithstanding Pilotage Direction 5, unless requested by the Harbourmaster, the Master of a Compulsory Pilotage Ship warping at a Place of Mooring at Pembroke Port does not require an Authorised Pilot or an Authorised PEC Holder to be on board to complete the manoeuvre if the following conditions are met:

- The total distance to be moved is less than 100 metres and is along one continuous quay wall.
- The operation is manned sufficiently to provide a safe operation including enough harbour authority-licensed / approved mooring providers to safely handle the lines.
- The Compulsory Pilotage Ship's engines and steering gear are available for immediate use throughout the manoeuvre.
- Weather conditions are such that the Master of the Compulsory Pilotage Ship has adequate control during the manoeuvre.
- The Master of the Compulsory Pilotage Ship has sufficient experience to ensure adequate control during the manoeuvre.
- At least one line forward and aft to remain on the quay throughout the manoeuvre.
- The move does not require the employment of a tug(s); and
- There are no other Vessels manoeuvring within 75 metres of the Ship.

The Master of a Compulsory Pilotage Ship must not warp in accordance with this Pilotage Direction until they have:

- Confirmed to Milford Haven VTS at least 1 hour prior to any such movement; and Received confirmation from Milford Haven VTS that they have permission to warp.

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6.3. Warping at Terminals

Notwithstanding Pilotage Direction 5, unless requested by the Harbourmaster, the Master of a Compulsory Pilotage Ship warping at a Place of Mooring at a Terminal located in the CHA Area, does not require an Authorised Pilot or an Authorised PEC Holder to be on board to complete the manoeuvre if all the following conditions are met:

- The vessel is 25,000 Deadweight Tonnage (DWT) or less.
- The total distance to be moved is less than 10 metres and is along one continuous berthing face.
- The operation is manned sufficiently to provide a safe operation including a sufficient number of harbour authority-licensed / approved mooring providers to safely handle the lines.
- The Compulsory Pilotage Ship's engines and steering gear are available for immediate use throughout the manoeuvre.
- Weather conditions are such that the Master of the Compulsory Pilotage Ship has adequate control during the manoeuvre.
- The Master of the Compulsory Pilotage Ship has sufficient experience to ensure adequate control during the manoeuvre.
- At least one line forward and aft to remain on the quay throughout the manoeuvre.
- The move does not require the employment of a tug (s); and
- There are no other Vessels manoeuvring within 75 metres of the Ship.

The Master of a Compulsory Pilotage Ship must not warp in accordance with this Pilotage Direction until they have:

- Confirmed to Milford Haven VTS at least 1 hour prior to any such movement; and
- Received confirmation from Milford Haven VTS that they have permission to warp.

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7.Part 7: Authorised PEC Holders

7.1. Conditions for Use

At all times, the Authorised PEC Holder must conduct the pilotage only within the PEC.

When conducting pilotage, the Authorised PEC Holder:

- a) Must ensure there is an Approved Port Passage Plan.
- b) Must not undertake non-emergency actions not related to pilotage.
- c) Must be adequately rested and fit to conduct pilotage.
- d) Must ensure the bridge of the Ship has adequate crew present.
- e) Must ensure at least one other competent person is immediately available for navigation, including but not limited to steering.
- f) Must not conduct pilotage where a tug is required to be secured by a line, unless accompanied by an Authorised Pilot.
- g) Must ensure an under-keel clearance in line with the Port Guidelines considering foreseeable delays or changes of tide.
- h) Is required to report to the Harbourmaster if so instructed.

Is required to immediately report to Milford Haven VTS

- a) upon discovery, any defects to Aids to Navigation within the Port.
- b) any defects to their Ship which may affect the Ship's ability to be safely Underway.
- c) any concerns they may have regarding safety of navigation within the CHA Area.

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

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


7.2. Reporting Requirements

Notwithstanding the reporting requirement of 7.1, An Authorised PEC Holder conducting pilotage within the CHA Area where the Compulsory Pilotage Ship.



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- a) Touches the ground.
- b) Is in a collision / allision or a close quarter situation with another Vessel, fixed or floating object, or marine infrastructure external to the Ship.
- c) Fouls any underwater pipeline or cable.
- d) Obstructs a fairway; or unintentionally deviates from a fairway.
- e) Is involved in any other similar accident, incident or near-miss, must immediately report the occurrence verbally to Milford Haven VTS and, if requested by Milford Haven VTS, provide a detailed report in writing to the Harbourmaster as soon as reasonably practicable, or in any event within 24 hours of the occurrence.

Note: In the event of any such occurrence as referred to in this Pilotage Direction, the CHA will investigate the occurrence, including the conduct of the Authorised PEC Holder which may at the CHA's discretion, as per the conditions of the PEC, include conducting drug and alcohol testing on the Authorised PEC Holder. If the Authorised PEC Holder is found to be responsible for such an occurrence or otherwise at fault or tests positive for drugs or alcohol or who refuses to comply with the test for drugs and alcohol, the CHA may suspend or revoke the PEC at its sole discretion.

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8.Part 8-Miscellaneous/Other

8.1. Responsibility of Masters

- Nothing in these Pilotage Directions relieves the Master of their overriding obligation to ensure safe conduct of their Ship.
- The Master of a Ship using the services of an Authorised Pilot within the CHA Area must remain on the bridge of the Ship 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.
- The Master of a Ship using the services of an Authorised Pilot within the CHA Area must ensure that a satisfactory lee is created, given prevailing conditions and the safety of the Ship, when boarding or disembarking a Pilot; and may be requested by the Pilot Launch Coxswain to change speed and course to enable this operation to be carried out safely.

8.2. MHPA Pilot Ladder Requirements

Pilot ladders must be rigged in full compliance with the Milford Haven Port Authority's Annual Standing Notice to Mariners regarding Safe Boarding and Landing Arrangements. (aligning with the requirements of the International Convention for the Safety of Life at Sea (SOLAS) 1974, Chapter V, Regulation 17, IMO Resolution as amended, and applicable ISO industry standards and guidelines).

8.3. Limitation of Liability

In addition to any statutory limitations applying the liability of the CHA in respect of pilotage, the liability of the CHA for the provision of Pilots is subject to the following limitations:


Acts of Omissions of the CHA

- The provision of pilotage services by the CHA is subject to availability, and the CHA does not accept any responsibility for delay, damage or economic loss attributable to the non-availability of a suitably qualified Authorised Pilot.
- In the event that an Authorised Pilot is not supplied due solely to the CHA's negligence, then the CHA's liability for any loss or damage directly attributable to the failure to provide a Pilot is limited to the amount which would have been charged for this service.



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- c) The CHA shall not be liable for any failure to provide an Authorised Pilot on time or at all due to unforeseen events, adverse weather, industrial action, a security incident, or any other cause outside the control of the CHA; and

Acts of Omissions of Pilots

- a) Save as statutes imposing strict liability may otherwise provide, the CHA shall not be liable for loss or damage caused by the acts or omissions of its Pilots whether or not arising from negligence.

8.4. Pilotage Charges


- a) Pilotage Charges shall be paid in accordance with the written requirements of the CHA, which may include full payment being made before the Vessel departs the CHA Areas.
- b) Failure to pay Pilotage Charges and other charges relevant to these Pilotage Directions by the payment deadline will, in addition to any other remedies available to the CHA, result in access to pilotage services being denied until the invoice and any associated late payment charges have been settled in full and to the satisfaction of the CHA.

Note: The Pilotage Charges are specified in Milford Haven Port Authority Port Charges. The Harbourmaster can also provide details on request. All Vessel operators/owners wishing to use the Port should satisfy themselves they can pay these charges before entering the Port or utilising pilotage services. By utilising pilotage services, Vessel owners/operators are accepting that they will be liable for payment of a relevant charge.



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9. Appendices

9.1. Appendix I: Pilotage Exemption Certificate Requirements

APPLICATIONS/QUALIFICATIONS

Pilotage Exemption Certificates (PECs) for the Port of Milford Haven will be granted by the Milford Haven Port Authority (hereinafter referred to as “the Authority”) to persons who are bona fide deck officers of a ship and applied for a PEC to the Milford Haven Port Authority, who have satisfactorily completed the following.

- Undergo a VTS induction and receive the PEC pack from the Port authority
- Tripping requirements for the zones illustrated in Appendix 2 and size of vessel as stated in the “Pilotage Exemption Certificate Requirement” in the Milford Haven Port Authority Website [[Publications, Policies, Forms, Regulations & Guidance](#)].
- Attended the Port Control
- Online application form
- Oral examination arranged by the Authority
- Simulator training in emergency response in Pilotage waters (An up-to-date safety certificate is required)
- Tug endorsement requirements. Only required if tugs are needed to connect. A pilot can also be used.

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9.2. Appendix 2: Zones & Illustration

Zone 1 - From seaward as far as the western extremity of the South Hook LNG Jetty via the East and West Channel

Zone 2 - From the western end of South Hook LNG to Wear Spit beacon excluding all inside berths, Milford Docks and Pennar Gut

Zone 2H - South Hook LNG Terminal

Zone 2EE - Impala Terminal 1, 2

Zone 2V - Valero 1, 2, 3, 6, 7, 8

Zone 2D - Dragon LNG Berth 1

Zone 2PP - VPOT 2 & 3

Zone 3EE - Impala Terminal 3

Zone 3V4 - Valero 4

Zone 3V5 - Valero 5

Zone 4 - Milford Dock and the approach channel thereto

Zone 5 - From the Wear Spit to the Cleddau Bridge

Zone 5P - Pembroke Port

Zone 5F - Pembroke Dock Ferry Terminal

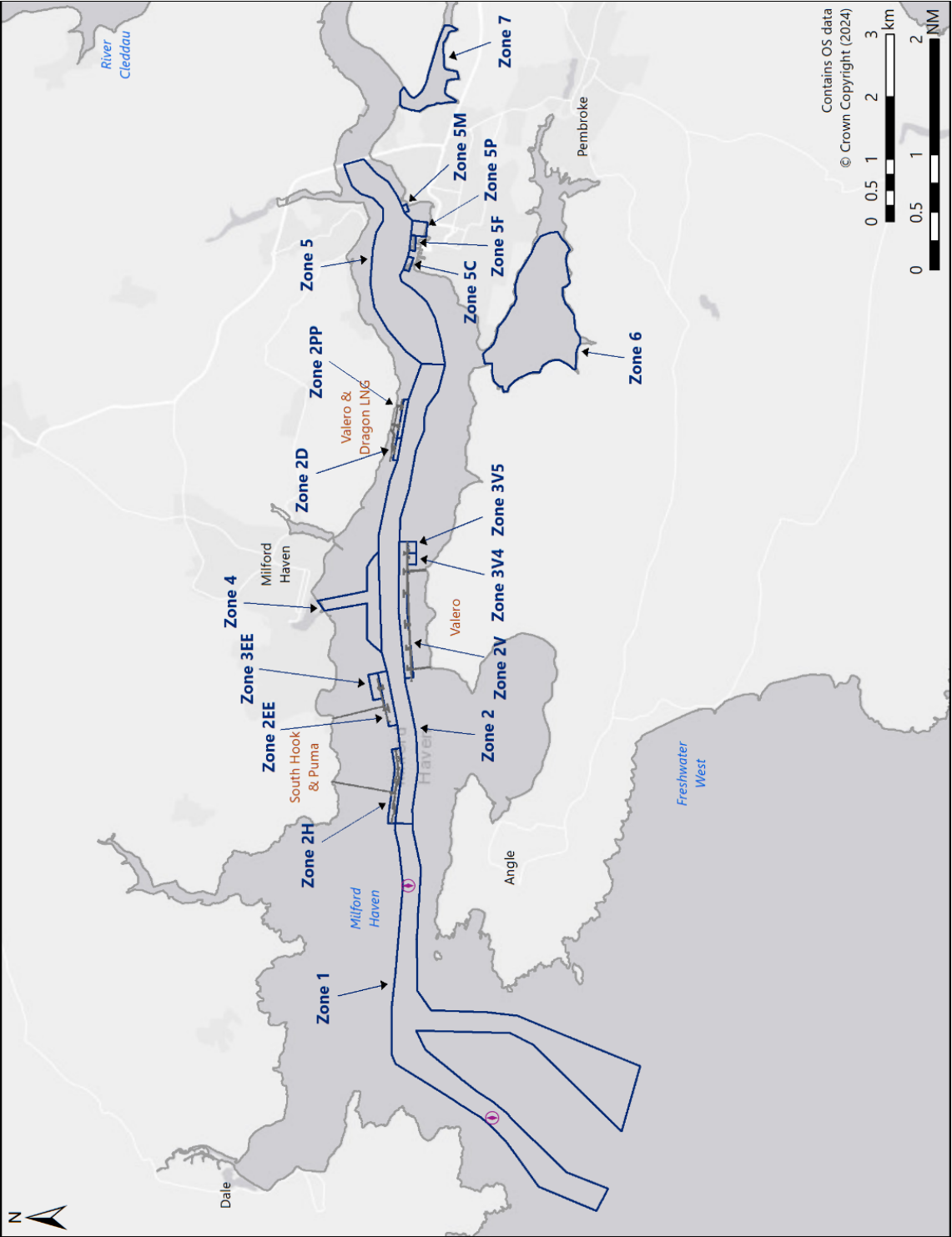
Zone 5C - Carr Jetty

Zone 5M - Offshore Jetty

Zone 6 - Pennar Gut

Zone 7 - Cosheston Pill

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Safety


Excellence

Collaboration

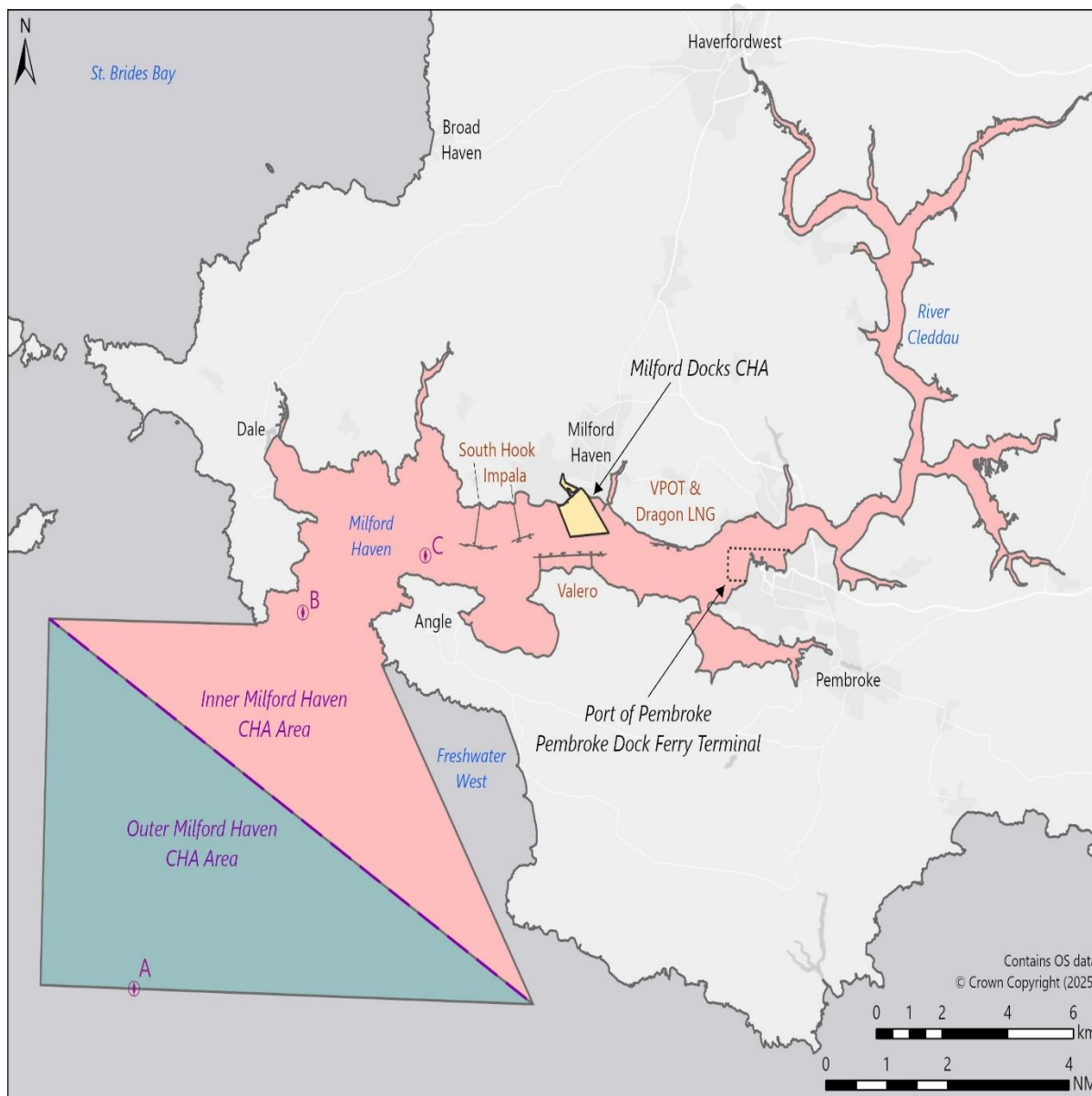
Sustainability

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9.3. Appendix 3: Milford Haven Port Authority CHA Limits & Pilot Boarding/Disembarking Area.



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Appendix 4: Milford Haven and Docks Pilotage Plan

