



PILOTAGE POLICY

As a Statutory Harbour Authority, Littlehampton Harbour Board (LHB) has a responsibility under the Pilotage Act 1987 to assess if a Pilotage Service is required in the interest of marine safety. The Pilotage Act, Section 2, states:

“Each competent harbour authority (CHA) shall keep under consideration:

- a) whether any and, if so, what pilotage services need to be provided to secure the safety of ships navigating in or in the approaches to its harbour; and*
- b) whether in the interests of safety pilotage should be compulsory for ships navigating in any part of that harbour or its approaches and, if so, for which ships and in which circumstances and what pilotage services need to be provided for those ships”.*

Therefore, LHB has a duty to keep the need for pilotage and any service provided under constant and formal review, including the issue of [Pilotage Directions](#).

Requirement for Pilotage

A pilotage service is currently deemed to be a critical risk reduction measure in line with section two of the Pilotage Act 1987. This is because entry or departure from Littlehampton is challenging without specific and regular experience due to:

- Notable tidal set across the harbour entrance
- Narrowness of the channel (30m at the light house and 22m at the Footbridge)
- Local effects causing variation on planned Underkeel Clearance over the bar
- Expected interaction effects at bar, alongside shoal bank or in narrows
- Rate of river flow affecting steerage
- Limited or no visibility of oncoming traffic until transit of the narrows is committed
- Volume of leisure users and the need for temporary harbour closures
- Infrequency of large commercial traffic (6-12 per year at time of publishing)

Littlehampton Pilotage

LHB sets out the following principal measures:

- Local Port Service as set out in the Admiralty List of Radio Signals and as published on the web.
- Consolidated European Regulatory System [CERS] compliant.
- A safe and efficient pilotage service and has powers to conduct or require pilotage, as both a Competent Harbour Authority and the Statutory Harbour Authority.

The Pilotage Directions state pilotage is compulsory for all vessels:

- over 60GT;
- over 20m and carrying more than 12 passengers;
- any vessel engaged in towing or pushing another where the combined tonnage exceeds 60GT;
- any vessel greater or equal to 20m suffering a defect or deficiency that effects its normal ability to navigate and/or manoeuvre or its ability to comply with the requirements of the COLREGS and/or STCW.

The Board has set out pilotage arrangements, regulations, procedures, directions and records to ensure operating procedures keep the risks as low as reasonably practical.

Training

The Board has adopted a Pilotage Training Programme matching the training and certification for pilots contained within International Maritime Organization (IMO) resolution A960. The Training Programme is reviewed and individually tailored on recruitment of each candidate. Once competent, the Harbour Master is Authorising Pilot.

Pilotage Exemption Certificates (PECs)

Pilotage Exemption Certificates are issued in accordance with the Board's Regulations for Pilotage Further information is available within the Pilotage Directions.

A handwritten signature in black ink, appearing to read "R. O'Callaghan".

Mr Richard O'Callaghan (Chair)
Littlehampton Harbour Board

Signed 21 February 2022