



Navigation: Deep-Sea Pilotage in the North Sea, English Channel and the Skagerrak

Notice to all owners, operators, masters and navigation watchkeepers of merchant ships

This notice replaces MGN 55

Summary

This Note replaces MGN 55 pursuant to IMO Assembly resolution, A.1080(28), adopted in December 2013.

While providing updated contacts for the competent authorities who provide certification for the deep-sea pilots within the region, it also provides guidance on use of a deep-sea pilot.

1. Introduction – Background to deep-sea pilotage

- 1.1 In 1976, the North Sea Pilotage Commission, recognising the importance of local pilotage, drew up useful guidance on this in their publication "Rules and Regulations for the Good Government of Deep Sea Pilotage in the North Sea, English Channel and the Skagerrak". Later the issue was re-emphasised by the Council of the European Communities via Directive EC/79/115, which was adopted on 21 December 1978, and which related to the use of deep-sea pilots in the North Sea and English Channel.
- 1.2 IMO, recognising the arguments put forward by UK and other relevant European maritime Administrations, agreed that navigation safety plays an important part in reducing the risk of incidents at sea likely to cause loss of life, personal injury, marine pollution or damage to property and environment, and that, in appropriate circumstances, adequately qualified and certificated deep-sea pilots can make an effective contribution to the safety of navigation in confined and busy waters such as the North Sea, English Channel and the Skagerrak. Consequently, in November 1981, IMO adopted a resolution - "*Recommendations on the Use of Adequately Qualified Deep-Sea Pilots in the North Sea, English Channel and Skagerrak*", A.486(XII).
- 1.3 In December 2013, recognising the need of revision to reflect changes and developments that have taken place since the adoption of the deep-sea pilotage resolution over 30 years ago, IMO revised the above and adopted resolution A.1080(28) retaining the same title.



2. Using Services of a Deep-Sea Pilot

2.1 It is acknowledged that the Master of a ship is the best judge of the ship's bridge team's experience with regard to challenging navigation situations. However, to enhance the effectiveness of the bridge team for the safety of navigation and the protection of the marine environment, as well as to mitigate the effects of fatigue among bridge team members that might reasonably be expected due to increased workload in a busy and complex navigational environment, the following factors should be taken into account when considering the use of a deep-sea pilot:

- the familiarity of the ship's bridge team with the congested waters of the North Sea, English Channel and the Skagerrak;
- the existence and proliferation of navigational hazards, such as oil/gas installations and offshore renewable energy installations;
- the available depth of water in relation to draft, under keel clearance, vessel's intended route and speed over various legs of the route;
- the possibility of adverse weather conditions and/or poor visibility;
- the port rotation schedule requirements;
- the availability and reporting requirements of Vessel Traffic Service coverage in the areas to be transited; and
- any other exceptional circumstances.

2.2 Recognising the significant risk control measures that are available, Masters are encouraged to use the services of deep-sea pilots when considered appropriate but only those who are certified as suitably qualified by a Competent Authority (Article 1.1 of EC Directive 79/115 EEC as amended by Article 47 of the Agreement on the EEA-1994), or who have an equivalent certificate issued by another North Sea coastal State.

2.3 Masters should always satisfy themselves as to the credentials of deep-sea pilots offering their services. Ideally, a deep-sea pilot should carry a card similar to that shown in Annex 2. The providers of deep-sea pilots are given in the Admiralty List of Radio Signals, Volume 6, Part 1. This is published by the United Kingdom Hydrographic Office together with weekly Notices to Mariners in which any changes to providers' details will be notified.

2.4 Owners or Masters of vessels intending to make use of the services of a deep-sea pilot in the North Sea, English Channel or the Skagerrak are strongly advised to use only a pilot certificated by a competent authority.

2.5 Attention is also drawn to Admiralty Chart No.5500 which gives detailed advice on the planning of passages in the English Channel and The Dover Strait, and similar publications of other coastal States bordering the North Sea, English Channel or the Skagerrak.

3. Competent Authority for Deep-Sea Pilot Certification

3.1 In the United Kingdom, the Association of Deep Sea Pilotage Authorities, comprised of the Corporations of Trinity House in Hull, London and Newcastle, is authorised to grant deep-sea pilotage certificates under UK Pilotage Act 1987, c.21, Part II, para.23. These bodies determine and enforce regulations governing the provision of pilots in accordance with the *"Rules and Regulations for the Good Government of Deep-Sea Pilotage in the North Sea and English Channel and Skagerrak"* drawn up by the North Sea Pilotage Commission and subsequently endorsed by the IMO. This ensures that pilots who hold certificates granted by the authorised bodies are adequately qualified.



The bodies concerned are:

- i. The Corporation of Trinity House of Deptford Strond
Tower Hill
London EC3N 4DH
Tel: +44 (0)207 481 6900
Fax: +44 (0)207 480 7662
- ii. The Corporation of Hull Trinity House
Trinity House Lane
Hull HU1 2JG
Tel: +44 (0)1482 324956
Fax: +44 (0)1482 328917
- iii. The Corporation of the Newcastle upon Tyne Trinity House
Trinity House
Broad Chare
Newcastle upon Tyne NE1 3DQ
Tel: +44 (0)191 232 8226
Fax: +44 (0)191 232 8448

The competent authorities in other IMO member States bordering on the North Sea, English Channel and the Skagerrak which may certify deep-sea pilots are listed in Annex 1.

More Information

Navigation Safety Branch
Maritime and Coastguard Agency
Bay 2/04
Spring Place
105 Commercial Road
Southampton
SO15 1EG

Tel : +44 (0) 23 8032 9316
Fax : +44 (0) 23 8032 9204
e-mail: navigationsafety@mcga.gov.uk

General Inquiries: infoline@mcga.gov.uk

MCA Website Address: www.dft.gov.uk/mca

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telephone numbers are correct at time of publishing

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Annex 1

List of other Competent Authorities

Belgium

FOD Mobiliteit en Vervoer
DG Maritiem Vervoer, Vooruitgangstraat 56
1210 Brussels, Belgium.

Agentschap voor Maritieme Dienstverlening en Kust
Koning Albert II – laan 20
Bus 5
1000 Brussels, Belgium

Denmark

Danish Pilotage Authority
Kastellet 1
DK-2100 Copenhagen
Denmark

France

Direction Inter-Régionale de la Mer (DIRM) - Manche Est - Mer du Nord
4, Rue du Colonel Fabien, BP 34
76083 Le Havre
France

Germany

Wasser-und Schifffahrtssdirektion Nord
Dezernat Schifffahrt
Hindenburgufer 247
D-24106 Kiel
Germany

Netherlands

Directorate for Maritime Affairs
Ministry of Infrastructure and the Environment
PO Box 20901
2500 EX Hague
The Netherlands

Sweden

Swedish Transport Agency
Maritime Department
P.O. Box 653
SE-601 15 Norrköping
Sweden



Annex 2

Example of the Deep-Sea Pilot's Identity Card for the North Sea, English Channel and the Skagerrak

(Front of the card)

(Flag picture of issuing country)	
Deep-Sea Pilot Identity card Certificate No.....	
Place and date of issue:	Seal/Stamp
Expiry date:	
Issuing Authority:	
..... (Signature of the issuing official)	

(Back of the card)

Mr/Mrs/Ms/Capt..... (Forename and surname)	PHOTOGRAPH
Date of birth:	
Is certified to act as a Deep-Sea Pilot in the following areas:	
Limitations (if any):	
All Authorities involved are requested to render the holder aid in the pursuance of pilot duties.	
..... Signature of the Pilot	

Further Notes:

1. The text of the identity card should be in English plus the national language or languages.
2. The colour should be white with black printing.
3. The size of the card should be 10 cm by 7 cm.
4. The card should be sealed in plastic.

