

FEEDBACK ON THE INFORMAL PUBLIC CONSULTATION ON NAMING OF PILOT BOARDING AND LANDING STATIONS SERVED FROM RAMSGATE

July- August 2014

	DATE OF FEEDBACK	CONSULTEE/ORGANSATION	SUMMARY OF FEEDBACK
1.	Feedback: 18 July 2014 12:51	PAUL RELF PLA Pilotage Department	<p>"I suggest if this proceeds, that consideration is simultaneously given to how the 3 locations are addressed in POLARIS and PISCES. I foresee that the NES/NESPP will still be used both internally and externally as a generic location regardless of actual position, much the same as ASEND is regularly used to represent any Southend anchorage.</p> <p>Also, PD's, Charges book, Port Entry guide etc. will need to be amended at some point. Does this need a full programme of education before it happens?"</p> <p>Before the implementation of any changes all PLA systems will be updated and revised to allow for the efficient administration and co-ordination of vessel movements. The operational parameters for the new North East Goodwin Pilot boarding and landing station will be finalised by the PLA, Medway Ports and ESL and subsequently published to all interested parties.</p>
2.	Feedback: 21 st July 2014 13:40	JON STAFFORD PLA Pilot	<p>"NE Spit and NE Goodwin seem good choices and is much better than the DW designator which seems to cause confusion.</p> <p>I hesitate with Tongue. If I was a master I would assume that this was a pilot boarding area especially for the nearby Tongue anchorage. I would prefer Thannet after the nearby wind farm or to keep the sequence, N Thannet after the nearby buoy. I see no reason to write on the chart Port of London and Medway.</p> <p>Being a PLA pilot I would offer Thames Spit, Thames Thannet, Thames Goodwin! Medway pilots might have other ideas".</p> <p>The potential to utilise the term 'Thanet' as an alternative to 'Tongue' was considered when these proposals were formulated. It was considered that 'Tongue' was the most appropriate term having considered all of the local circumstances. A key consideration was the large geographical extent of the nearby Thanet windfarm with vessels routinely transiting the area from a number of approaches. After analysis it was considered that the closest definable and well charted option to aid the Mariner in the identification of the Pilot boarding and landing position was the Tongue.</p>