



Pilot Service Options in Bad Weather

Pilot Service Options in Bad Weather

Reminder of Traffic light system on operational Pilot Stations.

This notice outlines key procedures for managing pilotage during adverse weather or when pilot stations are unavailable. It highlights alternative boarding options, charges for route adjustments, and provisions for overcarrying pilots to continental ports, emphasising agents’ responsibilities to coordinate with vessel masters and arrange pilot accommodations and logistics.

Full policy details are available on the [Rates & Charges](#) page.

Colour Code	Meaning
Green	On Station
Amber	Pilot Station Restricted
Red	Off Station

The link below allows Agents to see the current status of all Pilot Station Availability, and subsequent remarks for the relevant Pilot Station should they become Restricted or Off Station.

pisces.pla.co.uk/pilot-stations.html

For Larger/Deep Draught Vessels, if the Sunk Pilot Station goes ‘Off-Station’, there is the potential to utilise the NE Spit Station Via the Long Sand Head and DW Route, with relevant charges for the use of these routes being applied.

In times of adverse weather, and when normal pilot stations are Off Station, there are options should the master of the vessel wish to embark/disembark their pilot at Dover rather than wait, or over-carry them to the next port. Acceptance of these additional charges for pilot boarding outside their normal district must be confirmed by the agent and/or the Master.



Pilot Service Options in Bad Weather

NABSO

In extreme weather circumstances where all stations are off and with Pilot Agreement, a Pilot may overcarry to a Continental port, following the provisions of *Section 19 of the Pilotage Act 1987* and UKMPA legal advice. The agent must ensure they have advised the ships master and confirmed they can suitably accommodate the Pilot on board during the extended voyage. All arrangements to repatriate the pilot must be performed via the Agent.

The use of a Pilot joining at the Continental port during foreseen adverse weather conditions, with Pilot agreement is an option. Again, the Agent must ensure they have advised the ship's master and confirmed they can suitably accommodate the Pilot on board during the extended voyage, and all arrangements to transport the Pilot to the Continental port in question must be organised by the Agent. Full details on Vessels overcarrying Pilots, and for Vessels requiring Pilots to embark at Continental ports can be found by visiting the [Rates & Charges](#) page.

All of the aforementioned options are technically outside of a PLA Pilots' Authorisation, and are undertaken on a voluntary basis.

Telephone calls, VHF radio traffic, CCTV and radar traffic images may be recorded in the VTS Centre

