

Title	Act as harbour pilot		
Level	6	Credits	120

Purpose	People credited with this unit standard are able to: pilot vessels within designated harbour limits; coordinate resources to assist pilotage; and participate in port traffic management and administration.
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Classification	Stevedoring and Ports Industry > Vessels' Port Operations
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Available grade	Achieved
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Prerequisites	Master Foreign Going (Class 1) or equivalent as specified in Maritime Safety Authority Manning Regulations.
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Guidance Information

- 1 This unit standard is intended for personnel engaged in the role of a harbour pilot. Pilotage requirements are substantially dependent upon the local conditions prevailing in the harbour limits which vary between one place and another due to different climate, nautical, and shipping conditions, as well as the nature of the pilotage operation itself.
- 2 The pilotage intended covers the safe conduct of the vessel within harbour limits by day and night, in all weathers and in all conditions of visibility, handling vessels of all types and sizes, with or without tug or tugs, and in any configuration of draft and trim.
- 3 Legislative and regulatory requirements relevant to this unit standard include –
 Health and Safety at Work Act 2015;
 Maritime Transport Act 1994;
 Maritime Safety Authority Maritime Rules; International Convention on Standards of Training, Certification and Watchkeeping, available at [International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 \(imo.org\)](https://www.imo.org/publications/standards-of-training-certification-and-watchkeeping-for-seafarers-1978);
 Local harbour bylaws;
Approved Code of Practice for Health and Safety in Port Operations, available at [Health and safety in port operations | WorkSafe](https://www.worksafe.govt.nz/health-and-safety-in-port-operations);
New Zealand Port and Harbour Marine Safety Code, available at [New Zealand Port and Harbour Marine Safety Code - Maritime NZ](https://www.maritimenz.govt.nz/port-and-harbour-marine-safety-code);
IMDG (International Maritime Dangerous Goods) Code, available at [www.imo.org](https://www.imo.org/publications/imdg-code).
- 4 Any new, amended or replacement Acts, regulations, standards, codes of practice, guidelines, or authority requirements or conditions affecting this unit standard will take precedence for assessment purposes, pending review of this unit standard.

- 5 Evidence presented for assessment against this unit standard must be consistent with safe working practices and be in accordance with company requirements, legislative requirements and regulatory requirements.
- 6 Though not included in this unit standard, candidates are expected to have knowledge and experience of the following: local physical features (lights, navigational beacons, buoys, tides and currents, and hydrographic data) to a level of detail sufficient to safely manoeuvre a vessel; local port's communications, infrastructure, and emergency facilities; and the manoeuvring behaviour of ships in general. Confirmation a candidate has this knowledge and experience may be provided by the port authority or the candidate's employer.
- 7 **Definition**
Company requirements refer to instructions to staff on policy and procedures that are available in the workplace. These requirements may include – company policies and procedures, work instructions and legislative requirements.
Regulatory requirements refer to regulations set by but not limited to the New Zealand Customs Service, Ministry for Primary Industries and WorkSafe New Zealand.

Outcomes and performance criteria

Outcome 1

Pilot vessels within designated harbour limits.

Performance criteria

- 1.1 Pilotage of the vessel is carried out to conform to regulatory requirements and local bylaw operating procedures.
- 1.2 Vessel type, size and handling characteristics are balanced against the current conditions of the tide, sea state, visibility, traffic and weather conditions in order to maintain the safety of the vessel, all personnel aboard, any cargo, and other traffic.
- Range vessels include – all types of vessel that use the port, and up to the maximum dimensions and draft that use the port.
- 1.3 Pilotage manoeuvres are carried out to retain the integrity of the vessel's and port's structures and the environment.
- 1.4 Control of the piloted vessel is conducted in a manner which maintains the relationship between the pilot, the vessel's master and the crew, whilst preserving the safety of all traffic and the environment.
- 1.5 Technical aids to navigation are utilised to the extent of their limitations to complement or supplement visual information.
- 1.6 Pilot transfers are carried out safely to and from the vessel whether at sea or alongside.

1.7 Passage planning and contingency techniques are used to cover normal and extraordinary events sufficient to conduct the safe passage of the vessel.

1.8 Judgement is exercised on limitations precluding safe pilotage.

Range limitations include – adverse weather, mechanical deficiencies, human factors, communication breakdowns, temporary port constraints, any limitations on tug power.

Outcome 2

Coordinate resources to assist pilotage.

Performance criteria

2.1 Resources required to assist in pilotage are utilised and coordinated to effect manoeuvres and securing of the vessel.

2.2 Tug manoeuvres and assistance are controlled to maintain tug safety and provide assistance to the vessel.

2.3 Communication between pilot and vessel's crew, supporting vessels, and land based support is completed in a manner and at a level which maintains a clear appreciation by all parties of the correct and intended movement of the vessel.

2.4 An effective master-pilot relationship is established and maintained in a manner and at a level which maintains a clear appreciation by both parties of the intended movement of the vessel.

Outcome 3

Participate in port traffic management and administration.

Performance criteria

3.1 Traffic management is carried out to conform to the port traffic management system, procedures, and guidelines.

3.2 Documentation relating to the pilotage and management of vessel movement is completed, and is available for reference, or is passed to the designated personnel for action within stated time frame.

3.3 Nautical documents, publications, and charts relating to pilotage operations are completed and immediately available for reference.

3.4 Equipment utilised in pilotage and traffic management is operable and maintained.

Planned review date	31 December 2024
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Status information and last date for assessment for superseded versions

Process	Version	Date	Last Date for Assessment
Registration	1	26 November 1997	31 December 2023
Revision	2	23 April 1999	31 December 2023
Revision	3	10 April 2000	31 December 2023
Revision	4	20 June 2005	31 December 2023
Rollover and Revision	5	17 September 2015	31 December 2023
Review	6	24 February 2022	N/A

Consent and Moderation Requirements (CMR) reference	0014
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This CMR can be accessed at <http://www.nzqa.govt.nz/framework/search/index.do>.

Comments on this unit standard

Please contact Hanga-Aro-Rau Manufacturing, Engineering and Logistics Workforce Development Council qualifications@hangaarorau.nz if you wish to suggest changes to the content of this unit standard.