



Harbourmaster

PEC PROFICIENCY PLAN - AUCKLAND

PURPOSE & OBJECTIVES

Operators are required to develop and maintain their own PEC Structured Training Programmes for their PEC candidates. The Auckland Harbourmaster will maintain the PEC Proficiency Plan. Both must be approved by Maritime New Zealand.

This proficiency plan outlines the process for maintaining and demonstrating the ongoing proficiency and competence of PEC holders in the Auckland Pilotage Area. By completing this process the PEC will remain valid for use.

RECENT EXPERIENCE REQUIREMENTS

In accordance with Maritime Rule, Part 90.66(1) (b) the PEC holder must complete at least 4 transits inwards (arrivals) and 4 outwards (departures) of the Auckland Pilotage Area within each 12-month period. This must include 1 inward and 1 outward transits during the hours of darkness.

In addition, to maintain a tug endorsement, at least 2 arrivals using a ship handling tug in each 12-month period.

If a candidate has more than one named vessel, or more than one category of vessel endorsed on their PEC, the required transits need to be conducted on each named vessel or type.

The use of a simulator to achieve the recent experience requirements is not allowed.

ANNUAL ASSESSMENT

Within each 12-month period, all PEC holders must complete an annual assessment to demonstrate their continued local knowledge and skills. The assessment will be conducted in accordance with Maritime Rule, Part 90.111 and include at least 1 transit of the pilotage area with a licenced Auckland Pilot. For vessels less than 1000GT, the assessments may be



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undertaken by the Harbourmaster or Deputy Harbourmaster as per Maritime Rule 90.111(1)(b)(iii)

A transit is deemed to be from berth to 'A' buoy or Half Moon Bay to Waiheke (or vice versa).

The Assessor will be seeking evidence that the PEC holder remains competent to command the vessel within the pilotage area in accordance with the privileges of the PEC. The assessment will include the navigation tasks to be conducted as per the form in **Appendix 1**.

For PEC holders with a tug endorsement, the annual assessment must include the use of a ship handling tug.

From time to time, the Harbourmaster and Senior Pilots may review the navigational tasks required for the annual assessment and determine if they remain fit for purpose.

Harbour Control and the Harbourmaster are to be advised of any upcoming assessments.

Feedback will be given directly to the PEC holder by the Pilot or Harbourmaster. If the Pilot has any concerns, they will discuss with the Harbourmaster who will determine what action to take. Feedback will be related to the tasks which were carried out, identify strengths and weaknesses, confirm if the PEC holder has met the required standards, recommend a course of action if they have not met the required standards, recommend any areas for further training.

If the PEC holder does not complete the assessment to the required standard, a number of things could happen. Reassessment, potentially with a different assessor; further training by the operator followed by reassessment; their PEC is not renewed.

REPORTING REQUIREMENTS

The PEC holder must maintain a record of all ship movements conducted within the Auckland Pilotage Area and provide such records up to 31st of March of that year to the Harbourmaster. Records should include the information required on the form in **Appendix 2**.

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The Harbourmaster will keep written records of the annual assessment. PEC holders should send copies of their assessment to the Harbourmaster as soon as they are able thereafter. The written records must state the outcome of the assessment and whether the PEC holder achieved the required standards. Records will be kept for a minimum of 5 years.

PEER REVIEW & REFRESHER TRAINING

The vessel operator should ensure that their PEC holders are subject to an annual peer review to ensure that standards and knowledge are maintained. Ideally this should be midway between annual assessment. Operators should determine their own specific peer reviews are carried out and who conducts the peer review.

The PEC holder should keep up to date with any changes relevant to navigation in the Auckland Pilotage Area as well as new technology, changes to maritime laws and regulations, new wharf and jetty layouts.

These matters should be covered as part of the operator's safety management system under ISM or MOSS as applicable. PEC holder on vessels greater than 3000GT must undertake BRM refresher training every 5 years.

It is not envisaged that a ship simulator be routinely used to conduct peer reviews. The Harbourmaster must approve any use of a simulator in advance.

Operators should maintain records of the reviews of their PEC holders. Such records should be kept for a minimum of 5 years.

REGAINING CURRENCY

It is the PEC holder's responsibility to make sure that they are current in accordance with the requirements of Maritime Rule, Part 90.66 prior to exercising the privileges of that PEC.

The Harbourmaster will communicate directly with a PEC holder should their currency expire.

Where the PEC holder has not satisfied the recent experience requirements within the previous 12 months, the Harbourmaster may extend the time limit to 18 months if he deems it appropriate. Otherwise, the PEC holder must:



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1. Complete a minimum of 4 transits inwards & 4 transits outwards, one each during hours of darkness, while under the supervision of an A Grade Auckland Pilot or a current Auckland PEC holder for that vessel. The checklist in Appendix 1 should be used and submitted to the Harbourmaster upon completion. If the supervisor is a PEC holder the last 2 transits must be under the supervision of an A Grade Auckland Pilot.

Where the PEC holder has not exercised the PEC for more than 24 months or has repeatedly failed to satisfy the recent experience requirements, they must complete all requirements specified in the structured training programme (in respect of the blank chart, written and oral examinations and supervised transits).

The use of a simulator to regain currency is not allowed.

9. PEC Operational Requirements

Prior to navigating within the Auckland Pilotage Area, the PEC holder must report to the Harbourmaster in accordance with Maritime Rule, Part 90.65(2). This report shall be made to Auckland Harbour Control on VHF Ch.12 stating the name of the Master and include a declaration that the holder is a current PEC holder meeting the requirements of Maritime Rule, Part 90.66.

In accordance with Maritime Rule, Part 90.25, the Master is also required to report to the Harbourmaster (via Auckland Harbour Control), any defects to the vessel's propulsion, manoeuvring or communications equipment or any other condition which may adversely affect its operation capability.



Appendix 1 : Annual Review

Vessel Name:	Reviewed Master:		Arr / Dep	Date:
Weather Conditions:	Reviewer:		Wind:	Berth:
Tidal Conditions:	Time of Boarding:	Time of Disembarking:	Night/Day	Drafts
Discussion of passage plan with reviewer				Comments
Explain intended track – is the plan workable?			yes/no	
Explain berthing/unberthing manoeuvre – is the manoeuvre workable?			yes/no	
During master/reviewer exchange did the master				Comments
Brief the bridge team on current local conditions e.g. traffic, weather, visibility, currents, ETA of tugs and tug movements, etc?			yes/no	
Establish an environment inviting questions/challenges?			yes/no	
Present a passage plan?			yes/no	
Explain navigational intentions, i.e. courses, speeds, wheel over positions, UKC, squat, maximum draft, depth in channel and alongside berth?			yes/no	
Discuss emergency/contingency plans/limits?			yes/no	
Advise vessel mooring/unmooring arrangements, including first/last lines?			yes/no	
During the transit did the master				Comments
Follow the passage plan?			yes/no	
If not, were deviations communicated satisfactorily to the bridge team?				
Respond satisfactorily when challenged or questioned?			yes/no	
Use "closed loop" orders & appropriate communications?			yes/no	
Communicate with other vessels in the harbour clearly and concisely?			yes/no	
Watch the indicators closely?			yes/no	

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Use appropriate speed in the channel?	yes/no	
Maintain a satisfactory positioning through the channel?	yes/no	
During berthing or unberthing did the master		Comments
Ensure the berth was clear?	yes/no	
Frequently monitor the helm and engine indicators?	yes/no	
Display full situational awareness?	yes/no	
Respond satisfactorily when challenged or questioned?	yes/no	
Display a calm and confident manner?	yes/no	
During the overall operation did the master		Comments
Display a good sense of positioning throughout the manoeuvre?	yes/no	
Conduct a satisfactory and successful manoeuvre?	yes/no	
Feedback from Master	Feedback from Peer Reviewer / Snr Pilot	
Document Title: HM-029 Exempt Masters Peer Review		Authorised by: DHM
Revision No.: 008	Revision Date: 25-02-2020	Issue date: 31-01-2014

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Appendix 2: PEC holder's annual record of shipping movements.

PEC Holder

	Date	Time	Vessel Name	Berth	Movement In/Out	Tug Used?	Day/ Night
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							