

C.RO Ports Killingholme Limited

The Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

The Able Marine Energy Park Development Consent Order

Planning Inspectorate Reference: TR030001

**Written summary of the oral representations of C.RO Ports Killingholme Limited at
the Issue Specific Hearing on marine issues**

Interested Party reference: 10015532

INTRODUCTION

1. This written summary ("WS2") has been prepared on behalf of C.RO Ports Killingholme Limited ("C.RO"). It relates to the oral submissions made by C.RO at the Issue Specific Hearing ("ISH") on marine issues arising from the Application for Able Marine Energy Park ("AMEP") Development Consent Order ("DCO") held on Thursday 13 September 2012.
2. C.RO is the statutory harbour authority for, and operator of, C.RO Ports Killingholme ("CPK"). This document summarises the submissions made by C.RO at the ISH in relation to marine issues, using the agenda of the ISH as a framework. The relevant issues are set out in the order in which they were discussed at the ISH.
3. A number of discussions took place at the ISH regarding the additional information that Able should produce to assist the Examining Authority's understanding of the various marine issues. Attached at Appendix 1 to this WS2 is a letter sent by C.RO to the Examining Authority on 17 September containing legal submissions in respect of what information C.RO considers is outstanding.

ISSUES

4. **Issue 3: Dredging and disposal issues**

E.ON and Centrica outfalls

- 4.1 In relation to discussions regarding these outfalls, C.RO confirmed to the Examining Authority that the two buoys for the outfalls lie in close proximity to the CPK approaches and to the Killingholme Haven at CPK and are used by the masters as an aid for navigation. Plough dredging around these outfalls will re-suspend particles in the water column. C.RO submits that Able should be required to make a decision as to which approach to take to protect the outfalls and this should be reflected in the DCO.
- 4.2 Furthermore, as submitted at the ISH, protective provisions for the benefit of C.RO should be included in the DCO giving it the right of approval for any works by Able in relation to these outfalls.

Protective provisions

- 4.3 In response to a question from the Examining Authority, C.RO confirmed that it requires its own protective provisions, not jointly with C.GEN Killingholme Ltd, drafts of which were

included as Appendix 1 to C.RO's written summary of its oral submissions at the ISH regarding the DCO (WS1). C.RO has not received a response from Able to those protective provisions. C.RO notes that the protective provisions proposed by C.RO are entirely appropriate for an entity of this nature. It is not appropriate that the protective provisions for C.RO be agglomerated with those for C.GEN Killingholme Limited, which is an entirely separate entity with different interests. C.RO is a port authority and a statutory harbour authority, whereas C.GEN is a power generator. C.RO notes that Able agreed at the ISH that separate protective provisions should be given.

Dredging requirements at CPK

- 4.4 In response to questions from the Examining Authority C.RO confirmed that dredging is presently carried out monthly at CPK. The primary areas where this occurs are to the northwest of the C.RO berths and the downstream approaches to the berths. In response to a question from the Examining Authority, C.RO confirmed that it is not the case that no maintenance dredging will be required.
- 4.5 C.RO and Able have not yet reached an agreement regarding dredging requirements. C.RO confirmed to the Examining Authority that it has not received any proposals from Able that relate to the overlap in the approaches. This is why protective provisions, which would provide a statutory basis for tripartite discussions between C.RO, Able and the Harbour Master, and would provide for arbitration should those discussions break down, are so important. Able confirmed that although it thought it had submitted proposals, these have not been received by C.RO. The Harbour Master confirmed that he would need to see an agreed position between the parties.
5. **Issue 1: The hydrodynamic and sedimentary regime in the Humber**
- 5.1 C.RO supported the assertion by the Marine Management Organisation that the effects of the berths at CPK should have been included in the hydrodynamic modelling. C.RO confirms that it has no in-principle objection to AMEP, however it wishes to ensure that AMEP has been properly assessed. At present there is a gap in the environmental impact assessment that has been carried out. This gap reinforces the need for protective provisions for the benefit of C.RO to protect C.RO against any adverse impacts that may arise as a result of AMEP. C.RO welcomes the confirmation from Able at the ISH that it will review C.RO's protective provisions. C.RO will constructively engage with Able on this issue.

- 5.2 C.RO submits that the hydrodynamic modelling is deficient in another respect. While C.RO accepts that additional modelling using the final iteration of the quay has been carried out - that used for the Application documents was the previous iteration - there is no assessment, either in the original Environmental Statement or the supplementary environmental information submitted by Able during the course of the examination, of the effects on the hydrodynamic regime when there are vessels moored alongside that quay. C.RO explained that Able had provided it with two different lists of vessels that may be expected to use AMEP. C.RO welcomes the confirmation made by Able at the ISH that it will instruct HR Wallingford to carry out additional modelling work which incorporates vessels moored alongside the AMEP quay. The Examining Authority must be better informed about the environmental impacts arising from the AMEP to allow it to make its decision on the DCO.

6. **Issue 2: Impact on other facilities, including development plans for the Port of Immingham**

Impact on CPK

- 6.1 C.RO emphasised at the ISH that any suggestion that the Harbour Master represents the interests of C.RO is not accepted. C.RO needs to be given the same rights of consultation and prior approval as are sought by the Harbour Master. C.RO, too, is a statutory harbour authority, with different interests to that of the Harbour Master. C.RO is interested in protecting its nationally significant harbour. The protections required are set out in C.RO's draft protective provisions annexed to C.RO's WS1.
- 6.2 Moreover, C.RO requires financial protection through protective provisions to ensure that the reasonable expenses incurred in carrying out any additional dredging required as a result of AMEP are met by Able. This mechanism was included in C.RO's draft protective provisions and C.RO looks forward to receiving confirmation from Able that it is accepted.

7. **Issue 4: Navigation**

- 7.1 C.RO has concerns regarding the adequacy of the navigation assessments that have been carried out by Able. As submitted at the ISH, and explained in C.RO's previous written representations, the original application was supported by a 2010 assessment based on a superseded quay design. The revised assessment submitted during the course of the examination incorporates the current iteration of the quay but still fails to provide sufficient information on which to base a decision regarding the navigational impacts of AMEP.

- 7.2 As part of the revised assessment Able has only carried out a single simulation which shows berthing arrangements at the southern end of the AMEP quay, using a vessel that is not typical of the type used by wind ports. There are a number of wind vessels of substantially greater draught and beam that were not chosen to be included in the simulation. C.RO has no way of assessing the impact of the vessels likely to be arriving at, and sailing from, AMEP as it has not been assessed. A list of vessels supplied to C.RO by email was appended to C.RO's comments on the written representations (WR3), and as C.RO submitted at the ISH, C.RO has subsequently been provided with an updated list with a wider range of vessel types. This list, which was supplied to C.RO in August 2012, is appended to WS2 as part of Appendix 1.
- 7.3 Revised simulations are thus required that not only incorporate an appropriate range of vessel types, but also incorporate vessel movements to and from the northern end of the AMEP quay and up to date hydrodynamic data (i.e. that incorporates the berths at CPK and vessels moored alongside the AMEP quay). Moreover, information must be provided as to the weather and tidal conditions (including wind force) inputted into the simulation. C.RO submits that a strong flood tide should be included.
- 7.4 C.RO drew the Examining Authority's attention to Appendix 5 of its first written representation (WR1) which illustrates the overlap in the C.RO and AMEP approach channels. This plan was produced by AMEP and should be included as an application drawing and referred to in the requirements. At present sections of the AMEP turning area and approach channel lie in C.RO's approach channel. However the simulations carried out by Able fail to show that vessels arriving to or sailing from AMEP require the area of overlap for manoeuvring. The only vessel that has been modelled was able to turn within the AMEP approaches. There was no need to have that turning area. C.RO submits that if this area cannot be shown to be required by AMEP vessels it should be removed from the AMEP approaches, so as to reduce the potential for conflict.
- 7.5 As stated at the ISH, C.RO relies on scheduled sailings and is concerned that there has been inadequate assessment regarding the navigational impacts of AMEP. While C.RO accepts that a navigation risk assessment has been undertaken by Able and was included as part of the application, it submits that this is not the same as an assessment of the environmental impacts. To assert that it is the same is not supportable. Vessel traffic is an environmental receptor, the effects on which should have been assessed as part of the application. The interactions between vessels, particularly in the area of the overlap in approaches, must be assessed and proposals must be put forward to address the impacts identified as part of that assessment.

- 7.6 Moreover while it may be physically possible for pilots and masters to liaise with each other and thus manoeuvre vessels in such a way that avoids conflict, C.RO submits that there must be management arrangements put in place to govern the situation. C.RO notes that the DCO refers to the future development of a vessel movement management plan, however C.RO has not been consulted about the proposed content of this document. Able confirmed at the ISH that this would be reviewed with the Harbour Master and other river users at a later date. C.RO submits that the obligation to include C.RO in the preparation of the vessel movement management plan must be secured. C.RO deserves protection and it is not sufficient to rely on discussions taking place between the Harbour Master and Able, and the oversight of the VTS on the Humber. C.RO is a statutory harbour authority, and a port operator that relies on scheduled sailings, and must be consulted in its own right. It is entirely appropriate that management systems are put in place to protect the movement of vessels arriving to/sailing from CPK. If the nature of those measures is not known now, there is no certainty as to environmental effects. C.RO has made additional comments on this matter in its letter to the Examining Authority at Appendix 1. In particular, C.RO wishes to have certainty that vessels may move outside its approaches if an AMEP vessel is blocking them. Whilst the Examining Authority suggested this would be possible, C.RO requires comfort.

DLA Piper UK LLP on behalf of C.RO Ports Killingholme Limited

24 September 2012

APPENDIX 1

Letter from C.RO Ports Killingholme Limited to Examining Authority

FAO: Mike Harris
The Planning Inspectorate
Room 3/13
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN

Your reference

Our reference

BDS/SN/84367/120009
UKM/45022173.4

17 September 2012

By email

Dear Sirs

IPC REFERENCE NUMBER: TR030001

APPLICATION FOR DEVELOPMENT CONSENT BY ABLE HUMBER PORTS LIMITED ("ABLE") FOR THE PROPOSED MARINE ENERGY PARK ("APPLICATION")

OUR CLIENT: C.RO PORTS KILLINGHOLME LIMITED ("C.RO") (REFERENCE 10015532)

We refer to the examination of the above Application.

1. We are aware that the Panel is meeting on Tuesday 18 September 2012 to discuss any further information that may be required from the parties and to consider the need for further issue specific hearings.
2. This letter sets out a number of issues in relation to which the Panel may wish to request further information pursuant to Rule 17(1) of the Infrastructure Planning (Examination Procedure) Rules 2010. C.RO would welcome the provision of this information. There is a lack of clarity regarding Able's proposals in a number of areas and the information (including environmental information) that relates to those proposals, if it exists. This is relevant to C.RO's consideration of the Application and the effects of Able Marine Energy Park ("AMEP") on its operations at C.RO Ports Killingholme ("CPK").
3. This letter makes legal submissions on behalf of C.RO that C.RO requests the Panel consider. C.RO notes that it is not intended to substitute C.RO's written summary of the oral representations it made at the Issue Specific Hearings ("ISH") on 13 and 14 September. That summary will be submitted on 24 September in accordance with the examination timetable. This letter simply raises a number of concerns that may be relevant to the Panel's consideration of various matters at its meeting on 18 September.
4. Accordingly, C.RO kindly requests that the Panel consider the following matters.

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INVESTOR IN PEOPLE

Content of the Environmental Statement ("ES")

- 4.1 It is apparent that the environmental impact assessment of AMEP comprises a large number of documents, some of which update previous reports. C.RO understands that Able agreed during the ISHs on 11 and 12 September to provide a signposting document. C.RO requests that this document is comprehensive across the environmental topics and not solely ecological matters. It should address not only where a part of the ES has been superseded by any supplementary environmental information submitted by Able and the replacing document, but also its consequential effect on the environmental impact assessment carried out by Able. This would require Able to identify how any statements in the ES have been modified or updated. C.RO does not consider that a list of documents alone will assist in the way required.

Plans

- 4.2 A number of revisions to the Application have been proposed since the Application date. These comprise new drawings (for example a new Works Plan for the proposed railway loop within AMEP), although additional planning/other drawings have not been updated e.g. the Indicative Masterplan. A comprehensive set of revised drawings, with an indication of which drawings have been replaced, is important. In connection with this, C.RO would welcome confirmation from Able that the environmental impact assessment contained in the ES is not affected by the details that have changed since the date of the Application.

Hydrodynamic Assessments

- 4.3 At the ISH on marine matters on 13 September Able confirmed that it would carry out an assessment of the effects on the hydrodynamic regime when there are vessels moored alongside the AMEP quay. C.RO considers that Able should also review its previous assessments with reference to the existence of the berths at C.RO. Currently, there is no information as to what effect that may have on the results of Able's assessments. C.RO requests that the Panel ask Able to provide this information.

Navigational Assessments

- 4.4 C.RO also made submissions at the marine matters ISH about the adequacy of the navigational assessments carried out by Able. Whilst C.RO does not seek to add to those submissions (or substitute its Written Summary), it does wish to make clear that notwithstanding the helpful comments of the Harbour Master, it does have continuing concerns about the nature of the assessments carried out to date.
- 4.5 In particular, Able has not shown that its proposed turning area, or the overlap with its approaches, is necessary. Whilst C.RO acknowledges that the Harbour Master may well manage vessel movements in the Humber in a way that will protect C.RO, there does not appear to be any reason to create interfaces - which then require protection for users, and management - where

they are not necessary, or may simply be considered a "nice to have" without any operational requirement for their existence. This is bearing in mind that the turning area was established for a quay wall design that has been superseded, and simulations for the final design do not show any vessels needing the turning area.

- 4.6 C.RO therefore submits that AMEP should be required to produce a simulation of the berthing arrangement at AMEP that incorporates:
- 4.6.1 the final iteration of the quay wall design;
 - 4.6.2 vessel movements to/from the northern end of the quay;
 - 4.6.3 up to date hydrodynamic data; and
 - 4.6.4 an appropriate range of vessel types (having regard to the large variation in length, beam, and draft of vessels that Able apparently contemplates accepting at AMEP).
- 4.7 The detail of the weather and tidal conditions (including wind force) simulated should also be provided.
- 4.8 At the ISH it was suggested by Mr Widd that (assuming the turning area is approved) vessels inbound and outbound to/from CPK could go around any AMEP vessel in the AMEP turning area. Whilst this may happen, it would require vessels to move towards the centre of the River away from the existing channel. C.RO does not have any certainty that vessels would be able to do so. Currently, the Harbour Master does not allow more than one vessel to manoeuvre in C.RO's approaches at any one time. If this situation applies if AMEP is constructed, this may prevent a CPK vessel from leaving/approaching its berth. C.RO currently manages the movement of vessels accordingly, on which basis it is able to manage scheduled arrivals and sailings.
- 4.9 Given that Able proposes to turn vessels in C.RO's approaches, C.RO is concerned that its services will be interrupted because vessels will not be allowed in that area while another is manoeuvring, unless the Harbour Master Humber agrees to allow this change in current procedure. The Panel must be satisfied that what Able proposes is indeed acceptable and that vessel movements will be managed appropriately. C.RO considers that whilst the Panel may expect the Harbour Master to do so, it may be necessary to have this confirmation now. This may require additional simulations/assessments to be carried out. This would also require details of the vessel management plan to be set out now.
- 4.10 This is relevant and important to determining whether Able should be allowed to place its turning area in C.RO's approaches. Able has relied on the agreement of a vessel movement management plan, which will be secured by a requirement/protective provision. C.RO submits that the Panel cannot have any certainty as to the efficacy of this plan as mitigation, without knowing its likely content. The Panel cannot also have certainty that C.RO's vessels will

be allowed to move around AMEP vessels in AMEP's turning area. The plan should be produced now either in draft, or in a skeleton form, and the relevant confirmations sought. C.RO submits it is necessary to have this information now in order to understand the likely environmental effects of AMEP, and to understand that they will be properly constrained. Confirmation should also be sought as to how any potential conflict will be managed. C.RO recognises that this may require confirmation from the Harbour Master, although it is appropriate that Able addresses this properly now (including in consultation with the Harbour Master Humber).

- 4.11 As set out above, there remains some confusion for all parties as to what vessels AMEP is likely to be handling. In order to ensure that all relevant assessments have been carried out appropriately, C.RO submits that the Panel should require Able to produce a list of the vessels that will be expected to arrive to, and sail from, the AMEP quay, and provide an assessment of the difference in the environmental impacts of those vessels in comparison to those assessed in the ES. To assist the Panel, we supply two lists that have been supplied to C.RO. The first list was provided to the examination as Appendix 3 of C.RO's third written representation. The second list was supplied in August 2012.

The Killingholme Branch Line ("Railway")

- 4.12 As the Panel was made aware at the Land Access and Transport ISH on 14 September, C.RO has a connection agreement with Network Rail, the existence of which is considered by Network Rail to be binding and relevant to the future of the Railway. C.RO has made submissions on a number of occasions that there has been no assessment of the operational effects of AMEP on the Railway. In light of matters raised at the ISH, C.RO asks the Panel to consider the following points:

- 4.12.1 given that C.RO has a connection agreement, which would enable it to receive trains from and despatch trains to the Railway (and the wider railway network), and that other bodies have the right to do the same (including operating trains on the network), it has not been shown - as part of the Application or otherwise - that AMEP could operate without seriously compromising the safe and efficient provision of the Railway, and in particular C.RO's ability to connect to and use the Railway. No environmental impact assessment has been provided either. This should be required now;
- 4.12.2 it is not known - i.e. there is no assessment, or other type of appraisal - and it certainly has not been shown, that AMEP could operate viably and safely in conjunction with third party train movements on the Railway in the way that Able proposes (with level crossings or on an open/unrestricted crossing arrangement, whichever is in fact proposed). This is relevant to the question of viability of AMEP. Whilst C.RO notes that Panel asked clarificatory questions of Able, Able has only addressed the issue of financial viability in terms of bridges. It has not demonstrated

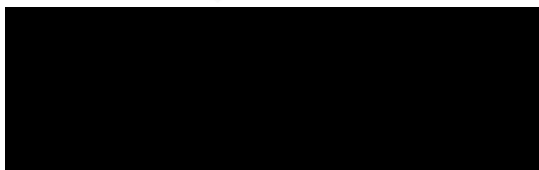
that it is in fact possible to operate a Railway at all across the site at the same time as trying to move large components across the Railway. The scope for conflict is considerable, given that AMEP will be subject to the commercial and time pressures of its tenants. Information on these is also scarce. An assessment should be required;

- 4.12.3 Able has stated that it proposes a passing loop as part of AMEP. It has not, however, made clear, or assessed, what train movements it expects to operate or receive/despatch. Clearly, if Able also proposes to operate trains (and to handle rail freight), it must be able to show (a) that it can do so at the same time as other operators (on the basis of whatever assumptions are appropriate) and (b) that the in-combination effect of AMEP component movements, AMEP trains, and third party trains - and even those that may be using the Railway to/from the Able Logistics Park - will not detrimentally affect the operation of the Railway, or the viable operation of AMEP. Given that Able has not fixed the location of level crossings, it is not possible to know that any trains could pass along the Railway when any of the level crossings were in use. Much has been left to assertion or hope, and it is submitted that this approach is contrary to the legal requirements for the assessment of the environmental assessment of a project, and prejudicial to the interests of C.RO's commercial operations as an existing port with a valuable and important connection to the Railway. This has been set out fully before for the Panel, including in C.RO's first and second written representations;
- 4.12.4 it must be noted that there is not any agreement between Network Rail, Able, and other parties about the Railway. It cannot be assumed that there will be. If Able wishes to retain the potential for use of compulsory purchase powers over the Railway, C.RO submits that it must carry out the necessary assessments as required by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. It is not appropriate for this not to have been done. It is submitted that it should be required now;
- 4.12.5 C.RO remains confused about the proposals for level crossings and/or bridge crossings as discussed at the ISH on 14 September 2012. It has now seen a variety of different proposals, without having any clear idea of what is actually proposed. It urges the Panel to require clarity on what is proposed now, and their implications for the efficient operation of the Railway (including any assessment as required); and
- 4.12.6 confirmation as to why the compulsory acquisition of the section of the track bed of the Railway outside the Application Site is required. Able stated at the ISH on 14 September that it did not require the Railway for the Able Logistics Park. C.RO submits that Able's intentions regarding potential rail use for the Logistics

Park remain unclear. This also raises a wider question of what precisely Able proposes in relation to the Railway, and what should have been assessed. Whilst the Logistics Park does not form part of this application, the use of the Railway by trains serving the Logistics Park will have an impact on the operation of the Railway, and it should be assessed - see 4.9.3 above. Able's approach to considering the impact of AMEP on the Railway appears to have been based on the assumption that Able would acquire the Railway for its own purposes and only Able would use it. That is not an appropriate approach, having regard to the Directive. Able should be asked to state its intentions. If it does not need the section of Railway to the east of AMEP for AMEP, it should remove this from its Application. If it does intend to operate trains to and from the Logistics Park via the Railway, it must carry out an assessment that includes these rail movements. We submit that the Panel should ask for this information now.

5. Finally, we request that if the Panel does require Able or other parties to provide further information, it allows sufficient time for C.RO to consider this information. We assume that an appropriate time the Panel would also consider whether it is necessary (for the Panel's purposes) to hold further hearings as necessary, and for C.RO to provide further written representations, given that such information will have been provided after the relevant Issue Specific Hearings, and potentially after the date for the last round of written representations.
6. C.RO reserves its position and the right to amend, or add to, the list of further information it considers is required.

Yours faithfully

A large black rectangular redaction box covering the signature area.

DLA PIPER UK LLP

Name	Owner	Length m	Width m	Sum mer draught	Max Draft
OWT Installation Vessel					
Discovery		138.55	40.80	5.50	
Hochtief		147.00	42.00	7.20	
Jacket Ins vessel		140.40	44.00	8.50	
Seajack		111.80	50.00	7.40	
Siestas		139.00	38.00	5.70	
Squire Silt		161.80	40.00	10.40	
Construction Vessel					
Cygnus		122.00	22.00	7.30	
Solitaire		248.65	40.60	8.50	13.64
Casterone		330.00	39.00	8.00	13.20
Mighty Servant 3		180.50	40.00	9.51	22.00
Mighty Servant 1		190.93	50.00	9.32	22.00
GSB Installation Vessel					
Confidential		90.00	62.00	4.50	16.00
Sirabag		160.00	65.00	12.00	17.00
Confidential		137.00	47.00	7.50	12.50
HLV's					
5,000t Oleg Stashov		183.00	47.00	8.50	13.50
2,500t Stals Yudin		183.20	36.00	5.50	8.90
Seven Borealls		182.20	46.20	8.50	11.35
Blue Marlin		225.00	63.00	14.21	
Treasure		217.00	44.00	10.90	
Cable Laying Vessels					
Networker	Global	60.00	20.50	2.63	
Cable Enterprise	Global	115.00	31.60	5.17	
CS Sovereign	Global	130.70	21.00	2.51	7.01
Wave Venturer	Global	141.50	19.39	3.15	6.10
Loelay		182.50	25.80	10.00	
Tog Mor		111.40	27.40		
Loray		182.00	25.00	10.00	
Tog Mar	Aliseas	125.00	32.00	3.00	
European Supporter		105.00	22.00	4.80	
Glutle Verne		133.00	32.00	8.00	
Lay Vessel IOS		132.00	27.00	9.40	
Seven Mar		146.00	27.00	8.00	
Lod Berg		143.00	31.00	9.00	
Responder		140.00	21.00	6.70	
Delalve		137.00	21.00	6.50	
Flat top barges					
H105		91.44	30.48	6.10	
H106		91.44	30.48	6.14	
H111		91.44	27.43	4.85	
H113		91.44	27.43	4.83	
H115		110.00	30.40	5.58	
Anambas		115.00	31.60		
H404		122.00	36.60		
H401		122.00	36.60		
H402		122.00	36.60	5.73	
AT11		122.00	35.00	6.50	
Intermac 600		152.40	36.60		
H114 Phillips		160.00	42.00	7.53	
H541		165.00	42.00		
Intermac 627		176.80	48.80		
Intermac 650		198.00	51.80		
H851		260.00	63.00	10.73	
Ships					
MV Daniela		98.37	20.98	7.42	
ASV Pioneer		100.60	30.48	3.82	
MV Fairlift		100.70	20.98	7.42	
MV Fairlane		110.49	20.85	7.72	
MV Jumbo Vision		110.49	20.85	7.72	
Damen Combi Carrier		119.00	27.45	5.40	15.00
Congo		143.14	22.80	9.70	
MV Jumbo Javelin		144.21	26.70	8.10	
MV Fairpartner		144.21	26.70	8.10	
Rickmers Shankghi		192.90	27.80	11.20	
Container		225.00	32.26	14.42	
Lift & Carry Ships					
Vanguard		275.00	70.00	10.99	
Blue Marlin		224.80	63.00	10.24	
Mighty Servant		190.03	50.00	9.32	
HYSY 278		221.60	42.00	10.15	
Transhell		173.00	40.00	8.80	
Supply Vessel					
Typhoon		73.40	16.60	6.50	
Torrent		73.40	16.60	6.50	
Cirrus		80.77	18.00	4.95	
Barge Supplier		88.00	19.00	5.00	
Tolva Invincible		80.00	18.00	5.00	
Edda Frigg		84.00	19.00	5.00	
Maersk Tender		73.00	20.00	6.90	
Havila Aurora		75.00	18.00	5.30	
ER, Georgina		93.00	20.00	5.80	
Bourbon Front		84.00	18.00	4.50	
Energy Girl		80.00	18.00	4.90	
Tugs					
Fairplay-30		38.72	12.70	5.80	
MV Pacific Blade		66.00	14.60	7.40	
Svitzer Bootle	Svitzer V	29.50	11.00		5.90
Phoenix Cross	Svitzer V	30.58	9.80		2.66
Fiery Cross	Svitzer V	30.58	9.80		2.66
Ormsby Cross	Svitzer V	33.00	11.40		3.90
Hutton	Svitzer V	30.00	10.00		5.80

Van: Peter Stephenson <pms@ableuk.com>

Onderwerp: AMEP: Ships : dredge depths

Datum: 18 juni 2012 10:23:45 GMT+02:00

Aan: Frank VanBellinghen <Frank.VANBELLINGEN@cldn.com>

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Frank

Please further to your request at the meeting at your solicitors in London on Friday 15th June 2012 please find below list of typical vessels that may be operating from AMEP.

Please note

1. this is the operating draft under keel clearance will also be required and this will vary from a minimum of 0.5m to 1.5m for normal berthing but the crane vessels also need to allow for the tilting of the deck when lifting.
2. We also want to reduce dredging frequency so additional allowance is also needed to allow the berth to operate with an amount of siltation.

Name	Length m	Width m	Deck Area sq m	Moulded Depth	Summer Draught
FLAT TOP DEEP SEA BARGES					
H105	91.44	30.48	2,787	7.62	6.10
H106	91.44	30.48	2,787	7.62	6.14
H111	91.44	27.43	2,508	6.10	4.85
H113	91.44	27.43	2,508	5.84	4.83
H115	110.00	30.40	3,344	7.00	5.58
Anambas	115.00	31.60	3,634		6.80
H404	122.00	36.60	4,465	7.60	
H401	122.00	36.60	4,465	8.00	
H402	122.00	36.60	4,465	7.60	5.73
AT11	122.00	35.00	4,270	8.00	6.50
Intermac 600	152.40	36.60	5,578	6.14	
H114 Phillips	160.00	42.00	6,720	10.70	7.53
H541	165.00	42.00			
Intermac 627	176.80	48.80	8,628		10.97
Intermac 650	198.00	51.80	10,256		12.20
H851	260.00	63.00	16,380	15.00	10.73

Name

Moulded
Depth

Ships

	Length	Width	Draft
ASV Pioneer	100.60	30.48	6.09 3.82
MV Jumbo Javellin	144.21	26.70	8.10
MV Fairpartner	144.21	26.70	8.10
MV Fairlane	110.49	20.85	7.72
MV Jumbo Vision	110.49	20.85	7.72
MV Fairlift	100.78	20.98	7.42

MV Daniella	98.37	20.98		7.42
Congo	143.14	22.80	13.30	9.70

Cable Laying Vessels

CS Sovereign	130.70	21.00	21.00	7.01
Wave Venturer	141.50	19.39	19.39	6.10
Enterprise	115.00	31.60	6.80	5.17

Supply Vessel

Typhoon	73.40	16.60		6.50
Cirrus	80.77	18.00		4.95
Torrent	73.40	16.60		6.50

Construction Vessel

Cygnus	122.00	22.00		7.30
Solitaire	248.65	40.60		8.50
Casterone	330.00	39.00		8.00

Tugs

Fairplay-30	38.72	12.70		5.80
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Best Regards

PETER M STEPHENSON
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Certified to:

BS EN ISO 9001 : 2008 (Quality Management System)

BS EN ISO 14001 : 2004 (Environmental Management System)

BS OHSAS 18001 : 2007 (Occupational Health & Safety Management System)

Working towards BS EN ISO 30000 : 2009 (Ship Recycling Management System)

Received BP Diamond award.

Received IMareEST prize for Excellence.

Ernst & Young North and Midlands Overall Entrepreneur of the Year.

DEVELOPING ABLE HUMBER PORT 964 hectare (2,383 acres) with a MARINE ENERGY PARK

Our new AMEP flyover is available to view on www.ablehumberport.com

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