

**THE PROPOSED ASSOCIATED BRITISH PORTS (EASTERN RO-RO TERMINAL)
DEVELOPMENT CONSENT ORDER**

DEADLINE 4

Response to Action 2 from ISH3

Provide a plan or plans showing:

- the existing manoeuvring areas currently used by vessels arriving at or departing from the inner and outer parts of the Port of Immingham; and
- how those manoeuvring areas would be adapted to accommodate the Proposed Development.

submitted on behalf of Captain Firman, Harbour Master, Humber

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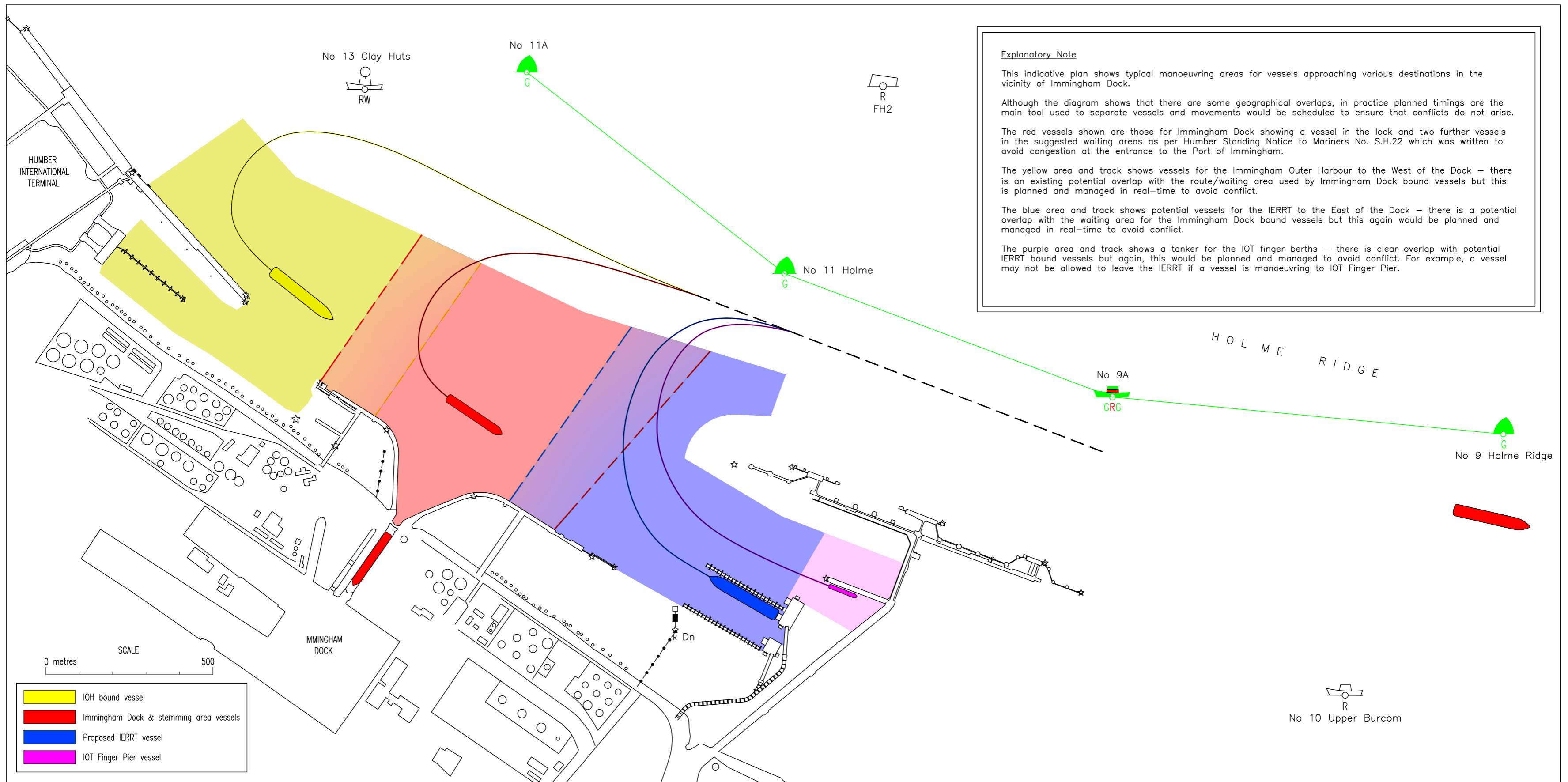
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**Solicitors and
Parliamentary Agents**

1. The following plans are attached:

- Plan showing the existing manoeuvring areas currently used by vessels arriving at or departing from the inner and outer parts of the Port of Immingham (Stemming Approaches Area Plan (existing))
- Potential traffic scenario – overview (with IERRT)
- Potential traffic scenario – IOH arrival (with IERRT)
- Potential traffic scenario – Immingham Dock arrival (with IERRT)
- Potential traffic scenario – IERRT/IOT arrival (with IERRT)

Winckworth Sherwood LLP



Explanatory Note

This indicative plan shows typical manoeuvring areas for vessels approaching various destinations in the vicinity of Immingham Dock.

Although the diagram shows that there are some geographical overlaps, in practice planned timings are the main tool used to separate vessels and movements would be scheduled to ensure that conflicts do not arise.


The red vessels shown are those for Immingham Dock showing a vessel in the lock and two further vessels in the suggested waiting areas as per Humber Standing Notice to Mariners No. S.H.22 which was written to avoid congestion at the entrance to the Port of Immingham.

The yellow area and track shows vessels for the Immingham Outer Harbour to the West of the Dock – there is an existing potential overlap with the route/waiting area used by Immingham Dock bound vessels but this is planned and managed in real-time to avoid conflict.

The blue area and track shows potential vessels for the IERRT to the East of the Dock – there is a potential overlap with the waiting area for the Immingham Dock bound vessels but this again would be planned and managed in real-time to avoid conflict.

The purple area and track shows a tanker for the IOT finger berths – there is clear overlap with potential IERRT bound vessels but again, this would be planned and managed to avoid conflict. For example, a vessel may not be allowed to leave the IERRT if a vessel is manoeuvring to IOT Finger Pier.

- SCALE
0 metres 500
- IOH bound vessel
 - Immingham Dock & stemming area vessels
 - Proposed IERRT vessel
 - IOT Finger Pier vessel


No 10 Upper Burcom

