

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

DEADLINE 4

Response to Action Point 19 from ISH 3

Note on the currently anticipated operating limits (parameters) for the Proposed Development

submitted on behalf of Captain Firman, Harbour Master, Humber

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1. During ISH3 the ExA requested that HMH provides his view on the potential operating limits of the IERRT.
2. As has been previously stated by HMH in his representations, HMH considers that it would not be appropriate to control the operating limits of the IERRT through the DCO process. This is because the operating limits are within the control of the SHA and these will be arrived at through: (a) further simulations, (b) feedback received through soft start procedures, (c) continual feedback as to the working of the IERRT (d) knowledge gained from experience of similar manoeuvres in similar conditions to date and in the future on the Humber. There will also be a need to ensure that operational limits are specific to any particular type of vessel.
3. Further, apart from any operating limits, Masters and Pilots should use discretion to assess tug usage in advance of any manoeuvre and this will vary due to a number of factors including wind strength and direction, tidal direction and speed and the manoeuvring characteristics of the vessel involved.
4. That being said, on the basis of the information which HMH currently has and collective experience (together with pilots and PECs) of navigation within Immingham and other ports within the Humber, HMH considers that the following operational limits may be considered as appropriate. Following experience gained during a soft start, tugs are initially likely to be considered necessary in mean wind speeds of 20 knots (or 25mph) from most directions and/or a tidal velocity in excess of 2.5 knots. Subject to further assessment and the vessel types used it may be that berthing with tugs is not possible in any case when mean wind speeds exceed 30 knots (or 35 mph). These parameters are based both upon current operating limits for Ro-Ro vessels operating safely at Humber Sea Terminal and is in line with experience gained through the simulations that have been carried out to date.
5. Once experience has been built up at each berth then HMH would envisage that these parameters could be amended.

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