

**THE PROPOSED ASSOCIATED BRITISH PORTS
(EASTERN RO-RO TERMINAL) DEVELOPMENT CONSENT ORDER
DEADLINE 7**

Response to ExA's further written questions and requests for information
submitted on behalf of Captain Firman, Harbour Master, Humber

PINS Reference Number	TR030007
Interested Party Reference Number	IMRO-OP001
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Reference	Addressed to	Information Required	HMH response
NS.3.02	HMH	<p>Comment on Applicant's answer to ExQ NS.2.35 [PD-013] (current directions)</p> <p>Please comment on why the pilotage adaptation to changed flow direction and speed during vessel approach to the Proposed Development would be "nothing like the same extent as when a vessel enters the bell mouth".</p>	<p>Pilotage and manoeuvring guidance are developed to deal with the specific circumstances of the location concerned and the manoeuvre required. The approach to the Immingham bell mouth and approach to the IERRT are in similar locations, but the final angle of approach is different and, therefore, the requirements of the manoeuvre will differ for each, depending on the conditions at the time. The difference is in the final angle, but, in the opinion of HMH, to seek to differentiate between them on the basis of which is more challenging is not of particular value.</p>
NS.3.04	HMH	<p>Any collateral impact on other operators during additional pilotage training/familiarisation.</p> <p>Please explain the pilot and Pilot Exemption Certificate holder training regime that would be put in place for the proposed berths commenting on:</p> <p>a) the use of simulation and on-the-water operational trials;</p> <p>b) whether that training and familiarisation could in itself cause a shortage of pilot availability, tug availability or interference on the water with the passage of any other vessels while the training is taking place; and</p> <p>c) what mitigation of any adverse impact to other operators during the training</p>	<p>As is the usual way to organise pilotage training and familiarisation, it would be managed to avoid impacts on operations in the Humber.</p> <p>Simulations would be planned to take place when it is convenient to do so, using pilots and PECs that are not actively on duty on their vessel or on the estuary. Thus, these workshops would have no direct impact on pilot or PEC availability.</p> <p>During the soft start, the PECS with simulation experience would be expected to be on board, serving in their normal role as master or officer of the vessel and readily available.</p> <p>Those pilots that had undergone training on the simulator would be used alongside other pilots undertaking on the job training (who would become authorised for</p>

		<p>and familiarisation period might be put in place.</p>	<p>the new terminal before training others under the same regime).</p> <p>Putting 2 (or more) pilots on a vessel for training purposes would not be done if the river is busy.</p> <p>HES has experience of training pilots and PECS in this way for new terminals as well as training new PECs and new vessels arriving for the first time at new facilities.</p> <p>Whilst this training would increase demand over a short period (weeks), the movement of other commercial vessels on the Humber would take priority over desirable training and consequently affect the speed at which that training is rolled out. In other words, training would be dictated by the availability of pilots and PECs and traffic patterns.</p> <p>Once the IERRT is operational, and the requisite number of PECS are all qualified, it is usual for future PECs to gain experience and train with existing PECS prior to authorisation by HES and subject to a small number of assessment runs (typically 2) by pilots.</p> <p>This is all standard practice for new PEC's, vessel or infrastructure that is carefully managed.</p>
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