

IMMINGHAM EASTERN RO-RO TERMINAL



Applicant's Response to ISH5 Action Point 5 – Part 2

Document 10.2.73

APFP Regulations 2009 – Regulation 5(2)(q)

PINS Reference – TR030007

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Document Information

Document Information	
Project	Immingham Eastern Ro-Ro Terminal
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ISH5 Action 5

Annex I

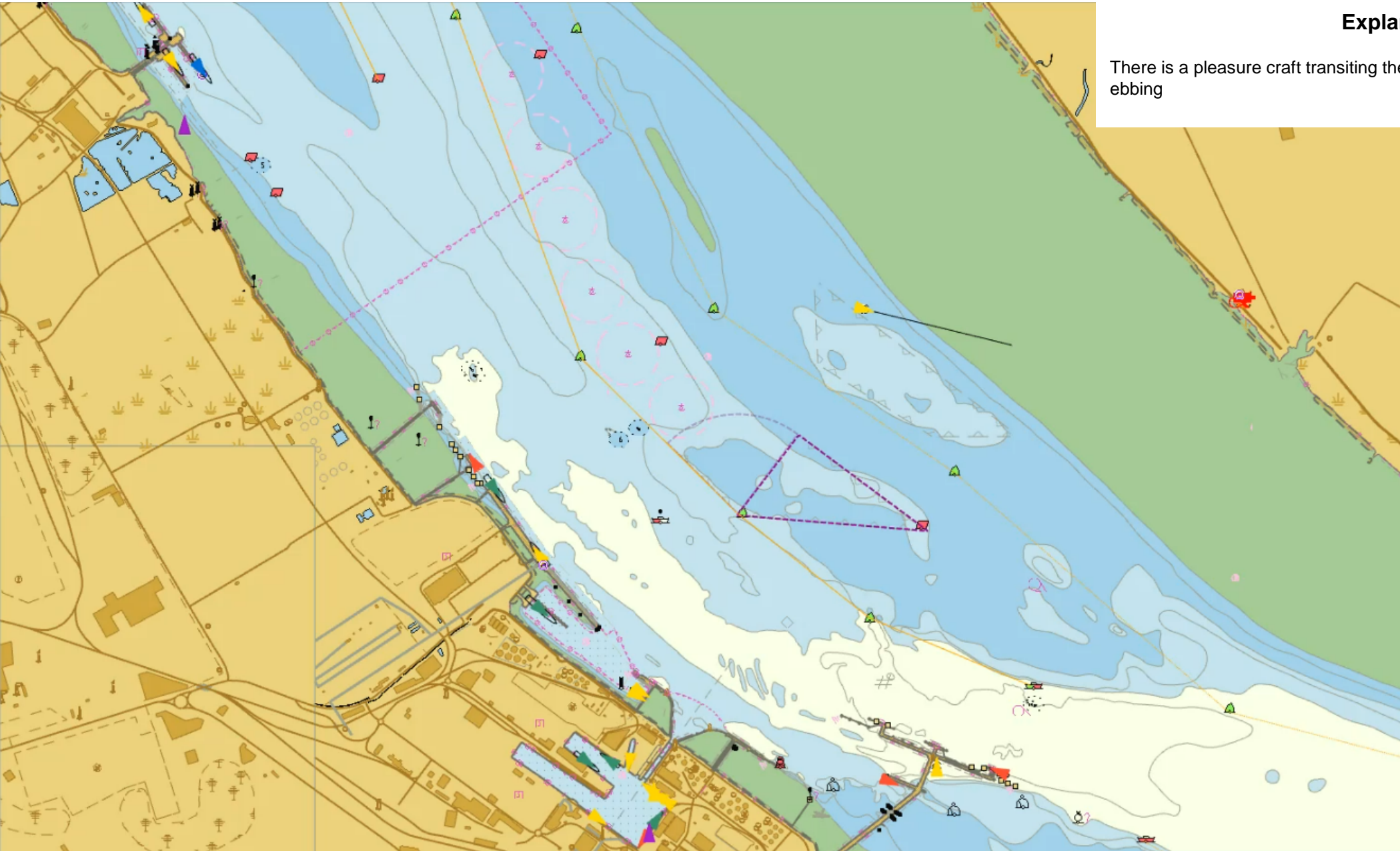
A replay of the VTS traffic monitoring system

Part 2 of 2/

AM HW +4.75Hrs

Explanation

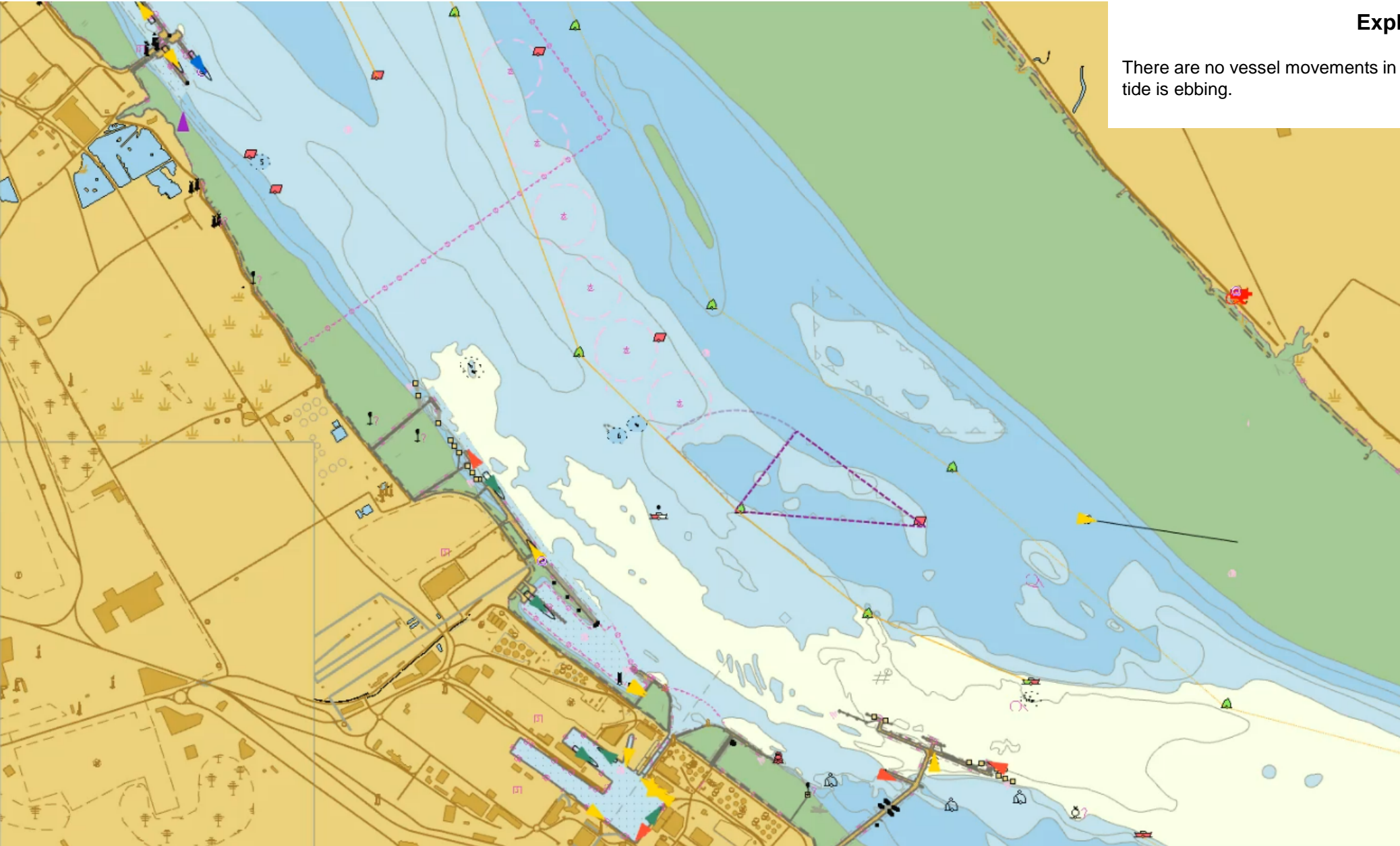
There is a pleasure craft transiting the Foul Holme channel. The tide is ebbing



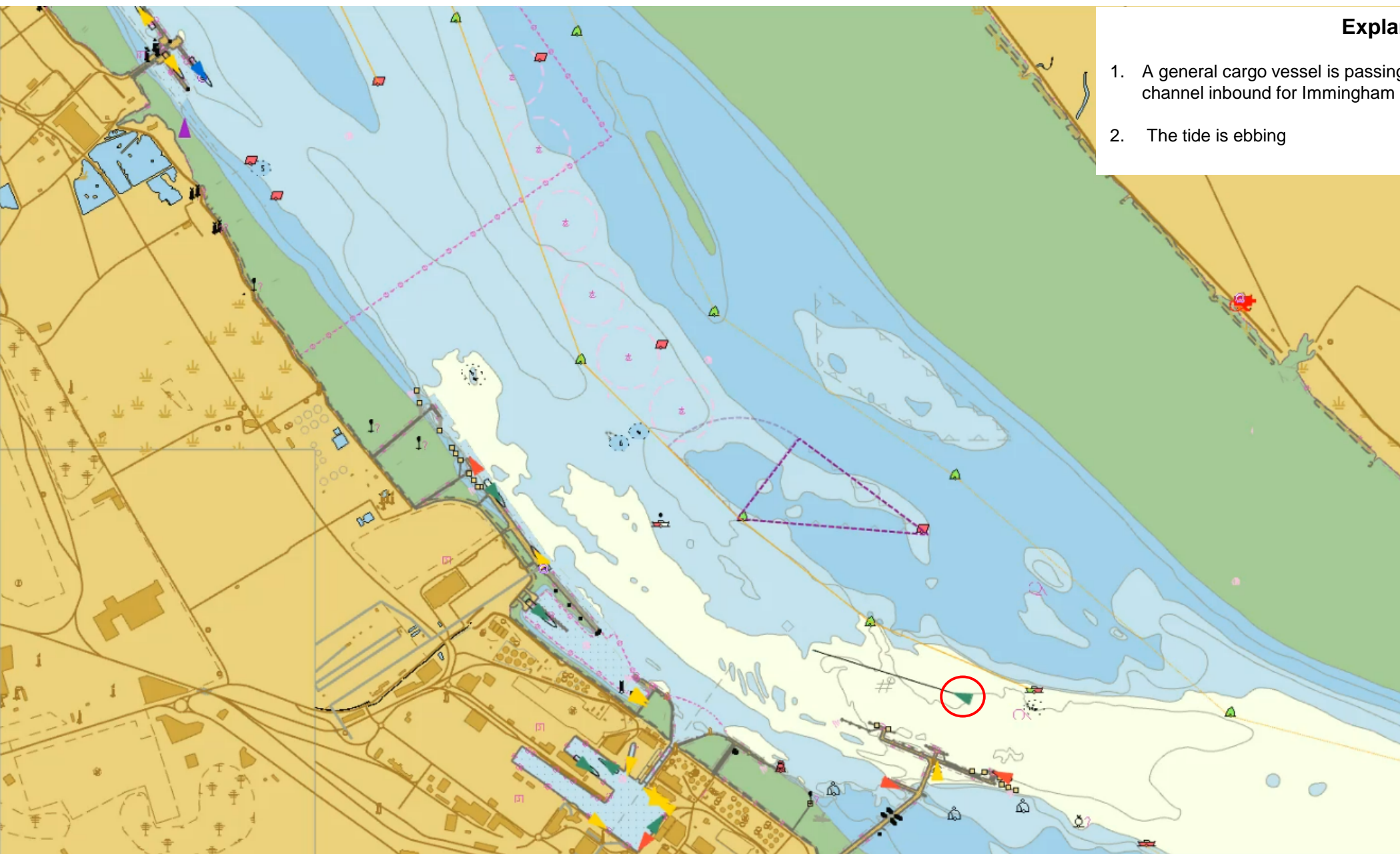
AM HW +5Hrs

Explanation

There are no vessel movements in the Immingham area at this time. The tide is ebbing.



PM HW -7Hrs



Explanation

1. A general cargo vessel is passing the IOT using the main navigational channel inbound for Immingham Dock (highlighted in RED)
2. The tide is ebbing

PM HW -6.75Hrs



Explanation

1. The general cargo vessel is manoeuvring for Immingham lock (highlighted in RED).
2. A large tanker vessel is inbound for Immingham Oil Terminal with the assistance of tugboats (highlighted in GREEN).
3. The tide is ebbing

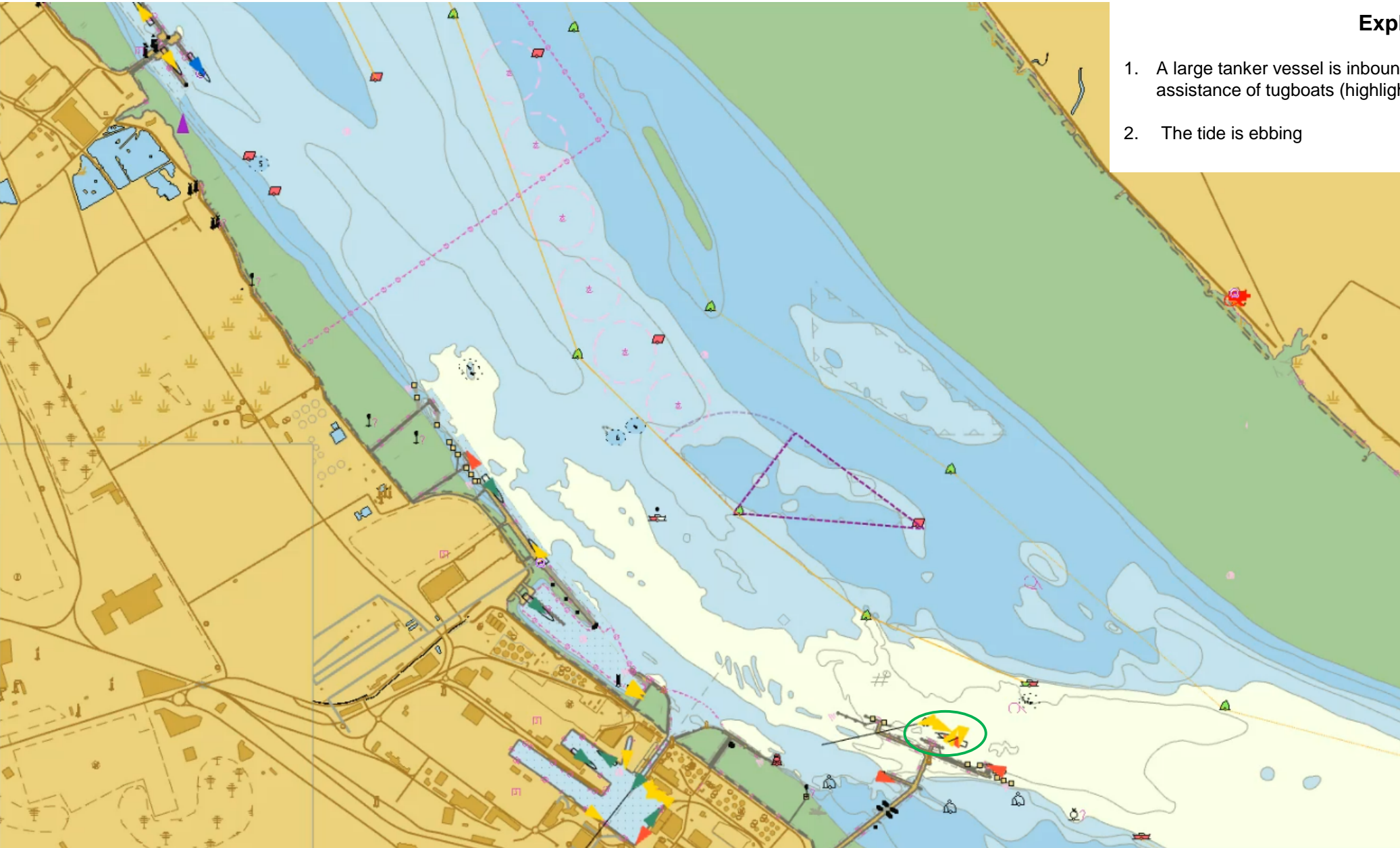
PM HW -6.5Hrs

Explanation

1. The general cargo vessel is now inside Immingham lock (highlighted in **RED**).
2. A large tanker vessel is inbound for Immingham Oil Terminal with the assistance of tugboats (highlighted in **GREEN**).
3. The tide is ebbing



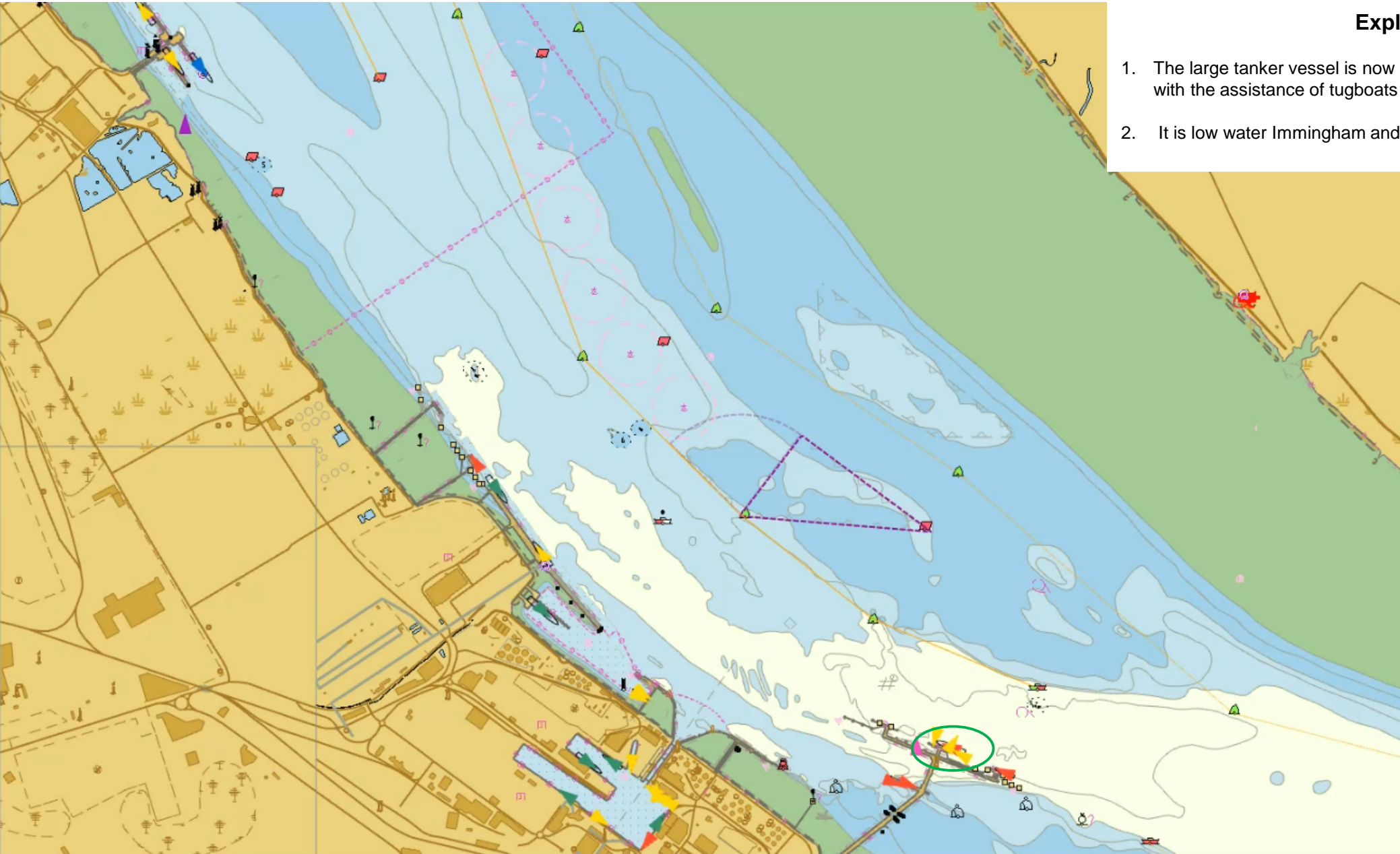
PM HW -6.25Hrs



Explanation

1. A large tanker vessel is inbound for Immingham Oil Terminal with the assistance of tugboats (highlighted in **GREEN**).
2. The tide is ebbing

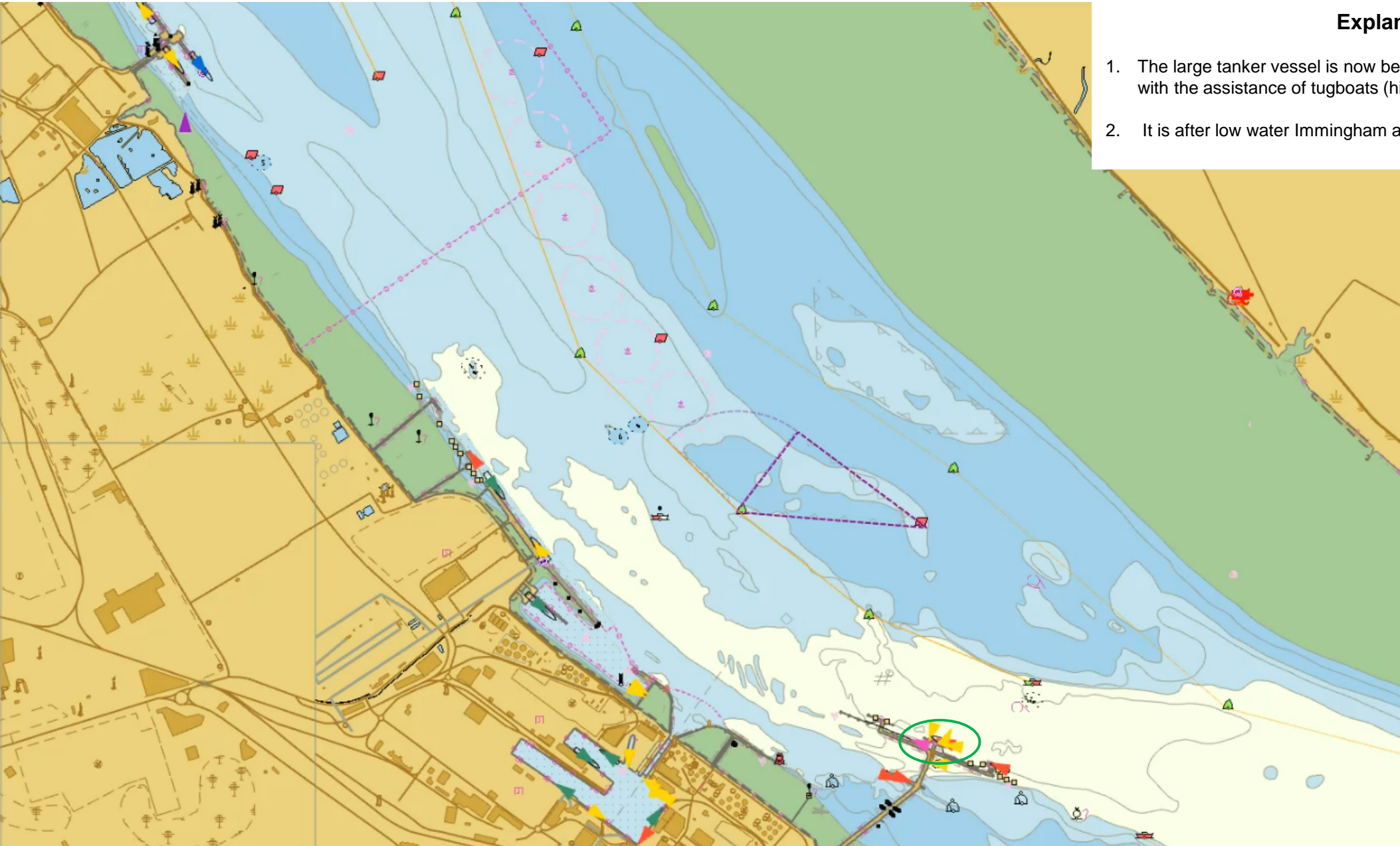
PM HW -6Hrs (Low Water Immingham)



Explanation

1. The large tanker vessel is now berthing at Immingham Oil Terminal with the assistance of tugboats (highlighted in GREEN).
2. It is low water Immingham and the ebb tide flow rate reduces

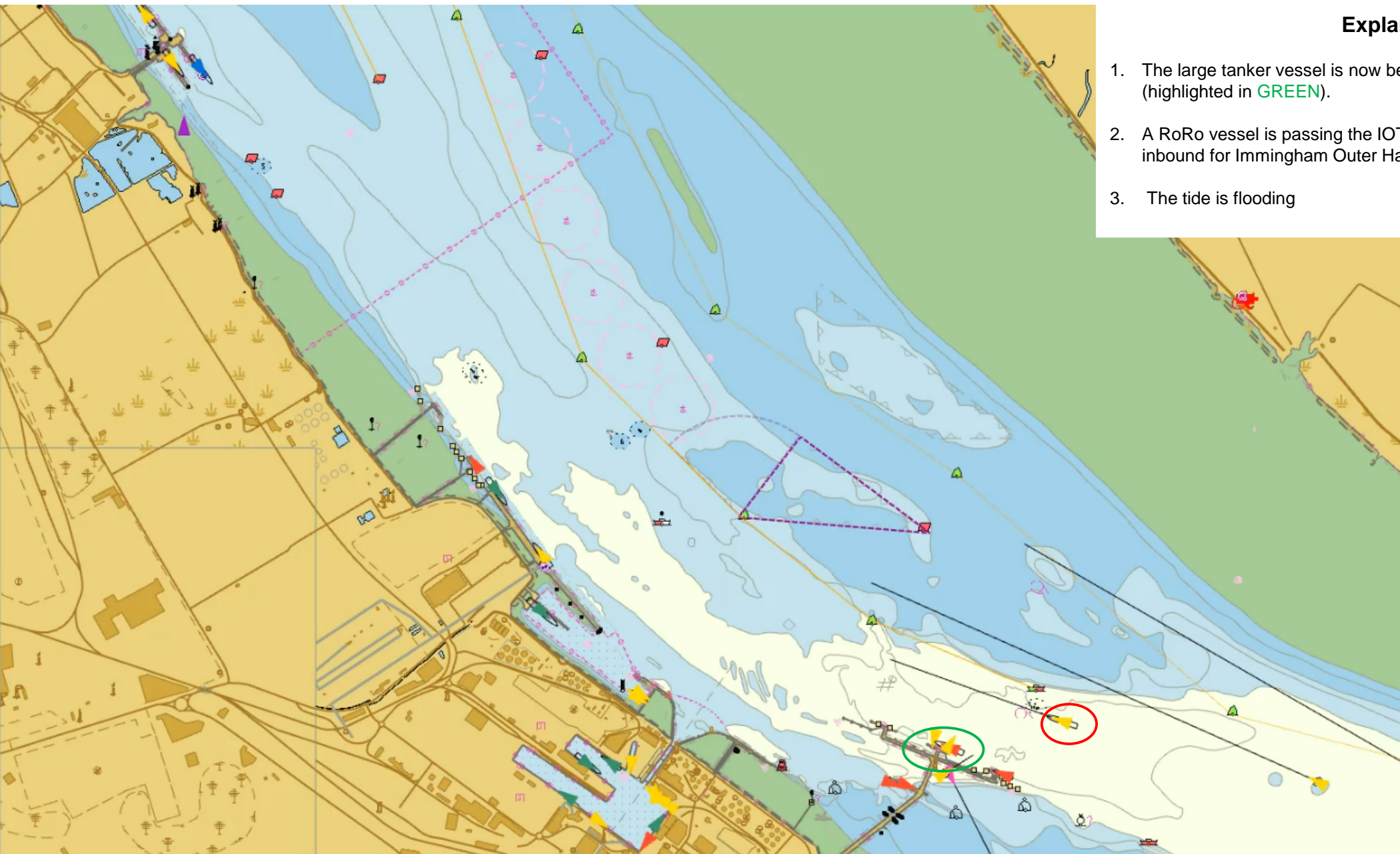
PM HW -5.75Hrs



Explanation

1. The large tanker vessel is now berthing at Immingham Oil Terminal with the assistance of tugboats (highlighted in GREEN).
2. It is after low water Immingham and the ebb tide flow rate reduces

PM HW -5.30Hrs



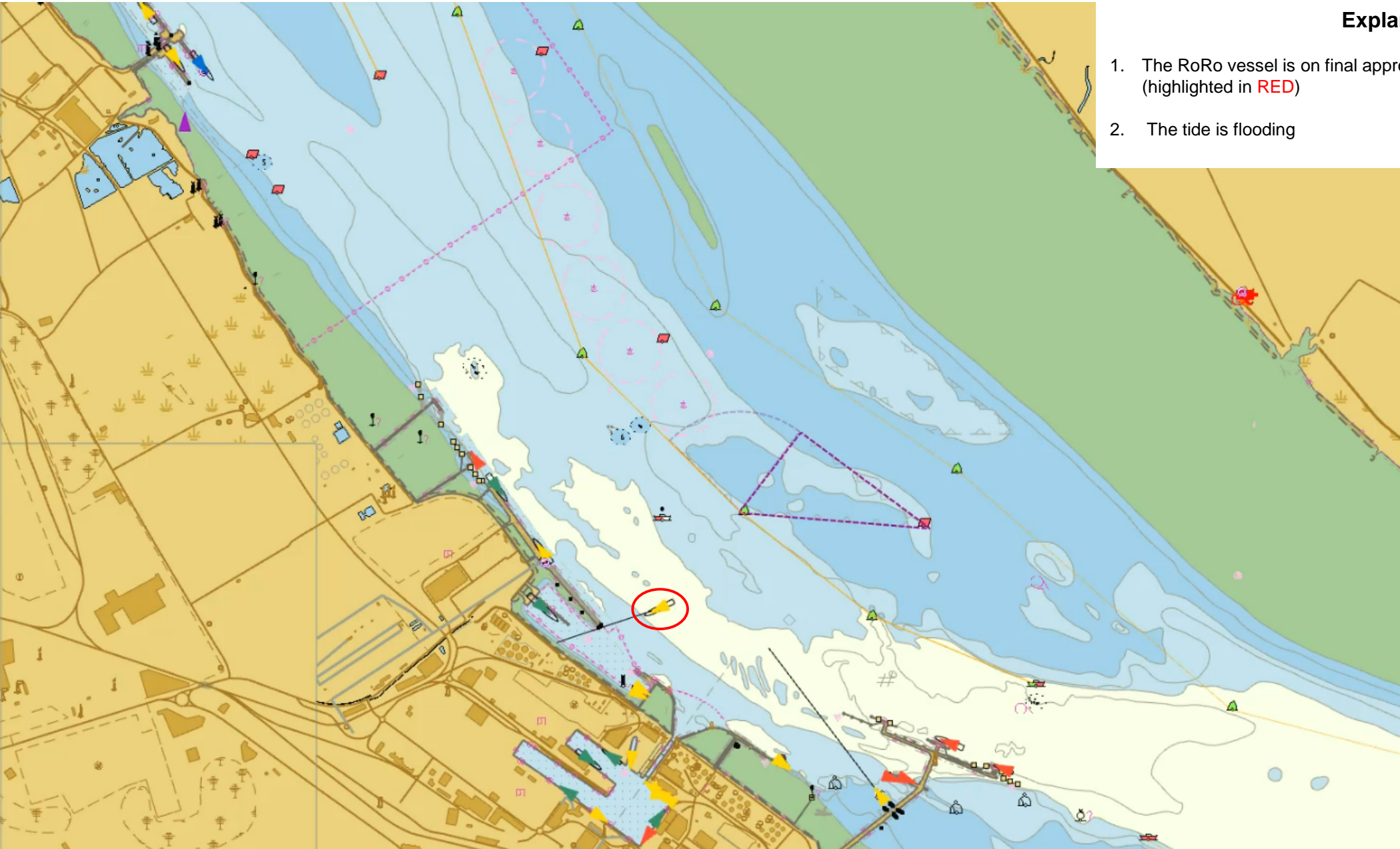
Explanation

1. The large tanker vessel is now berthed at Immingham Oil Terminal (highlighted in **GREEN**).
2. A RoRo vessel is passing the IOT in the main navigational channel inbound for Immingham Outer Harbour (highlighted in **RED**)
3. The tide is flooding

PM HW -5.25Hrs

Explanation

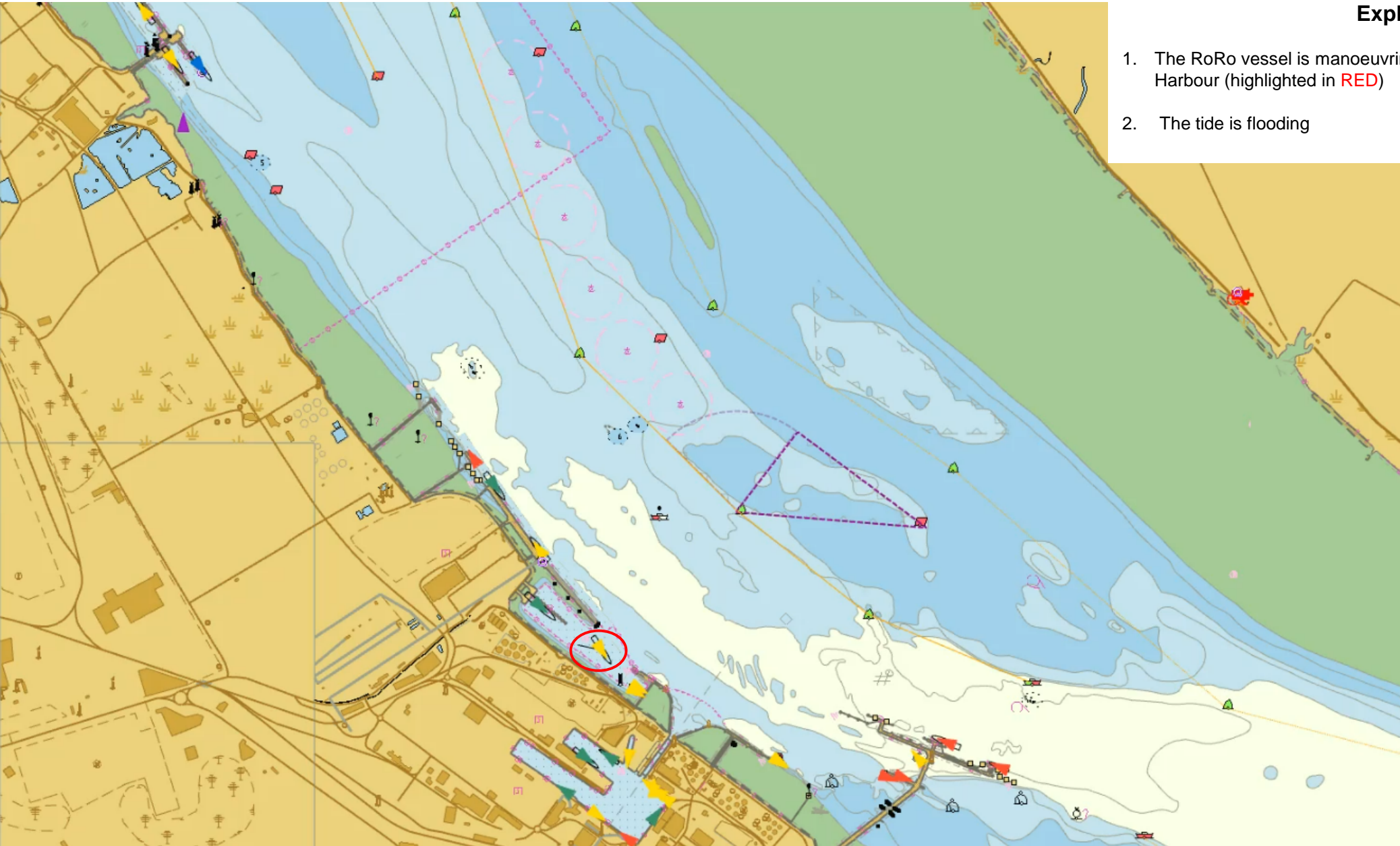
1. The RoRo vessel is on final approach for Immingham Outer Harbour (highlighted in RED)
2. The tide is flooding



PM HW -5Hrs

Explanation

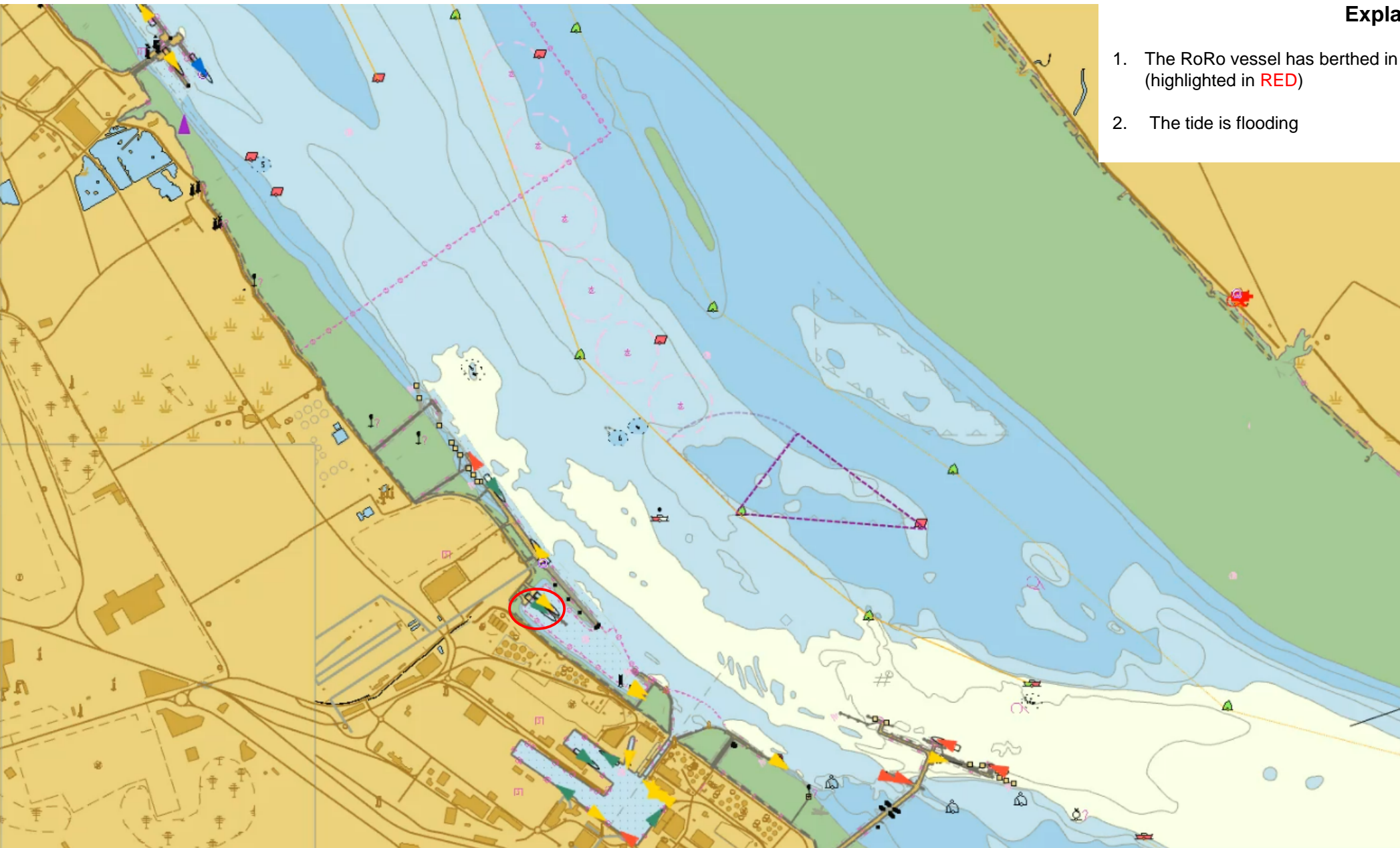
1. The RoRo vessel is manoeuvring its berth in the Immingham Outer Harbour (highlighted in RED)
2. The tide is flooding



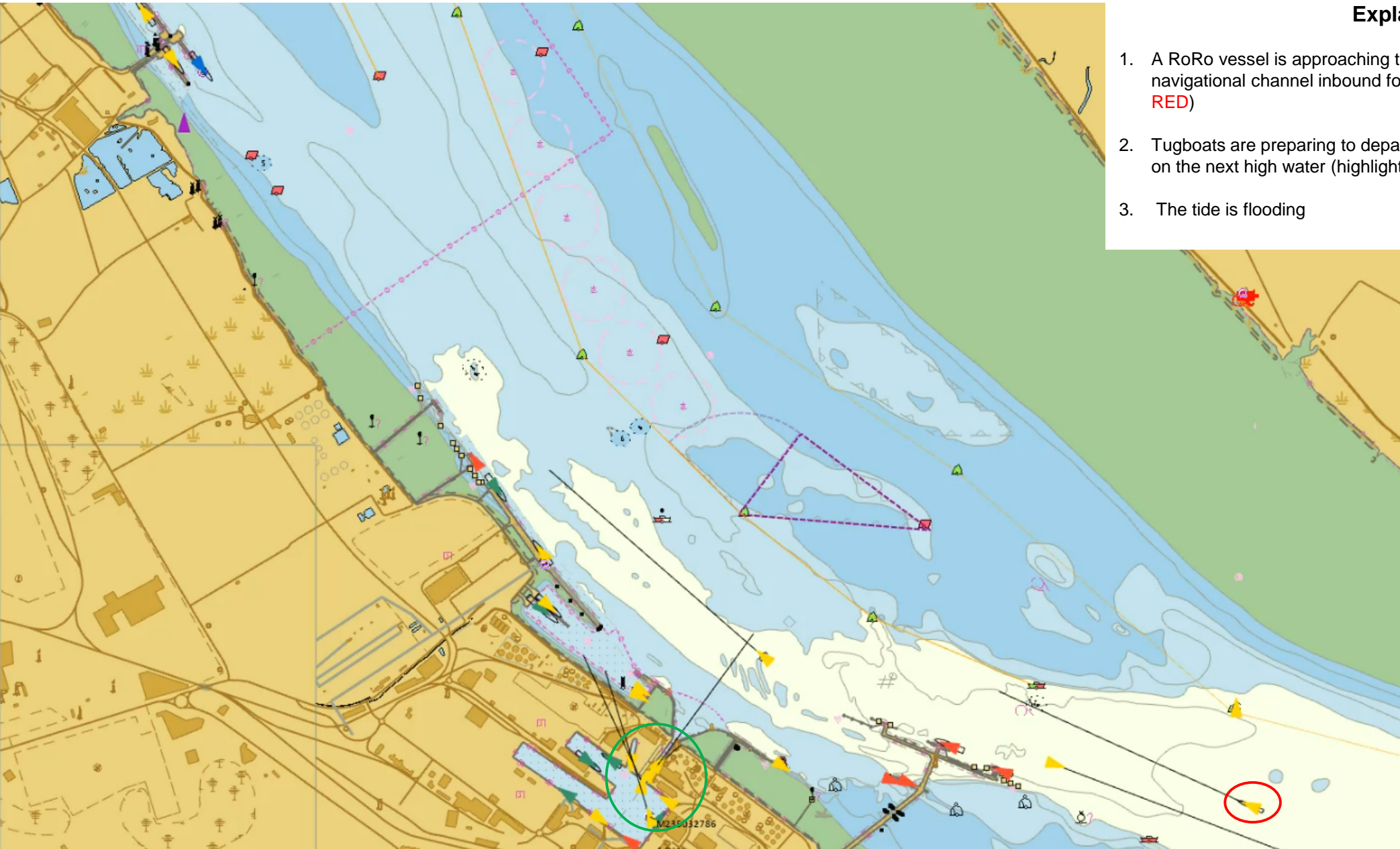
PM HW -4.75Hrs

Explanation

1. The RoRo vessel has berthed in the Immingham Outer Harbour (highlighted in RED)
2. The tide is flooding



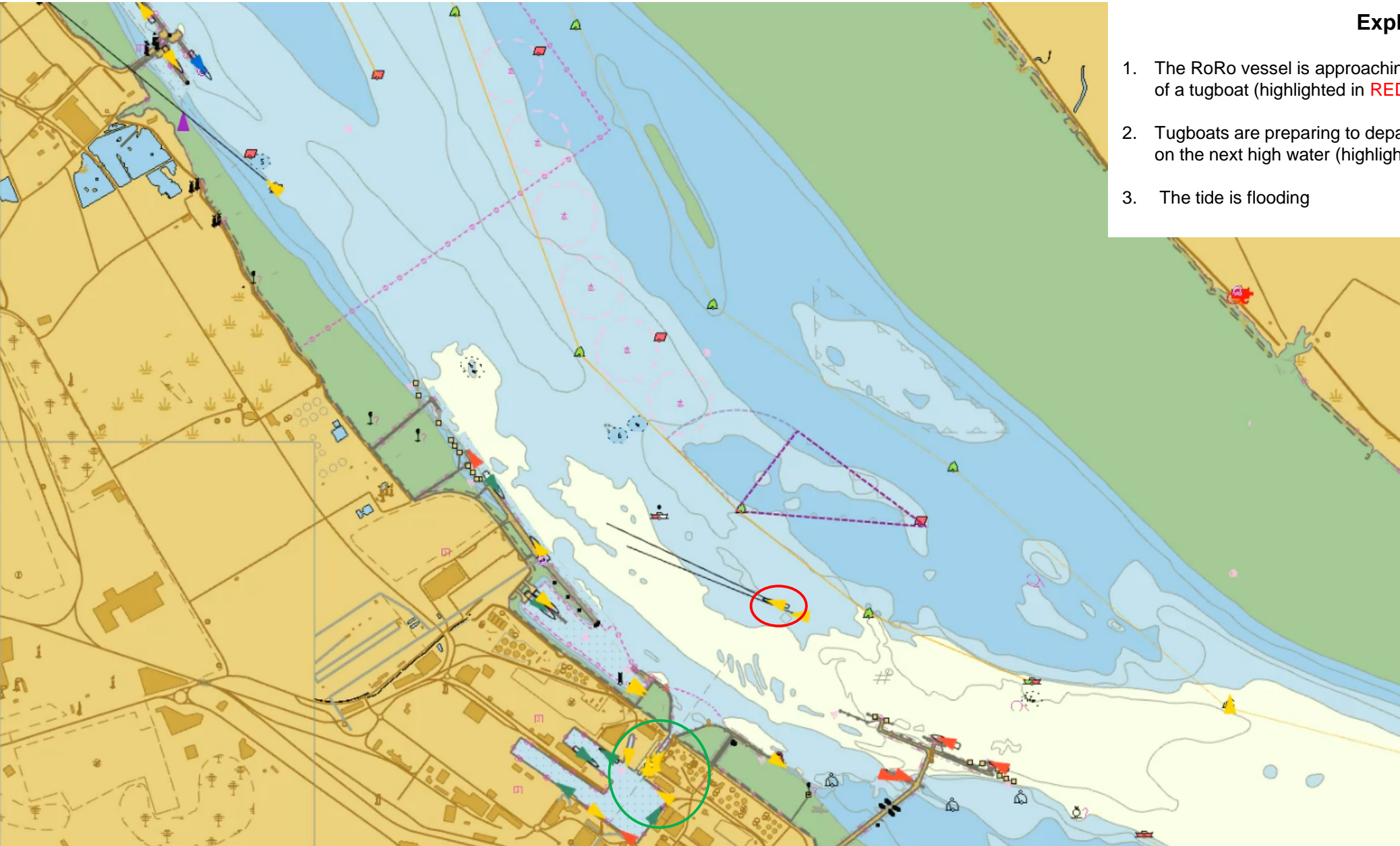
PM HW -4.5Hrs



Explanation

1. A RoRo vessel is approaching the Immingham area via the main navigational channel inbound for Immingham dock (highlighted in RED)
2. Tugboats are preparing to depart Immingham dock to service vessels on the next high water (highlighted in GREEN)
3. The tide is flooding

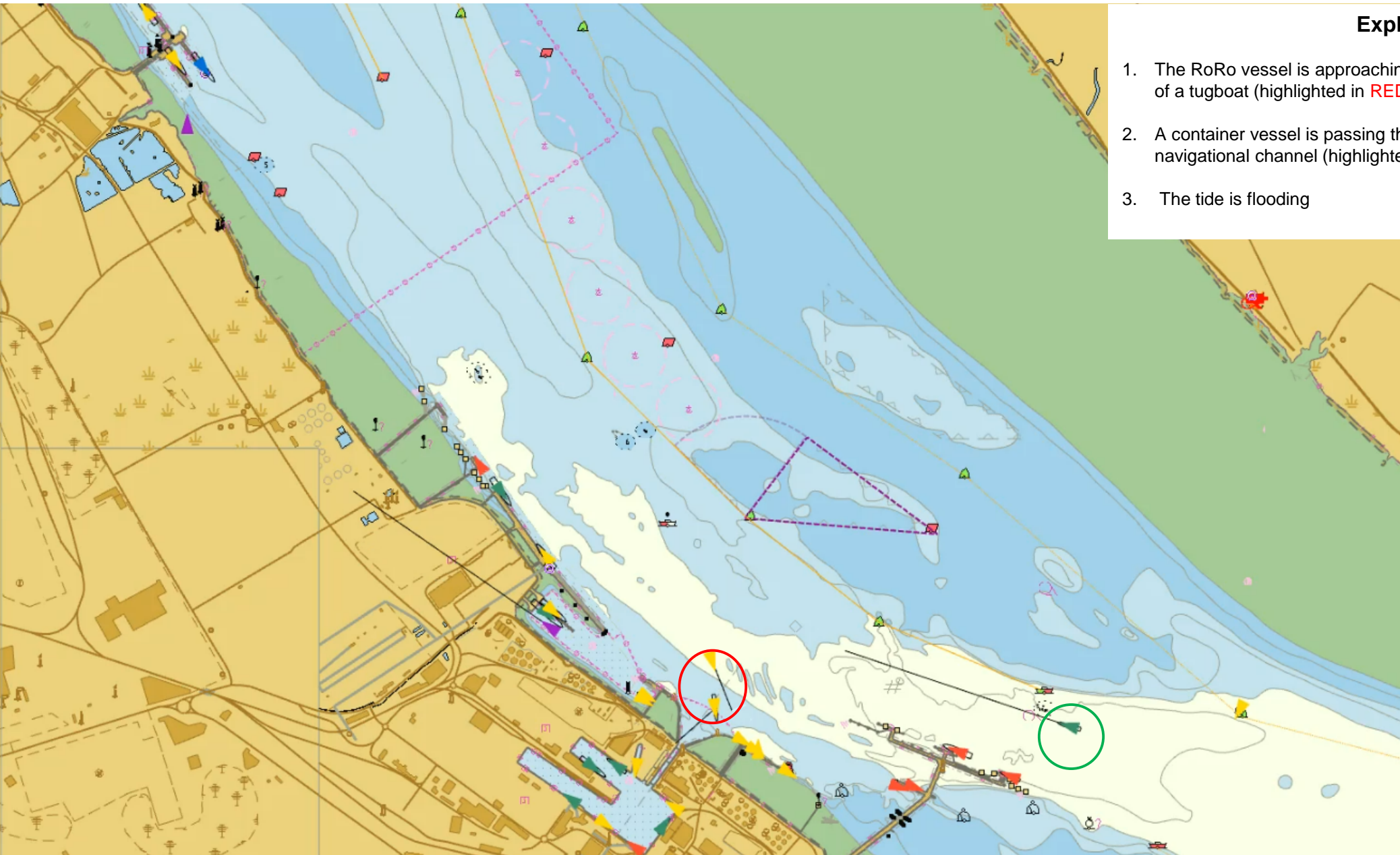
PM HW -4.25Hrs



Explanation

1. The RoRo vessel is approaching Immingham lock with the assistance of a tugboat (highlighted in **RED**)
2. Tugboats are preparing to depart Immingham dock to service vessels on the next high water (highlighted in **GREEN**)
3. The tide is flooding

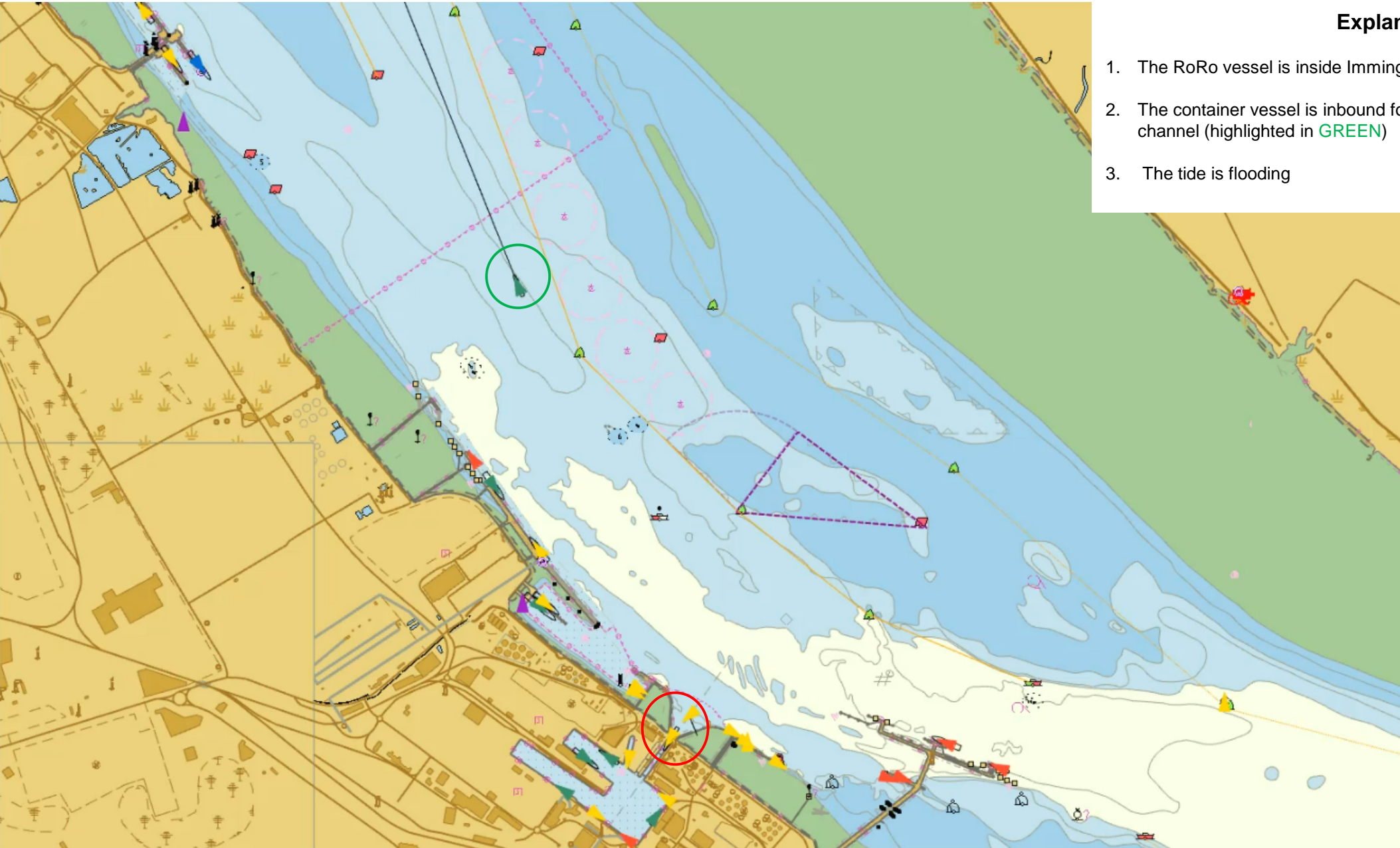
PM HW -4Hrs



Explanation

1. The RoRo vessel is approaching Immingham lock with the assistance of a tugboat (highlighted in **RED**)
2. A container vessel is passing the IOT inbound for Hull via the main navigational channel (highlighted in **GREEN**)
3. The tide is flooding

PM HW -3.75Hrs



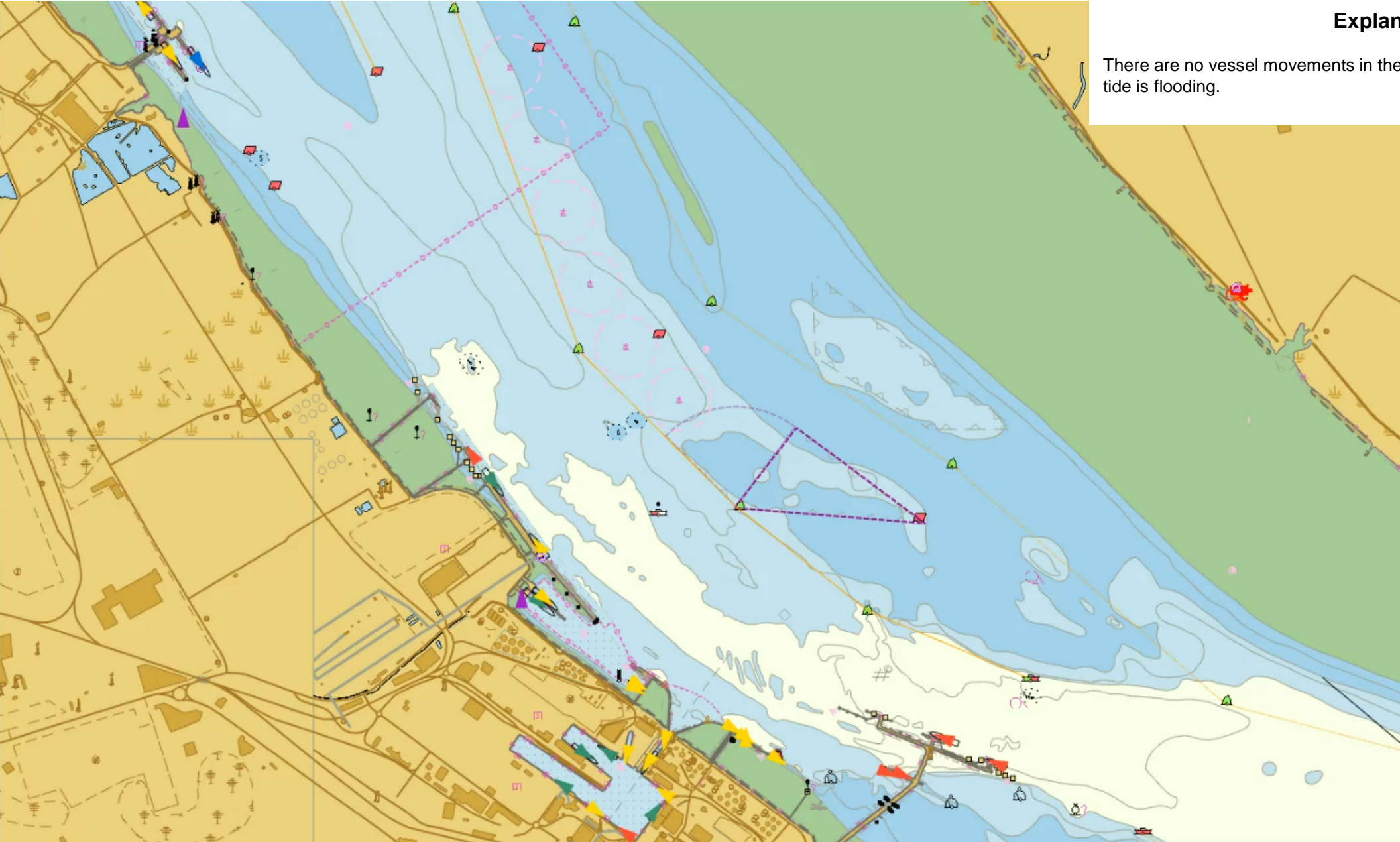
Explanation

1. The RoRo vessel is inside Immingham lock (highlighted in RED)
2. The container vessel is inbound for Hull via the main navigational channel (highlighted in GREEN)
3. The tide is flooding

PM HW -3.5Hrs

Explanation

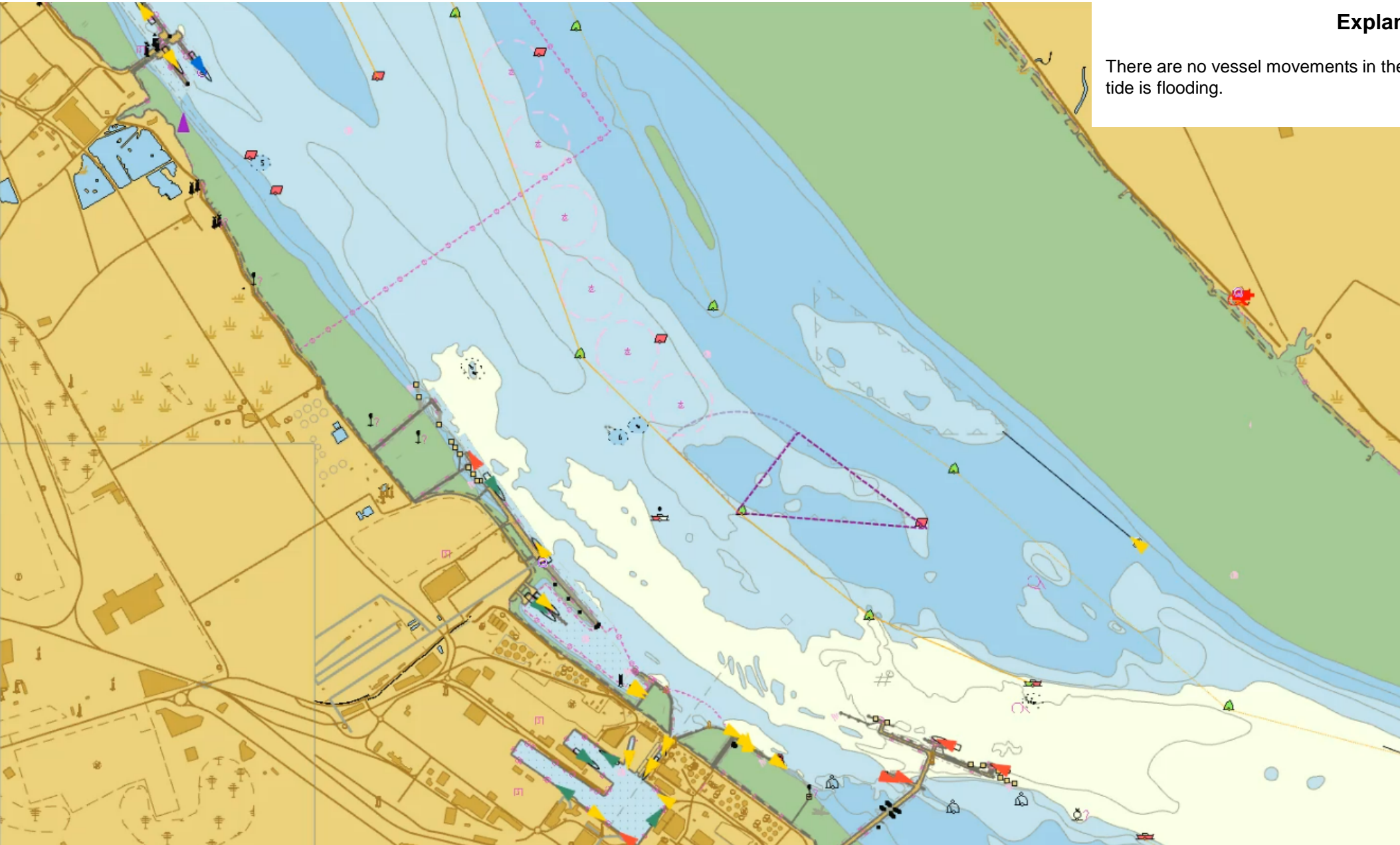
There are no vessel movements in the Immingham area at this time. The tide is flooding.



PM HW -3.25Hrs

Explanation

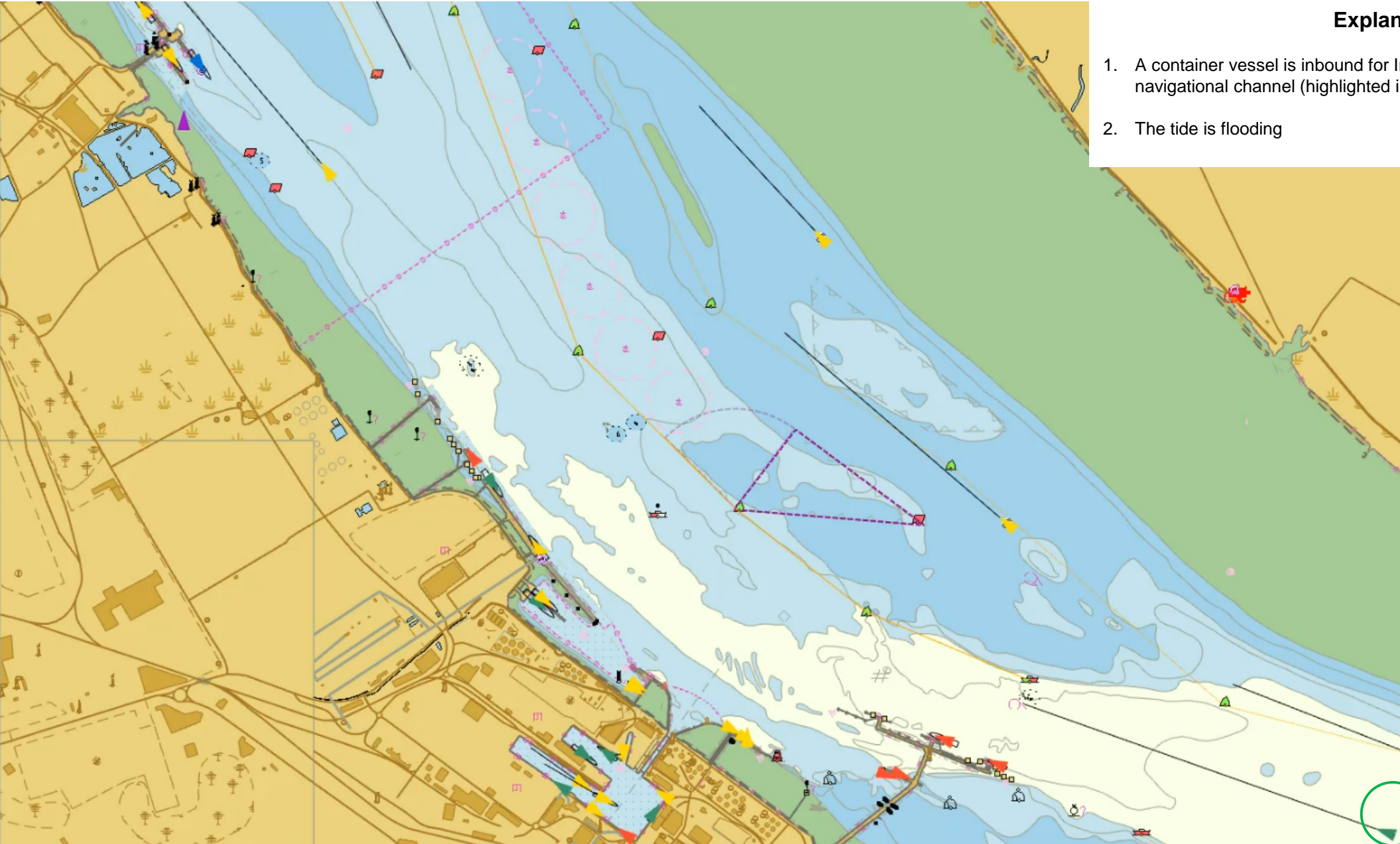
There are no vessel movements in the Immingham area at this time. The tide is flooding.



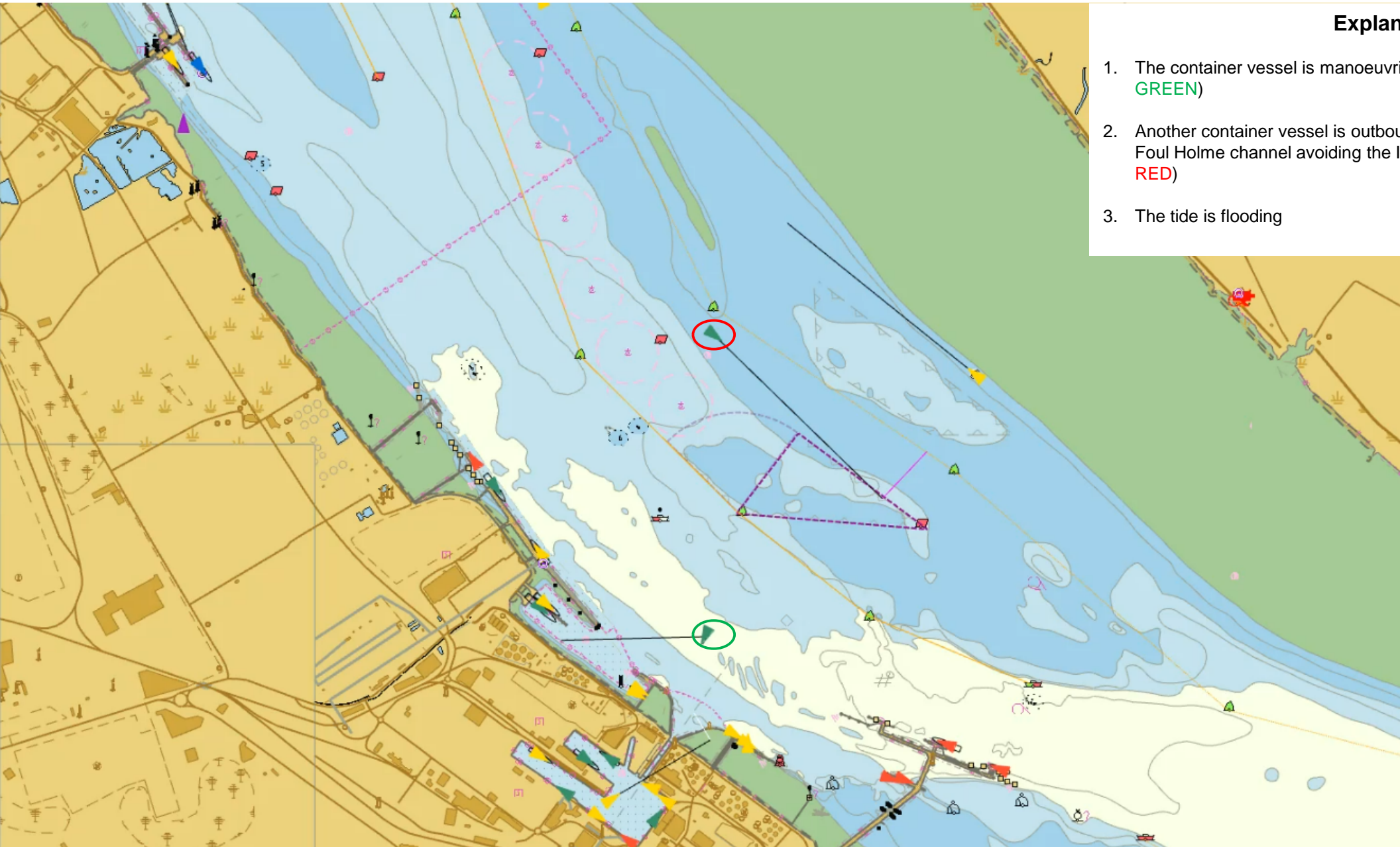
PM HW -3Hrs

Explanation

1. A container vessel is inbound for Immingham dock via the main navigational channel (highlighted in GREEN)
2. The tide is flooding



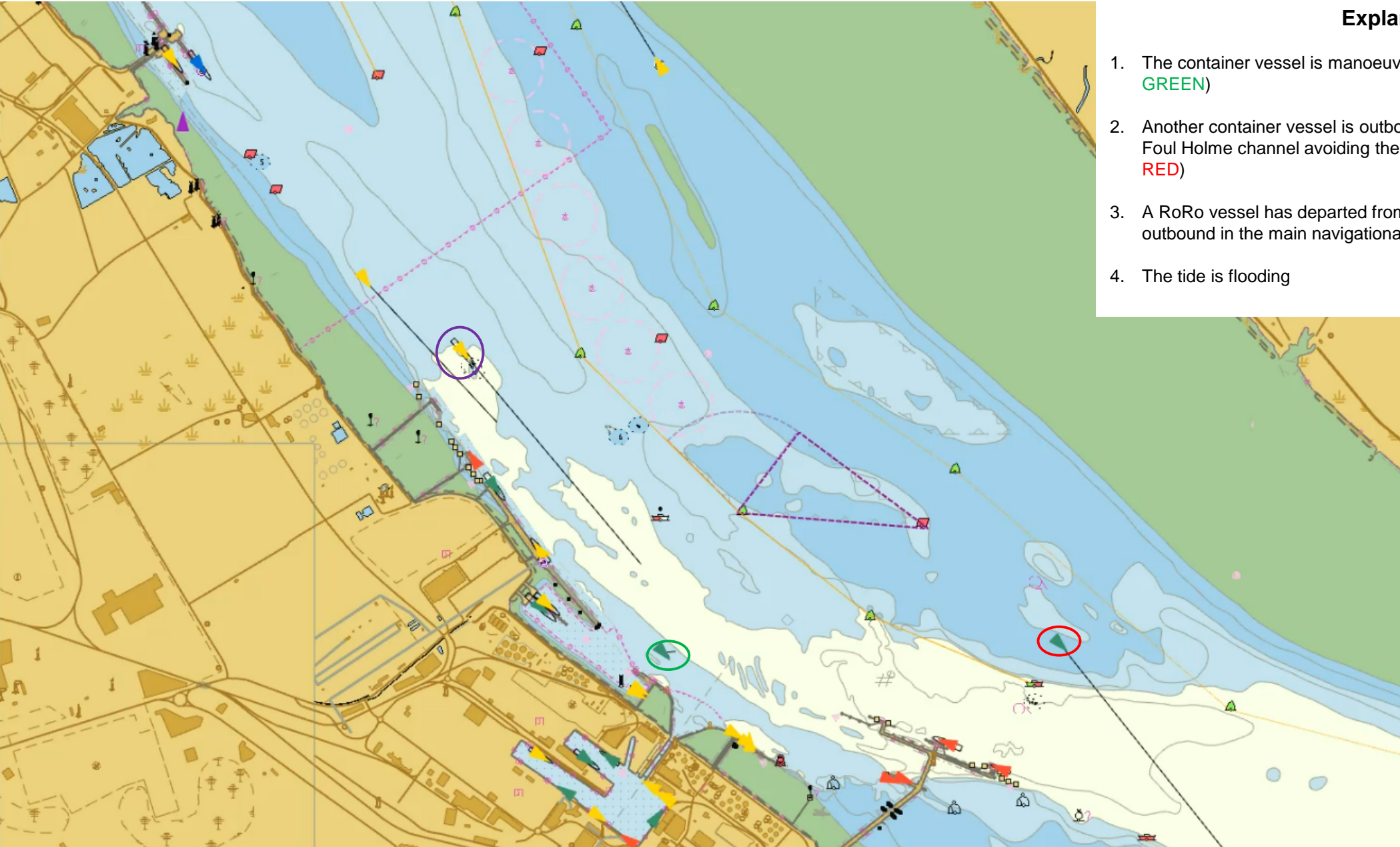
PM HW -2.75Hrs



Explanation

1. The container vessel is manoeuvring for Immingham (highlighted in **GREEN**)
2. Another container vessel is outbound from King George Dock via the Foul Holme channel avoiding the Immingham area (highlighted in **RED**)
3. The tide is flooding

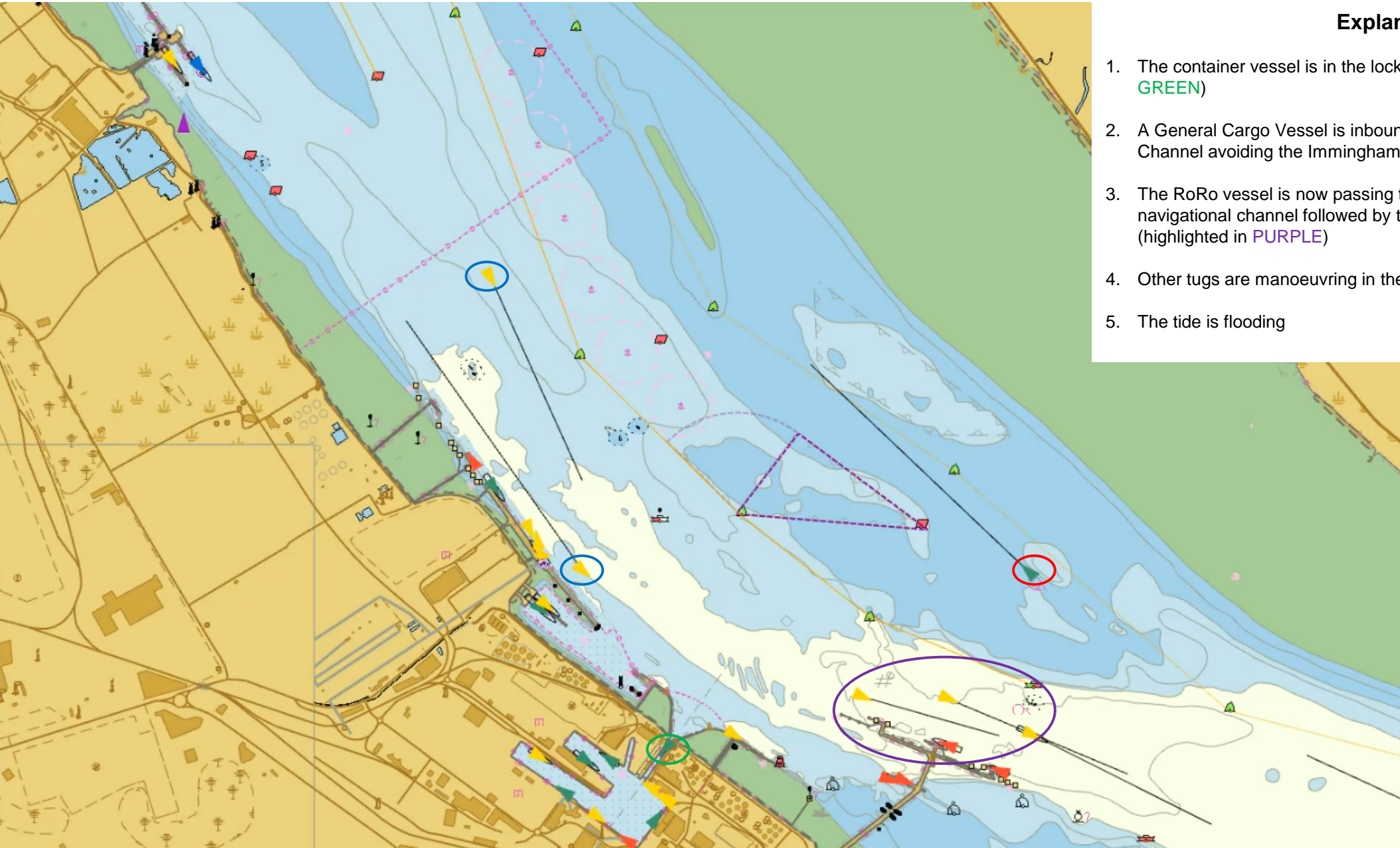
PM HW -2.5Hrs



Explanation

1. The container vessel is manoeuvring for Immingham (highlighted in **GREEN**)
2. Another container vessel is outbound from King George Dock via the Foul Holme channel avoiding the Immingham area (highlighted in **RED**)
3. A RoRo vessel has departed from Humber Sea Terminal and is outbound in the main navigational channel (highlighted in **PURPLE**)
4. The tide is flooding

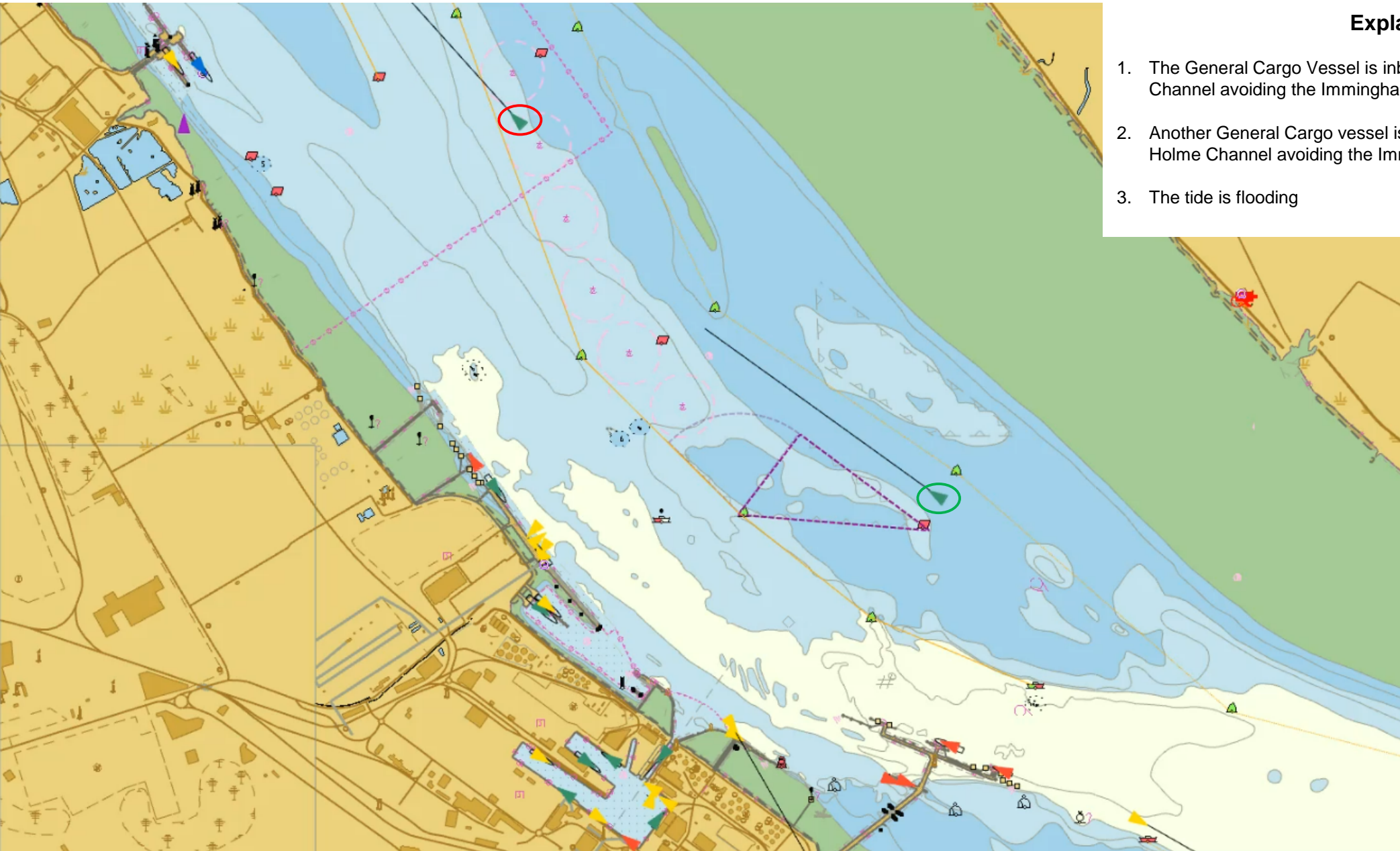
PM HW -2.25Hrs



Explanation

1. The container vessel is in the lock at Immingham (highlighted in **GREEN**)
2. A General Cargo Vessel is inbound for Goole via the Foul Holme Channel avoiding the Immingham Area (highlighted in **RED**)
3. The RoRo vessel is now passing the IOT outbound in the main navigational channel followed by two tugs meeting an inbound vessel (highlighted in **PURPLE**)
4. Other tugs are manoeuvring in the area (highlighted **BLUE**)
5. The tide is flooding

PM HW -2Hrs



Explanation

1. The General Cargo Vessel is inbound for Goole via the Foul Holme Channel avoiding the Immingham Area (highlighted in RED)
2. Another General Cargo vessel is inbound for Goole via the Foul Holme Channel avoiding the Immingham area (highlighted in GREEN)
3. The tide is flooding

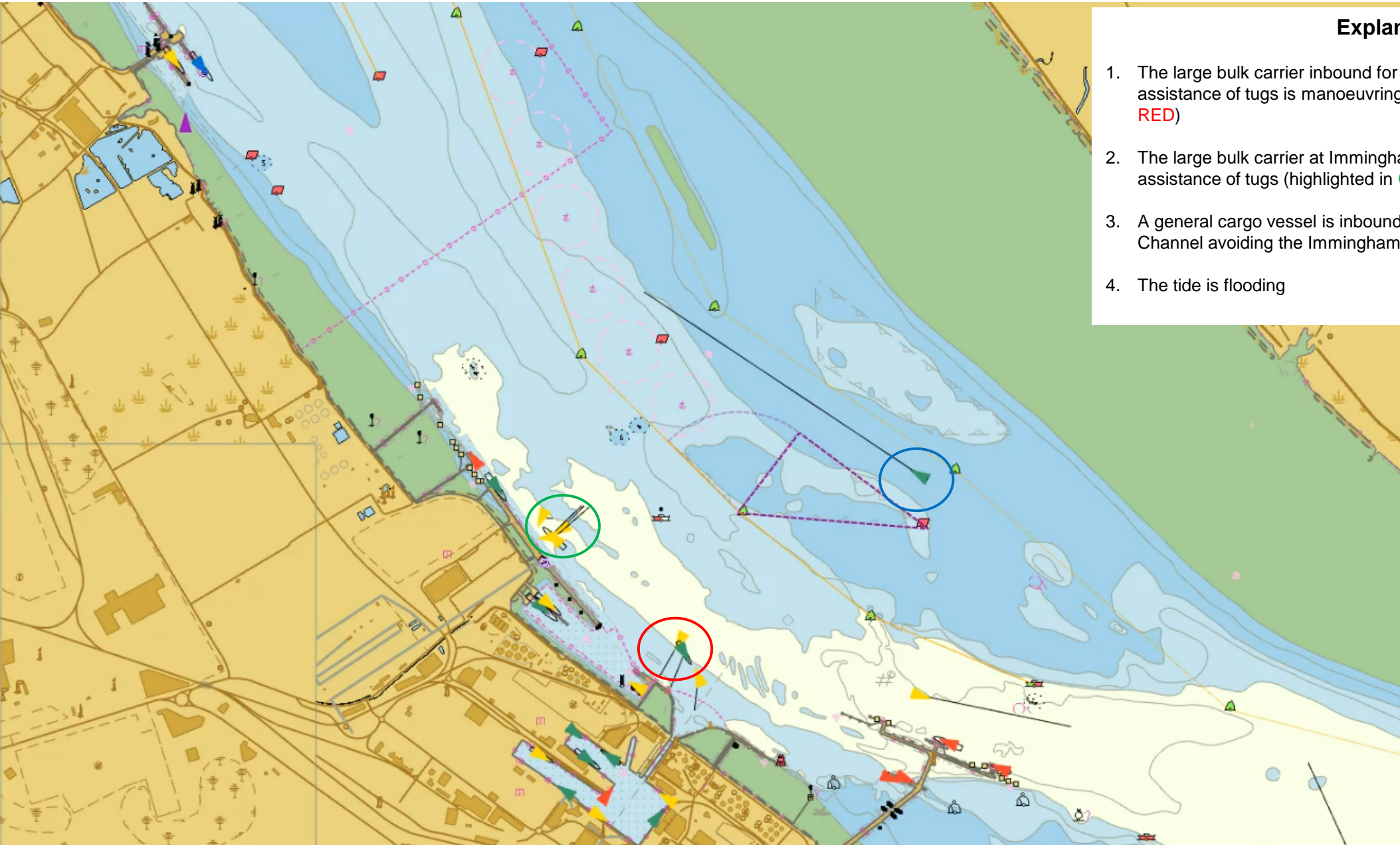
PM HW -1.75Hrs



Explanation

1. A large bulk carrier is inbound for Immingham Dock with the assistance of tugs passing the IOT using the main navigational channel (highlighted in RED)
2. Another large bulk carrier is preparing to depart from Immingham HIT 1 (highlighted in GREEN)
3. The tide is flooding

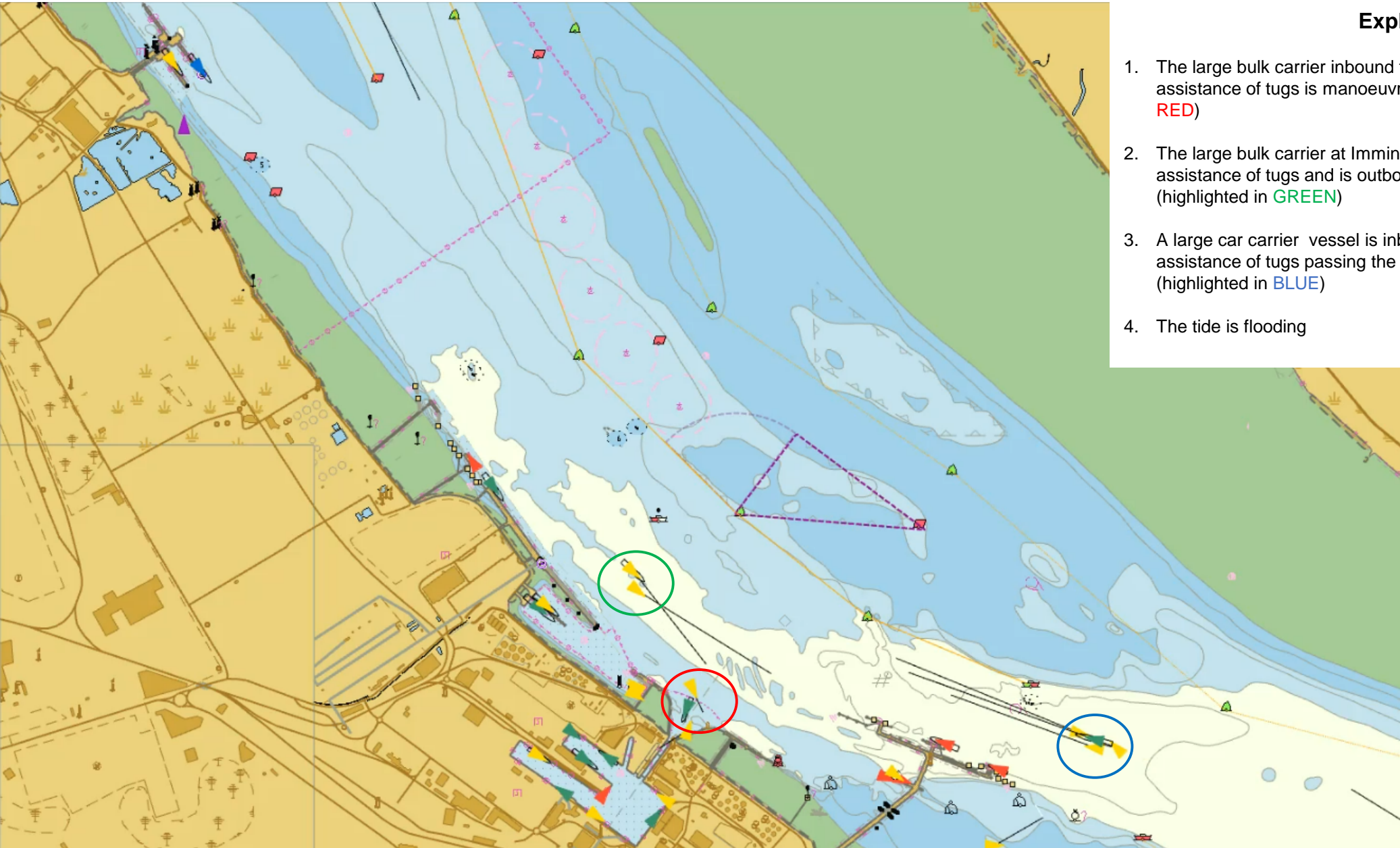
PM HW -1.5Hrs



Explanation

1. The large bulk carrier inbound for Immingham Dock with the assistance of tugs is manoeuvring for Immingham lock (highlighted in **RED**)
2. The large bulk carrier at Immingham HIT 1 is departing with the assistance of tugs (highlighted in **GREEN**)
3. A general cargo vessel is inbound for Hull docks via the Foul Holme Channel avoiding the Immingham Area (highlighted in **BLUE**)
4. The tide is flooding

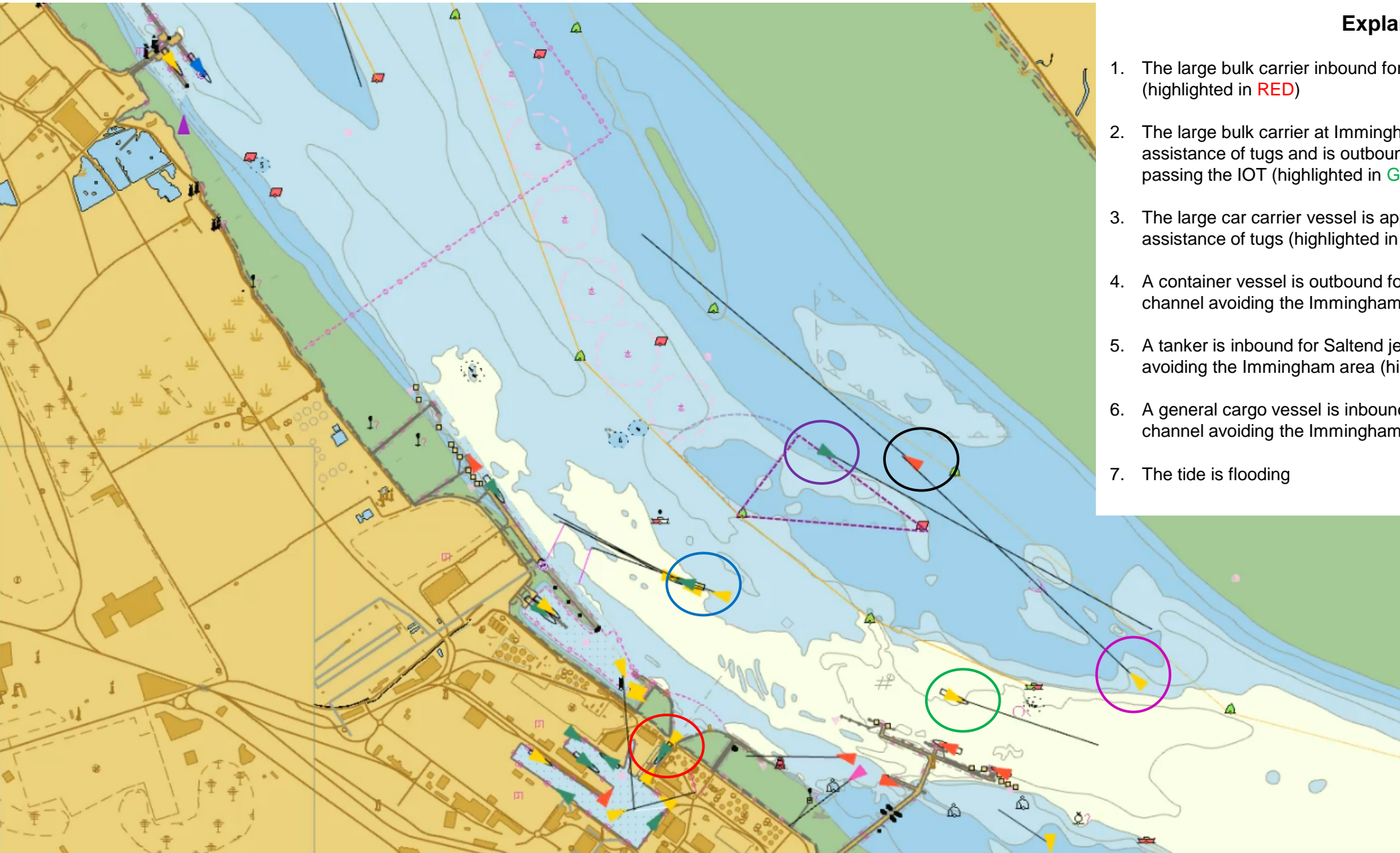
PM HW -1.25Hrs



Explanation

1. The large bulk carrier inbound for Immingham Dock with the assistance of tugs is manoeuvring for Immingham lock (highlighted in **RED**)
2. The large bulk carrier at Immingham HIT 1 has departed with the assistance of tugs and is outbound in the main navigational channel (highlighted in **GREEN**)
3. A large car carrier vessel is inbound for Immingham HIT 1 with the assistance of tugs passing the IOT in the main navigational channel (highlighted in **BLUE**)
4. The tide is flooding

PM HW -1Hr



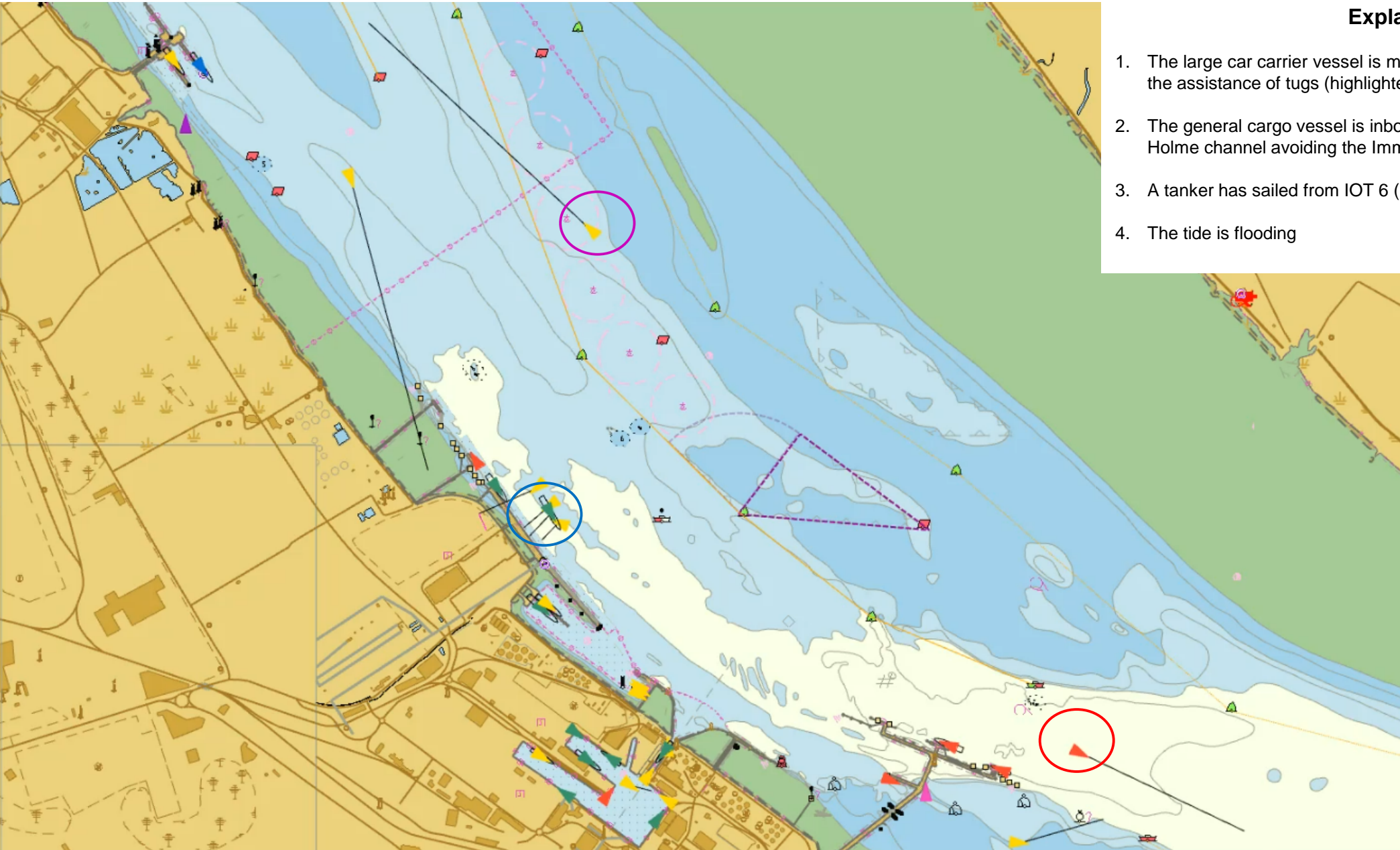
Explanation

1. The large bulk carrier inbound for Immingham Dock is now in the lock (highlighted in **RED**)
2. The large bulk carrier at Immingham HIT 1 has departed with the assistance of tugs and is outbound in the main navigational channel passing the IOT (highlighted in **GREEN**)
3. The large car carrier vessel is approaching Immingham HIT 1 with the assistance of tugs (highlighted in **BLUE**)
4. A container vessel is outbound for Hull docks in the Foul Holme channel avoiding the Immingham area (highlighted in **PURPLE**)
5. A tanker is inbound for Saltend jetty via the Foul Holme channel avoiding the Immingham area (highlighted in **BLACK**)
6. A general cargo vessel is inbound for New Holland via the Foul Holme channel avoiding the Immingham area (highlighted in **PINK**)
7. The tide is flooding

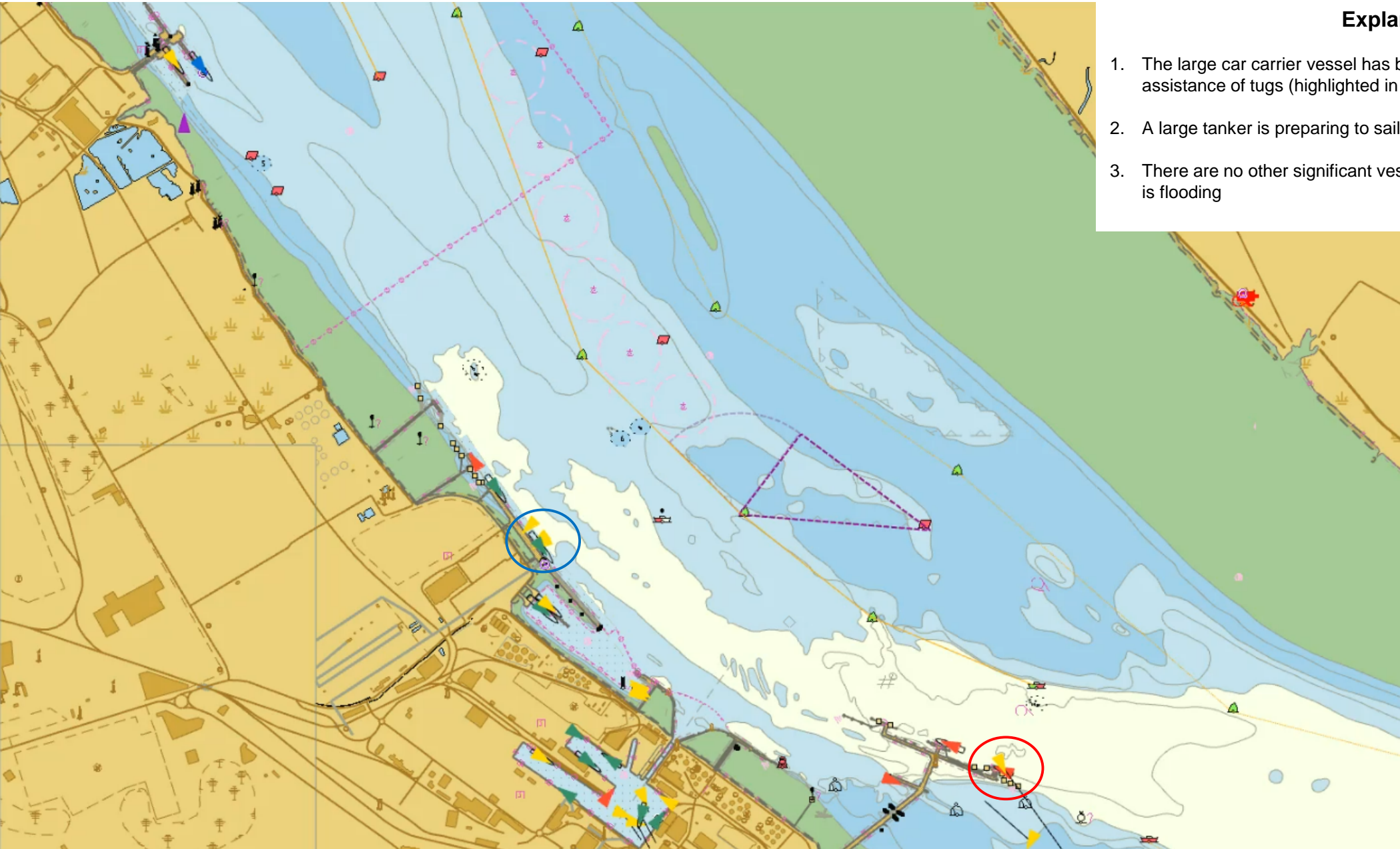
PM HW -0.75Hrs

Explanation

1. The large car carrier vessel is manoeuvring for Immingham HIT 1 with the assistance of tugs (highlighted in **BLUE**)
2. The general cargo vessel is inbound for New Holland via the Foul Holme channel avoiding the Immingham area (highlighted in **PINK**)
3. A tanker has sailed from IOT 6 (highlighted in **RED**)
4. The tide is flooding



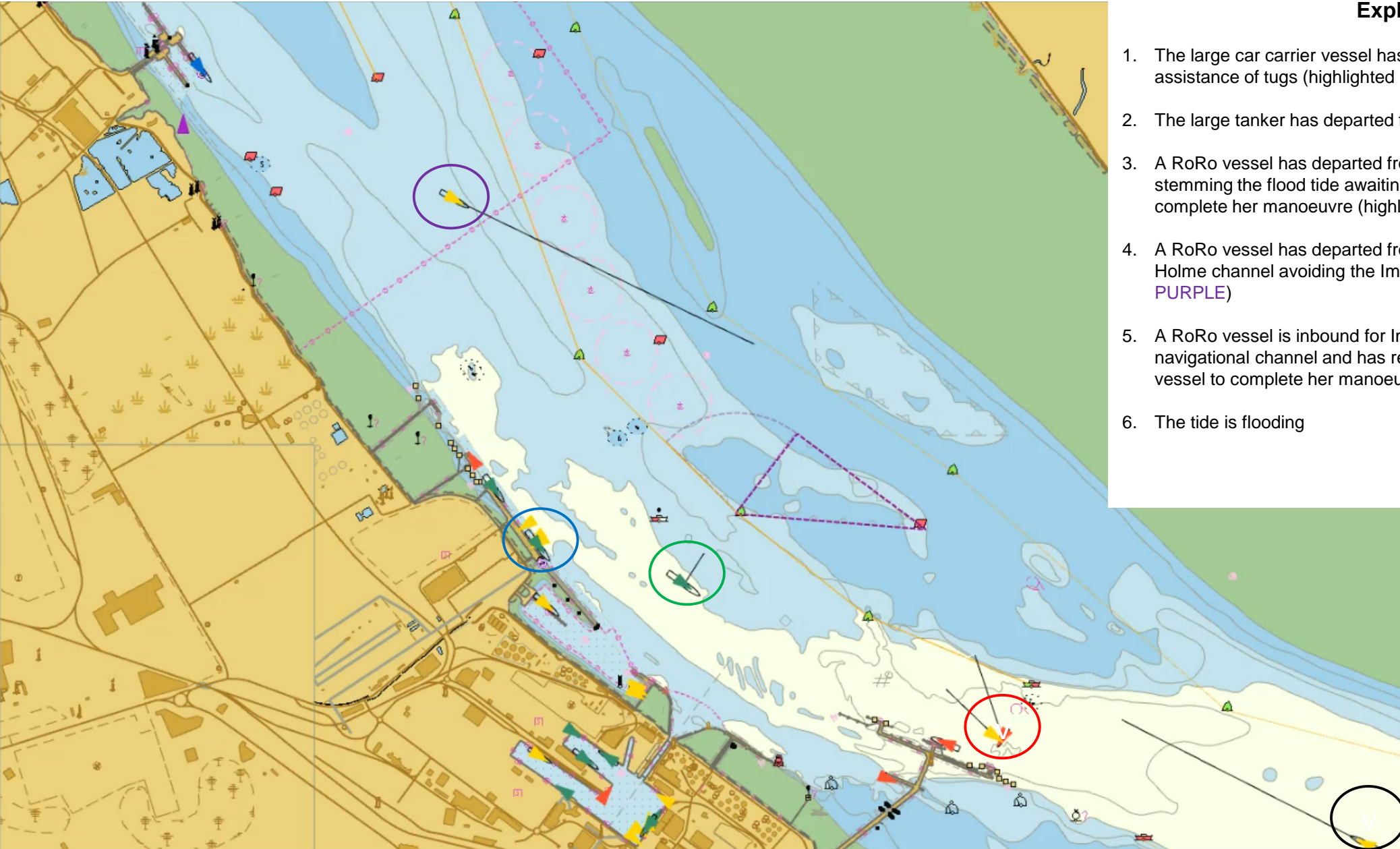
PM HW -0.5Hrs



Explanation

1. The large car carrier vessel has berthed at Immingham HIT 1 with the assistance of tugs (highlighted in **BLUE**)
2. A large tanker is preparing to sail from IOT (highlighted in **RED**)
3. There are no other significant vessel movements at this time. The tide is flooding

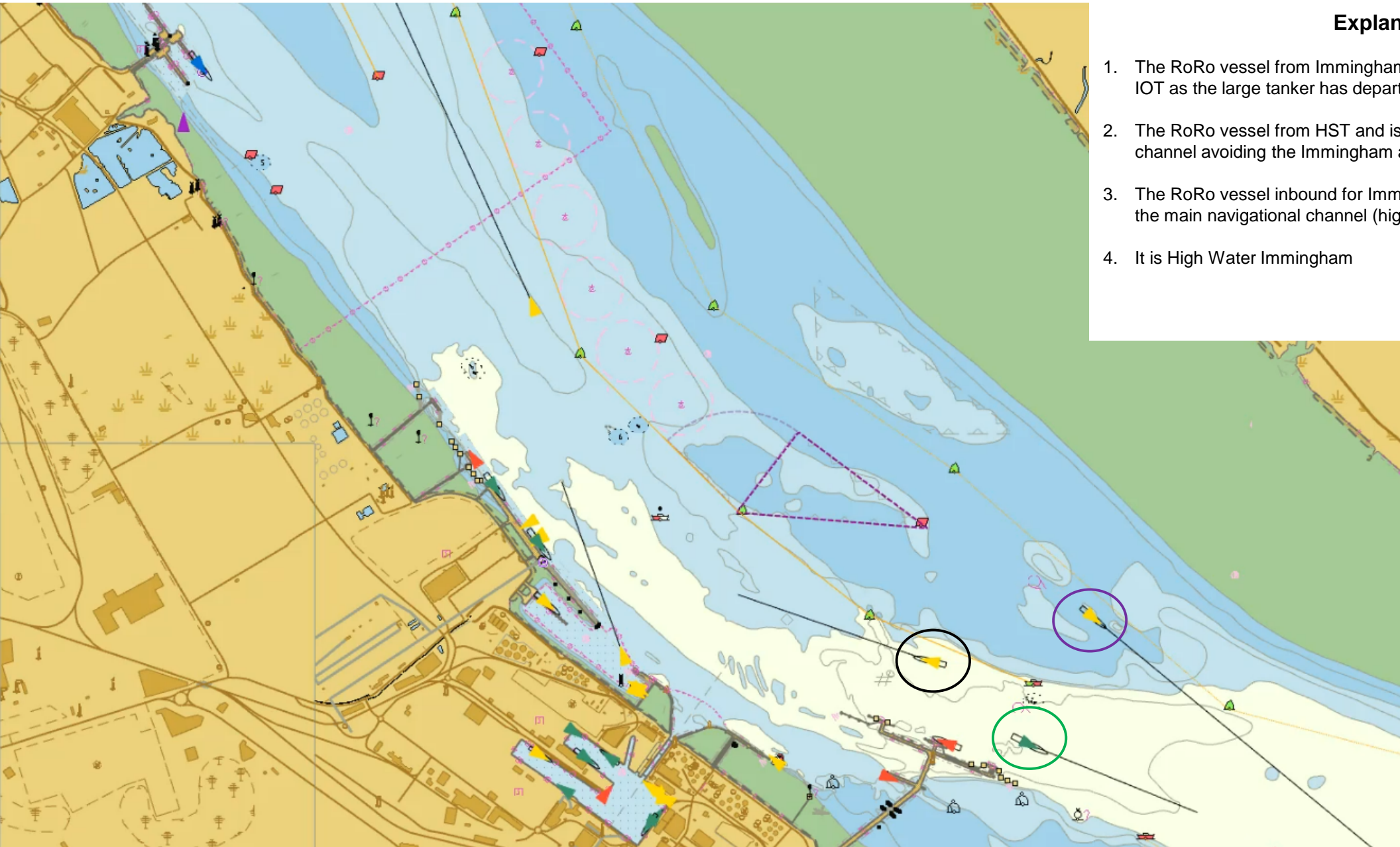
PM HW -0.25Hrs



Explanation

1. The large car carrier vessel has berthed at Immingham HIT 1 with the assistance of tugs (highlighted in **BLUE**)
2. The large tanker has departed from IOT (highlighted in **RED**)
3. A RoRo vessel has departed from Immingham Outer Harbour and is stemming the flood tide awaiting the departing large tanker at IOT to complete her manoeuvre (highlighted in **GREEN**)
4. A RoRo vessel has departed from HST and is outbound using the Foul Holme channel avoiding the Immingham area (highlighted in **PURPLE**)
5. A RoRo vessel is inbound for Immingham dock in the main navigational channel and has reduced her speed allowing the IOT vessel to complete her manoeuvre (highlighted in **BLACK**)
6. The tide is flooding

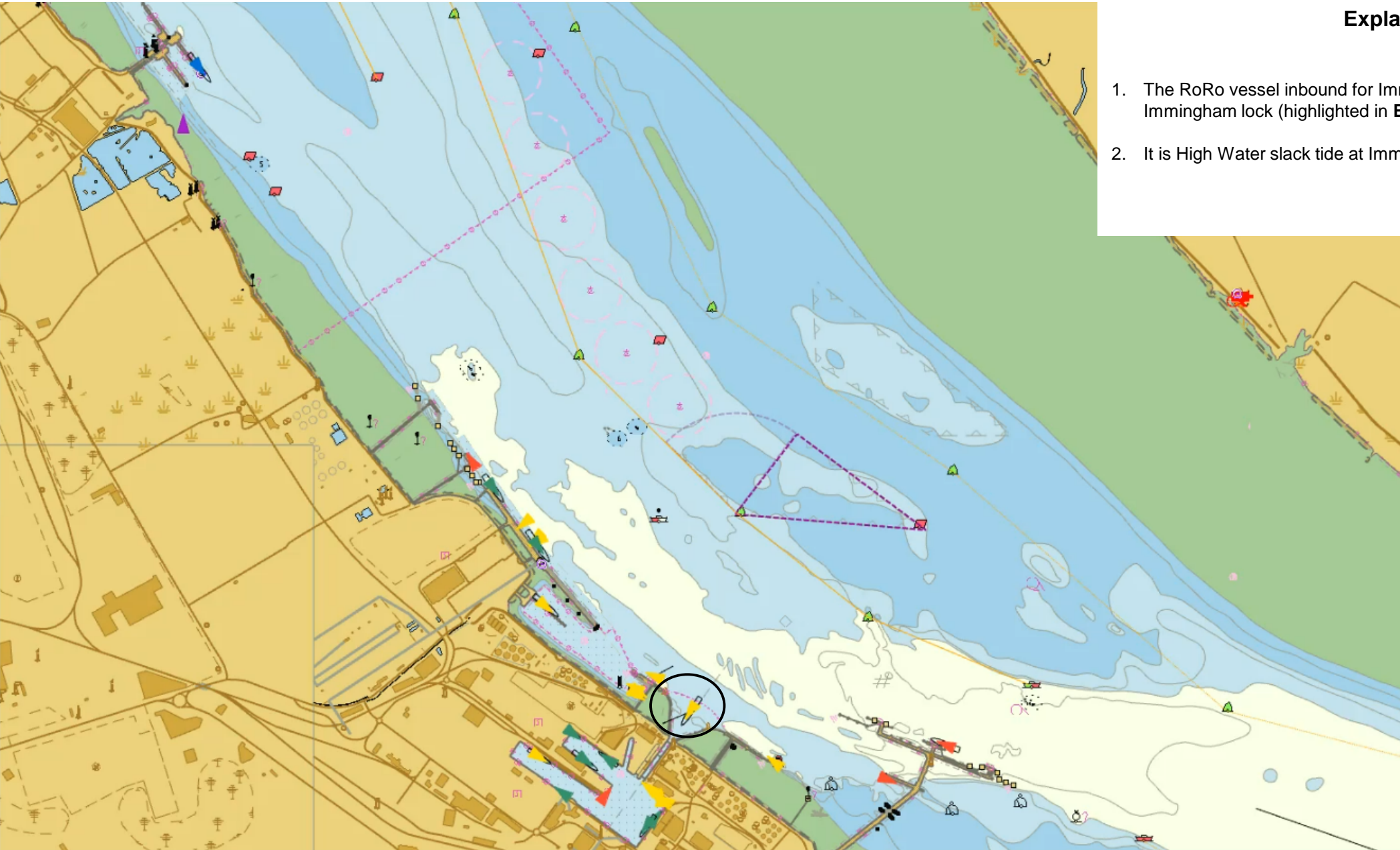
PM Immingham High Water



Explanation

1. The RoRo vessel from Immingham Outer Harbour is now passing the IOT as the large tanker has departed. (highlighted in **GREEN**)
2. The RoRo vessel from HST and is outbound using the Foul Holme channel avoiding the Immingham area (highlighted in **PURPLE**)
3. The RoRo vessel inbound for Immingham dock is passing the IOT in the main navigational channel (highlighted in **BLACK**)
4. It is High Water Immingham

PM HW +0.25Hrs



Explanation

1. The RoRo vessel inbound for Immingham dock is manoeuvring for Immingham lock (highlighted in **BLACK**)
2. It is High Water slack tide at Immingham

PM HW +0.5Hrs

Explanation

1. The RoRo vessel inbound for Immingham dock is now in Immingham lock (highlighted in **BLACK**)
2. A RoPAX vessel has departed from Humber Sea terminal outbound via the Foul Holme channel avoiding the Immingham area (highlighted in **RED**)
3. A RoRo vessel has departed from Immingham Outer Harbour and is outbound via the main navigational channel (highlighted in **BLUE**)
4. A Tanker vessel is arriving at Immingham Oil Terminal (highlighted in **GREEN**)
5. The tide is now ebbing

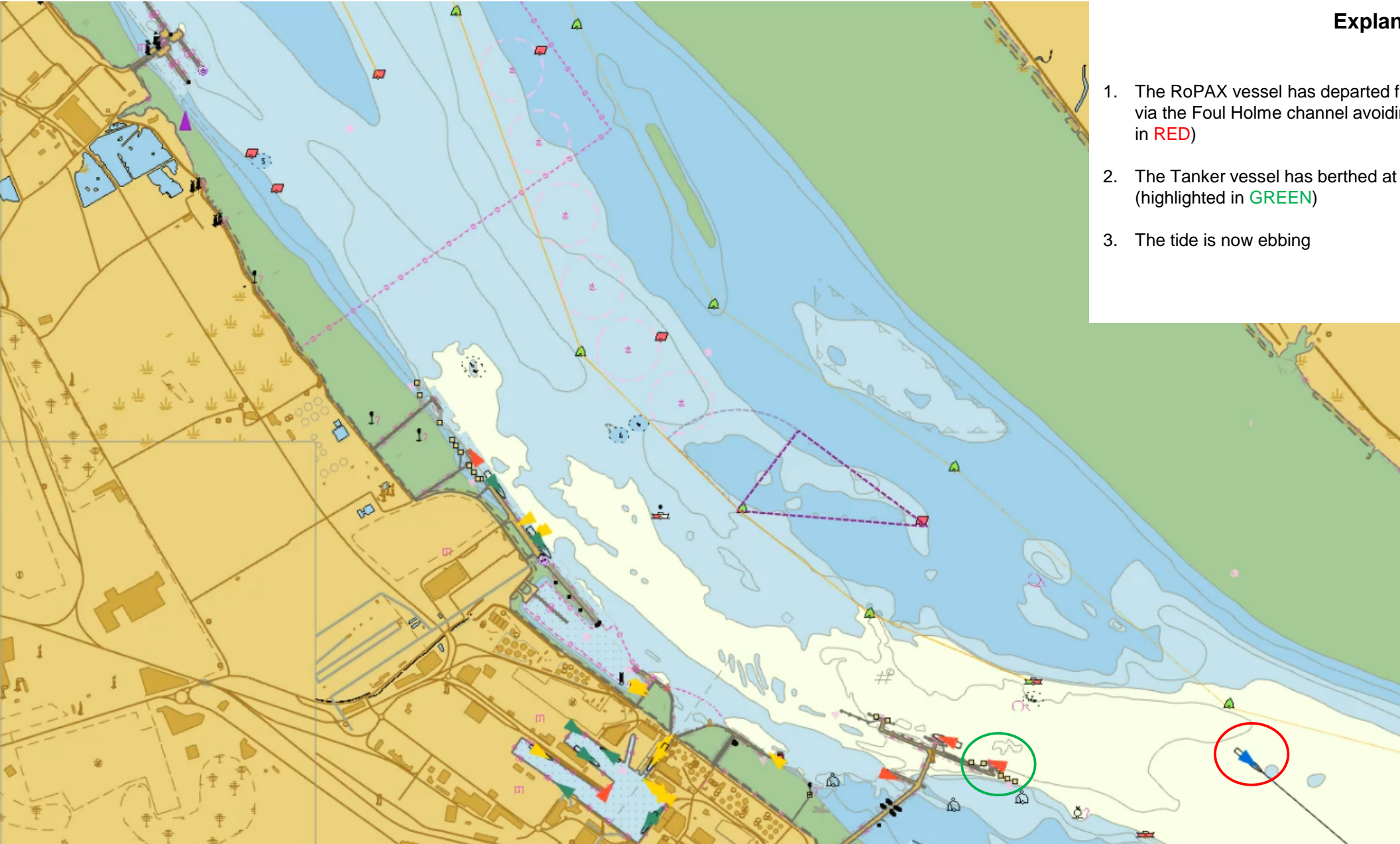
Explanation

1. The RoRo vessel inbound for Immingham dock is now in Immingham lock (highlighted in **BLACK**)
2. A RoPAX vessel has departed from Humber Sea terminal outbound via the Foul Holme channel avoiding the Immingham area (highlighted in **RED**)
3. A RoRo vessel has departed from Immingham Outer Harbour and is outbound via the main navigational channel (highlighted in **BLUE**)
4. A Tanker vessel is arriving at Immingham Oil Terminal (highlighted in **GREEN**)
5. The tide is now ebbing

PM HW +0.75Hrs

Explanation

1. The RoPAX vessel has departed from Humber Sea terminal outbound via the Foul Holme channel avoiding the Immingham area (highlighted in **RED**)
2. The Tanker vessel has berthed at Immingham Oil Terminal (highlighted in **GREEN**)
3. The tide is now ebbing



PM HW +1Hr



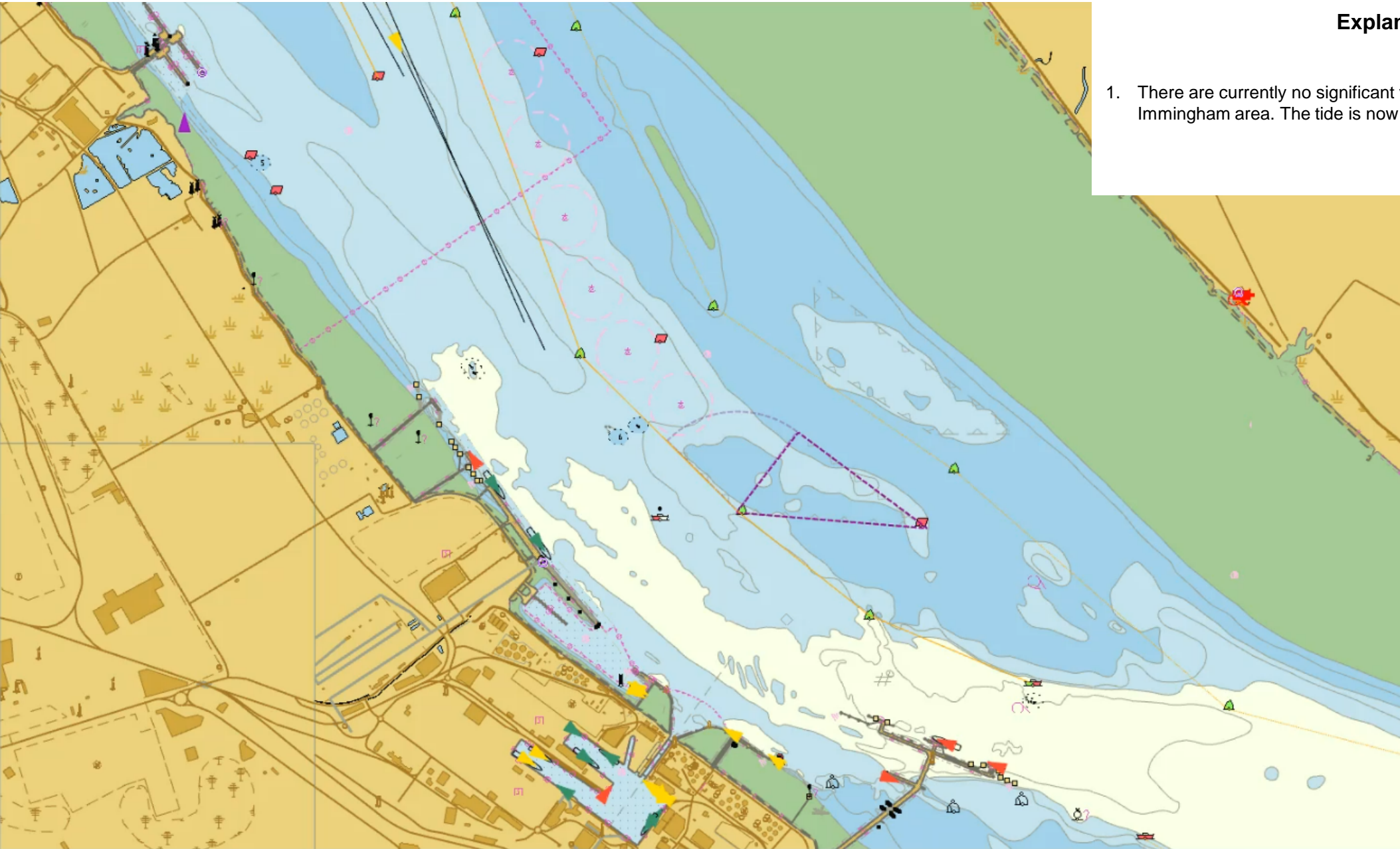
Explanation

1. There are currently no significant vessel movements within the Immingham area. The tide is now ebbing

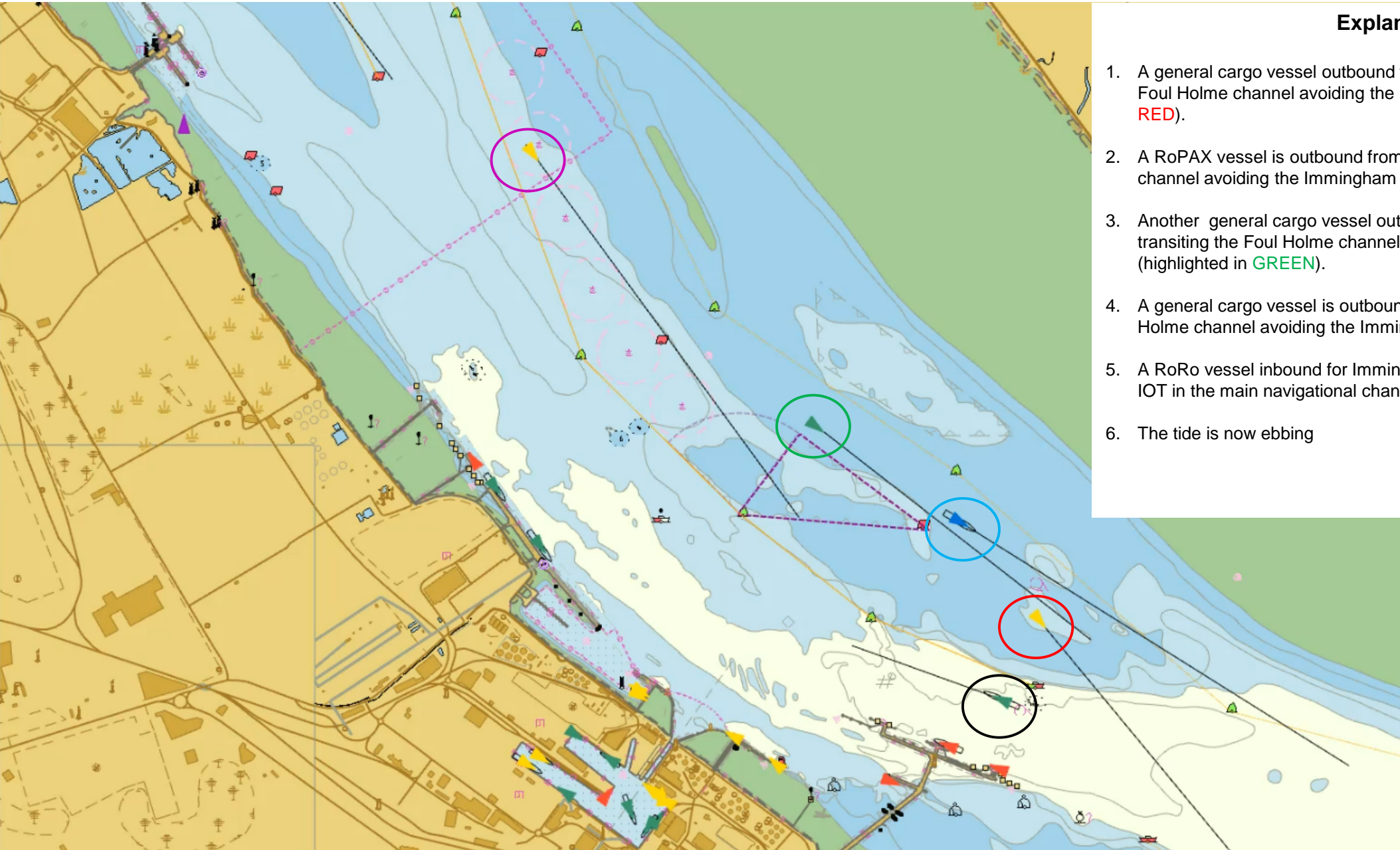
PM HW +1.25Hrs

Explanation

1. There are currently no significant vessel movements within the Immingham area. The tide is now ebbing



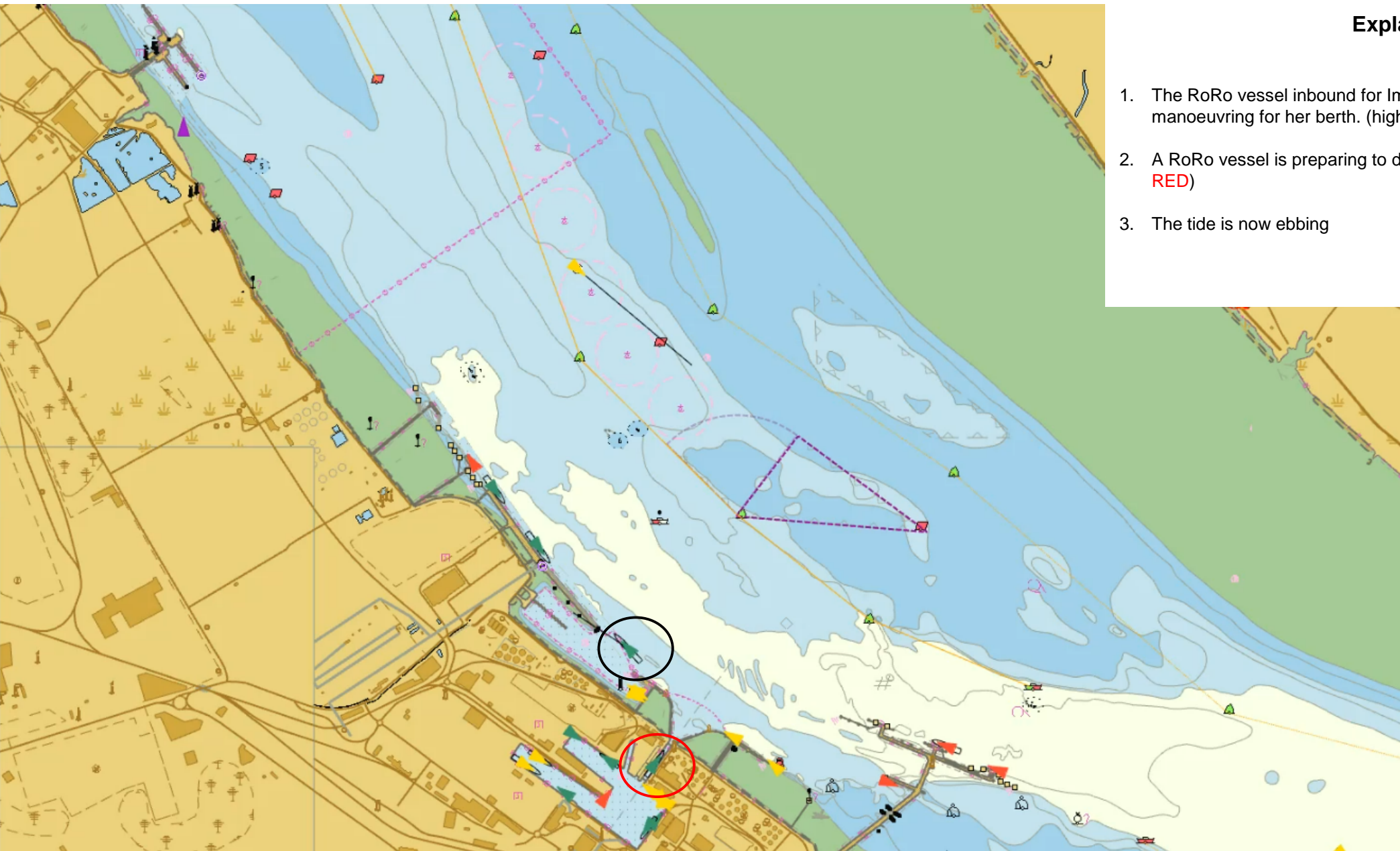
PM HW +1.5Hrs



Explanation

1. A general cargo vessel outbound from New Holland is transiting the Foul Holme channel avoiding the Immingham area (highlighted in **RED**).
2. A RoPAX vessel is outbound from Hull is transiting the Foul Holme channel avoiding the Immingham area (highlighted in **BLUE**)
3. Another general cargo vessel outbound from New Holland is transiting the Foul Holme channel avoiding the Immingham area (highlighted in **GREEN**).
4. A general cargo vessel is outbound from Hull is transiting the Foul Holme channel avoiding the Immingham area (highlighted in **PINK**)
5. A RoRo vessel inbound for Immingham Outer Harbour is passing the IOT in the main navigational channel (highlighted in **BLACK**)
6. The tide is now ebbing

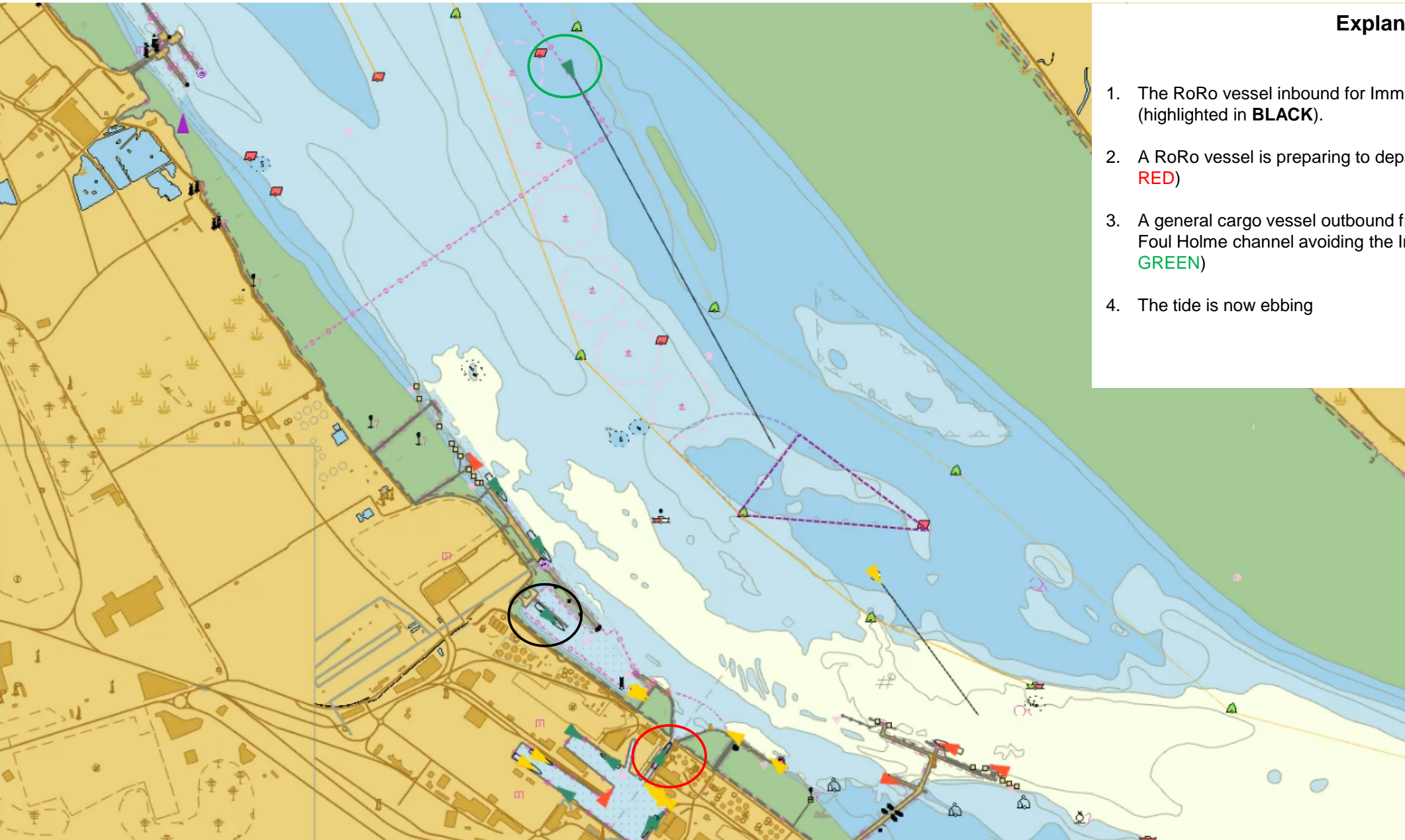
PM HW +1.75Hrs



Explanation

1. The RoRo vessel inbound for Immingham Outer Harbour is manoeuvring for her berth. (highlighted in **BLACK**).
2. A RoRo vessel is preparing to depart Immingham Lock (highlighted in **RED**)
3. The tide is now ebbing

PM HW +2Hrs



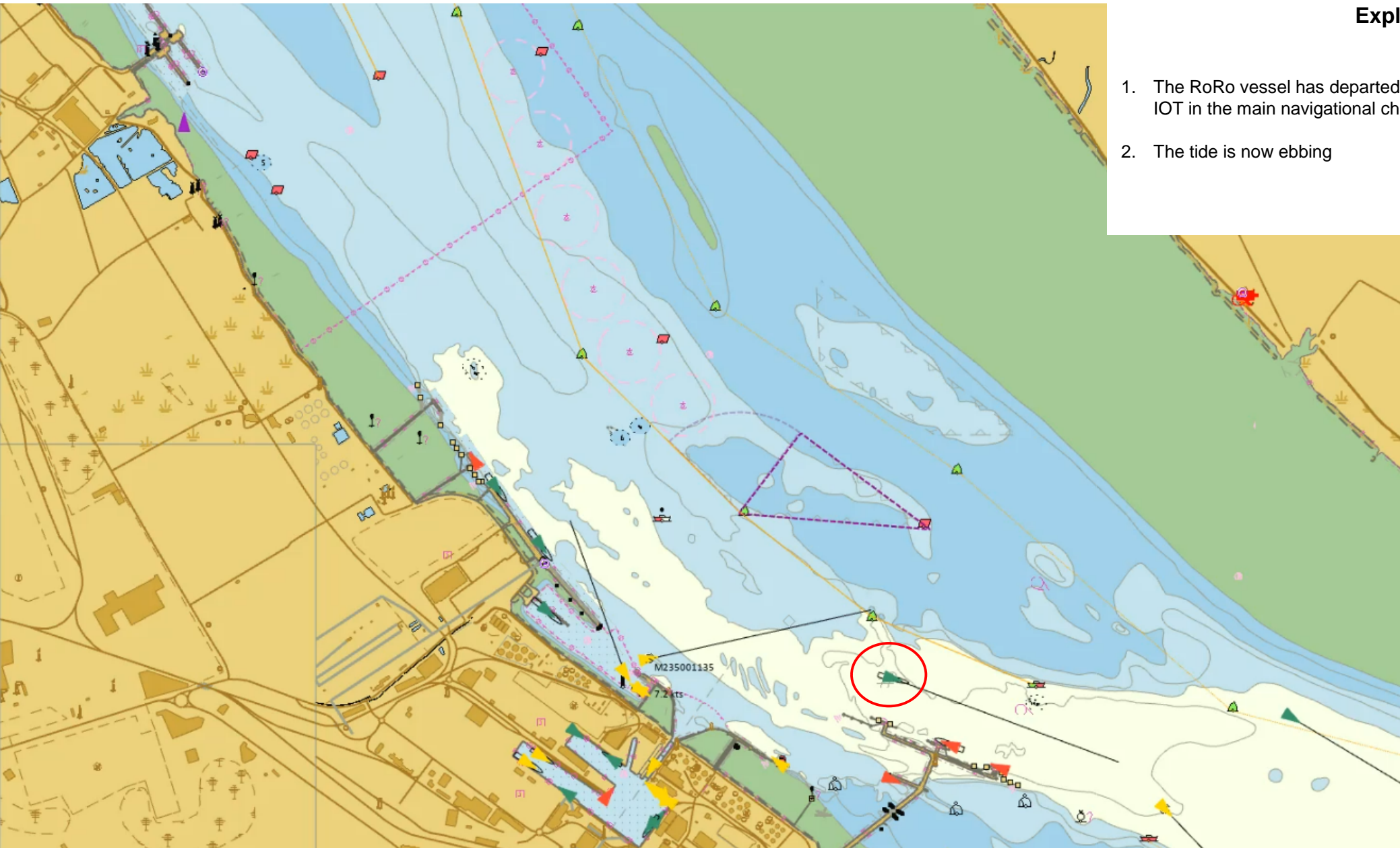
Explanation

1. The RoRo vessel inbound for Immingham Outer Harbour has berthed (highlighted in **BLACK**).
2. A RoRo vessel is preparing to depart Immingham Lock (highlighted in **RED**).
3. A general cargo vessel outbound from the River Trent is transiting the Foul Holme channel avoiding the Immingham area (highlighted in **GREEN**).
4. The tide is now ebbing

PM HW +2.25Hrs

Explanation

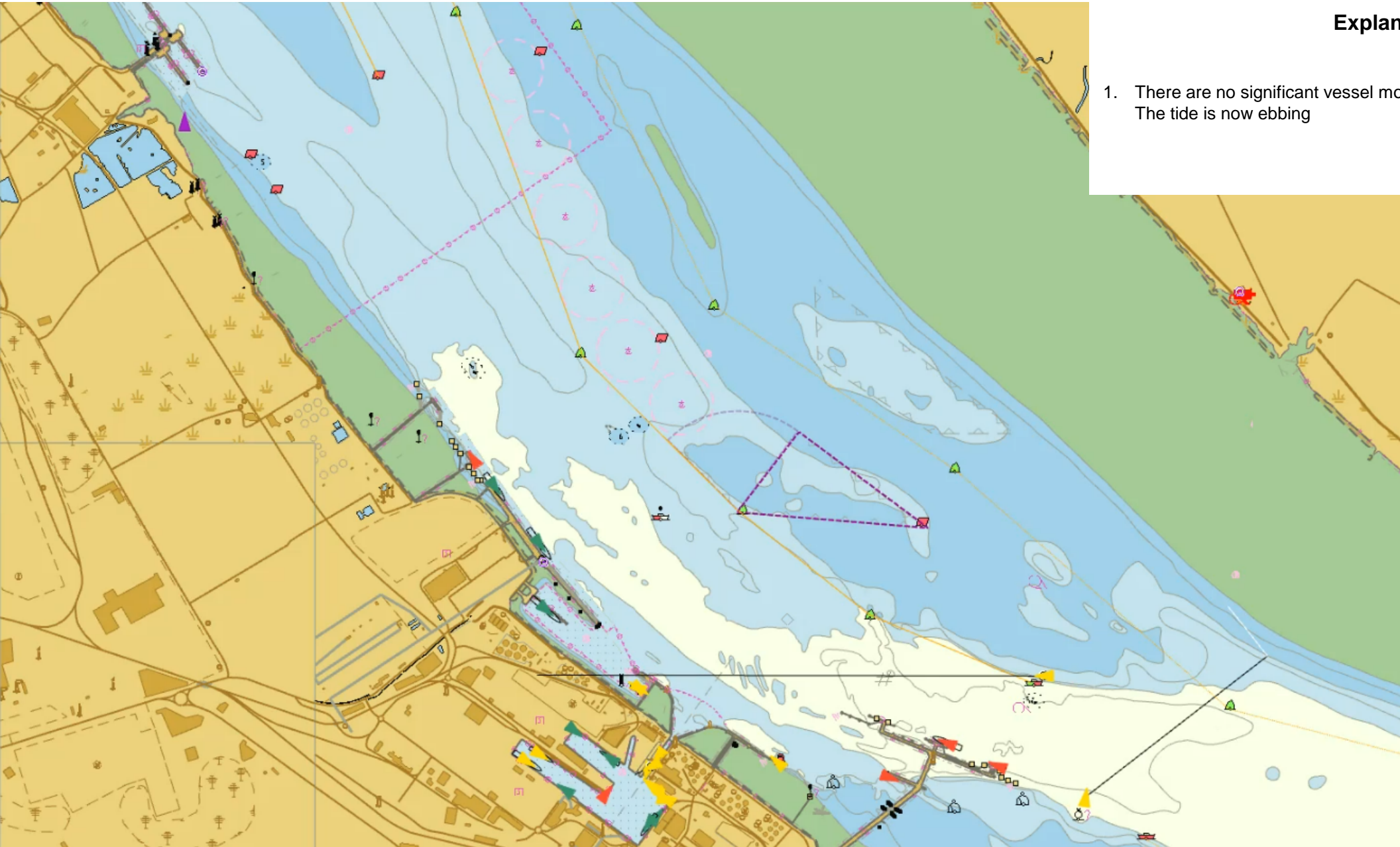
1. The RoRo vessel has departed Immingham Lock and is passing the IOT in the main navigational channel (highlighted in RED)
2. The tide is now ebbing



PM HW +2.5Hrs

Explanation

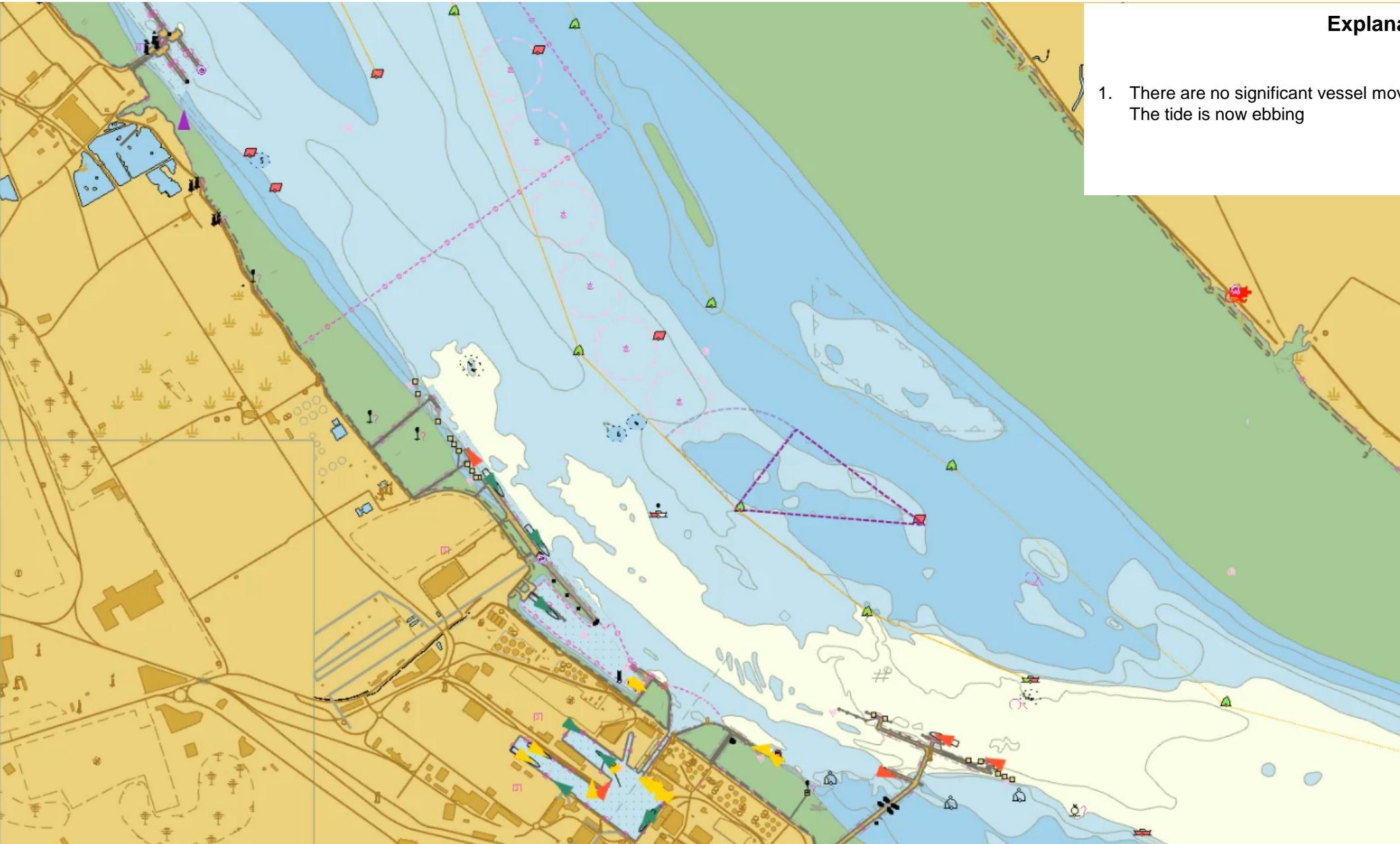
1. There are no significant vessel movements in the Immingham area.
The tide is now ebbing



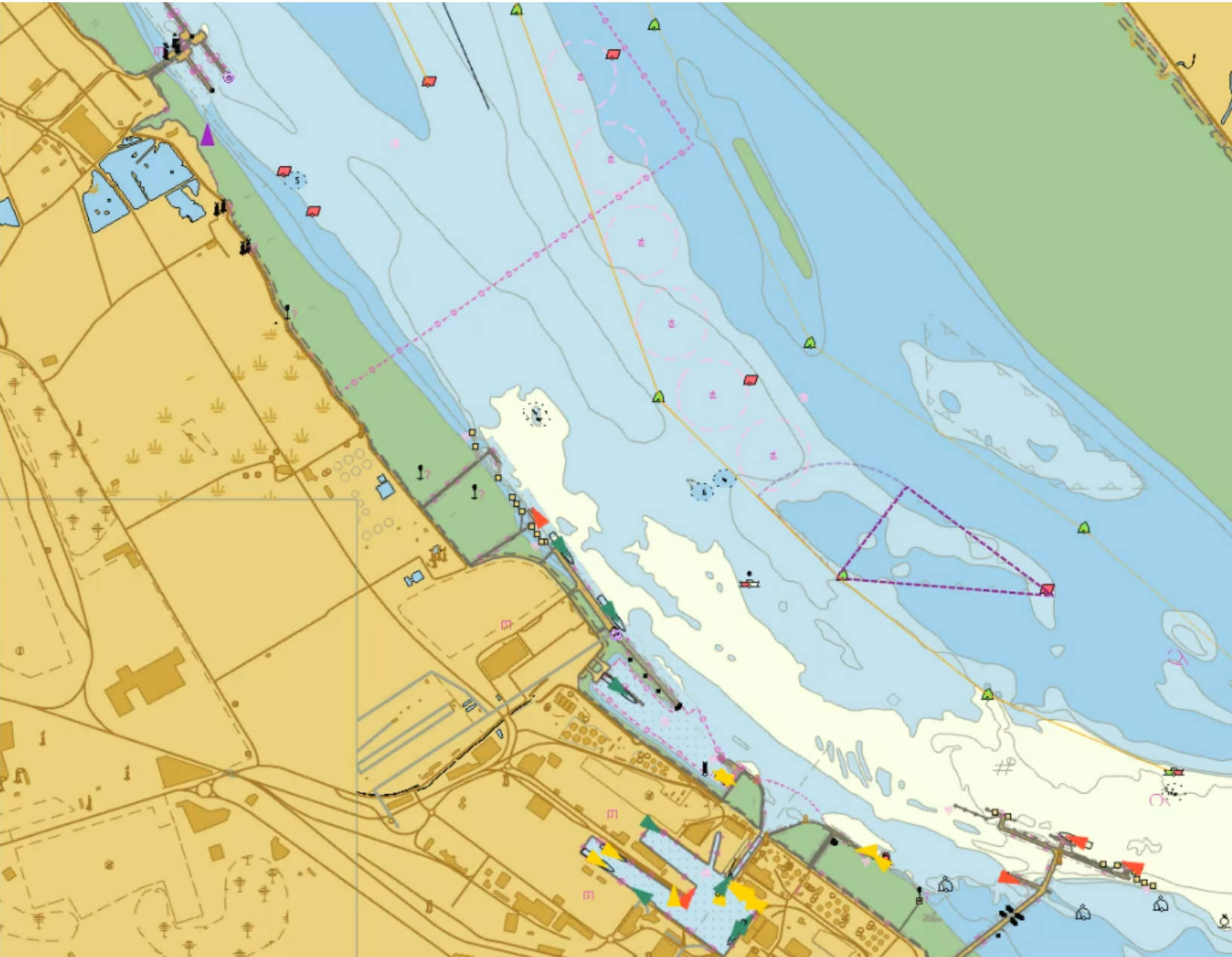
PM HW +2.75Hrs

Explanation

1. There are no significant vessel movements in the Immingham area.
The tide is now ebbing



PM HW +3Hrs

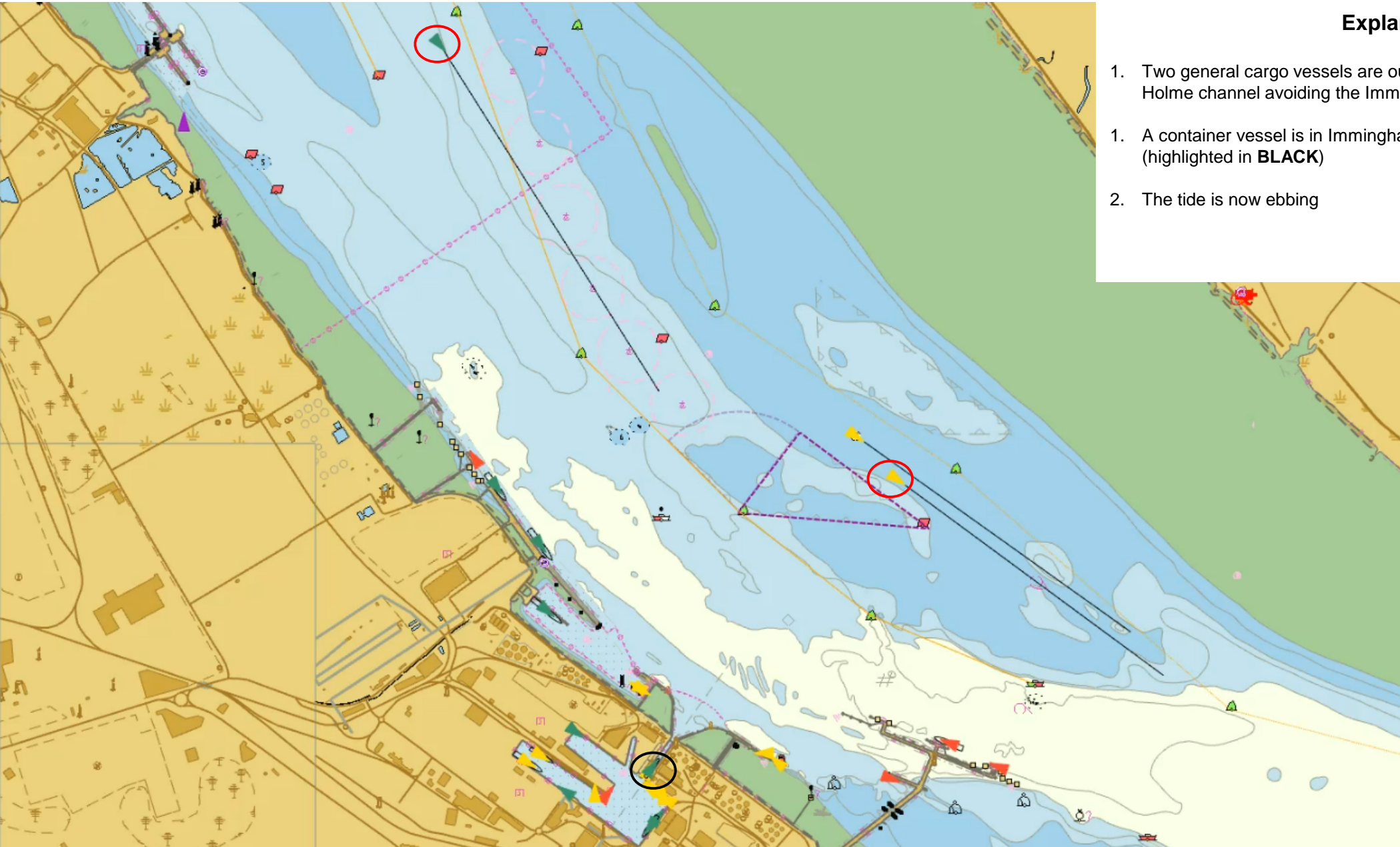


Explanation

1. There are no significant vessel movements in the Immingham area.
The tide is now ebbing



PM HW +3.25Hrs



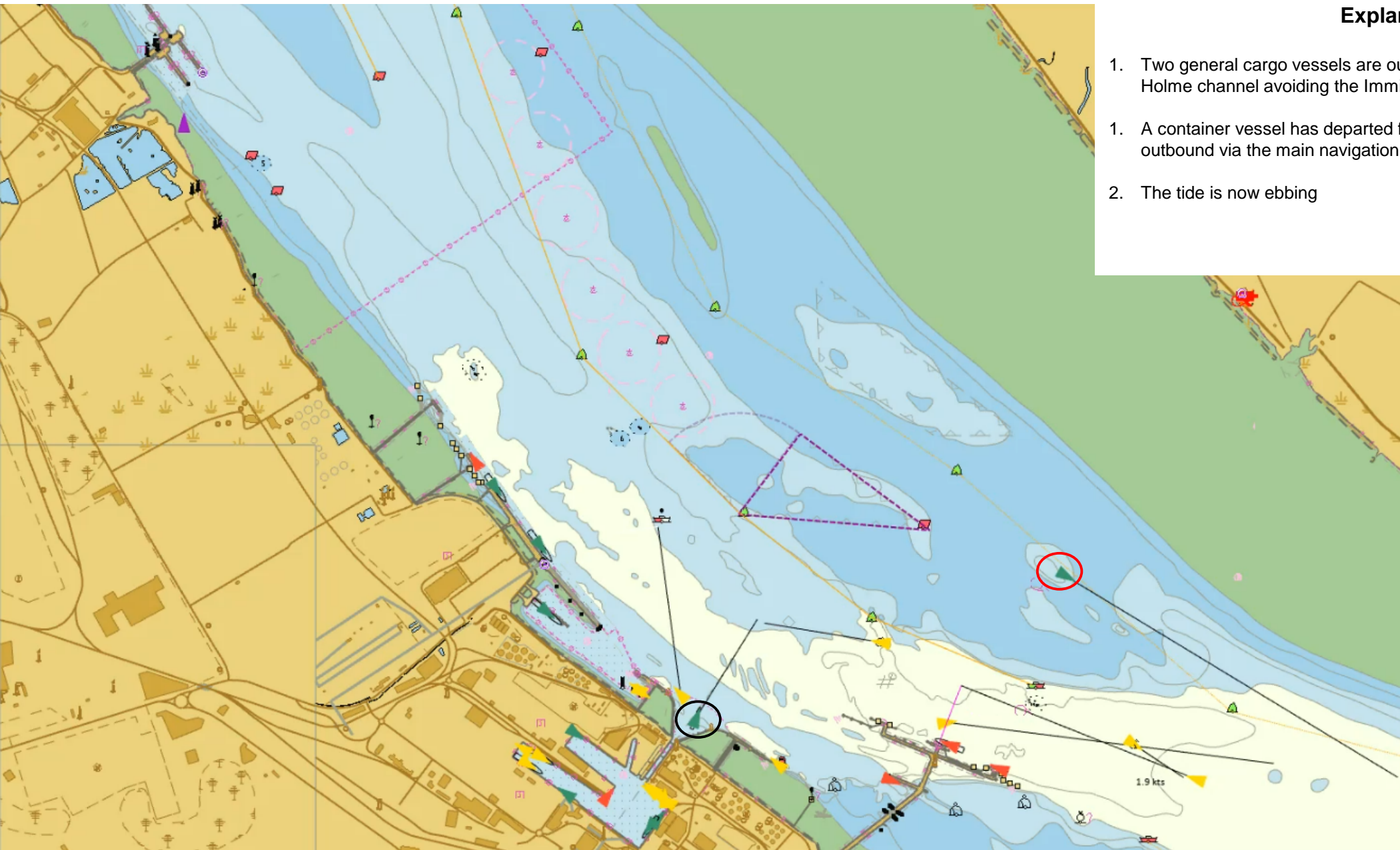
Explanation

1. Two general cargo vessels are outbound from Goole via the Foul Holme channel avoiding the Immingham area (highlighted in **RED**).
1. A container vessel is in Immingham lock ready for departure (highlighted in **BLACK**)
2. The tide is now ebbing

PM HW +3.5Hrs

Explanation

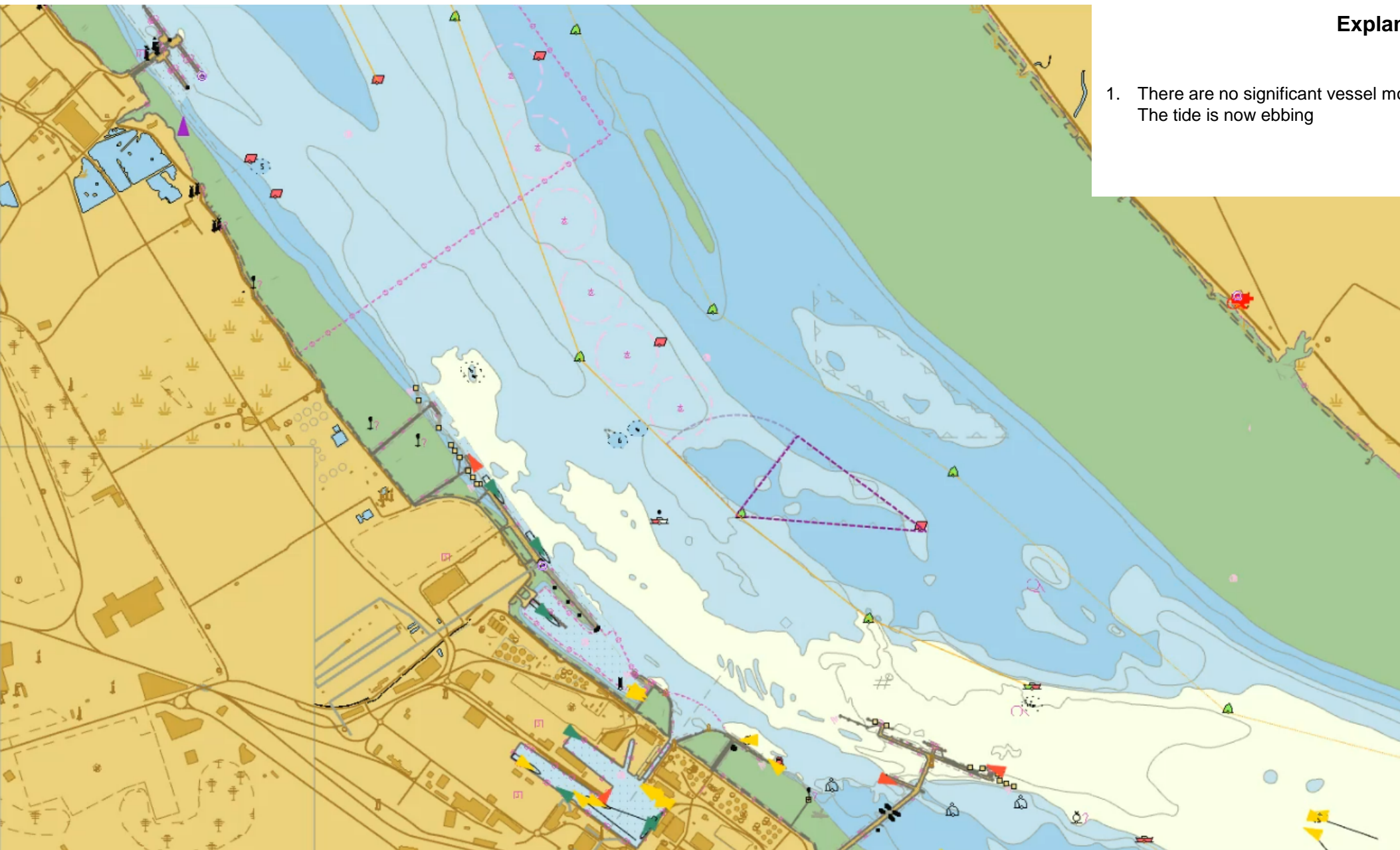
1. Two general cargo vessels are outbound from Goole via the Foul Holme channel avoiding the Immingham area (highlighted in **RED**).
1. A container vessel has departed from Immingham lock and is outbound via the main navigation channel (highlighted in **BLACK**).
2. The tide is now ebbing



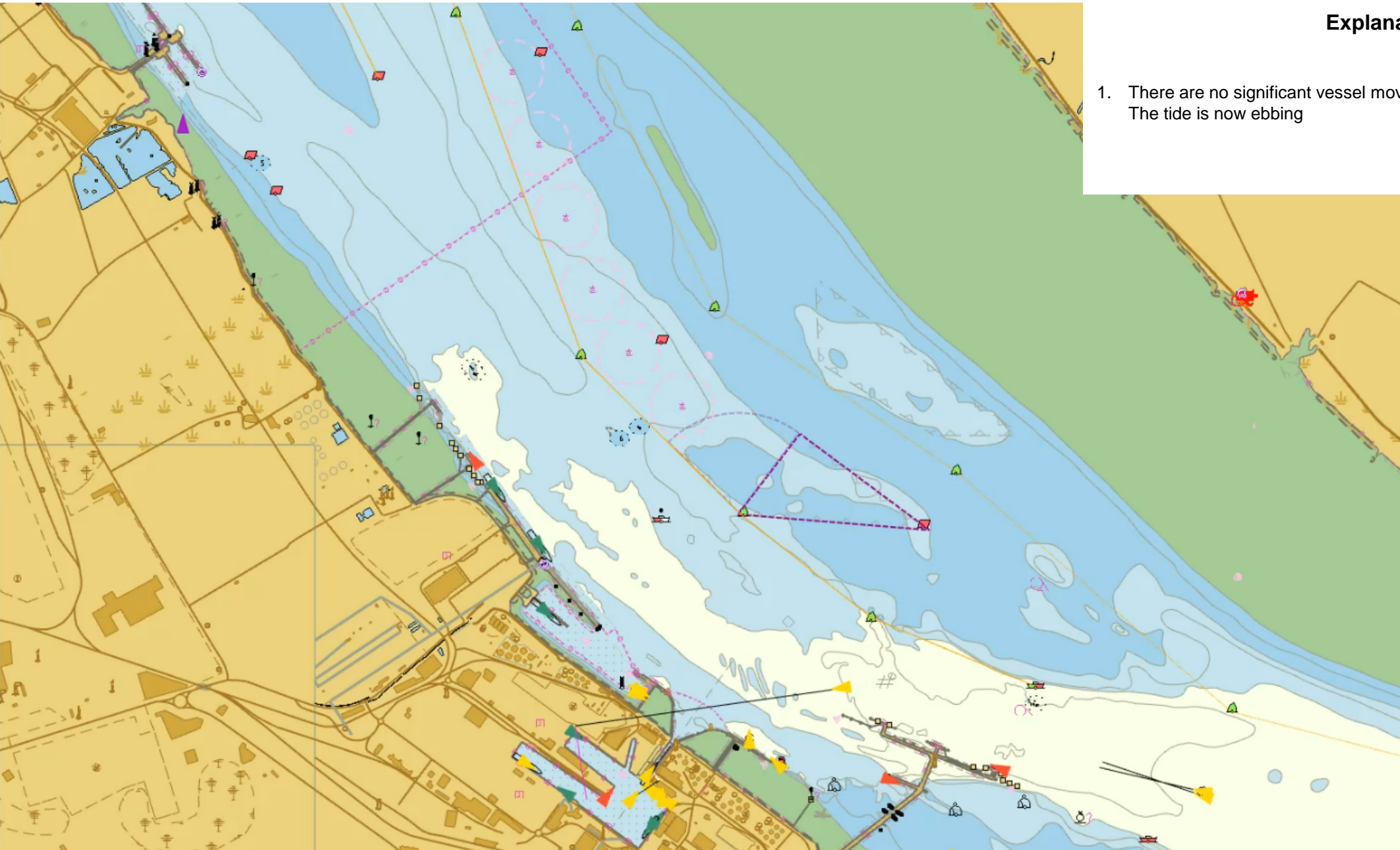
PM HW +3.75Hrs

Explanation

1. There are no significant vessel movements in the Immingham area.
The tide is now ebbing



PM HW +4Hrs



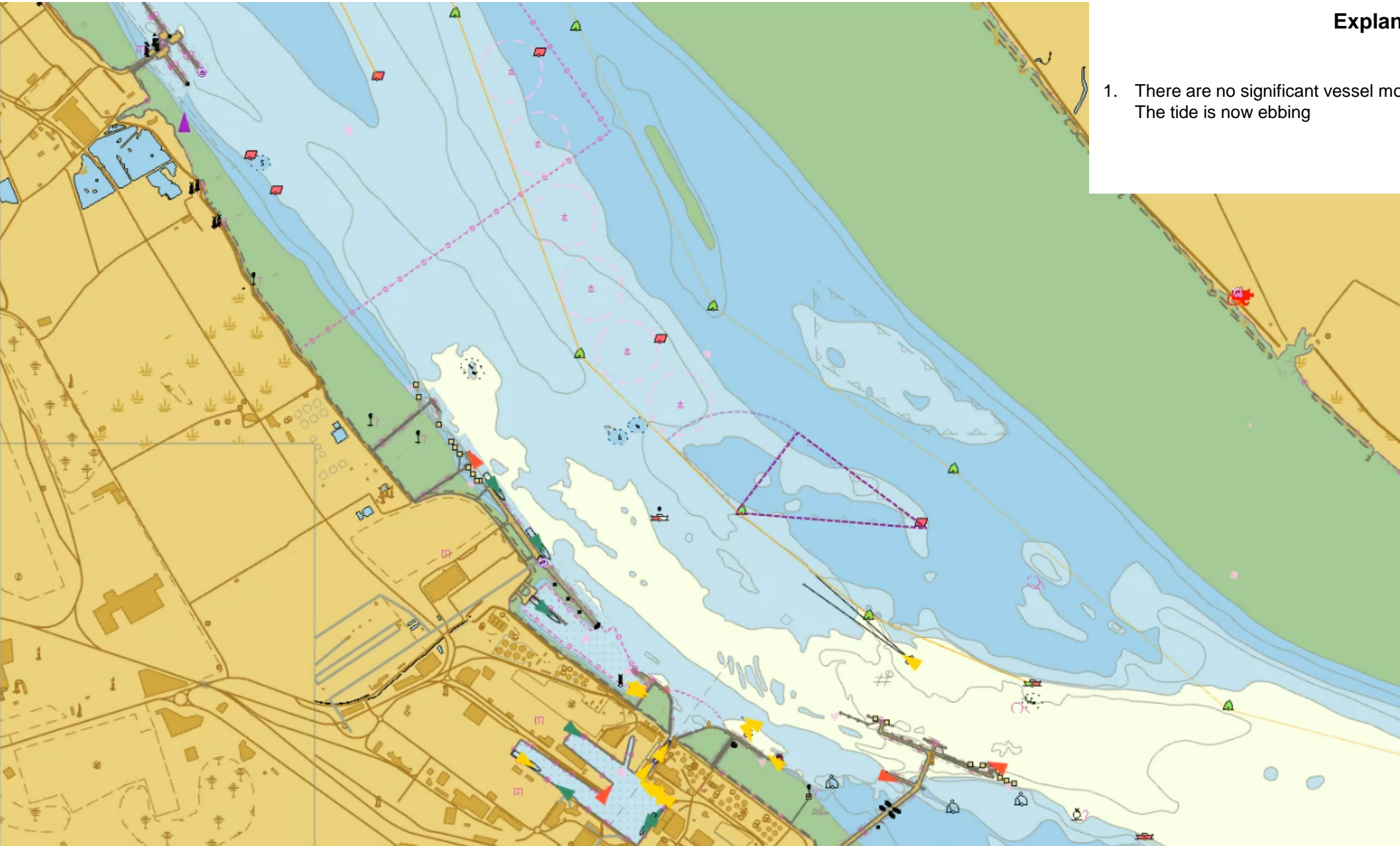
Explanation

1. There are no significant vessel movements in the Immingham area.
The tide is now ebbing

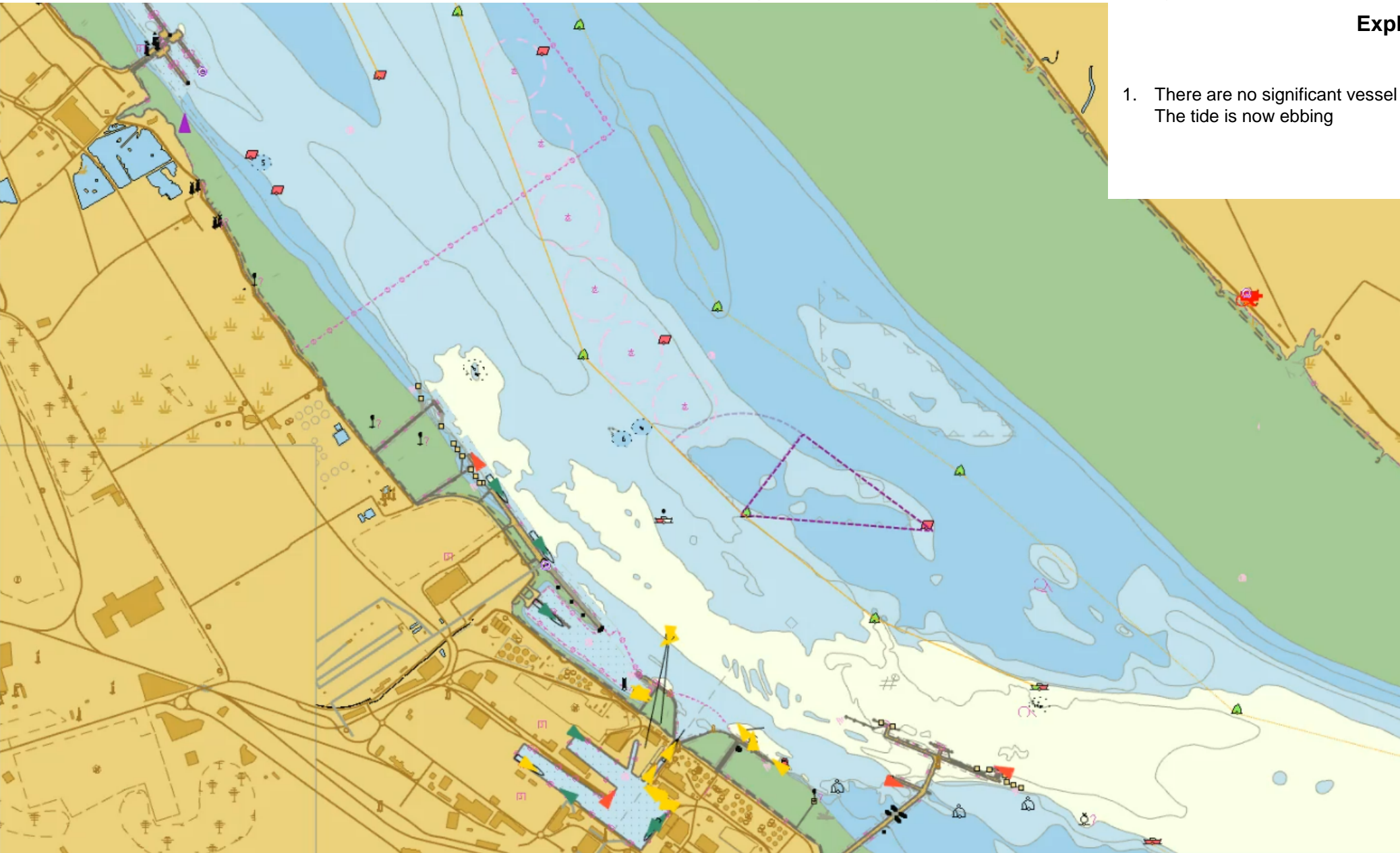
PM HW +4.25Hrs

Explanation

1. There are no significant vessel movements in the Immingham area.
The tide is now ebbing



PM HW +4.5Hrs (Midnight 24hr period complete)



Explanation

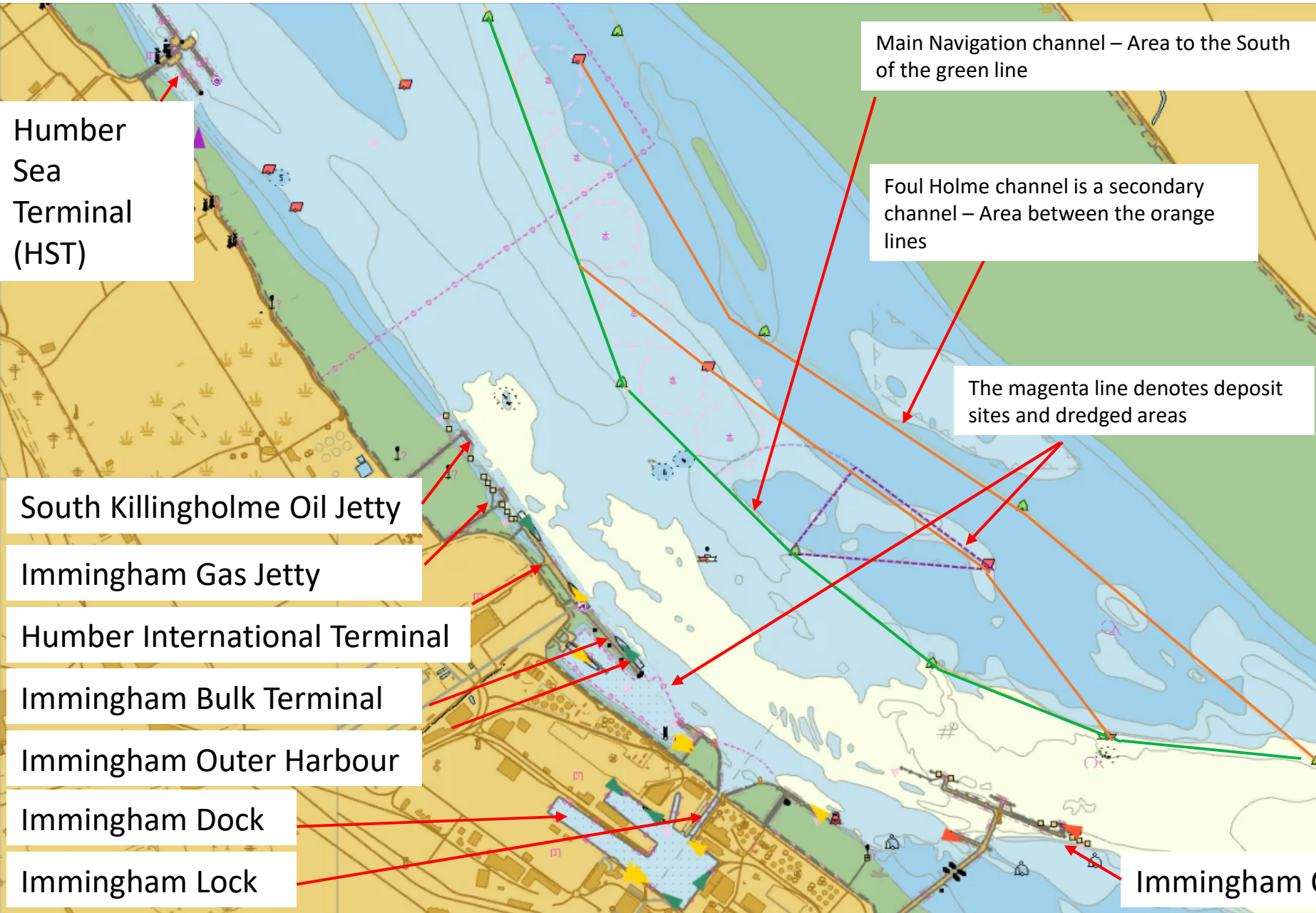
1. There are no significant vessel movements in the Immingham area.
The tide is now ebbing

ISH5 Action 5

Annex II

A replay of VTS traffic monitoring system with the IEERT Infrastructure and planned vessel movements
overlayed

Explanatory Note



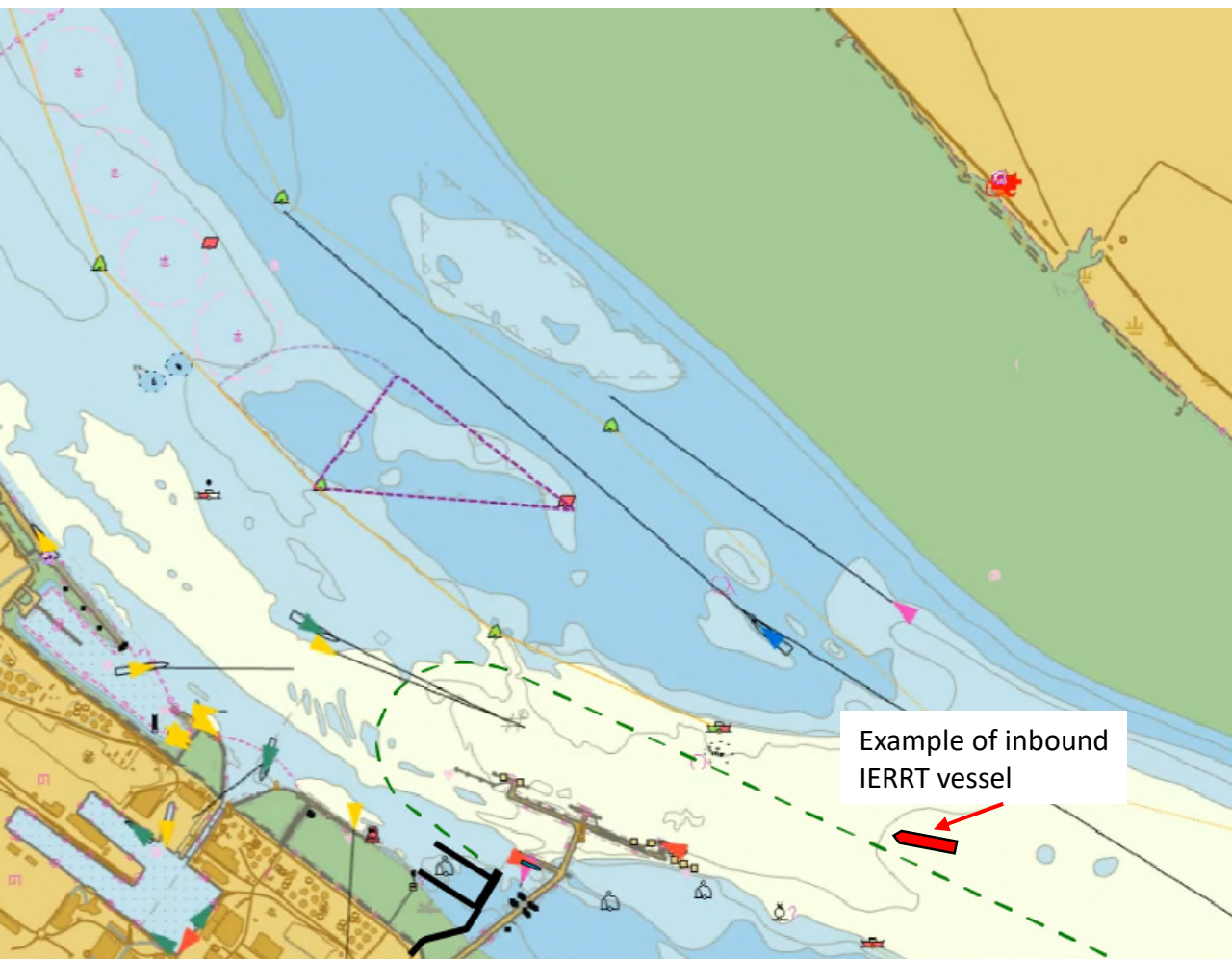
This annex depicts the geographical area of Immingham over a 24hr period. The screen captures are taken from a replay VTS Humber's traffic monitoring system. Each page is 15 minutes apart for the 24hr period.

Each page has an explanation. Only significant vessel movements i.e. commercial ships are detailed. Other movements, such as tugs, and pleasure craft, are not provided with explanatory notes.

Explanatory Note Continued

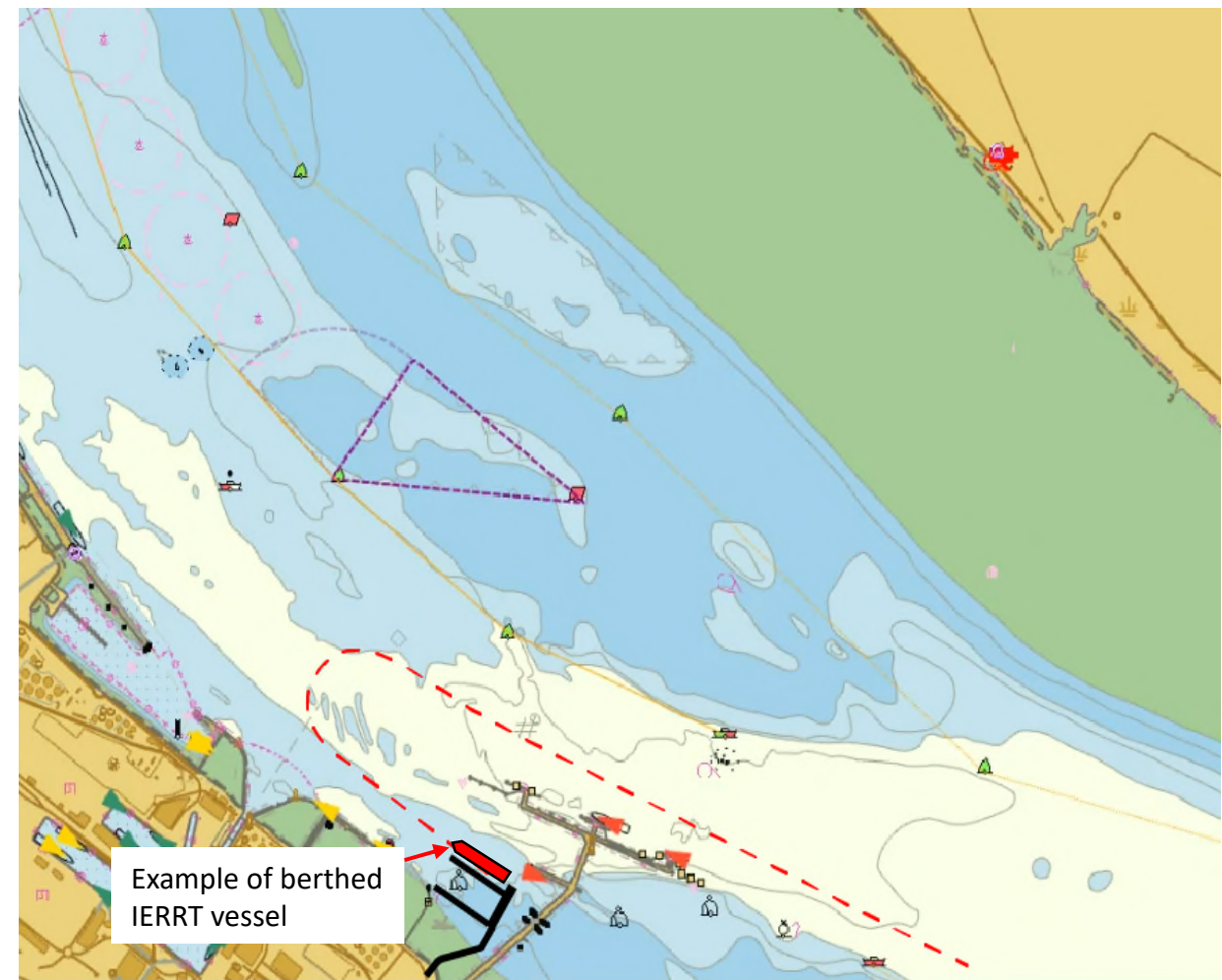
IERRT INBOUND ROUTES

IEERT vessels inbound route is depicted by the green dashed line.



IERRT OUTBOUND ROUTES

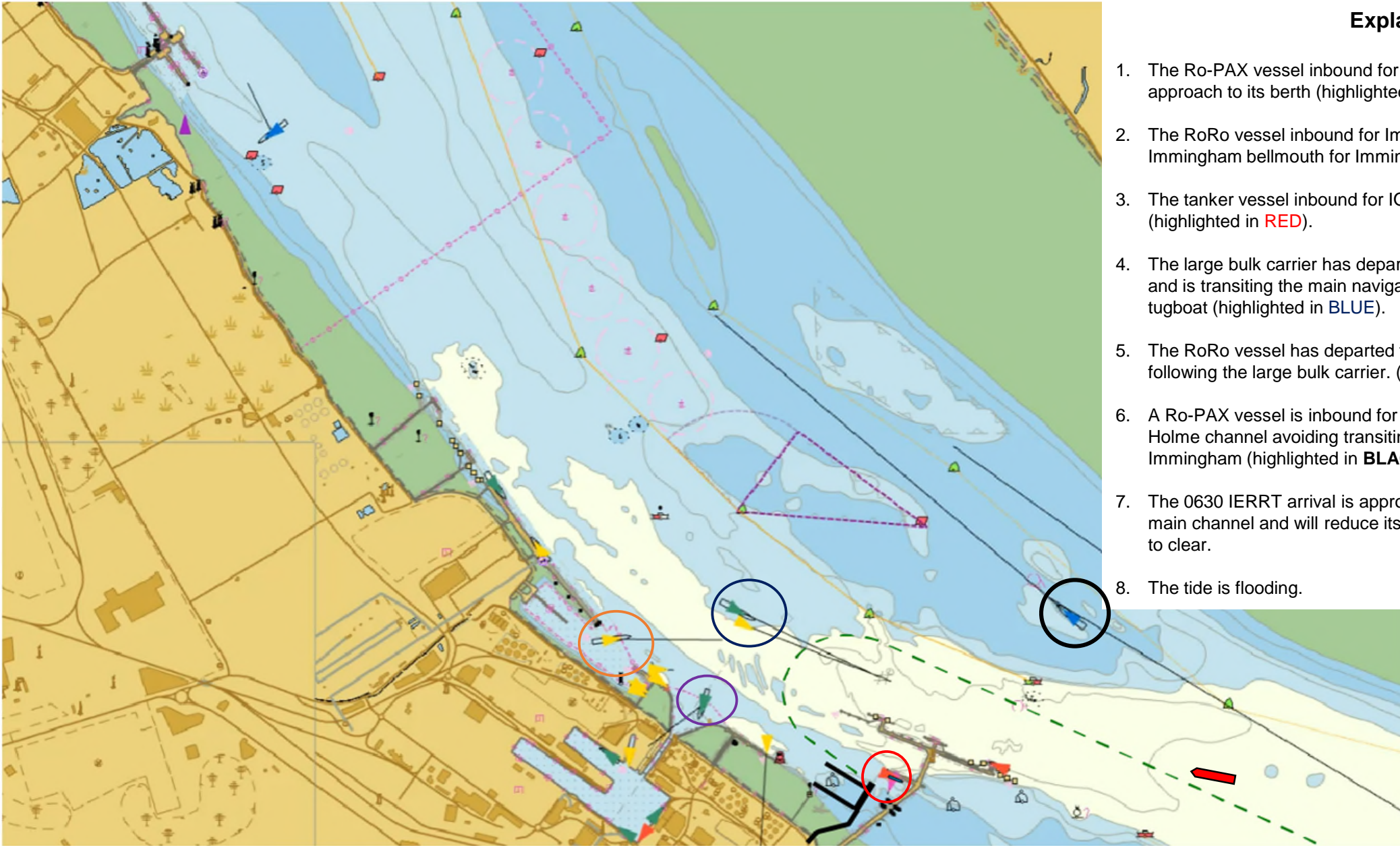
IEERT vessels inbound route is depicted by the red dashed line.



AM HW Tide Arrival Times

1. First IERRT vessel approximate planned arrival is 0630 Hrs which is HW -0.5Hrs
2. Second IEERT vessel approximate planned arrival is 0730 Hrs which is HW +0.5Hrs
3. Third IERRT vessel approximate planned arrival is 0900 Hrs which is HW +2Hrs

AM HW -1Hr



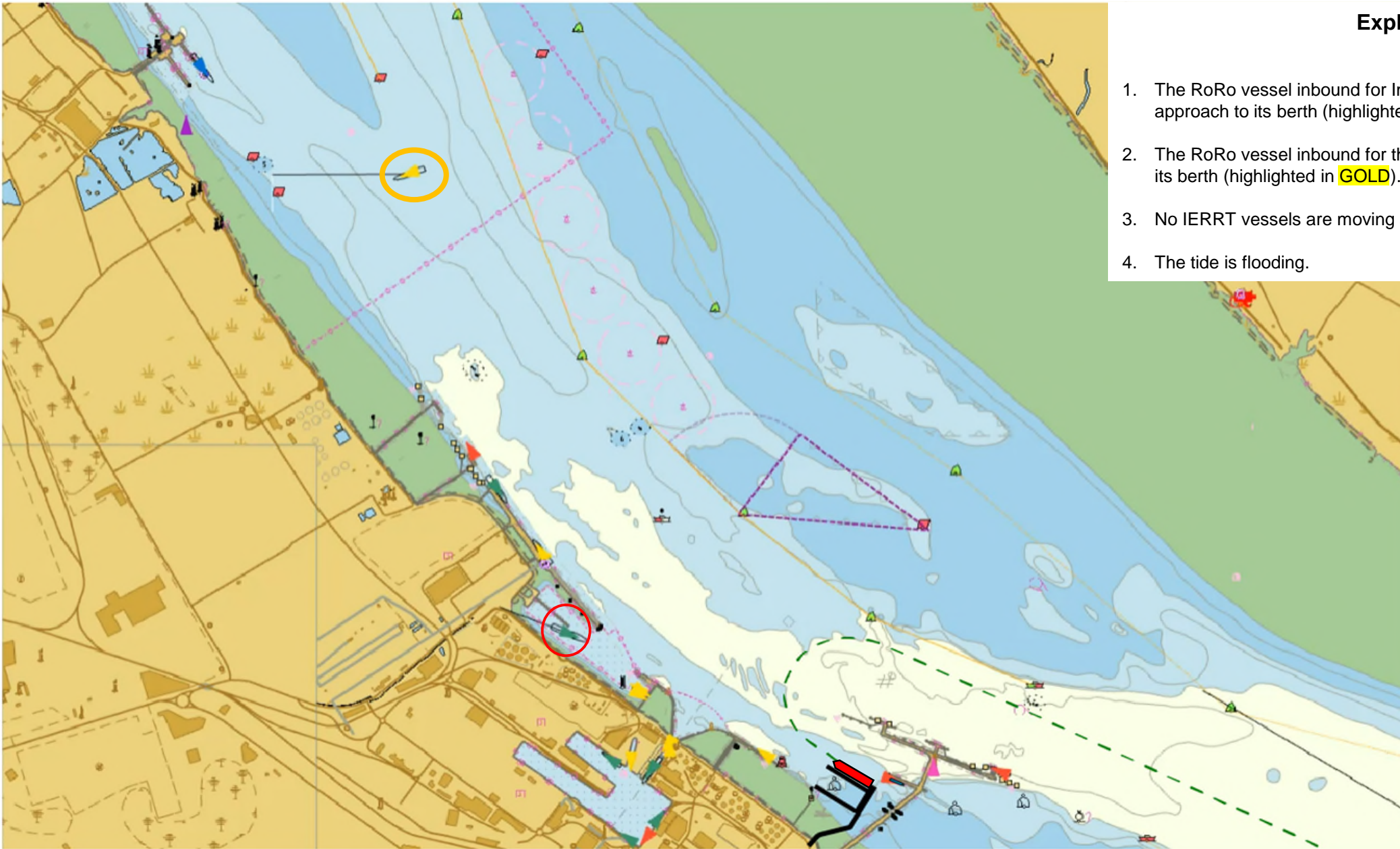
Explanation

1. The Ro-PAX vessel inbound for Humber Sea Terminal is on final approach to its berth (highlighted in **GREEN**).
2. The RoRo vessel inbound for Immingham Dock is manoeuvring in the Immingham bellmouth for Immingham Lock (highlighted in **PURPLE**).
3. The tanker vessel inbound for IOT 8 is now berthed alongside (highlighted in **RED**).
4. The large bulk carrier has departed from Immingham Bulk Terminal and is transiting the main navigation channel with and escort of a tugboat (highlighted in **BLUE**).
5. The RoRo vessel has departed from Immingham Outer Harbour following the large bulk carrier. (highlighted in **ORANGE**).
6. A Ro-PAX vessel is inbound for Hull River Terminal 1 via the Foul Holme channel avoiding transiting the main navigational channel at Immingham (highlighted in **BLACK**).
7. The 0630 IERRT arrival is approaching the Immingham area in the main channel and will reduce its speed to allow the outbound vessels to clear.
8. The tide is flooding.

1. The Ro-PAX vessel inbound for Humber Sea Terminal has berthed (highlighted in GREEN).
2. The large bulk carrier from Immingham Bulk Terminal has passed the IOT and escort of a tug is dismissed. (highlighted in BLUE).
3. The RoRo vessel which departed from Immingham Outer Harbour following the large bulk carrier is now passing the IOT in the main navigation channel. (highlighted in ORANGE).
4. A RoRo vessel is on final approach for Immingham Outer Harbour. (highlighted in RED).
5. A RoRo vessel is inbound for the Humber Sea Terminal is approaching the Foul Holme channel avoiding transiting the main navigational channel at Immingham (highlighted in GOLD)
6. The inbound IERRT vessel is clear of the channel and is now manoeuvring for the IERRT terminal. In this situation the traffic would have deconflicted with little input from VTS Humber as the traffic situation would be discussed between vessels.
7. The tide is flooding.



AM HW -0.5Hrs



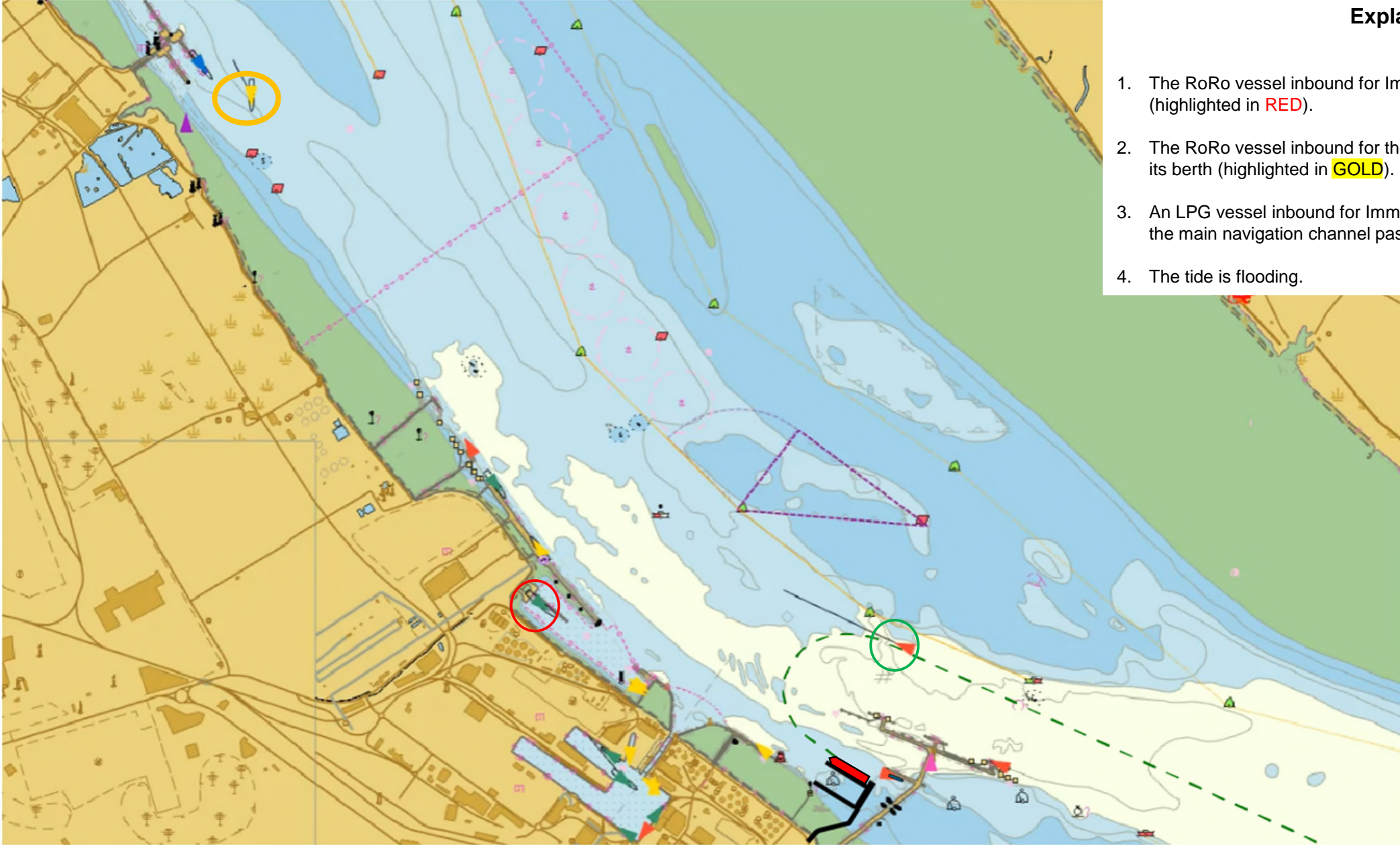
Explanation

1. The RoRo vessel inbound for Immingham Outer Harbour is on final approach to its berth (highlighted in **RED**).
2. The RoRo vessel inbound for the Humber Sea is on final approach to its berth (highlighted in **GOLD**).
3. No IERRT vessels are moving at this time.
4. The tide is flooding.

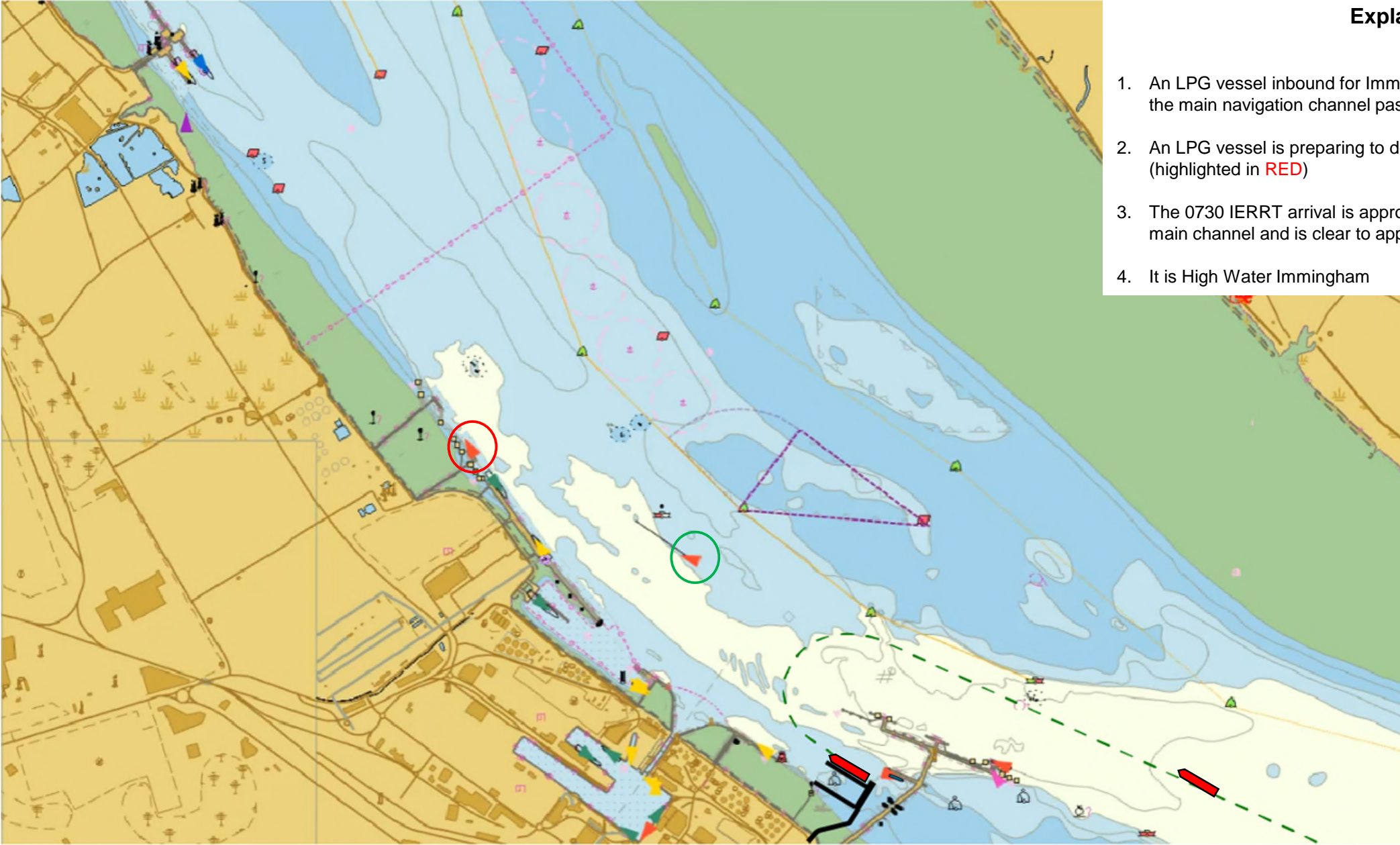
AM HW -0.25Hrs

Explanation

1. The RoRo vessel inbound for Immingham Outer Harbour is berthed (highlighted in **RED**).
2. The RoRo vessel inbound for the Humber Sea is on final approach to its berth (highlighted in **GOLD**).
3. An LPG vessel inbound for Immingham Gas Terminal is inbound via the main navigation channel passing IOT (highlighted in **GREEN**).
4. The tide is flooding.



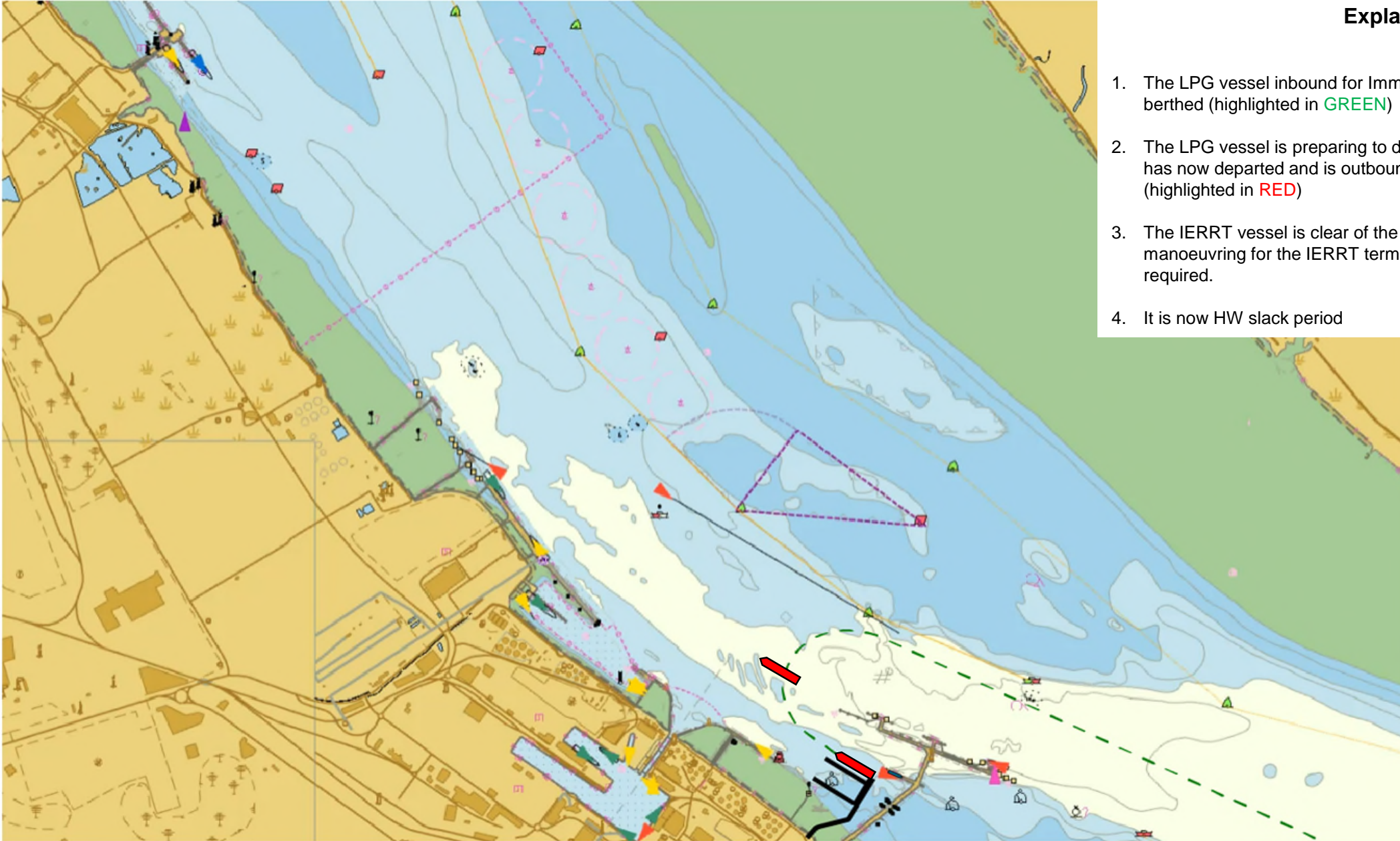
High Water Immingham



Explanation

1. An LPG vessel inbound for Immingham Gas Terminal is inbound via the main navigation channel passing IOT (highlighted in **GREEN**)
2. An LPG vessel is preparing to depart the Immingham Gas Terminal (highlighted in **RED**)
3. The 0730 IERRT arrival is approaching the Immingham area in the main channel and is clear to approach it's berth.
4. It is High Water Immingham

AM HW +0.25Hrs



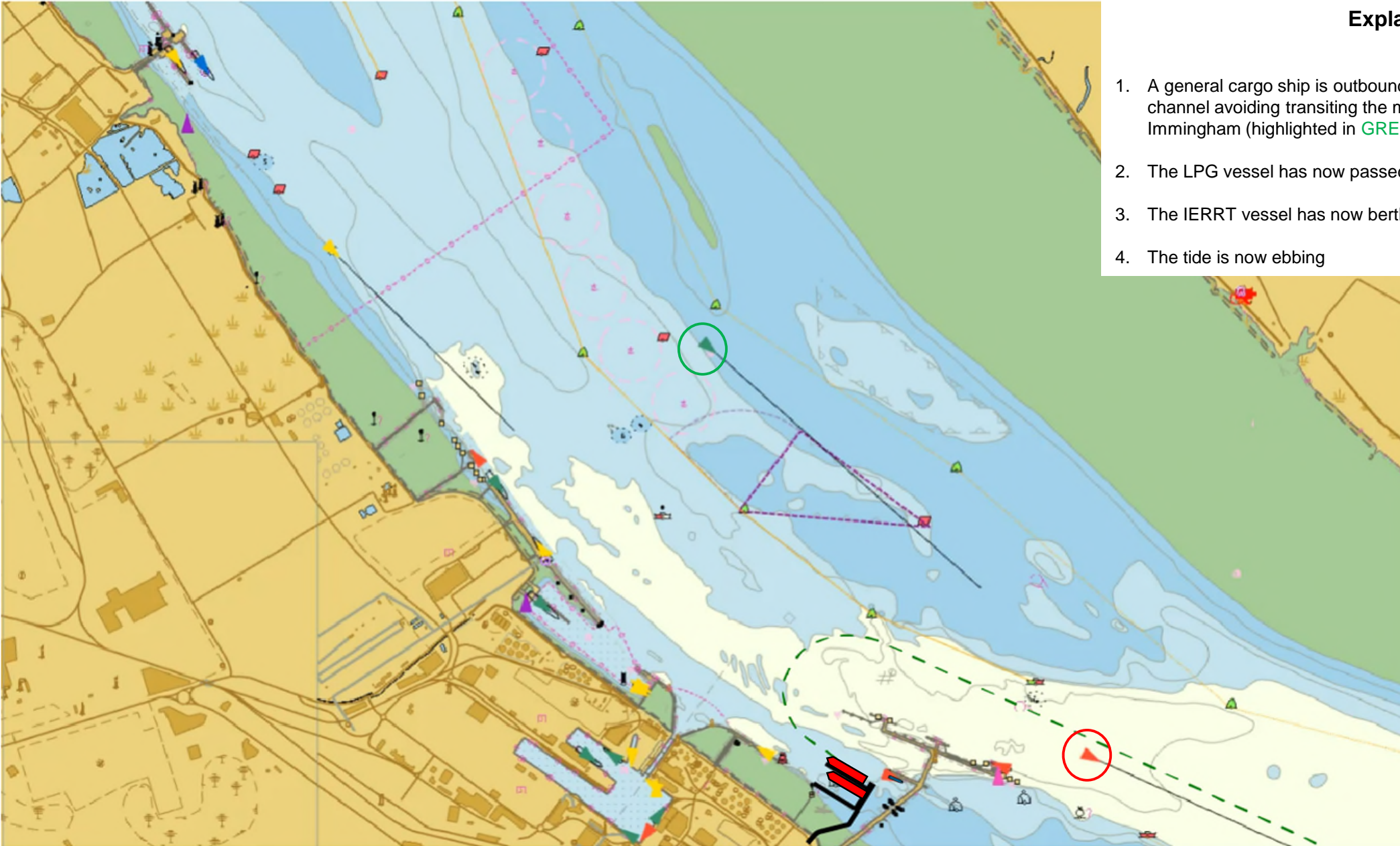
Explanation

1. The LPG vessel inbound for Immingham Gas Terminal has now berthed (highlighted in **GREEN**)
2. The LPG vessel is preparing to depart the Immingham Gas Terminal has now departed and is outbound via the main navigational channel (highlighted in **RED**)
3. The IERRT vessel is clear of the main navigation channel and is manoeuvring for the IERRT terminal. No traffic deconfliction is required.
4. It is now HW slack period

AM HW +0.5Hrs

Explanation

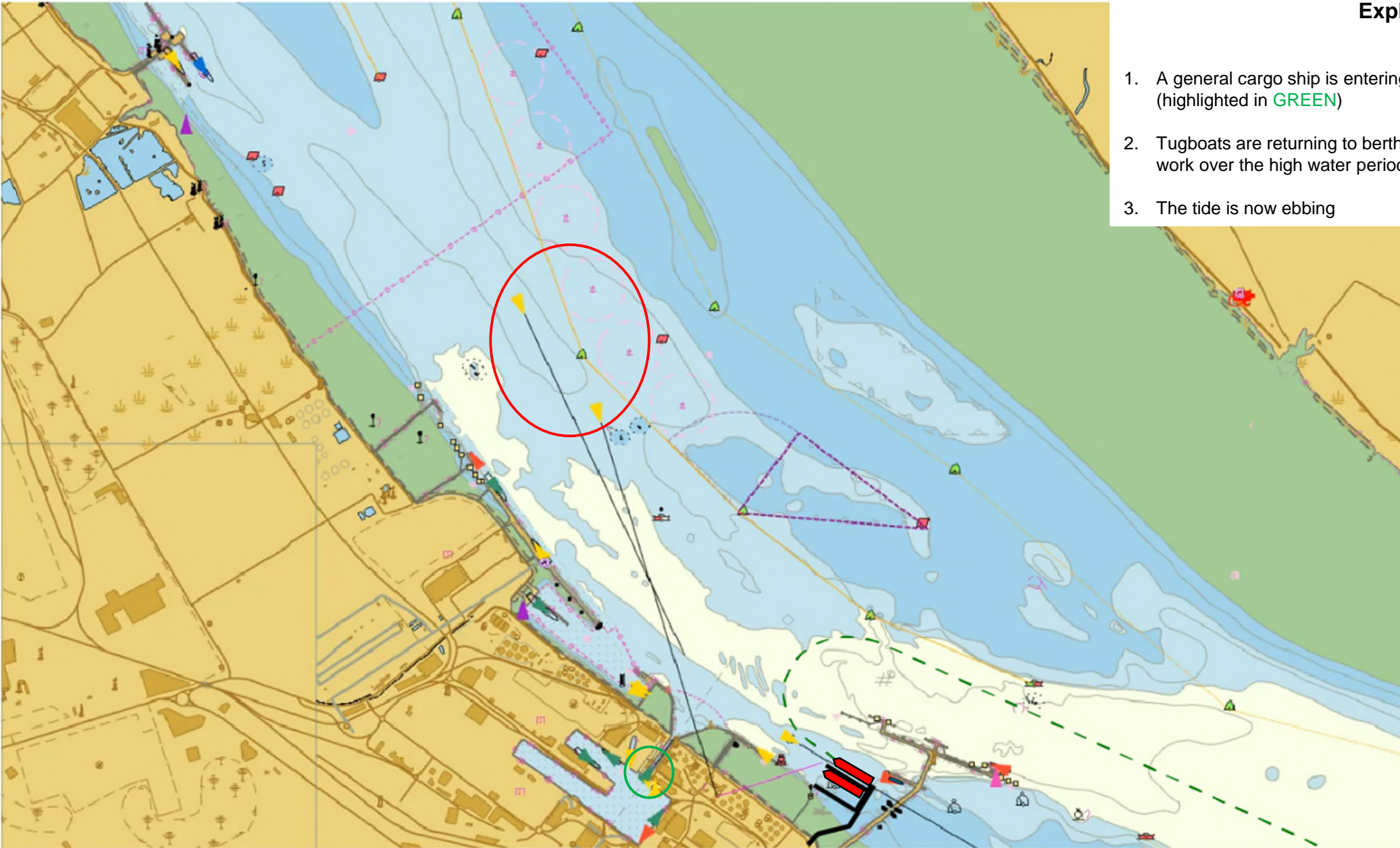
1. A general cargo ship is outbound from Albert dock in the Foul Holme channel avoiding transiting the main navigational channel at Immingham (highlighted in **GREEN**)
2. The LPG vessel has now passed the IOT (highlighted in **RED**)
3. The IERRT vessel has now berthed.
4. The tide is now ebbing



AM HW +0.75Hrs

Explanation

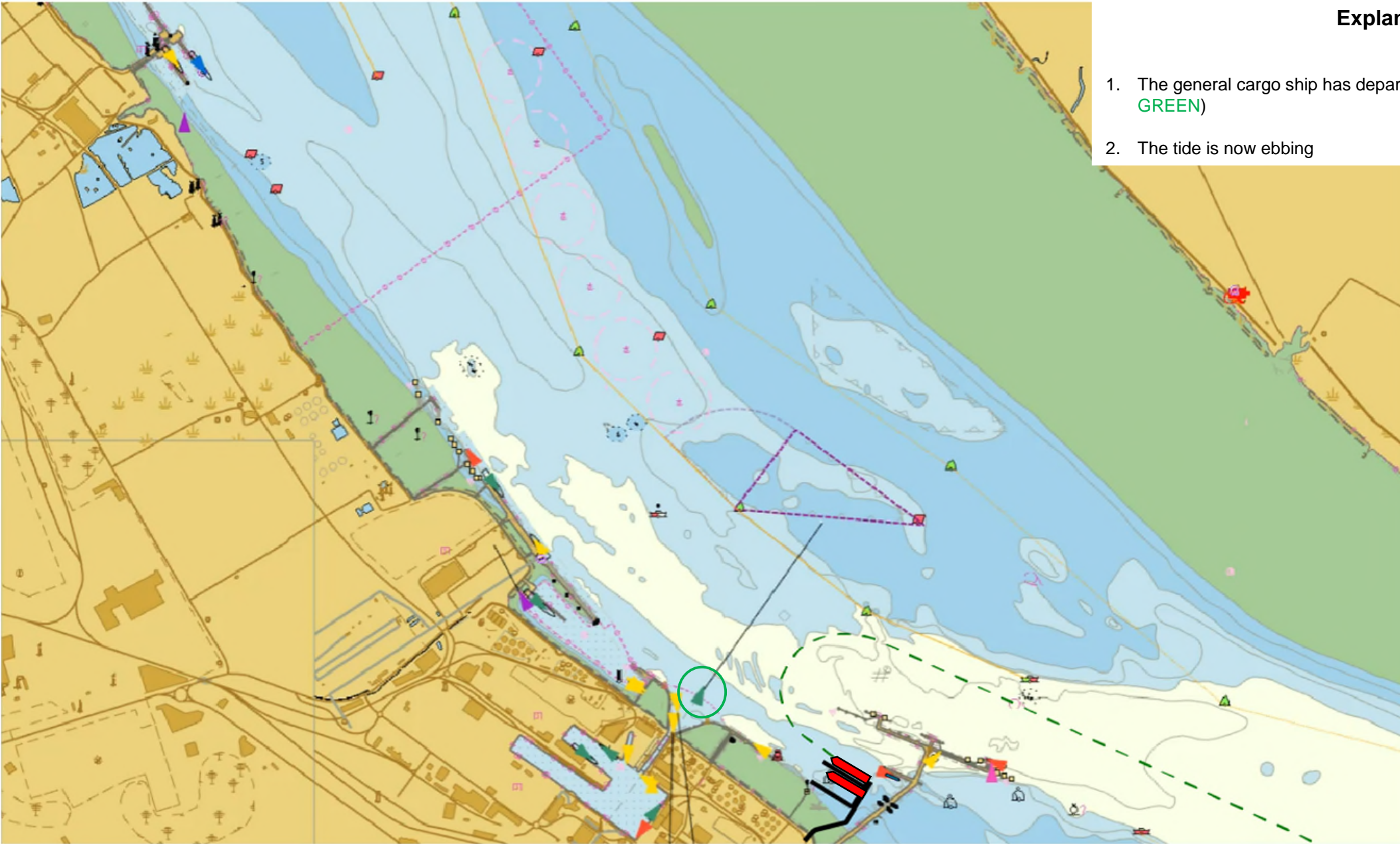
1. A general cargo ship is entering Immingham lock preparing to depart (highlighted in **GREEN**)
2. Tugboats are returning to berths in Immingham after completion of work over the high water period (highlighted in **RED**)
3. The tide is now ebbing



AM HW +1Hr

Explanation

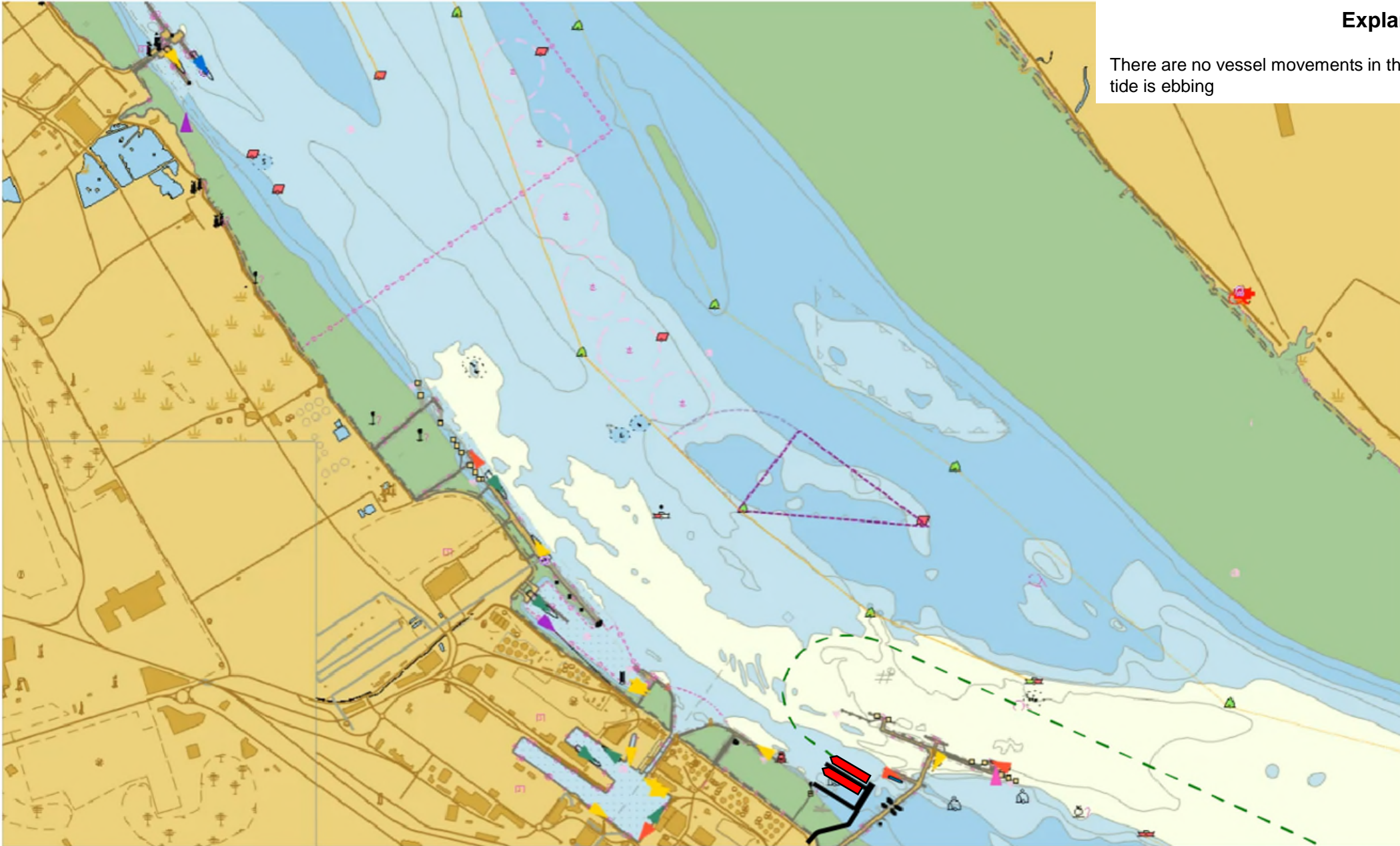
1. The general cargo ship has departed Immingham Lock (highlighted in GREEN)
2. The tide is now ebbing



AM HW +1.25Hrs

Explanation

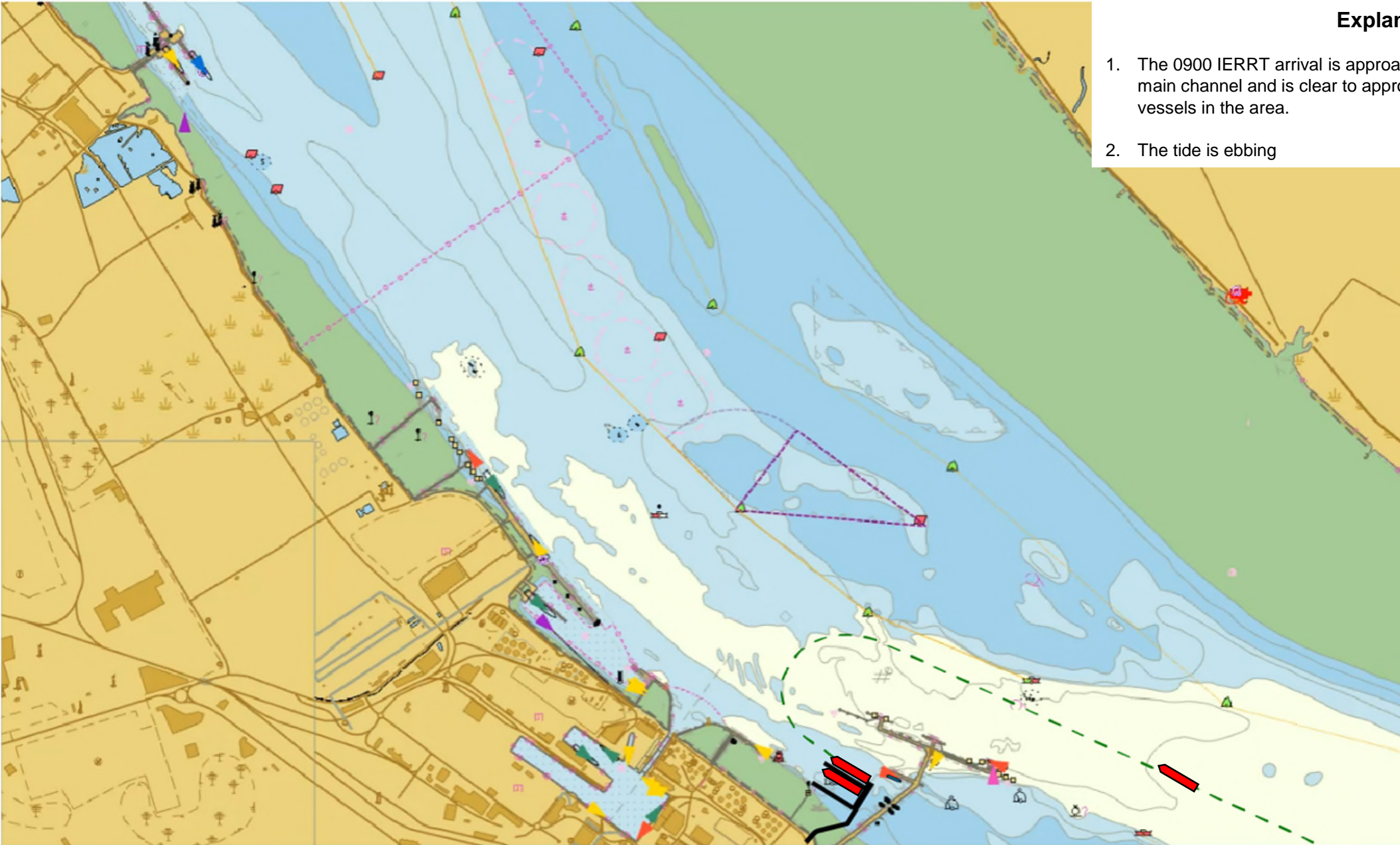
There are no vessel movements in the Immingham area at this time. The tide is ebbing



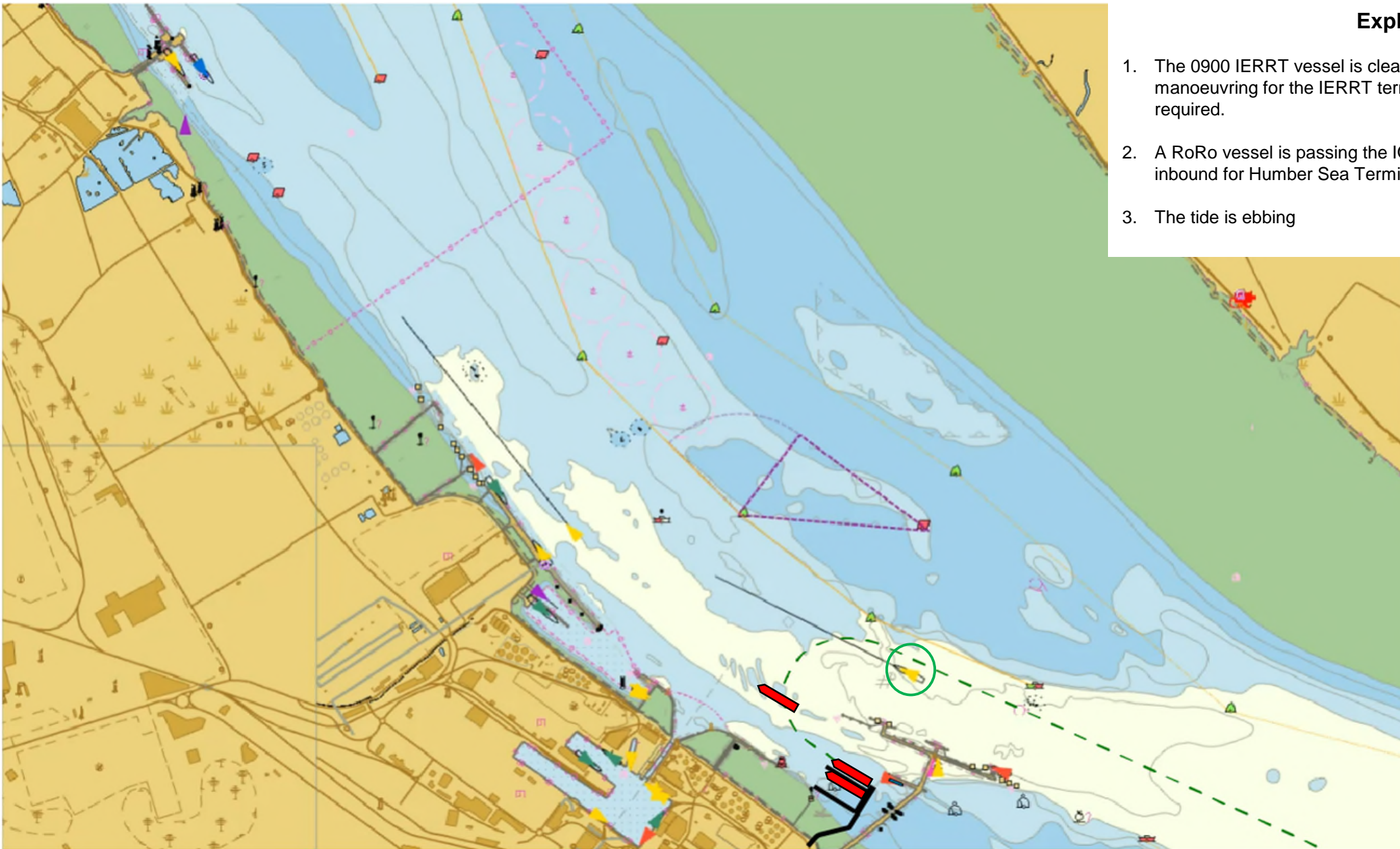
AM HW +1.5Hrs

Explanation

1. The 0900 IERRT arrival is approaching the Immingham area in the main channel and is clear to approach its berth. There are no other vessels in the area.
2. The tide is ebbing



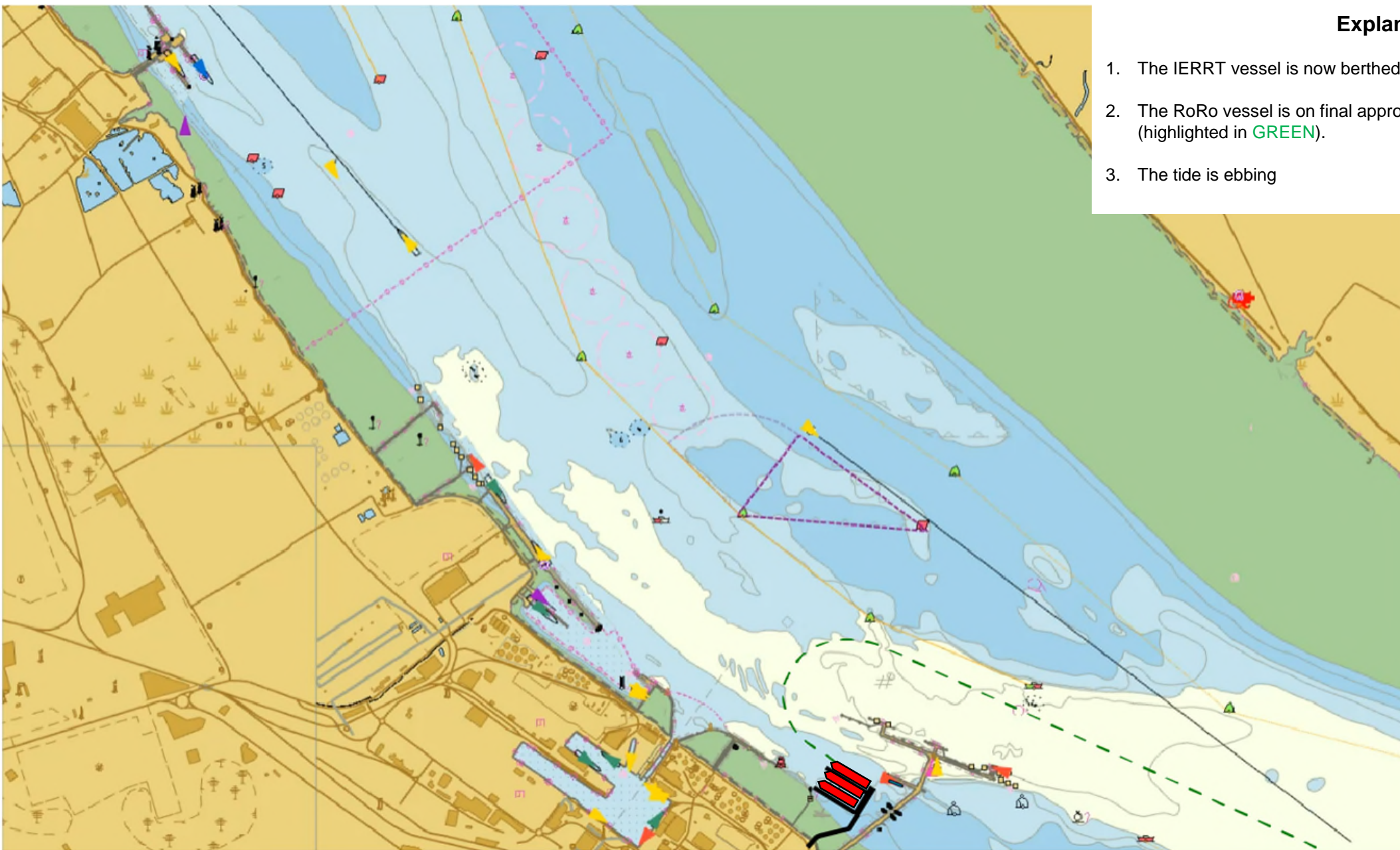
AM HW +1.75Hrs



Explanation

1. The 0900 IERRT vessel is clear of the main navigation channel and is manoeuvring for the IERRT terminal. No traffic deconfliction is required.
2. A RoRo vessel is passing the IOT in the main navigational channel inbound for Humber Sea Terminal. (highlighted in GREEN).
3. The tide is ebbing

HW +2Hrs



Explanation

1. The IERRT vessel is now berthed with no traffic to deconflict.
2. The RoRo vessel is on final approach for Humber Sea Terminal (highlighted in GREEN).
3. The tide is ebbing

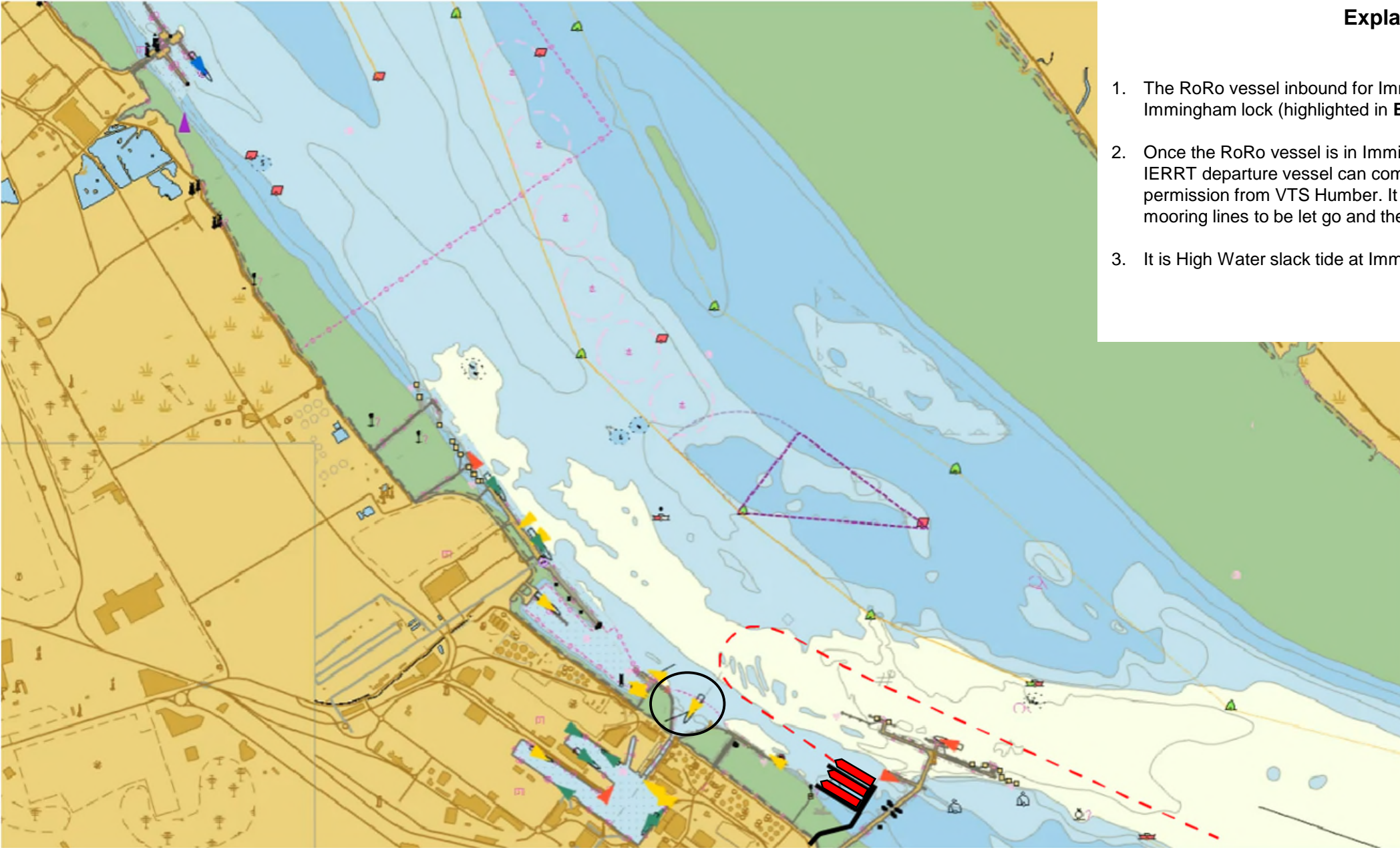
PM HW Tide Departure Times

1. First IERRT vessel approximate planned departure is 1945 Hrs which is HW +0.25Hrs
2. Second IEERT vessel approximate planned departure is 2000 Hrs which is HW +0.5Hrs
3. Third IERRT vessel approximate planned departure is 2200 Hrs which is HW +2.5Hrs

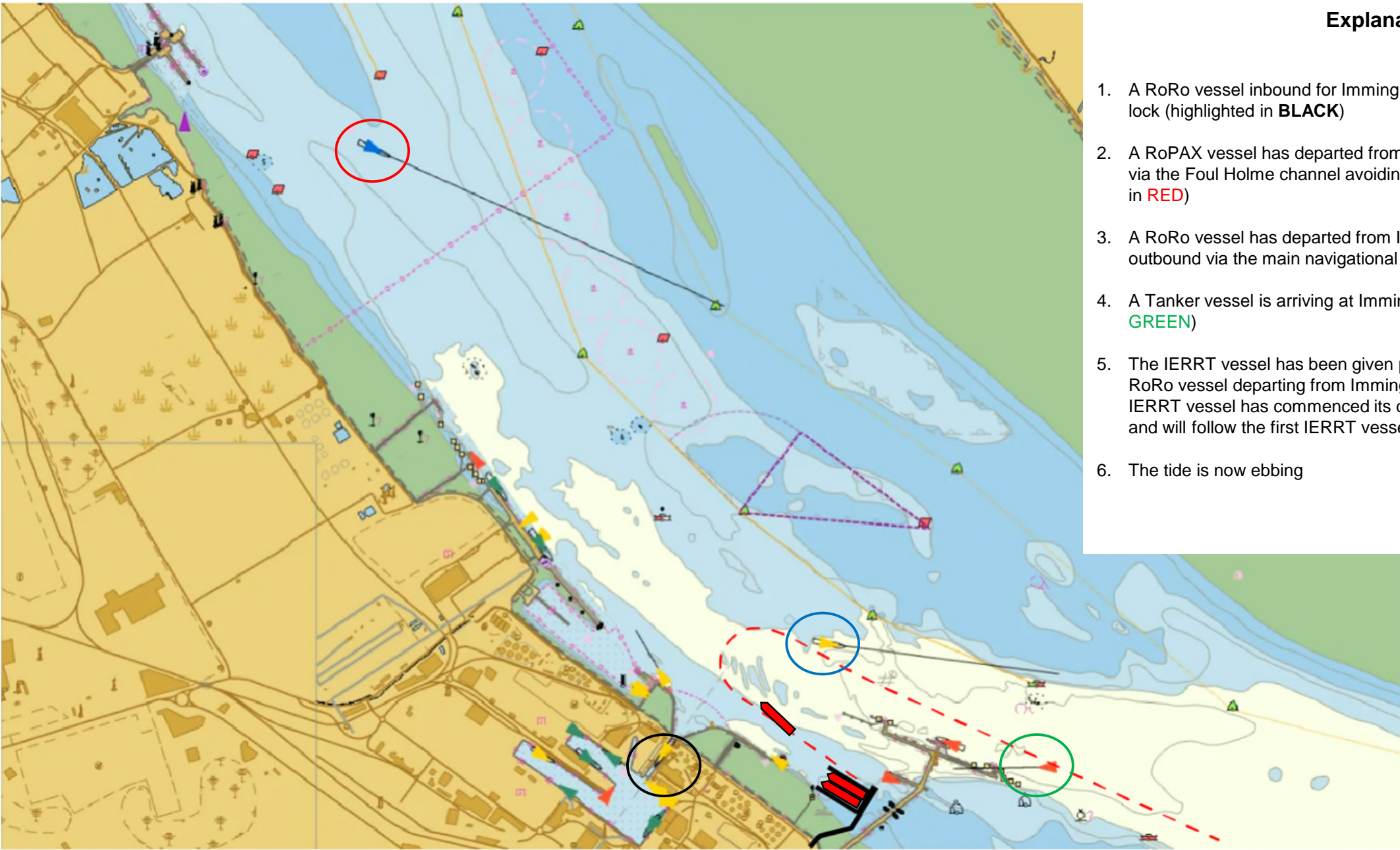
PM HW +0.25Hrs

Explanation

1. The RoRo vessel inbound for Immingham dock is manoeuvring for Immingham lock (highlighted in **BLACK**)
2. Once the RoRo vessel is in Immingham Lock and clear then the first IERRT departure vessel can commence its departure procedures with permission from VTS Humber. It can take up to 10 minutes for mooring lines to be let go and the vessel getting underway.
3. It is High Water slack tide at Immingham



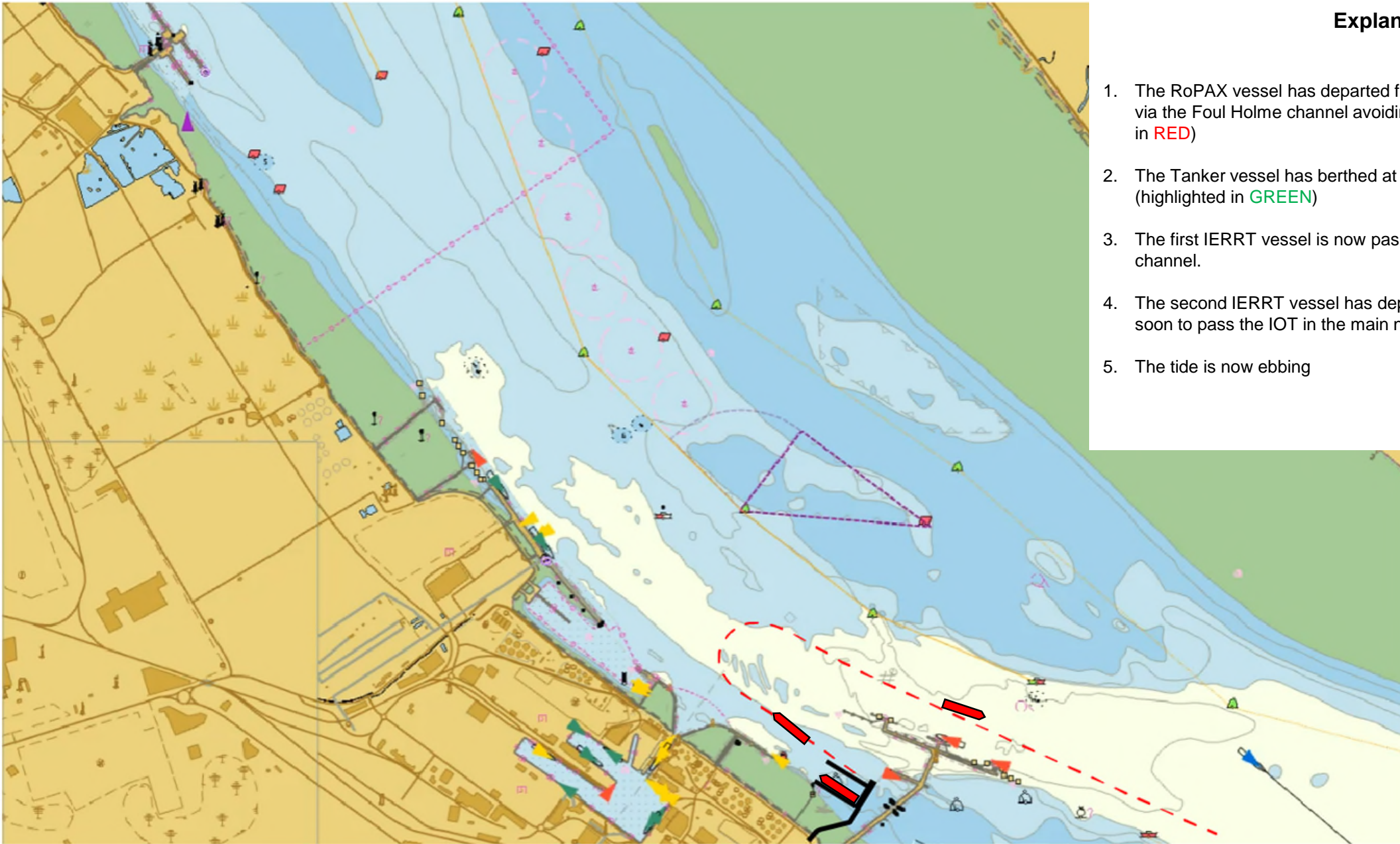
PM HW +0.5Hrs



Explanation

1. A RoRo vessel inbound for Immingham dock is now in Immingham lock (highlighted in **BLACK**)
2. A RoPAX vessel has departed from Humber Sea terminal outbound via the Foul Holme channel avoiding the Immingham area (highlighted in **RED**)
3. A RoRo vessel has departed from Immingham Outer Harbour and is outbound via the main navigational channel (highlighted in **BLUE**)
4. A Tanker vessel is arriving at Immingham Oil Terminal (highlighted in **GREEN**)
5. The IERRT vessel has been given permission to sail following the RoRo vessel departing from Immingham Outer Harbour. The second IERRT vessel has commenced its departure procedures at the berth and will follow the first IERRT vessel outbound.
6. The tide is now ebbing

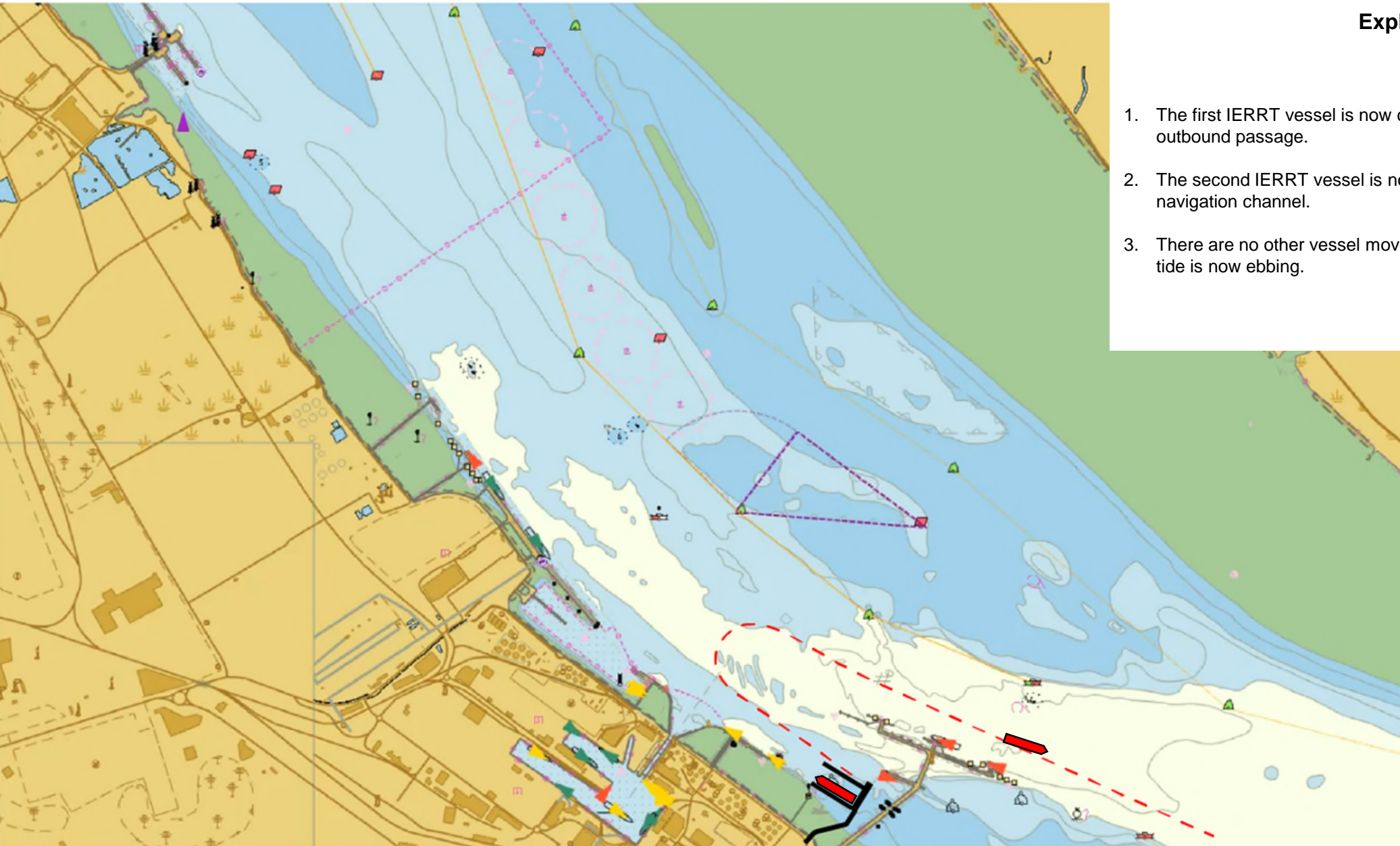
PM HW +0.75Hrs



Explanation

1. The RoPAX vessel has departed from Humber Sea terminal outbound via the Foul Holme channel avoiding the Immingham area (highlighted in **RED**)
2. The Tanker vessel has berthed at Immingham Oil Terminal (highlighted in **GREEN**)
3. The first IERRT vessel is now passing the IOT in the main navigation channel.
4. The second IERRT vessel has departed the berth and is underway soon to pass the IOT in the main navigation channel.
5. The tide is now ebbing

PM HW +1Hr



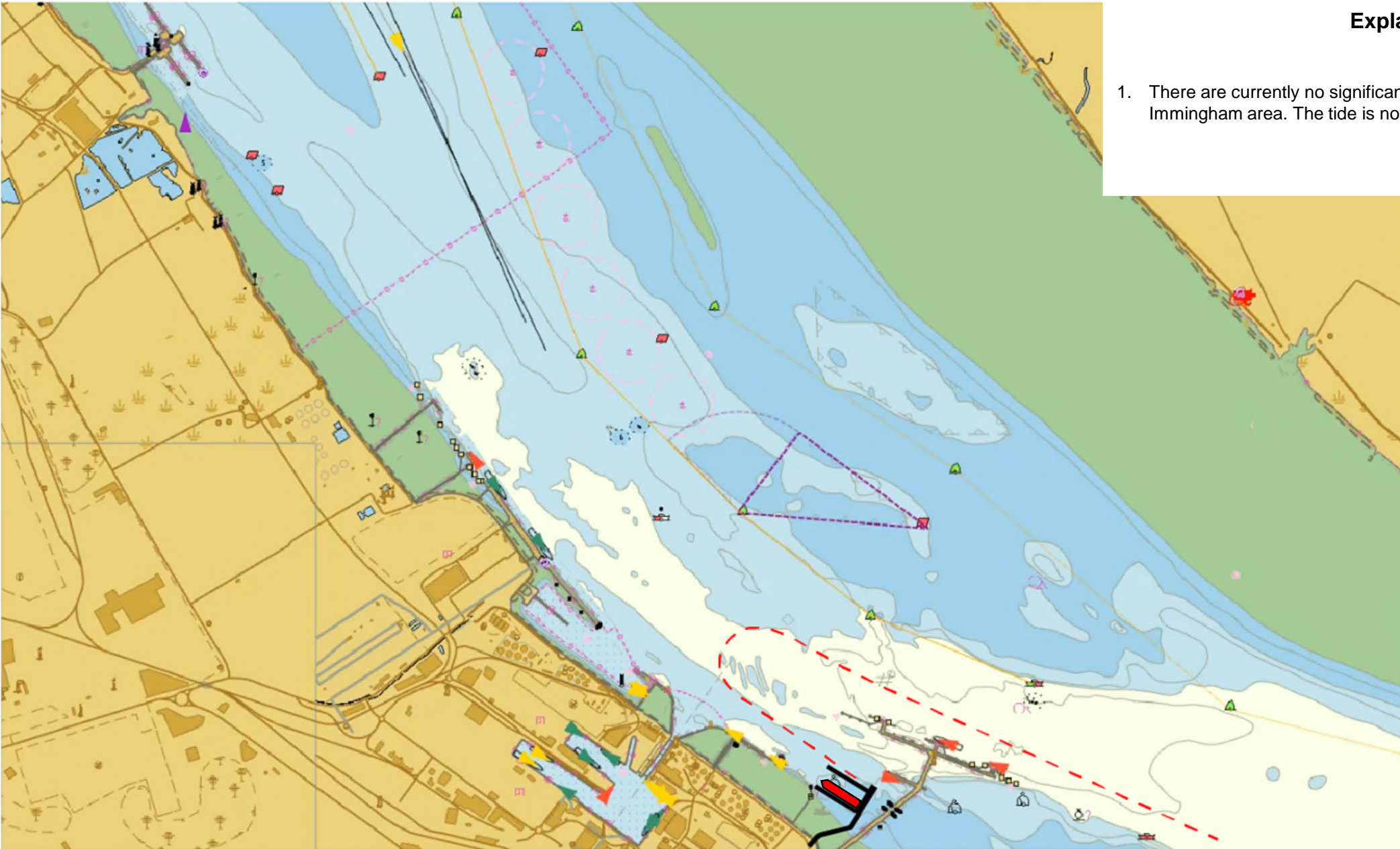
Explanation

1. The first IERRT vessel is now clear of the IOT and is continuing its outbound passage.
2. The second IERRT vessel is now passing the IOT in the main navigation channel.
3. There are no other vessel movements in the Immingham area. The tide is now ebbing.

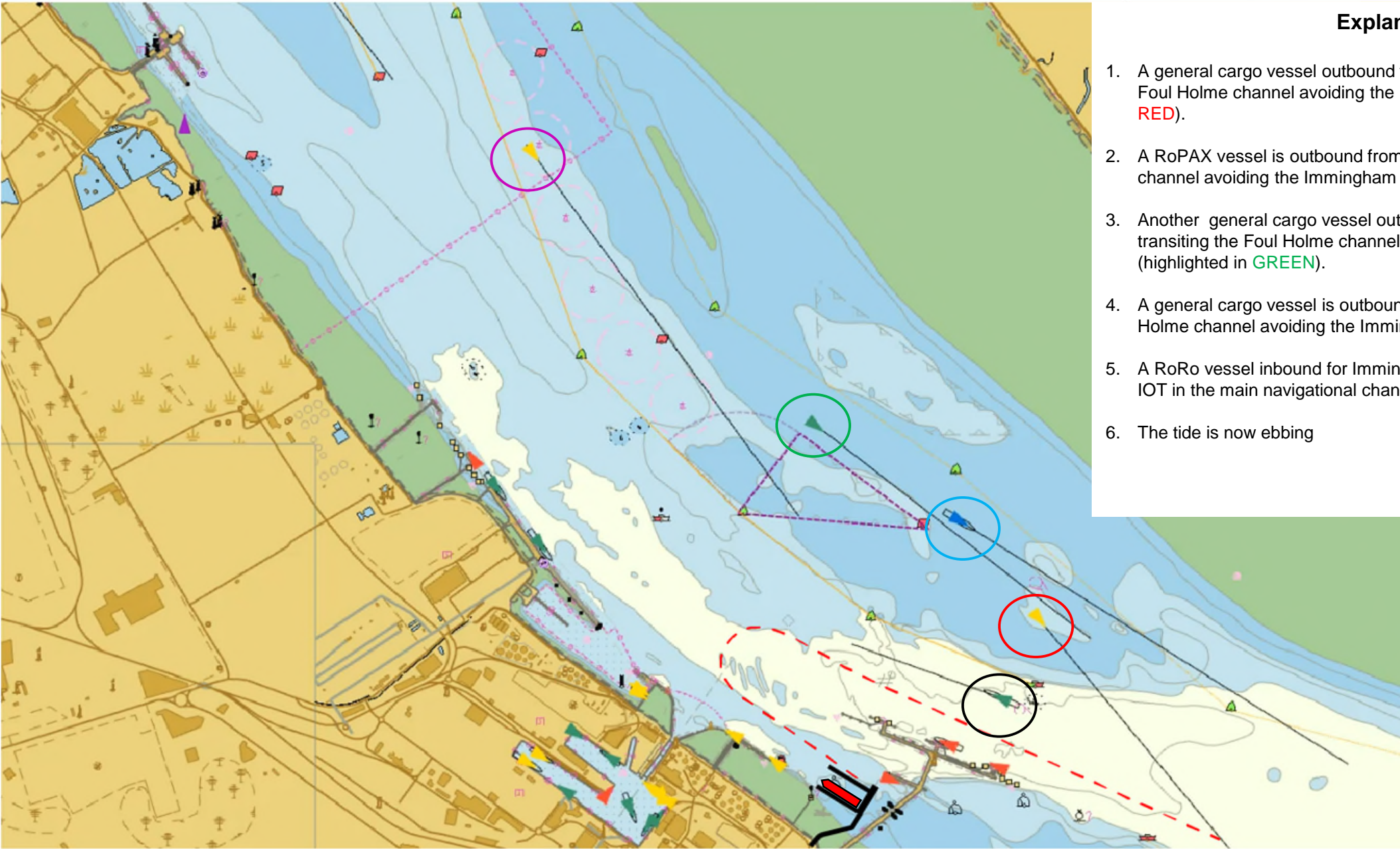
PM HW +1.25Hrs

Explanation

1. There are currently no significant vessel movements within the Immingham area. The tide is now ebbing



PM HW +1.5Hrs



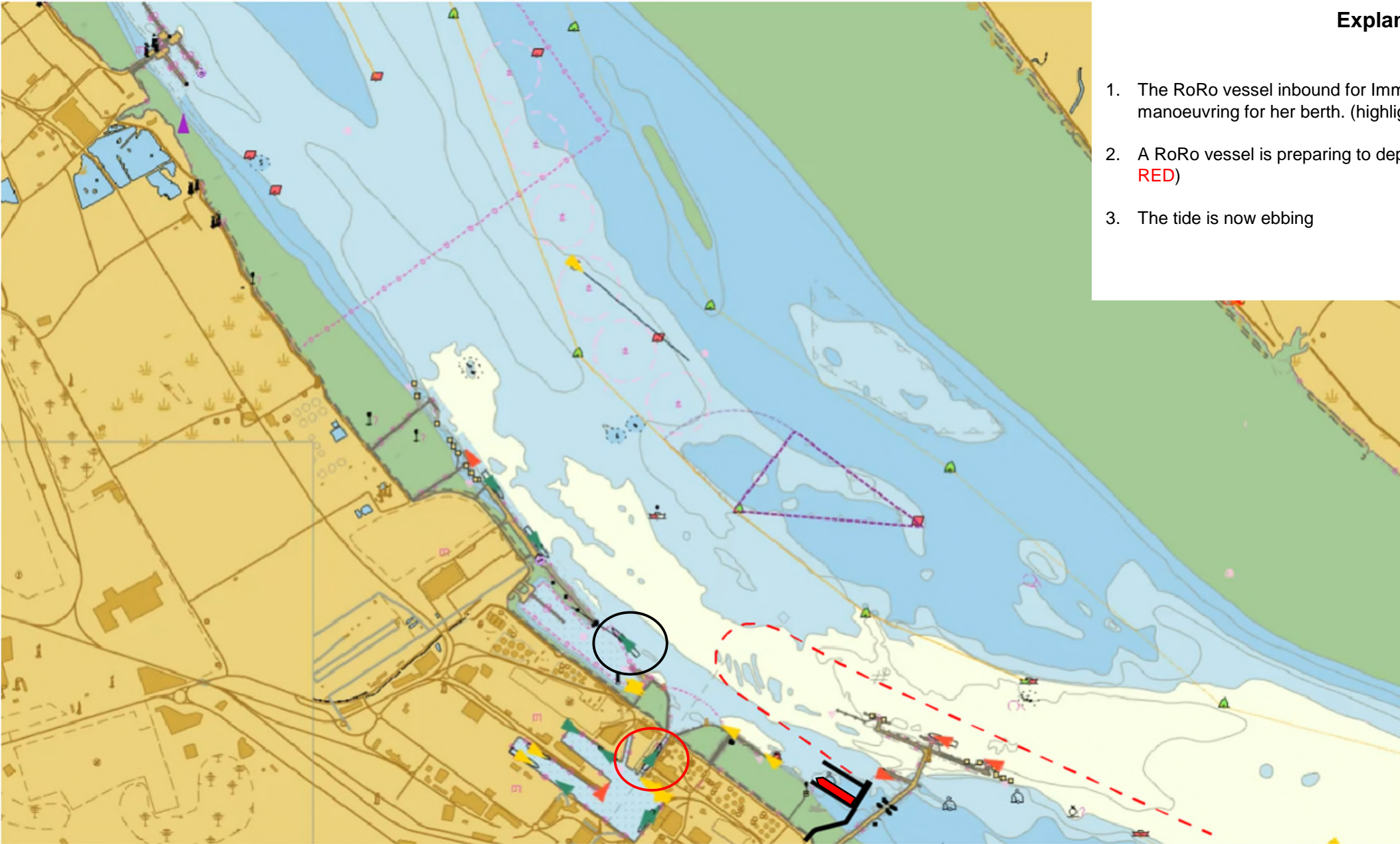
Explanation

1. A general cargo vessel outbound from New Holland is transiting the Foul Holme channel avoiding the Immingham area (highlighted in **RED**).
2. A RoPAX vessel is outbound from Hull is transiting the Foul Holme channel avoiding the Immingham area (highlighted in **BLUE**)
3. Another general cargo vessel outbound from New Holland is transiting the Foul Holme channel avoiding the Immingham area (highlighted in **GREEN**).
4. A general cargo vessel is outbound from Hull is transiting the Foul Holme channel avoiding the Immingham area (highlighted in **PINK**)
5. A RoRo vessel inbound for Immingham Outer Harbour is passing the IOT in the main navigational channel (highlighted in **BLACK**)
6. The tide is now ebbing

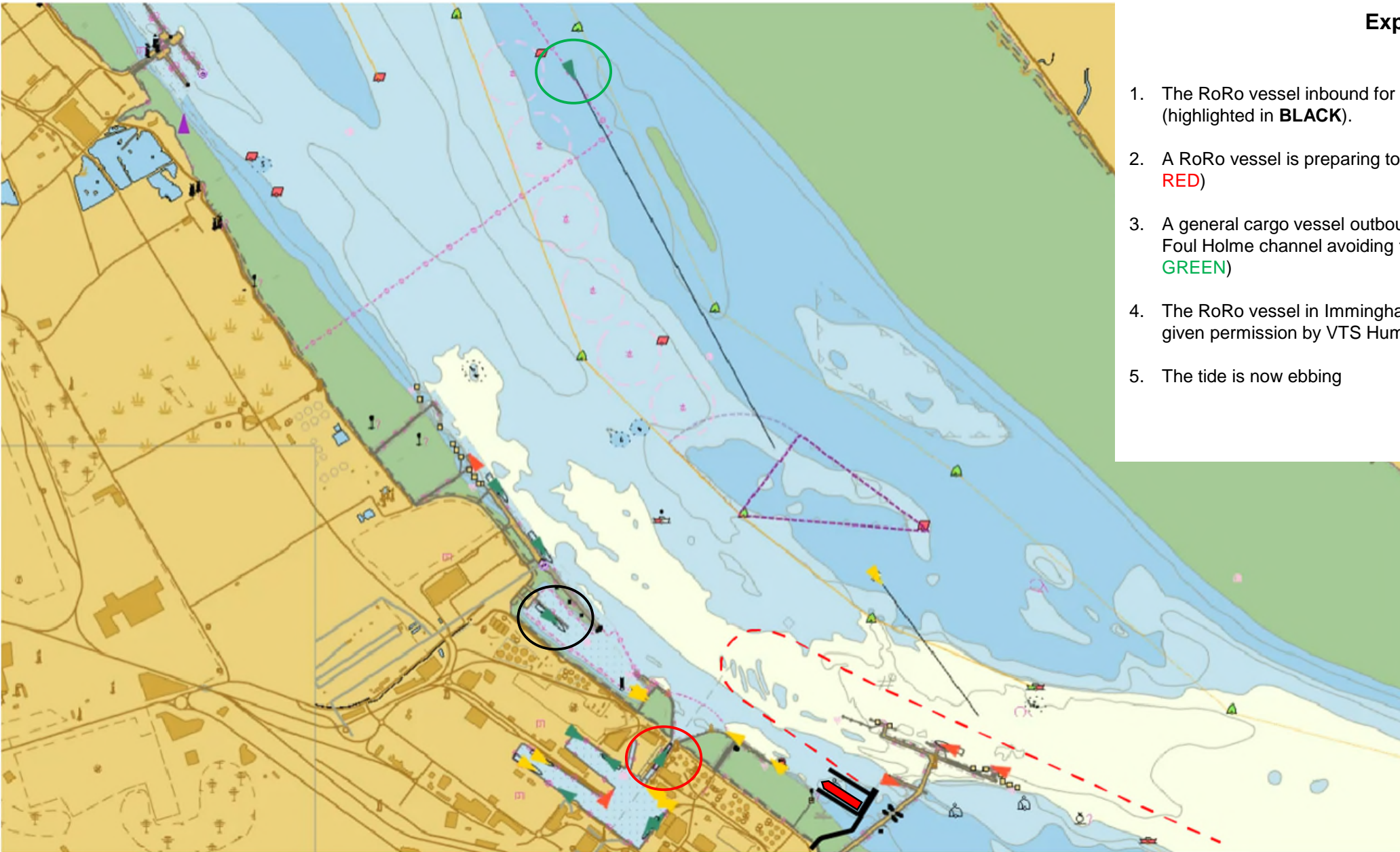
PM HW +1.75Hrs

Explanation

1. The RoRo vessel inbound for Immingham Outer Harbour is manoeuvring for her berth. (highlighted in **BLACK**).
2. A RoRo vessel is preparing to depart Immingham Lock (highlighted in **RED**)
3. The tide is now ebbing



PM HW +2Hrs



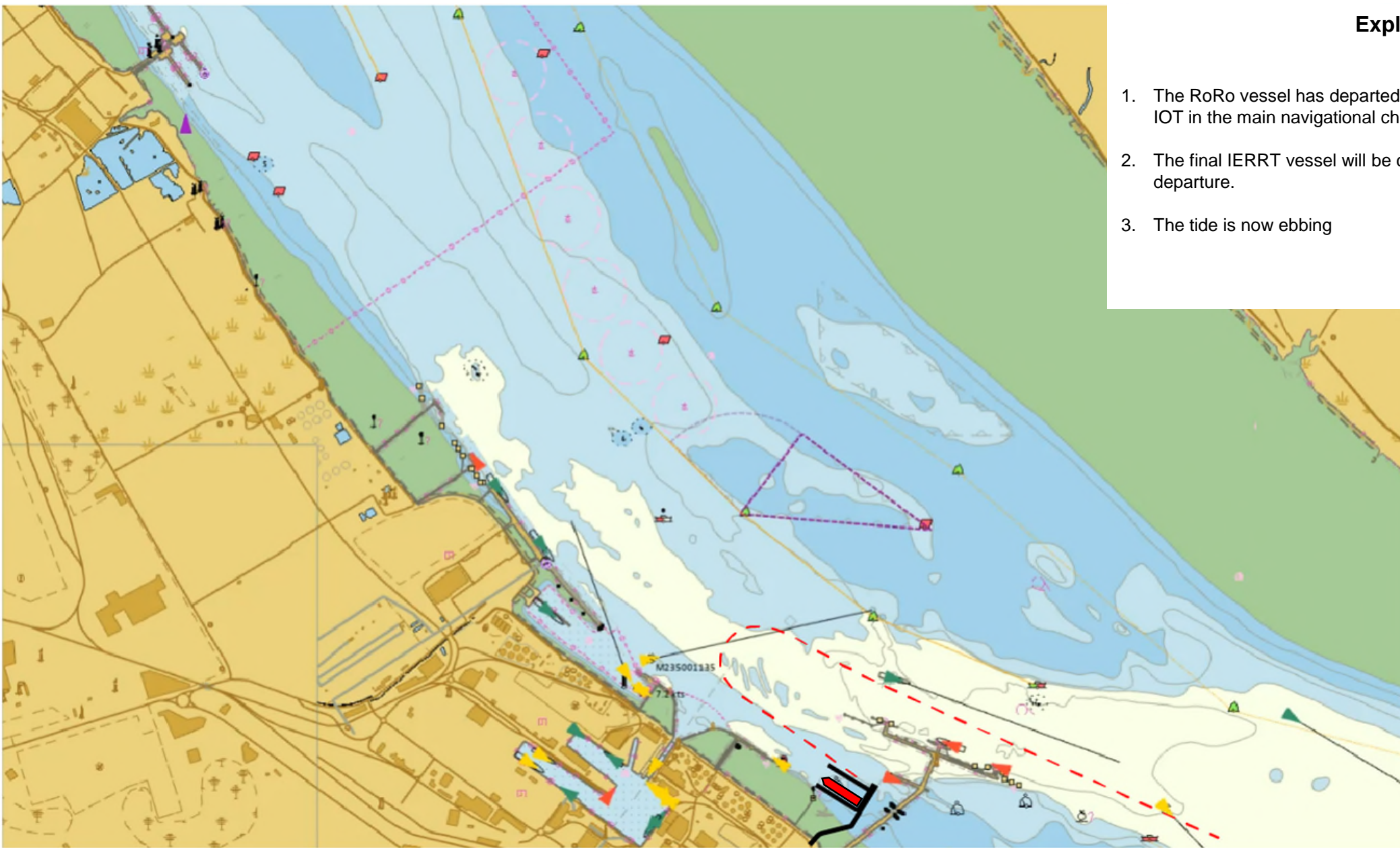
Explanation

1. The RoRo vessel inbound for Immingham Outer Harbour has berthed (highlighted in **BLACK**).
2. A RoRo vessel is preparing to depart Immingham Lock (highlighted in **RED**).
3. A general cargo vessel outbound from the River Trent is transiting the Foul Holme channel avoiding the Immingham area (highlighted in **GREEN**).
4. The RoRo vessel in Immingham dock is ready to depart and has been given permission by VTS Humber.
5. The tide is now ebbing

PM HW +2.25Hrs

Explanation

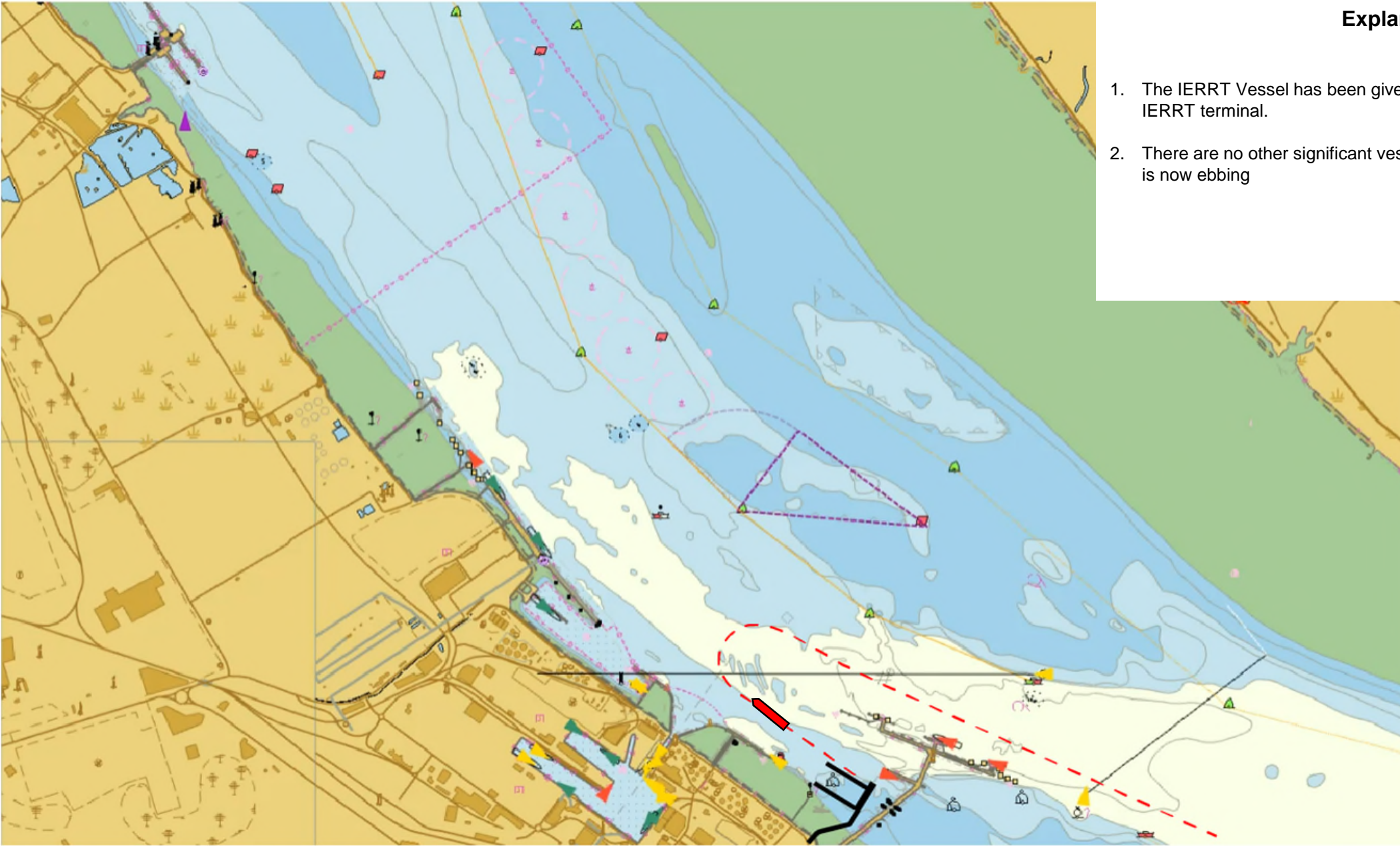
1. The RoRo vessel has departed Immingham Lock and is passing the IOT in the main navigational channel (highlighted in **RED**)
2. The final IERRT vessel will be commencing preparations for departure.
3. The tide is now ebbing



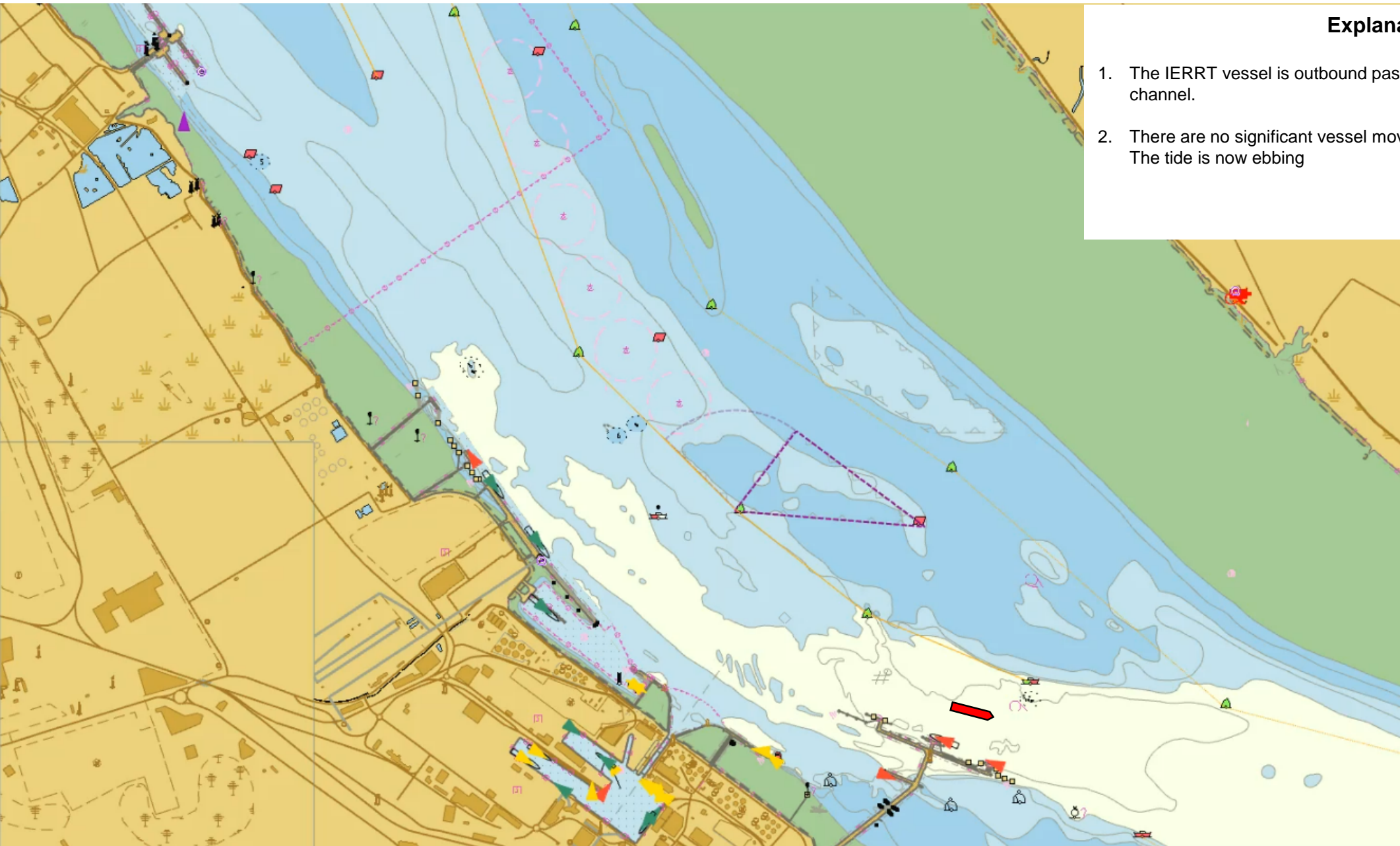
PM HW +2.5Hrs

Explanation

1. The IERRT Vessel has been given permission to sail and departed the IERRT terminal.
2. There are no other significant vessel movements in the area. The tide is now ebbing



PM HW +2.75Hrs



Explanation

1. The IERRT vessel is outbound passing the IOT in the main navigation channel.
2. There are no significant vessel movements in the Immingham area. The tide is now ebbing