

IMMINGHAM EASTERN RO-RO TERMINAL



Applicant's Response to ExA's Rule 17 Letter dated 22 January 2024
Document Reference: 10.2.111
APFP Regulations 2009 – Regulation 5(2)(q)
PINS Reference – TR030007
January 2024

Document Information

Document Information		
Project	Immingham Eastern Ro-Ro Terminal	
Document Title	Applicant's Response to ExA's Rule 17 Letter dated 22 January 2024 addressed to CLdN	
Commissioned by	Associated British Ports	
Document ref	10.2.111	
APFP Reg 2009	Regulation 5(2)(q)	
Prepared by	IERRT Project Team	
Date	Version	Revision Details
24/01/24	01 - Response to Rule 17 Letter	01 – Submission Version

1 **Applicant's Response to the Rule 17 Letter to CLdN**

- 1.1 This submission provides a comment and responses by the Applicant to the Examining Authority's (ExA) Request for Further Information as set out in its Rule 17 letter dated 22 January 2024 addressed to CLdN (the CLdN Rule 17 Letter).
- 1.2 The ExA should be aware, however, that the Applicant has a significant practical concern about the timing of the CLdN Rule 17 Letter given the nature of the questions which are being asked of CLdN.
- 1.3 It is the view of the Applicant that the questions that have been raised relate to issues which have already been the subject of examination and response (including those from the Applicant and Stena Line and such information that CLdN has chosen to provide to date). Neither the Applicant, nor Stena Line, will have any practical opportunity to respond to any of the information that CLdN might provide at this late stage - in circumstances where it may well be contentious.
- 1.4 Rule 17(2) requires the Examining Authority, on receiving any further information or written comments within the period it has set, to consider whether or not a further opportunity to comment in writing should be given to the Applicant and indeed to all interested parties and, if so, specify a period for making further written comments, but as far as the CLdN Rule 17 Letter is concerned, it appears that in reality there will be no such opportunity.
- 1.5 The Applicant is concerned because CLdN has already had the opportunity to address the matters being raised but has chosen only to provide selective information to date. The Applicant is, therefore, naturally concerned that it would be inherently unfair if CLdN's responses to the Rule 17 Letter now prejudice the Applicant (or indeed Stena Line) due to their inability to respond and consequently for the Examining Authority to be provided with a response.
- 1.6 In these circumstances, the Applicant sets out a response to each question as it appears in the CLdN Rule 17 Letter, but this is done without sight of CLdN's response.

(1) The precise reason, including matters of timing, for CLdN giving Stena Line "... notice on 12 March 2021 in respect of ... Europort contract which saw the termination of that service from Killingholme on 31 December 2021..." commenting (so far as commercial confidentiality permits) on the "restrictions, limitations and conditions" proposed, upon which subsequent negotiations reportedly foundered, as noted in Stena Line's submission [REP9-029].

In responding to this request for further information please provide a copy of the letter sent to Stena Line relating to the imposition of a capacity limit because of the UK's exit from the European Union, as referred to during Issue Specific Hearing 3 and in [REP4-017].

- 1.7 The Applicant clearly does not know what response CLdN may provide to this question nor what relevant correspondence CLdN may or may not provide to the ExA (subject to commercial confidentiality) in this respect.

- 1.8 The Applicant does not itself have the full details of the correspondence between CLdN and Stena Line on this matter, but the Applicant has discussed this question with Stena Line. Consistent with the evidence previously given by Stena Line to the examination, the Applicant understands that the discussions between Stena Line and CLdN took place over a number of years and as a consequence, so did the correspondence. Stena Line has stated to the Applicant that it is concerned should a false impression be given as to the correspondence that has passed between themselves and CLdN if only a partial and a selective example of the correspondence is presented to the ExA by CLdN about those discussions and which did not necessarily detail all the matters and issues which have led Stena Line to reach the conclusions that it has.
- 1.9 Irrespective of any views that might now be expressed by CLdN at this very late stage, the ExA has already received very clear evidence from Stena Line that even if the Port of Killingholme were to have physical spare capacity, this is not, and has not been made, available to Stena Line in the way CLdN appear to claim and it cannot meet Stena Line's needs (which are set out in detail in evidence **[REP4-038]**, but include the ability to exercise the necessary control over the facility and not have its operations at the mercy of CLdN (as was previously the case).
- 1.10 As summarised in the Applicant's closing submissions (see, for example, paragraph 4.3 of **[AS-083]**), Stena Line is a highly experienced international operator of Ro-Ro freight. It has identified a need to operate from the proposed three berth IERRT facility with its associated yard space in this location to deliver Ro-Ro trade that the NPSfP seeks to encourage for all the reasons expressed in the NPSfP and to do so on a competitive and resilient basis.
- 1.11 Stena Line has been unable to find any commercially viable alternative location for its needs, for all of the reasons Stena Line set out at the ISHs and in **[REP2-065]**, **[REP4-038]**, **[REP7-072]**, **[REP8-059]** and **[REP9-029]**. No acceptable offer has previously been provided by CLdN nor is identifiable and nor can any such offer be secured or guaranteed. Indeed, it is obvious that if the IERRT development were to be turned down on this basis, CLdN would not be required to provide any facility to Stena Line at all, let alone on acceptable commercial terms, even if such physical capacity actually existed.
- 1.12 As the Applicant also makes clear in its closing submissions (see paragraphs 4.16 to 4.36 of **[AS-083]**) one of the three objectives of the Government's fundamental policy for ports set out in the NPSfP at paragraph 3.3.1 is to:
“allow judgements about when and where new development might be proposed to be made on the basis of commercial factors by the port industry or port developers operating within a free market environment”.
- 1.13 So far as the Applicant is concerned, the NPSfP identifies that it is for ABP and Stena Line, bodies and organisations that are part of the ports industry, to exercise judgement about the need for this new development in this location at this time based upon their assessment of commercial factors - seeking to operate in a free market environment. ABP, as the Applicant and

Stena Line have clearly done this, having regard to the commercial factors of relevance to the exercise of their judgement. This has led them to conclude that this new facility is indeed needed for Stena Line's operations in order to be able to operate in a free market environment. It is not clear how any information of the type now requested from CLdN could alter this.

- 1.14 The Applicant considers that it is not the role of CLdN as a rival Ro-Ro operator that already benefits from controlling competition to make such an assessment. This is in addition to the other important points made above that no such facility has been offered to Stena Line on acceptable commercial terms, nor is there any way such an offer can be guaranteed.

(2) The Applicant's submission [REP10-017, paragraph 5.14 (b)], questions the existence of evidence that potential alternative means of providing infrastructure exist to support additional Ro-Ro capacity on the Humber. Please advise whether the Port of Killingholme would be able to accommodate, in addition to CLdN's current services, the number of daily scheduled Ro-Ro services that the Proposed Development has been designed to accommodate. In responding to this request for further information, consideration of such accommodation for any operator should set aside any commercial or contractual considerations, but should have regard to: Stena Line's submissions [REP8-059] and [REP9-029]; CLdN's submissions [REP4-021], [REP6-036] and [section 4 of REP9-023]; and:

a) the availability of three berths for vessels of similar characteristics to those identified in [REP8-059] including at least one vessel of the "Design Vessel's" dimensions;

b) the availability of sufficient land and highway capacity to accommodate the freight flow on a similar basis to that for the Proposed Development; and

c) any need for additional consents.

- 1.15 For the avoidance of doubt, the Applicant highlights that the position it set out in paragraph 5.14(b) of [REP10-017] is very much a summary of the more detailed submissions on these matters that it has made throughout the examination process. Paragraph 5.15 of [REP10-017] makes this clear and gives an example of where the further detailed submissions are provided (section 5 of [REP5-032]). These are submissions to which CLdN have not so far responded in any substantive way.

- 1.16 As a matter of principle, the Applicant does not consider that it is possible in practice to 'set aside any commercial or contractual considerations' in the context of the NPSfP nor indeed the evidence that would be necessary to demonstrate that any alternative of this kind was realistic, available and deliverable in the same timescales, given that the need being identified in the NPSfP is identified as urgent as well as compelling, and Stena's own needs are urgent.

- 1.17 The commercial and contractual considerations are critical to any assessment of how one is going to address the urgent and compelling need for new port infrastructure of the type being proposed by the Applicant.
- 1.18 Without prejudice to that, the Applicant notes that in respect of the vessels identified in Stena Line's submission **[REP8-059]** referenced in the question, these are example vessel line up scenarios that would achieve the 80% terminal throughput level that has been referred to in the submission. The examples provided are not necessarily examples of what would operate at the IERRT facility, nor do they represent some form of vessel line up which has to be achieved. As the Applicant has already explained in its submissions, an important aspect of the IERRT facility is that it has been designed – largely for reasons relating to resilience and flexibility – with three berths all able to accommodate a vessel of the 'design vessel' dimensions.
- 1.19 Again, without prejudice to the points made above, the Applicant makes the following points in respect of the specific questions raised by the ExA.
- 1.20 ***In respect of point (a) of the ExA's question***, the evidence from CLdN that is before the examination is that they do not currently have three berths for vessels of the characteristics identified in **[REP8-059]**.
- 1.21 CLdN have identified that only one berth (understood to be berth 3) can currently accommodate the large Ro-Ro vessel (see Appendix 2 of **[REP7-040]**, albeit that CLdN have provided some contrary information as to whether this berth is berth 1 or berth 3). This berth is in any case currently utilised by CLdN's own large Ro-Ro vessels meaning that is unavailable for use by another large Ro-Ro vessel.
- 1.22 Within the Consolidated Note on CLdN Ports Killingholme **[REP4-021]** it is suggested (at page 19) by CLdN that:
- “it is technically and in engineering terms feasible to install one or more additional piles to the end of existing berths to extend berth lengths. This would increase the length of berths 1 and 2 from 246m to 262m, matching the existing length of Berth 3 Such works would enhance flexibility, allowing an option for which berth a G9-sized vessel uses as well as operational resilience. Berth 5 could be adapted in the same way. Works would be subject to the necessary consents – however this illustrates that existing infrastructure can be effectively adapted with minimal engineering if in future there is market demand.”*
- 1.23 At **[REP9-023]** at paragraph 4.2.4 it is further simply stated by CLdN that “as set out on page 19 of the Killingholme Note, it is feasible that work could be done to modify the existing berths at Killingholme to accommodate larger vessels, should demand require this.”
- 1.24 This, as far as the Applicant has been able to establish, is the extent of the submissions provided by CLdN to the effect that other berths at the terminal could be adapted to accommodate additional vessels of the size of the design vessel parameters. The submissions necessarily entail an identified need for development to occur (within the meaning of that term) which would, therefore, require consent and to which the EIA/HRA principles would apply.

No evidence has been provided that there are any plans to seek consent for such development nor what would be entailed - let alone any suggested timescales or any identification that such facilities would actually be made available to a rival operator like Stena Line (rather than used by CLdN). This is even if such work were to be undertaken and could be consented.

- 1.25 The Applicant would highlight that this is very limited information indeed, but more obviously fails to demonstrate that the facility could be satisfactorily adapted in this respect, how it would be done, in what timescale, and how it would in fact be available to another operator like Stena Line on commercially acceptable terms. No meaningful studies or analysis to demonstrate or to begin to demonstrate any of this, for example, have been provided.
- 1.26 In addition, the Consolidated Note from CLdN (which was provided at Deadline 4 **[REP4-021]**) does not address any issues associated with the later admission of CLdN (at Deadline 7) that there are currently restrictions on the size of vessels that can be manoeuvred onto the adjacent berths 2 and 5 at Killingholme when either berth is already in use (see Appendix 2 of **[REP7-040]**). Consequently, even if berths 1, 2 and 5 were to be extended in the way suggested then the restrictions on berths 2 and 5 would likely be more significant, but these have not been assessed nor the obvious issues addressed.
- 1.27 In this regard, the Applicant draws the attention of the ExA to the conditions set out in the Pilotage Manual for the Humber Sea Terminal (i.e. the Killingholme facility) on the current use of berths 2, 5 and 6 at the Killingholme facility (see Appendix 1). The Applicant notes that the same wording is used in the Marine Procedures Manual, which is a document that was produced by CLdN (see Appendix 2).
- 1.28 Furthermore, the Port of Killingholme currently has only five useable berths. Therefore, even if three Stena related Ro-Ro services were to be permitted to operate at Killingholme on commercially acceptable terms, and could be physically accommodated at Killingholme (which has not been evidenced and which is certainly doubted), then irrespective of the size of vessels utilised and the impact on the other berths, this would mean that because two berths are already currently used by CLdN Ro-Ro services, there would be no spare berth capacity for future growth of Ro-Ro services by CLdN themselves.
- 1.29 In the highly competitive Ro-Ro market on the Humber the Applicant considers it to be highly unlikely that CLdN would be willing to allow such a circumstance to occur (which is consistent with the absence of any commercially acceptable offers that have been made to Stena Line).
- 1.30 The Applicant also notes in this context that the Killingholme Terminal has a sixth berth (Berth 6) that is currently unused. CLdN has suggested that, although not currently dredged, this berth could be dredged (see page 16 of **[REP4-021]**). However, there are no proposals to do so and no evidence has been provided as to what would be required or to demonstrate that this berth could be utilised by the large Ro-Ro vessels that could be accommodated at all three berths at the IERRT facility.

1.31 ***In respect of point (b) of the ExA’s question***, these are matters which have been addressed by the Applicant in, for example, section 5 of **[REP5-032]** during the examination drawn from the information which CLdN has chosen to provide. In summary, amongst other things:

- (i) It still remains unclear from CLdN’s submissions what they are claiming about potential future capacity in terms of land to be utilised and the actual works and development needed on that land;
- (ii) No explanation has been provided as to what precisely CLdN would do with the existing trades and uses currently occupying the areas claimed as being able to be converted to Ro-Ro use, with the consequential effect and impact that would have in displacing such Port activity for which there is a need in any event;
- (iii) No explanation has been provided as to the consequences of doing so in terms of the effect of displacement and any consequential development requirements or the actual ability to do so.

1.32 CLdN’s submissions on alleged additional capacity at the Killingholme facility – as pointed out by the Applicant at Deadline 5 to which no substantive response has been provided – remain vague and inchoate which itself demonstrates that Killingholme would be incapable of being a satisfactory alternative as a matter of principle.

1.33 In addition, basic traffic and highway questions relating to any such potential expansion of activity at Killingholme were raised and identified in the Applicant’s Deadline 5 submission **[REP5-032]**. Again, no substantive response to these points has been provided by CLdN. For current purposes it is appropriate to refer paragraphs 5.42 and 5.43 of **[REP5-032]**, which identified:

“5.42. Moreover, having regard to various submissions made to the IERRT examination – largely by other interested parties, and particularly by DFDS and CLdN’s transport consultants – it is suggested by the Applicant that the corresponding increases in traffic along the road network from the Killingholme facility to the A180 that would be generated by such capacity increases would also, of themselves, trigger the need for a full EIA. In contrast to the IERRT development, growth at Killingholme would require all HGV traffic generated by such growth to route via the A160 corridor to the A180. Sensitivity assessment of this corridor is being undertaken as part of ongoing discussions with DFDS and CLdN. That currently indicates that there is unlikely to be spare capacity on that corridor to accommodate the level of growth CLdN are claiming is possible at Killingholme. Certainly, having regard to the submissions of others made to the IERRT examination, there would likely be a number of third parties reliant upon the A160 corridor in respect of their current and future operations interested in ensuring this matter was appropriately analysed and considered.

5.43. It is also clear that the local authority – given its role in respect of monitoring the use of permitted development rights and the application of the

EIA Regulations, would likely take a keen interest in considering such expansion proposals at Killingholme. The fact that the local authority's ability to secure mitigation (such as any necessary highway improvements) is very limited in circumstances where development proceeds under permitted development rights – would likely further add to the local authority being keenly interested in considering any such expansion proposals at Killingholme.”

- 1.34 Since that text was written, the Applicant has finalised its sensitivity testing and this is provided at **[REP7-013]**. The position of CLdN in response to this is set out in **[REP9-022]** where they state that *“Based on the Applicant’s transport modelling outputs and applying all relevant policy and regulatory tests, CLdN submits that there is a need to mitigate the identified significant cumulative impacts identified in the Applicant’s TAA Annex J assessment.”*
- 1.35 This is clearly not a correct interpretation of the policy in the context of the IERRT Development. However, the modelling does show that on the A160 corridor in particular, junctions are approaching capacity with a sensitivity test assumption of 60% of IERRT traffic using the road which the Applicant, as the ExA is aware, does not in any case accept is realistic for the IERRT development. If, however, that were to increase to 100%, which would be the case for the equivalent level of additional usage at Killingholme, at least three junctions on the A160 would be operating over an RFC of 1 and that would trigger the need for capacity enhancements. This remains the case even taking into account that some Stena traffic already uses Killingholme at present.
- 1.36 Clearly, if CLdN seek to claim at this very late stage that there would be sufficient highway capacity in response to the ExA question then this would be clearly and wholly contrary to the technical position that they themselves have submitted in evidence to the Examination. In the absence of any more detailed technical assessment of the issue, no weight could be given to a position put forward by CLdN that sought to suggest sufficient highway capacity is available to accommodate the freight flow on a similar basis to that for the Proposed Development.
- 1.37 ***In respect of point (c) of the ExA’s question***, these are again matters which have been addressed by the Applicant in, for example, section 5 of **[REP5-032]** and again are matters for which no substantive response has been provided by CLdN.
- 1.38 To achieve additional freight flows at the Killingholme facility that are of a similar nature to the freight flows of the Proposed Development would undoubtedly require physical development of some form to take place at the Killingholme facility for which self-evidently consent would be required and EIA and HRA principles engaged.
- 1.39 CLdN have provided no information in this respect. They have not identified nor explained the development that would be required, the rights said to be invoked nor given consideration, as far as the Applicant is aware based on

their responses to date, of the principles that would apply in relation to EIA and permitted development – but which the Applicant has identified and queried. For the reasons explained in section 5 of [REP5-032], it is also the case that an increase in capacity could not be achieved incrementally because this would be a classic case of impermissible ‘salami slicing’ under the environmental assessment process and prohibited in principle without compliance with the EIA Regulations.

- 1.40 For the various reasons explained in section 5 of [REP5-032] some form of express grant of consent would be necessary. It has also not been explained or evidenced why such an expansion of capacity to deliver the equivalent of the IERRT capacity would not then constitute a Nationally Significant Infrastructure Project requiring authorisation via the Development Consent Order process and the consequences in terms of timing of any such proposal (given that there are no identifiable plans from CLdN anyway).
- 1.41 **Generally** – The Applicant emphasises that the responses above are provided to assist the ExA at this stage, but without sight of any response that CLdN gives and where it is difficult to see how the Applicant or Stena Line will have any opportunity to respond in the time available before the Examination closes, bearing in mind also the point of principle that the Applicant has raised at the beginning of this Response.

Appendix 1 – Humber Pilot Handbook 2024

Humber Pilot Handbook

January 2024

www.humber.com



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PREFACE

This manual, entitled **Humber Pilot Handbook**, has been designed as both a training guide for new trainee pilots and an on-going source of reference for serving pilots and is based on practical experience, proven techniques, and accepted wisdom accumulated over many years. Certain procedures, such as communication with VTS, are mandatory; whereas others relating to manoeuvring will always require the pilot to exercise his skill, judgement and common sense when executing the procedures.

Every care has been taken in the compilation of the information contained herein and at the time of going to press was believed to be accurate, but Associated British Ports cannot be held responsible for any errors or for any consequences arising from them.

Humber Sea Terminal

OPERATOR	Simon Cargo HST	01469 540381 01469 542190
VHF	74 & 61, Call sign Humber Sea Terminal	
MAX. VESSEL	Length 200m	Beam Draft 12.5m
WATER DEPTH	9.35 below datum at berth with approach channel dredged to 7.2m	
BERTHS	Six deep water Ro-Ro berths	
HIGH WATER	Immingham. + 10 min	
ADDITIONAL INFO.	<p>Dredged approach/swinging channel extends approx 1 mile long, and approx 300 metres wide from SE'ly dolphin. Tide runs virtually to jetty.</p> <p>NP outfall FL R Ev 4s bearing 140° x 3c from HST Berth 5/6 PG Outfall FL R Ev 2s bearing 140° x 4.5c from HST Berth 5/6 HST Buoy FL.Y. 2.5s on green sector lights 180° x 6c</p>	
CHARTS	<p>Stallingborough to Skitter Haven - Annual Survey Halton Middle - No.15 Buoy to No. 19 Buoy</p>	
LARGE CAR CARRIERS - Arrival and Departure	<p>Sunk Spit - 1½ to 2 hours to HW Albert, which may be varied as operational experience dictates.</p> <p>HST No. 5 Arrival: HW -1 hour to HW Departure: HW - 1½ hours to HW Pilots on board 2 hours before HW.</p> <p>HST No. 3 Arrival: HW -1 hour to HW plus 30 mins Departure: HW - 1 hours to HW plus 30 mins Pilots on board 1½ hours before HW.</p> <p>HST No. 5 The large car carriers must be underway by HW otherwise they are cancelled until the next tide.</p> <p>TUGS All tug(s) will be "A" class tug(s) with a minimum of 3 tugs for berthing and 2 for sailing. HW refers to HW at HST.</p>	

SAILING TIME Ready to leave with tugs fast.

TUG REQUIREMENTS

Navigation

Tug provision for HST is provided by several companies.

The master through the ship's agent should normally order tugs; VTS or the Pilot will assist with the ordering if required.

The master must state which company is preferred.

Details of towage companies and tugs can be found on the web at:-

<http://www.humber.com/Estuary-Information/Navigating-the-Estuary/Towage-Tugs>

or in the General Notice to Pilots/PEC No 2 of each year.

Passage Planning

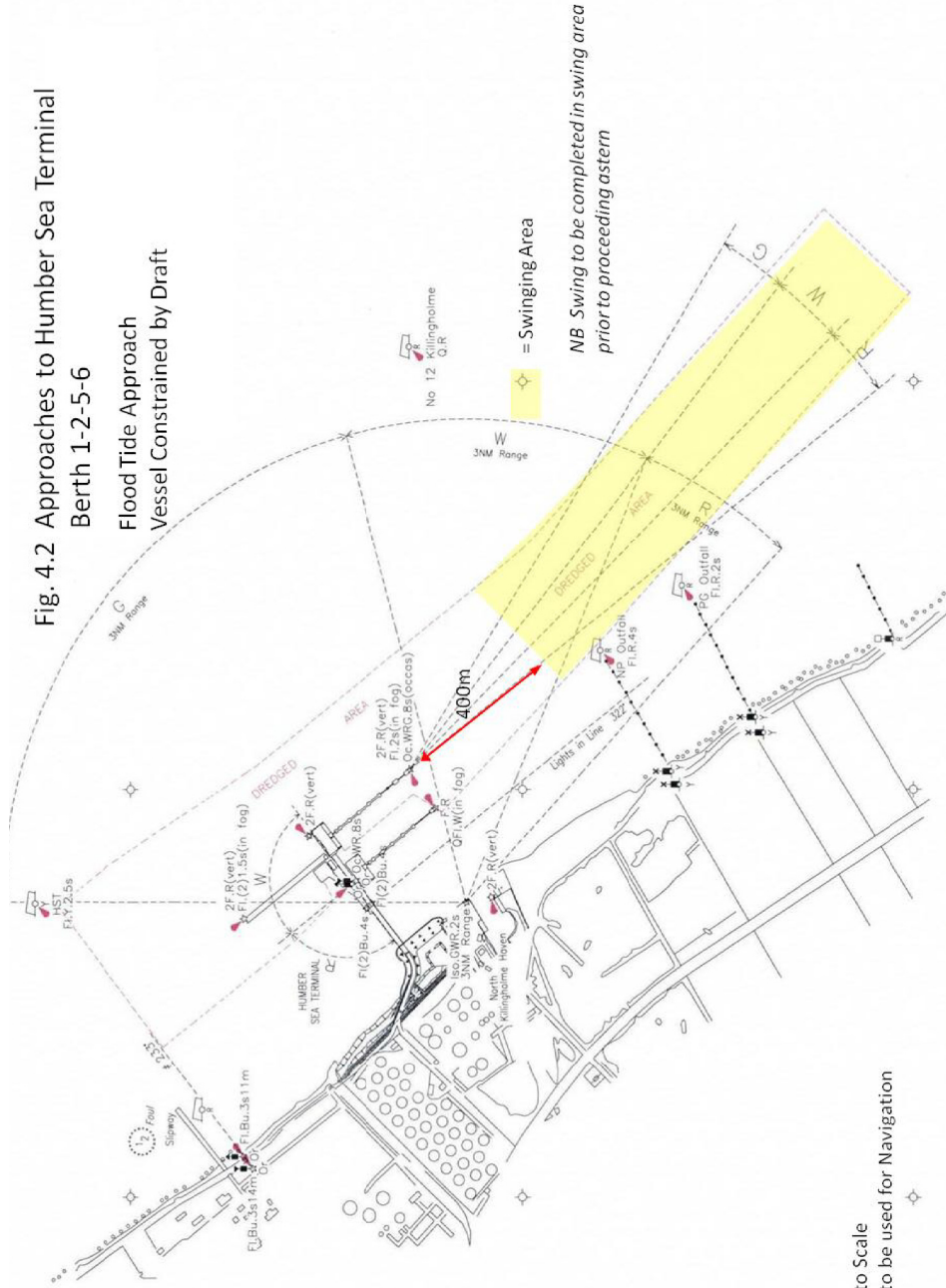
Pilots in the Humber Estuary carry out passage planning. Masters are invited to cooperate fully in the development and execution of these plans, and are reminded that such plans should encompass the whole voyage, including the passage between the berth and the seaward limits of the Pilotage District.

Notes

As per the Marine Advisor, Humber Sea Terminal, it is now compulsory for all vessels employing a tug during berthing manoeuvres that the tug must be made fast before making its approach towards the berth. Where the tug is made fast on the vessel is left to the discretion of the master, for how it will best aid the vessel when berthing.

Fig. 4.2 Approaches to Humber Sea Terminal
Berth 1-2-5-6

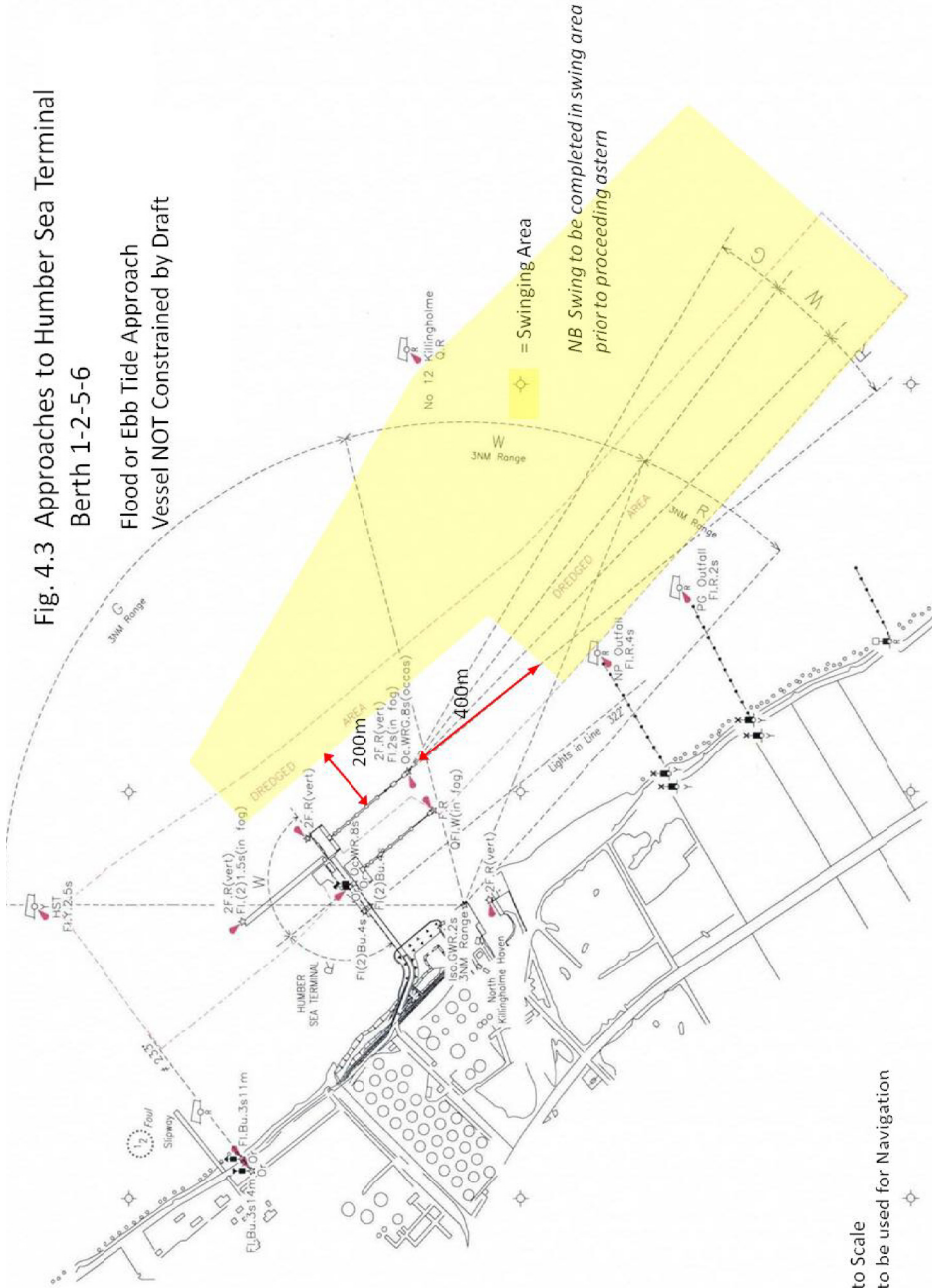
Flood Tide Approach
Vessel Constrained by Draft



Not to Scale
Not to be used for Navigation

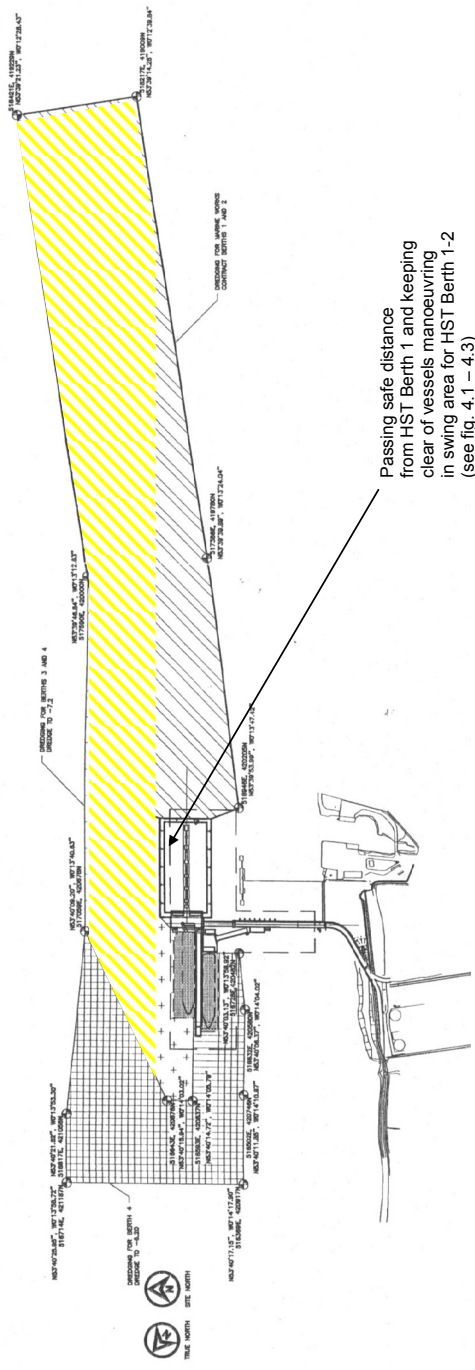
Fig. 4.3 Approaches to Humber Sea Terminal
Berth 1-2-5-6

Flood or Ebb Tide Approach
Vessel NOT Constrained by Draft



Not to Scale
Not to be used for Navigation

Approaches to Berth 3
Flood/Ebb Tide
Fig. 4.4



Passing safe distance from HST Berth 1 and keeping clear of vessels manoeuvring in swing area for HST Berth 1-2 (see fig. 4.1 - 4.3)

Not to Scale
Not to be used for Navigation

Berthing and Unberthing Procedures at Humber Sea Terminal

ARRIVALS

Having commenced her inward passage to the Humber Sea Terminal under the Pilotage of either an Authorised Humber District Pilot, or the holder of a valid Pilotage Exemption Certificate, a vessel should make contact as soon as possible with Humber Sea Terminal on the agreed Marine VHF Radio Channel to update her ETA and for confirmation of her berthing orders. Current weather and tidal information is also available from the Berthing Master at HST. If not previously arranged, Masters will thus be able to order any tugs that are considered appropriate in view of the prevailing conditions.

Should the situation regarding berth availability change whilst a vessel is on passage to the Humber Sea Terminal, vessels will be contacted either directly by HST on the allocated VHF Channel, or by VTS Humber.

Similarly, any changes to ETA, or any other significant developments should be advised to Humber Sea Terminal by the ship.

Prior to entering the dredged approach channel, every inward vessel should contact VTS HUMBER to be advised of the current traffic situation. Contact should then be established with the Duty Berthing Master at the Humber Sea Terminal. No vessel should enter the dredged approach channel without a clear berth; the inward vessel should stem the tide and wait for the outward vessel to clear the approach channel.

Having considered the available depth of water during the Passage Planning phase, and obtained confirmation of actual tidal heights. Masters/Pilots should determine whether they are constrained by their draft as to whether they must remain within the dredged approach channel, having made a **minimum** allowance of 10% for Under Keel Clearance.

All vessels trading to the Humber Sea Terminal are reminded that they should have their anchors cleared away and ready for use during manoeuvring operations.

No's 1, 2, 5 & 6 Berths

Vessels equipped with a stern ramp will need to swing prior to berthing, using an anchor if necessary, and so one of the following procedures will need to be adopted:

1) Ebb Tide Approach - Vessels constrained by their draft.

All vessels should swing in the dredged approach channel in such a position that their swing is completed, and the vessel stern to tide, no closer than 1½ ships lengths, or 300 metres (whichever is the greater) from Berthing dolphin at the Eastern end of the jetty, and subsequently manoeuvre stern first towards the berthing jetty. (See fig 4.1)

2) Flood Tide - Vessels constrained by their draft

Vessels which due to their draft are required to remain within the approach channel

should commence their swing in such a position that their swing is completed and the vessel head to tide no closer than 2 ships lengths, or 400 metres, (whichever is the greater) from the berthing dolphin, and subsequently manoeuvre stern first towards the berthing jetty. (See fig 4.2).

3) Flood or Ebb - Vessels not constrained by their draft

Vessels, which have determined that they are not constrained by their draft, may approach the Humber Sea Terminal as described at paragraph 1 or 2 above. Alternatively, they may elect to swing off the berth in such a position that their swing is completed no closer than 1 ships length, or 200 metres (whichever is the greater) from any part of the Berthing dolphin, jetty or Pontoon, excluding any area of the Approach Channel. (See fig 4.3)

No's 3 & 4 Berths

Vessels bound for No. 3 & 4 berths should proceed at a moderate speed, making due allowance for the effects of flood or ebb tide, to avoid creating a wash which may affect vessels working cargo at berths 1 or 2 (see fig 4.4) and passing at a safe distance away from all parts of the HST structure, including the floating pontoon and restraining dolphins.

No. 3 Berth

Vessels should be stopped in the water, upstream of the 23 metre exclusion zone, making due allowance for the tide, prior to landing alongside and following the procedures outlined below. The western limits of the dredged basin are clearly marked by transit beacons affixed ashore and noted to appropriate admiralty chart and ABP's Annual Chart, 'River Humber Spurn to Barton Haven'.

No. 4 Berth

Inward vessels should proceed as outlined above, having previously contacted the Duty Berthing Master to confirm berth availability and ascertained that the mooring gang is standing by. Vessels proceeding to No. 4 berth will also need to proceed at a moderate speed in order to avoid creating a wash, which may affect a vessel working cargo on No. 3 berth. Making due allowance for the effects of flood or ebb tide, and the prevailing wind, vessels should proceed to the western end of the 3 / 4 berth manoeuvring area and crab across the tide until they are in a position to make a safe approach to No. 4 berth. Attention is brought to the shore based transit beacons (fitted with both daymarks and lights - Flashing blue every 3 seconds - synchronised) to indicate the upstream limits of the dredged area.

Similarly, attention is drawn to the transit beacons located on the causeway (fitted with both daymarks and a sector light) indicating the inshore limit of the dredged approach area. (See fig 4.5)

Whilst manoeuvring in the vicinity of the jetty, the Duty Berthing Master will be present to advise of clearing distances etc.

Whichever method is adopted for any particular berth, vessels should then manoeuvre alongside the Berthing Jetty landing as flat as possible on the fenders and should not approach closer than 23 metres (astern) to the floating pontoon prior to landing alongside and running aft springs and headlines to the jetty. This 23 metre 'exclusion zone' is painted in Yellow high-Vis paint along the Berthing Jetty, and the distances are marked at 5 metre intervals along the length of the respective jetties to assist Masters and Pilots in berthing. Once a vessel has successfully landed alongside and springs and headlines have been run ashore, the Duty Berthing Master will grant permission for the vessel to be manoeuvred astern into her final position. The vessel should then be secured in position, as per the pre-agreed mooring plan, prior to her ramp being lowered onto the pontoon.

There are no mooring boats provided at the Terminal, but a mooring gang will be available to take ship's lines. Capstans are located along the length of the berthing jetties to assist in heaving mooring ropes ashore.

DEPARTURES

Outward vessels should comply with the Passage Planning requirements, including notification of departure to VTS Humber, and should advise HST at least two hours prior to departure. Prior to singling up, all vessels should contact the Duty Berthing Master by VHF for confirmation of actual wind and tidal conditions, and VTS Humber for details of any localised traffic movements, including those at North Killingholme Haven.

During singling up operations, especially during the flood tide at berths 1, 2, 5 & 6 or on the ebb at berths 3 or 4, it is imperative that vessels make adequate allowance for the tide to prevent them from drifting astern and coming into contact with the floating pontoon. Should it be considered appropriate, vessels should be warped ahead prior to letting go in order to provide sufficient clearance between a vessel's stern and the floating pontoon. HST mooring staff is available for this purpose.

Departures from berths 1, 2, 5 & 6 with the vessels heading downstream, should be a straightforward manoeuvre, with outward-bound vessels having a direct exit to seaward. Masters are reminded of the close proximity of the two downstream outfall buoys when sailing from berth 6.

Vessels sailing from berth 3 or 4 need to swing during their departure manoeuvre. Due allowance needs to be made for the tidal flow, to prevent a vessel from either setting onto any part of the HST structure or moored vessel, or from drifting outside of the dredged basin. All vessels should have their anchors cleared away and ready for use when manoeuvring at HST. The western limits of the dredged basin are clearly marked by transit beacons affixed ashore and noted to appropriate admiralty chart. (See fig 4.6)

Vessels departing from No. 4 berth are reminded of the existence of the double fendered turning dolphin on the upstream end of the jetty. Masters/Pilots should consider the use of a headline around the bow, on the slip (i.e. run as a bight) to assist in swinging when departing

under flood tide conditions. Care must be taken to ensure that this line (if used) is let go prior to excessive strain being placed upon the rope, so as to avoid the rope parting and causing injury to either crew or linesmen. **[GNTP 03/2020]**

Abort Procedures

In the event that the Master adjudges the arrival manoeuvres to be posing a threat to the integrity of his ship, the Humber Sea Terminal, or to another vessel secured at the Terminal, attention is drawn to returning downstream in to wider and deeper water to make another approach to the berth.

Adjacent Anchorage

Both inward and outward vessels should be aware that the vessels taking bunkers from craft secured alongside frequently use the adjacent Whitebooth Roads anchorage. All vessels are requested to comply with the requirement to proceed at a speed, which prevents them from making a wash when bunkering operations are taking place.

Aids to Navigation - Lights/Marks

See British Admiralty Chart 3497 or HST Diagram of Lights on ABP Chart - River Humber - Spurn to Barton Haven..

LIMITING CONDITIONS FOR BERTHING

The Terminal is equipped with a current meter, anemometer and tidal height data to provide up to the minute information on wind and current velocities.

Additionally this information is made available to VTS via the internet, which will be relayed on request when making contact with VTS prior to arrival in the estuary.

No's 1 & 3 Berths

The Offshore Berths (No's 1 & 3) at Humber Sea Terminal are considered as 'normal' Riverside berths, and Masters/Pilots should use their discretion and experience in determining when to perform any particular berthing or unberthing manoeuvre, and in determining the appropriate level of tug usage.

No's 2, 5 & 6 Berths

Vessels utilising the inshore berths 2, 5 & 6 are advised via their Agent of predicted current velocity flow rates in advance and Masters/Pilots should use their discretion and experience in determining the appropriate level of tug usage required prior to attempting any berthing or unberthing manoeuvre. However, in order to provide protection for both vessels and the HST facility, vessels utilising berths 2, 5 & 6 are required to engage the services of a tug(s) for certain wind and tidal flow conditions, in particular whenever the wind reaches Beaufort Force 5 or above from a beam direction (i.e. 007° to 097°(T), or 187° to 277°(T)). Tugs will be required at certain states of tide and rate of flow in order to carry out the manoeuvre in a safe and seamanship manner. A limit of tidal flow of 2½ knots (ebb/flood) is set for all

manoeuvres, without tug assistance, until such time as Humber Sea Terminal are satisfied with the vessels handling characteristics.

Humber Sea Terminal provide vessels Agents with the predicted tidal flow rates (highlighting when such flows are expected to exceed 2¹/₂ knots), for onward transmission to assist Masters in determining when to engage the services of a tug (or tugs).

Notwithstanding the above, due to the wide range in manoeuvring characteristics of different classes of vessels, Humber Sea Terminal reserve the right to impose limiting conditions for berthing/sailing, and required levels of tug usage on a case by case basis.

Experienced Berthing Masters are in attendance for every arrival and departure to advise vessels of prevailing conditions at the Humber Sea Terminal.

The final decision on whether to berth or unberth rests with the Master.

No 4 Berth

Vessels utilising the inshore berths No 4 are advised via their Agent of predicted current velocity flow rates in advance and Masters/Pilots should use their discretion and experience in determining the appropriate level of tug usage required prior to attempting any berthing or unberthing manoeuvre. However, in order to provide protection for both vessels and the HST facility, vessels utilising berth 4 are required to engage the services of a tug for certain wind and tidal flow conditions, in particular whenever the wind reaches Beaufort Force 4 or above from a beam direction (i.e. 007° to 097°(T), or 187° to 277°(T)). Tugs will be required at certain states of tide and rate of flow in order to carry out the manoeuvre in a safe and seamanship manner. A limit of tidal flow of 2¹/₂ knots (ebb/flood) is set for all manoeuvres, without tug assistance, until such time as Humber Sea Terminal are satisfied with the vessels handling characteristics.

Humber Sea Terminal provide vessels Agents with the predicted tidal flow rates (highlighting when such flows are expected to exceed 2¹/₂ knots), for onward transmission to assist Masters in determining when to engage the services of a tug (or tugs).

Notwithstanding the above, due to the wide range in manoeuvring characteristics of different classes of vessels, Humber Sea Terminal reserve the right to impose limiting conditions for berthing/unberthing, and required levels of tug usage on a case by case basis.

Experienced Berthing Masters are in attendance for every arrival and departure to advise vessels of prevailing conditions at the Humber Sea Terminal.

The final decision on whether to berth or unberth rests with the Master.

MOORING AND FENDERING

PROVISION OF BERTHS

Berths 1 - 6

Figure (6.1) shows the location of the mooring bollards and fenders for each berth. All bollards and fenders are individually numbered for ease of reference. Numbering is from the respective pontoon outwards.

The fenders provided are classed as parallel motion fenders and therefore approaching at an angle should be avoided on all occasions. Landing to fenders should be in a controlled manner ensuring the vessel is parallel, with little way on. Landing on the fenders before proceeding into position is acceptable and thereafter moving astern/ahead with the use of engines and mooring lines. During berthing, and when weather/tide permits, it is normal to parallel the berth until vessel reaches the 'exclusion zone' and thereafter bringing the vessel alongside, moving astern with combination of engines and moorings into final position.

Berth Dimensions

See Fig 6.2.

Mooring Layout

A typical pattern is shown at figure (6.3) and Masters are requested to follow the pattern as much as possible. It must be noted that no mooring lines are to be led to the floating pontoon.

GENERAL INSTRUCTIONS

To ensure safe and efficient mooring operations HST advise the following procedure when berthing to all berths:

1. Rope tails on mooring rope eyes to be **MAXIMUM ONE METRE** in length. Mooring lines will not be accepted ashore should this not be adhered to.
2. HST Berthing Staff will shackle a rope messenger to the vessels heaving line.
3. Vessels crew to haul the heaving line and rope messenger onboard.
4. Rope messenger to be shackled to rope tail on mooring rope eye.
5. Only one mooring rope to be handled, fore and aft, at any time (unless otherwise advised by Berthing Master).
6. HST Berthing Staff will heave mooring rope onto mooring platform with the aid of fitted capstans.
7. Vessels crew to gradually pay out slack on mooring rope. Care should be taken when paying out to avoid too much slack and not to allow the mooring rope

to run free into the water. The ropes could foul the propeller or bow thrusters or becoming snagged on the mooring platform fendering system.

8. Vessels crew not to heave on mooring rope until advised by HST Berthing Master.

ATTENTION TO MOORINGS

With a Mean Spring Tidal Range of 6.4 metres and maximum current flows reaching 4¹/₂ knots, it is imperative that moorings are properly attended at all times to prevent ranging at the berth. Attention is drawn to the need to closely monitor in particular the vessels breast lines, due to the rise and fall of the tide.

During adverse weather conditions Masters should be mindful of the ability to maintain position alongside their respective berths. Additional moorings must be employed to ensure the vessel remains alongside and immediate contact should be made with the HST Duty Shift Manager to assist in running additional storm moorings. The Master should make use of all available information at time of arrival to establish likely weather conditions during their stay alongside and to be proactive in running additional storm moorings at arrival time where appropriate and necessary. The Master should also make use of tugs to hold position alongside should they consider moorings too inefficient in relation to prevailing weather conditions.

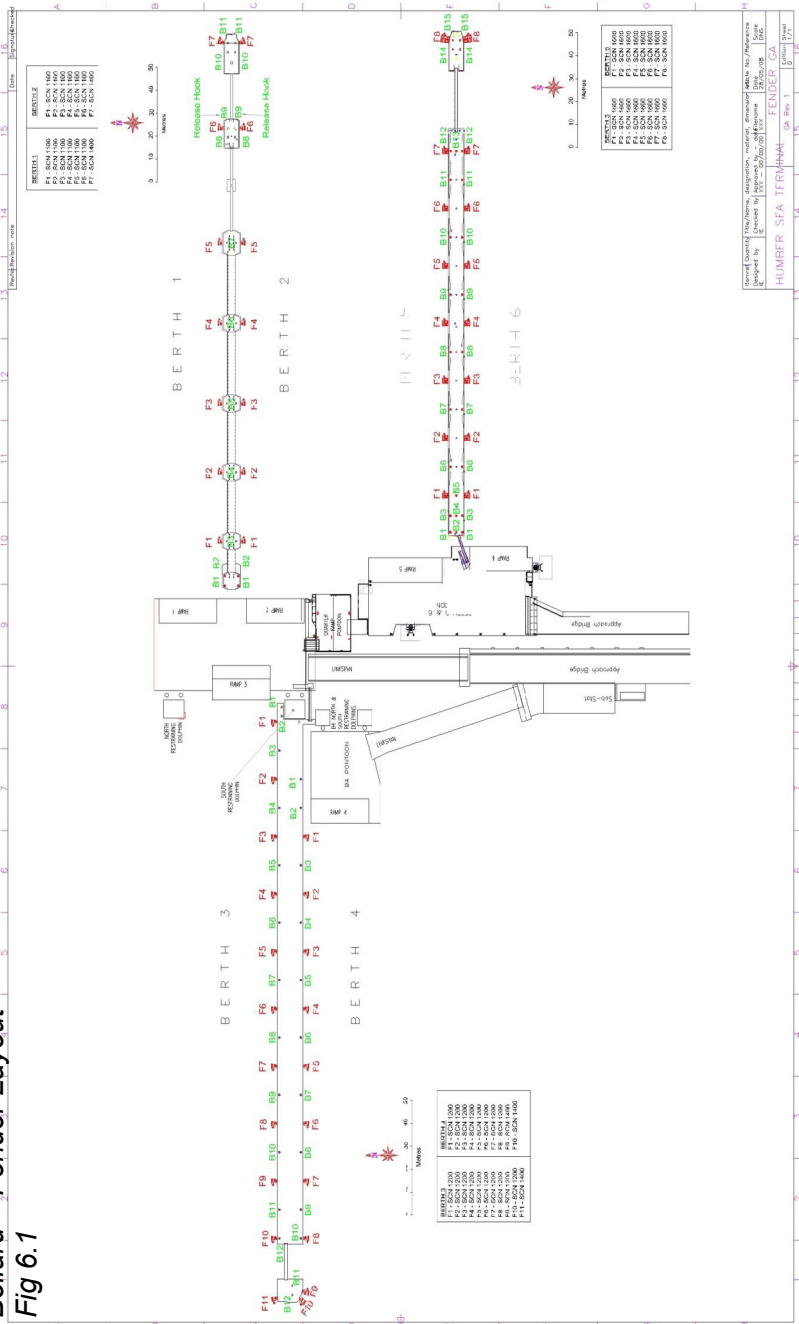
Should the Master deem it necessary to leave the berth then contact must be made directly with th HST Duty Shift Manager to discuss and organise at the earliest time possible.

The use of Self-Tensioning Winches is expressly prohibited at HST, due to the danger of such winches automatically paying out during periods of strong tidal

USE OF MAIN ENGINES

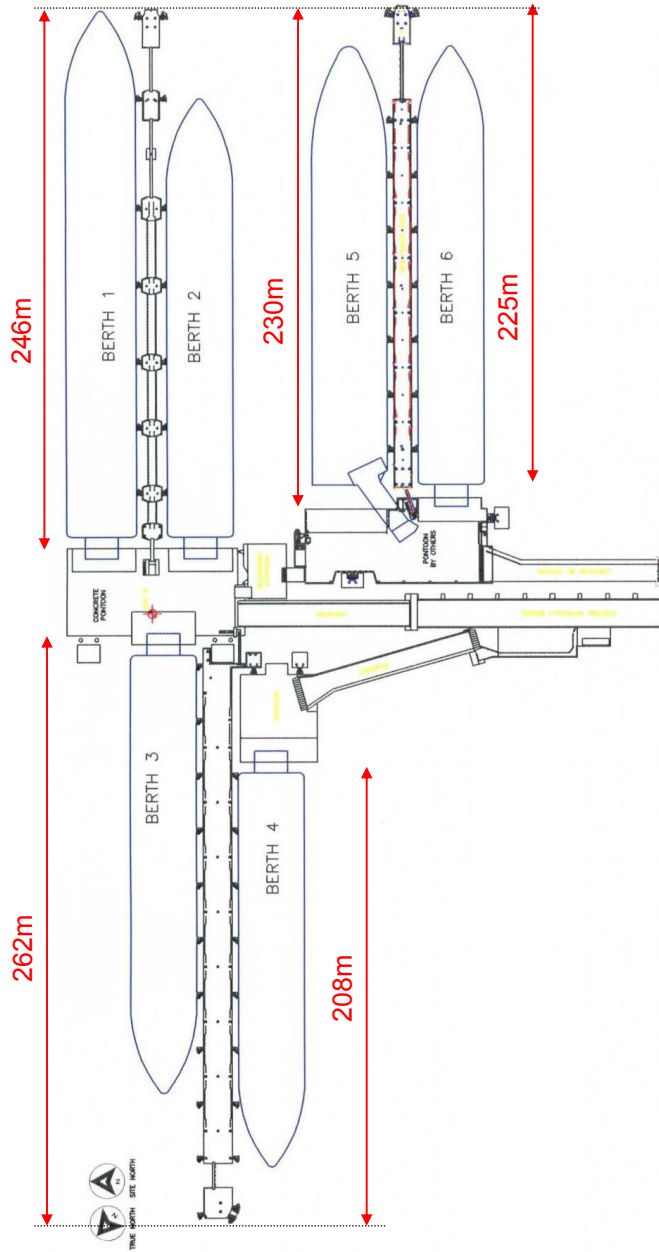
Use of the ship's Main Engines while secured to the Terminal is prohibited without the written consent of the Terminal Operator. Main Engines must however be maintained in a state of readiness while the vessel is alongside. Any requests to immobilise or partially immobilise Main Engines must be routed through VTS Humber, and similar written consent obtained from the Terminal Operator.

Humber Sea Terminal
 Bollard – Fender Layout
 Fig 6.1

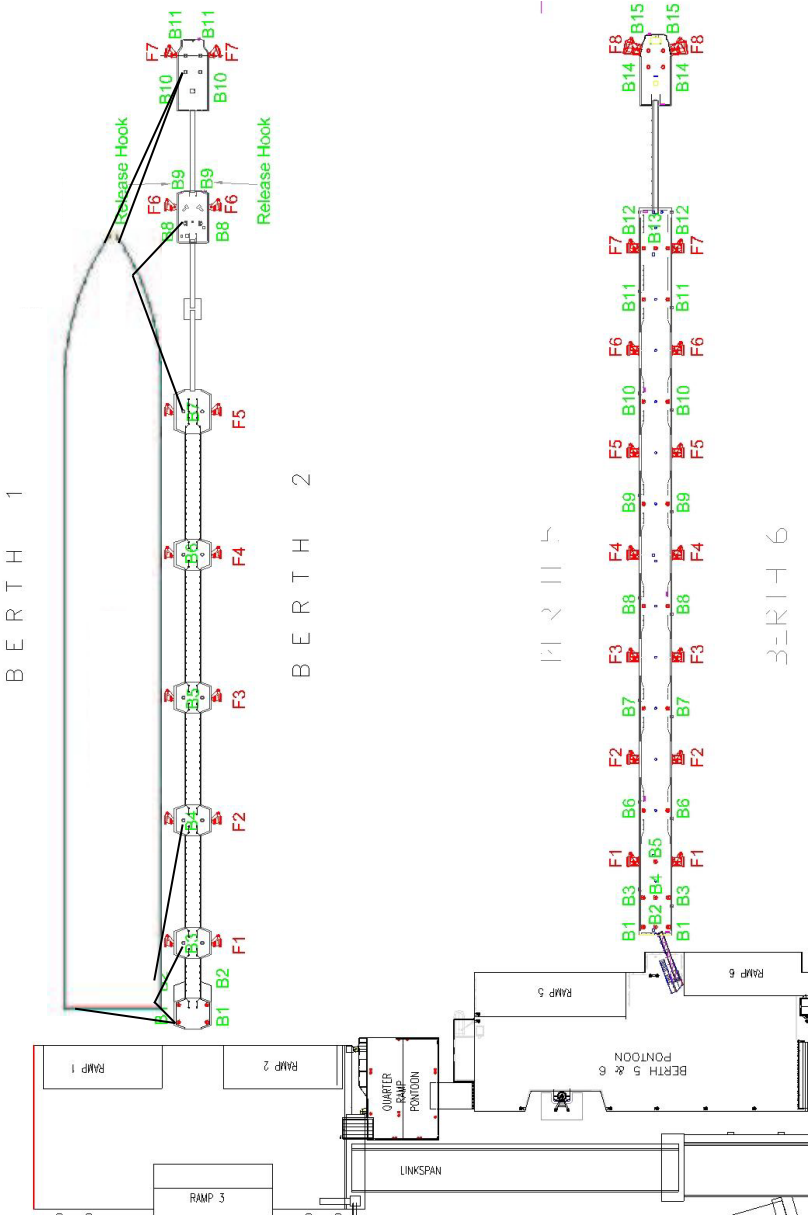


Last Revised: 18/01/2010

Humber Sea Terminal
Berth Dimensions
Fig 6.2



Humber Sea Terminal
Typical Mooring Layout
Fig 6.3



Appendix 2 – Marine Procedures Manual 2013

C.RO Ports Killingholme



MARINE PROCEDURES MANUAL



C.RO Ports Killingholme

Clough Lane
North Killingholme
North Lincolnshire
DN40 3JP

Tel: 01469 540381
Fax: 01469 541121

VHF Channel 74
Call Sign: C.RO Ports Killingholme

Distribution

Copy No	Recipient
1	Vessel Masters – Stena, CLdN
2	Terminal Operations Manager
3	Assistant Terminal Operations Manager
4	Marine Manager
5	Director – UK Ports
6	Route Agents – Cobelfret, Stena
7	Berthing Masters

Amendment Record
(Original issue dated September 2000)

<i>Date</i>	<i>Amendment Number</i>	<i>Amendment Details</i>	<i>Updated by (Initials)</i>
September 2000	<u><i>N/A</i></u>	Original Issue	
August 2001	<u><i>1</i></u>	Revised Publication	
May 2004	<u><i>2</i></u>	Revised Publication	
September 2004	<u><i>3</i></u>	Revised Publication	
September 2006	<u><i>4</i></u>	Revised Publication	
January 2007	<u><i>5</i></u>	Revised Publication	
June 2008	<u><i>6</i></u>	Revised Publication	
February 2009	<u><i>7</i></u>	C.RO PORTS KILLINGHOLME Navigation Lights Fig 4.6, Fig 4.1 - 4.3	
January 2010	<u><i>8</i></u>	Amendment to General Description Contact Details	
July 2011	<u><i>9</i></u>	Minimum mooring requirements and Fig 6.3	
December 2011	<u><i>10</i></u>	Name Change	
December 2013	<u><i>11</i></u>	Structure titles – telephone numbers	

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18. EMERGENCY PROCEDURES/FIREFIGHTING
 - Annexe 1. Examples of “inward order” and “Departure to sea/movement” forms
 - Annexe 2. C.RO Ports Killingholme – Vessel Data Sheet Defect Reporting

8. COMMENCEMENT/CESSATION OF LOADING/DISCHARGING

Item	Content
	<p data-bbox="274 1729 304 1920"><u>FOREWARD</u></p> <p data-bbox="351 181 412 1920">C.RO Ports Killingholme at North Killingholme, constructed in year 2000, is owned and operated by Simon Group Holdings Ltd, as an import and export facility for Ro-Ro freight operations.</p> <p data-bbox="451 181 574 1920">This manual has been produced by the Terminal Operator to provide a general background of information for Ship Masters and Agents using the facility. It outlines the requirements of the Terminal drawing attention to the berthing, mooring and cargo handling procedures to be adopted. It also outlines the facilities and assistance available to visiting Masters to ensure safety of both the ship and the Terminal.</p> <p data-bbox="620 181 713 1920">Responsibility for the safe conduct and operation while a vessel is at the Terminal rests jointly with the Master and the Terminal. Primary responsibility for the safe conduct of operations on board ship rests with the Master. The safe mooring of the vessel, and ensuring that she remains securely moored, is the responsibility of the Master.</p> <p data-bbox="759 181 820 1920">Full co-operation is sought between the ship and the Terminal in the adoption and maintenance of the highest safety standards in the mutual interests of a safe and efficient operation.</p> <p data-bbox="859 181 1013 1920">This manual does not supersede or replace in any way any hydrographical or official publication relating to navigation in the Humber Estuary, or any navigation requirements of Associated British Ports, as the Competent Harbour Authority, to which reference should be made as necessary. A file of local Notices to Mariners is maintained in the Berthing Superintendents' Office, which may be consulted when required. However, Agents should arrange for these notices to be delivered to vessels as soon as possible after receipt.</p>

1.

GENERAL DESCRIPTION OF C.RO PORTS KILLINGHOLME

C.RO Ports Killingholme is situated at Latitude 53° 40' 05" N., Longitude 00° 13' 55" W (approx), upstream of Immingham, on the South bank of the Estuary, and some 13 ½ nautical miles from Spurn Head.

Six berths are provided, of a configuration as detailed in the Terminal Layout Plan (Fig 1.1). Stern ramps are landed directly onto floating pontoons with freight access gained via linkspans and causeway ashore.

The Terminal is dedicated to Ro-Ro freight traffic. There are 3 small berths at North Killingholme Haven, also operated by C.RO Ports Killingholme, which are currently not in commercial use, however, occasional 'workboat' traffic may be utilising the approaches to and from the Haven area. During the course of routine communication with VTS Humber prior to every arrival or departure, enquiries should be made in order to ascertain that the approach channel is clear of shipping. Otherwise, the Terminal manoeuvring area is clear of other port traffic. The limiting depth at the Terminal is the depth of the approach channel through Whitebooth Roads. Mariners should ensure that they have up to date information, available from ABP as the Competent Harbour Authority, regarding the latest available soundings. The Berthing Master's maintain information relating to the latest available soundings, and will pass this on to Mariners upon request. The approach channel is approx. 1 mile long, and approx 300 metres wide.

Tidal Data

Heights above Chart Datum, in metres.

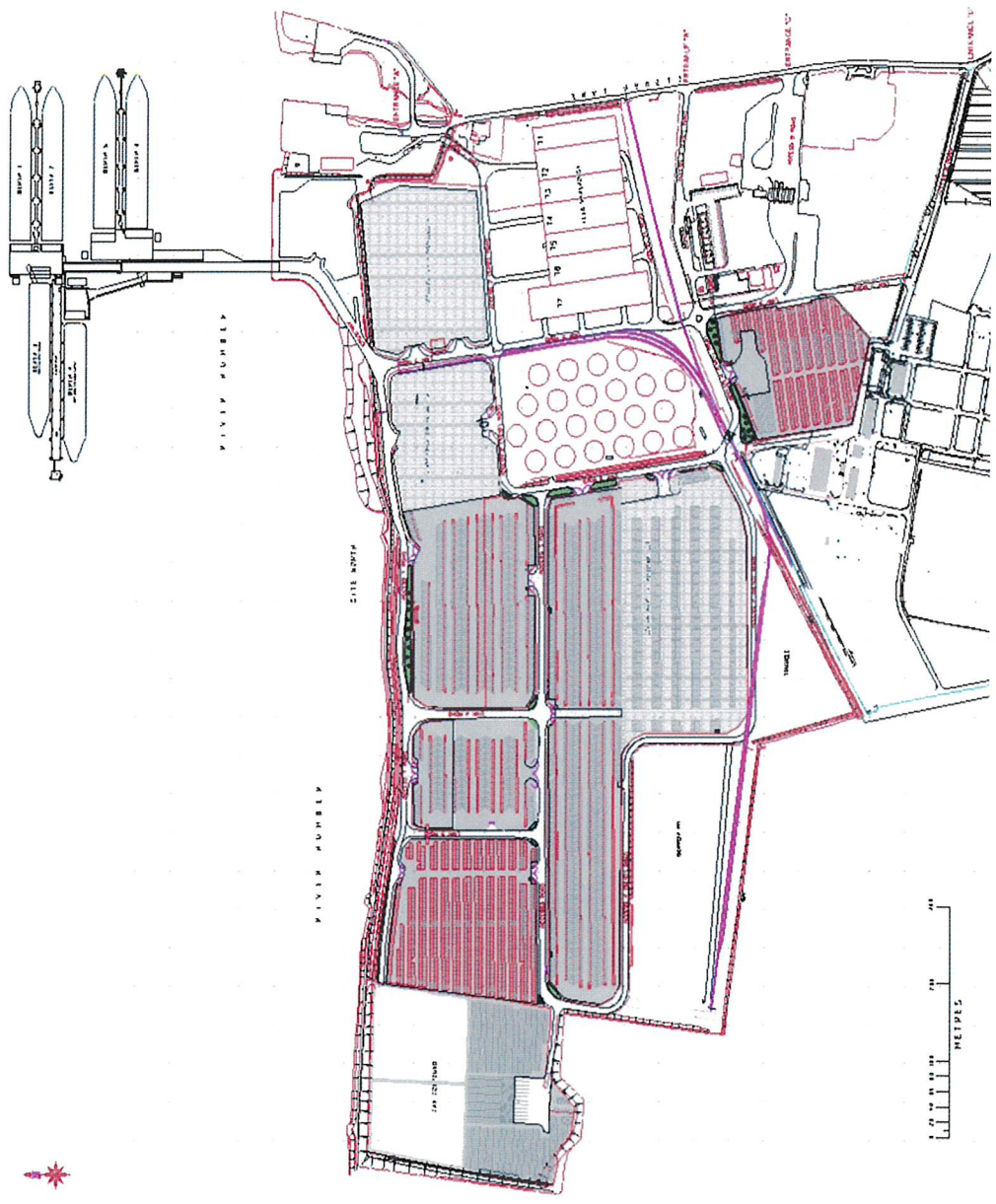
Mean High Water Springs	7.3m.	Mean Spring Range	6.4m.
Mean High Water Neaps	5.8m.	Mean Neap Range	3.2m.
Mean Low Water Neaps	2.6m.		
Mean Low Water Springs	0.9m.		

MAXIMUM CURRENT VELOCITIES.

Mean Spring Tide. Flood = 4.0 knots. Ebb = 3.8 knots	Mean Neap Tides. Flood = 2.0 knots Ebb = 2.2 knots	Max. values observed (7.4m range tide). Flood = 4.6 knots Ebb = 4.2 knots
---	---	--

The direction of flow is predominantly parallel to the berthing Jetty.

C.RO Ports Killingholme Berth – Port Layout (Fig 1.1)



2.

PRE-ARRIVAL INFORMATION

ETA

Notice of ETA must be given to the Terminal 72, 48, 24 and 6 hours prior to arrival, or on departure from the previous port if less than 24 hours. This may be given via any of the following:

- Telephone: 01469 542190
- Fax: 01469 542191
- E-Mail Freight@croports.com
- Mobile: 07736 491645
- VHF Channel 74

Call Sign: C.RO Ports Killingholme

Information accompanying the original ETA message should include draught, notification of any dangerous cargo on board, and last port of call.

C.RO PORTS KILLINGHOLME - DATA SHEET

The C.RO Ports Killingholme Vessel Data Sheet must be completed prior to a vessels first call at the Terminal, or when any details change to affect the safe and efficient handling of the vessel at the Terminal. Example of Vessel Data Sheet is contained in Annex 2 at the back of this booklet.

VTS

The arrival procedures required by VTS Humber should also be strictly complied with, in order to ensure that no avoidable delays occur.

Examples of the required forms, as supplied by Associated British Ports for onward transmission to VTS Humber, are attached to this guide as Annex 1.

DEFECT REPORTING

Masters are reminded of the requirement to report any defects to their vessel or cargo as part of the documentation requirement by the River Authority, through VTS. In addition C.RO Ports Killingholme requires notification of such defects that can affect the safe handling and operation of the vessel on arriving/sailing or during freight operations. Notification of any defects must be reported at least 12hrs before arrival or as soon as defect occurs, if later, to the C.RO PORTS KILLINGHOLME Vessel Operations Supervisors by use of the Defect Report (See Annexe 2), transmitted by E:Mail and backed up with a call to the respective mobile phone of the Vessel Operations Supervisors.

DOCUMENTATION

For Customs (UK Border Agency)

Different procedures apply in the United Kingdom for vessels arriving from either E.U. or non E.U. Ports.

H.M. Customs and Excise maintain an Office in Immingham, (Tel. No. 01469 574741) from whom more information can be obtained. Alternatively, Ships Agents have a detailed working knowledge of the requirements.

For C.RO Ports Killingholme

Cargo documentation and passenger/crew lists should be sent to the Freight Administration department at C.RO Ports Killingholme upon departure from the previous port, in accordance with the agreed procedures.

3.

NAVIGATION AND TRAFFIC MANAGEMENT

PILOTAGE

Pilotage in the Humber Estuary is compulsory for vessels of 60 metres and above in length. All such vessels are therefore required to be under the Pilotage of either an Authorised Humber District Pilot, or the holder of a valid Pilotage Exemption Certificate.

The Pilot Boarding position is marked on the Admiralty chart, approximately 4 ½ miles seaward of Spurn Head.

It is imperative that **ALL** vessels comply with the advance notification requirements for vessels intending to navigate on the River Humber, as prescribed by Associated British Ports. See Admiralty List of Radio Stations publication and local Notices to Mariners for up to date details, together with Annexe 1 to this Manual.

In particular, it is important that at least 3 hours confirmation of ETA is given to VTS prior to arrival. (Call sign " VTS HUMBER " , via VHF Channel 14).

Masters are requested to ensure that proper supervision of the boarding and landing of Pilots, in accordance with the SOLAS convention, Chapter V, Regulation 17 is complied with. Pilot ladders conforming to international safety standards recommended by IMO, and of a suitable height must be supplied by the ship.

Masters are also requested to ensure that they have sufficient manoeuvring information available, so that a meaningful Master / Pilot information exchange (MPX) can take place.

VTS REQUIREMENTS

Associated British Ports operates a 24-hour manned VTS service, equipped with surveillance radar. All vessels within the Humber VTS area are required to maintain VHF watch on Channel 14 or 12, as appropriate for the sector they are navigating. Masters are encouraged to make use of the meteorological, navigation and traffic information available from VTS Humber, including any differences between predicted and actual tidal levels. Due to the number of variables involved in tidal predications, including weather conditions, atmosphere pressure and the amount of rainfall, actual tide levels and flow rates can vary considerably from predicated values, so real time observations should be used rather than predications.

NAVIGATION

Access to C.RO Ports Killingholme will generally be via the Bull Channel. Associated British Ports draws attention to the charted depths in the area of Grimsby Middle being particularly subject to change, thus the Harbour Masters' Department should be consulted for latest information. Vessels intending to navigate via the Sunk Dredged Channel should comply with the reporting scheme as detailed on Admiralty and ABP Charts.

Availability of Tugs – Tel: Humber Tugs on 01469 571115. Other tug operators are available. Humber Tugs maintain a fleet of 12 modern tractor tugs based at Immingham with bollard pulls varying from 32 to 59 tonnes. Contact by telephone or VHF Ch. 68 or 12

PASSAGE PLANNING

Pilots in the Humber Estuary carry out passage planning. Masters are invited to co-operate fully in the development and execution of these plans, and are reminded that such plans should encompass the whole voyage, including the passage between the berth and the seaward limits of the Pilotage District.

Mariners are reminded that the U.K. Maritime & Coastguard Agency Marine Guidance Note MGN72 (M + F), and ABP Notices to Mariners give detailed advice on this subject.

Use of VHF – Vessels manoeuvring at C.RO Ports Killingholme should avoid using VHF Ch. 17 as an intra-ship channel, as this is the working channel for the nearby Immingham Bulk Terminal.

4.

BERTHING AND UNBERTHING PROCEDURES

ARRIVALS

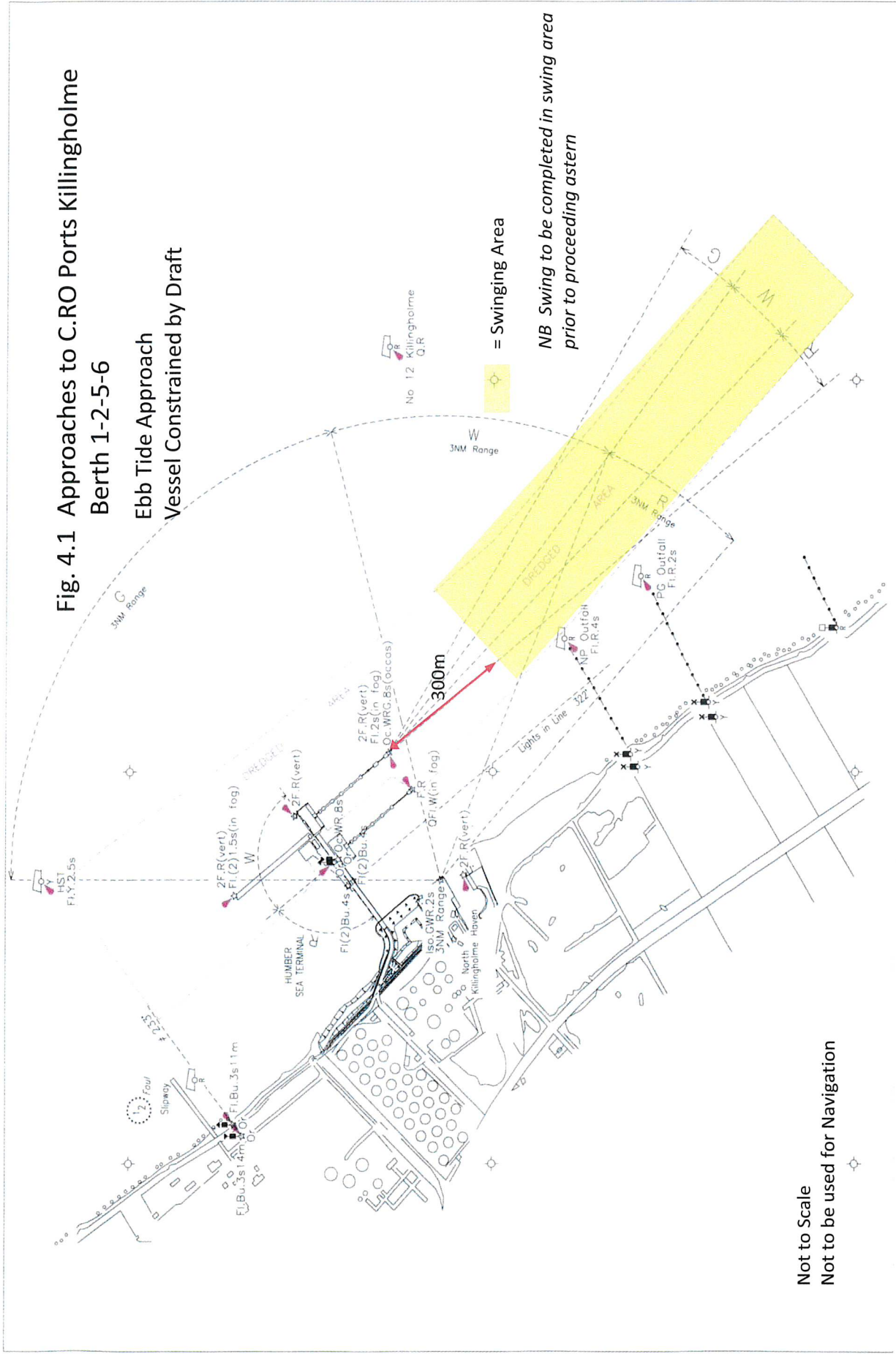
Having commenced her inward passage to C.RO Ports Killingholme under the Pilotage of either an Authorised Humber District Pilot, or the holder of a valid Pilotage Exemption Certificate, a vessel should make contact as soon as possible with C.RO Ports Killingholme on the agreed Marine VHF Radio Channel to update her ETA and for confirmation of her berthing orders. Current weather and tidal information is also available from the Duty Berthing Master at C.RO PORTS KILLINGHOLME. If not previously arranged, Masters will thus be able to order any tugs, which are considered appropriate in view of the prevailing conditions.

Should the situation regarding berth availability change whilst a vessel is on passage to C.RO Ports Killingholme, vessels will be contacted either directly by C.RO PORTS KILLINGHOLME on the allocated VHF Channel, or by VTS Humber.

Similarly, any changes to ETA, or any other significant developments should be advised to C.RO Ports Killingholme by the ship.

Prior to entering the dredged approach channel, every inward vessel should contact VTS HUMBER to be advised of the current traffic situation, including that at North Killingholme Haven. Contact should then be established with the Duty Berthing Master at C.RO Ports Killingholme. No vessel should enter the dredged approach channel without a clear berth. If an inward vessel arrives at the Eastern end of the approach channel without a clear berth, the inward vessel should stem the tide and wait for the outward vessel to clear the approach channel.

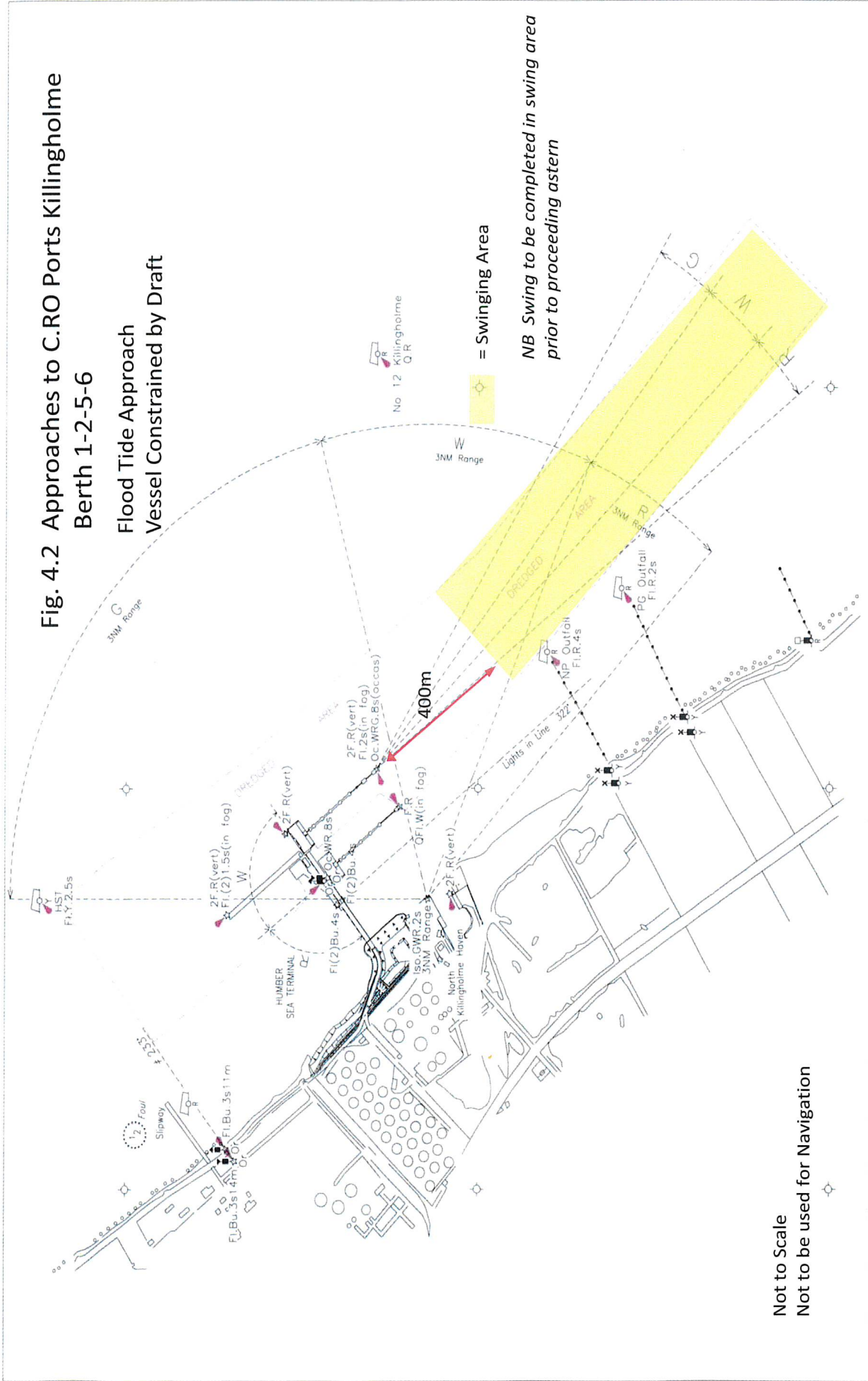
**Fig. 4.1 Approaches to C.RO Ports Killingholme
Berth 1-2-5-6
Ebb Tide Approach
Vessel Constrained by Draft**



Not to Scale
Not to be used for Navigation

**Fig. 4.2 Approaches to C.RO Ports Killingholme
Berth 1-2-5-6**

**Flood Tide Approach
Vessel Constrained by Draft**

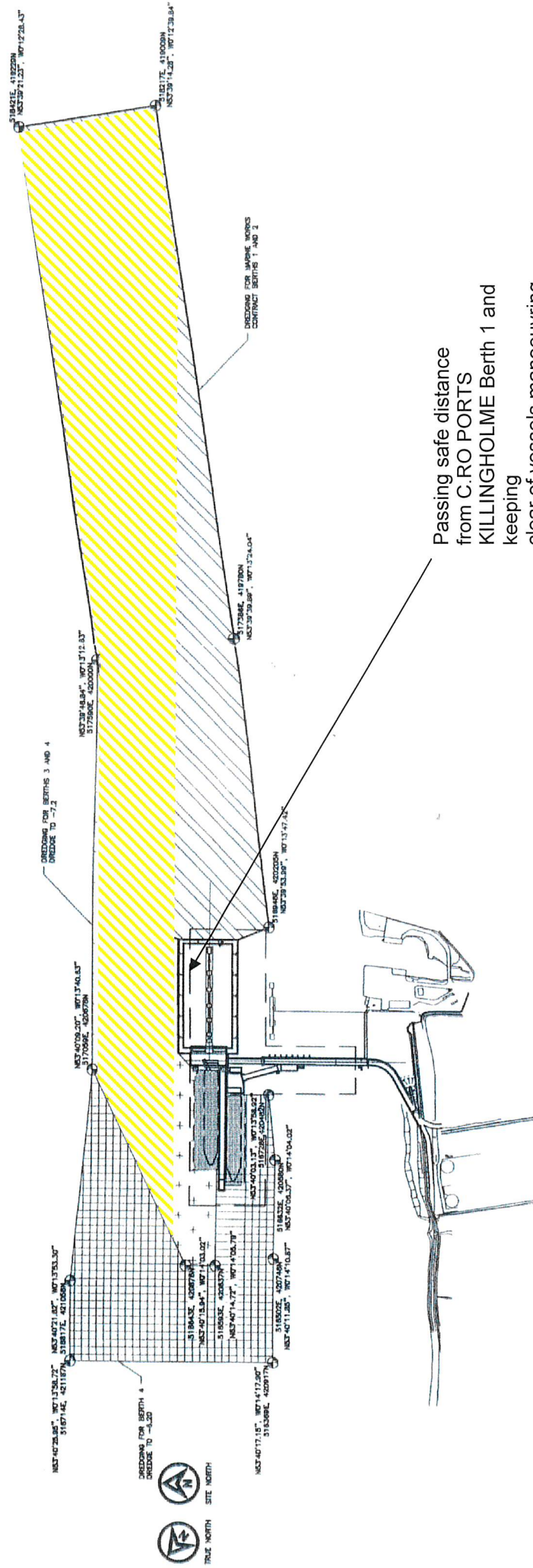


Not to Scale
Not to be used for Navigation

Approaches to Berth 3

Fig. 4.4

Flood/Ebb Tide



Passing safe distance from C.RO PORTS KILLINGHOLME Berth 1 and 2 keeping clear of vessels manoeuvring in swina area for C.RO PORTS

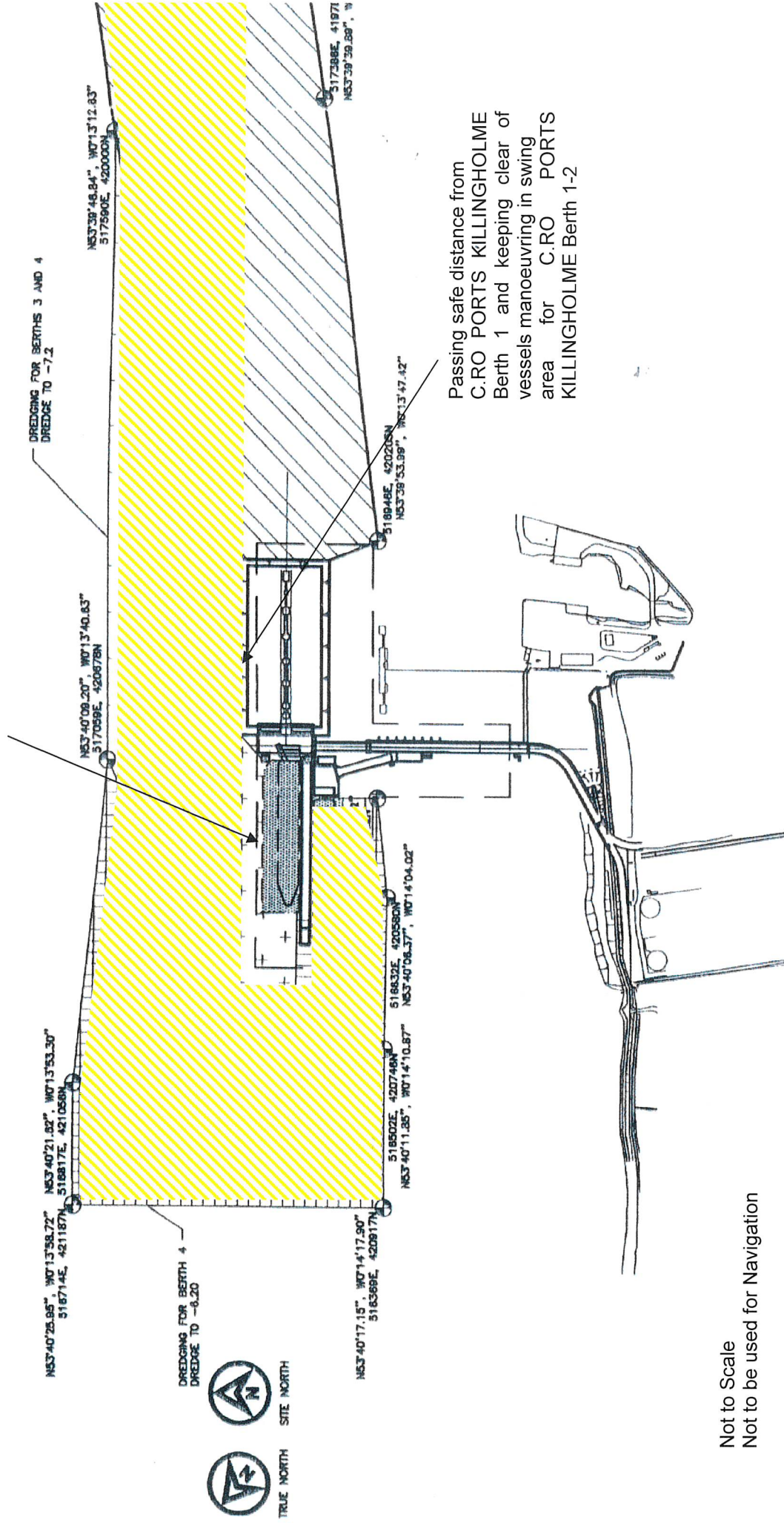
Not to Scale
Not to be used for Navigation

Approaches to Berth 4

Flood/Ebb Tide

Fig. 4.5

Passing safe distance and speed from C.RO PORTS KILLINGHOLME Berth 3 and keeping clear of vessels manoeuvring

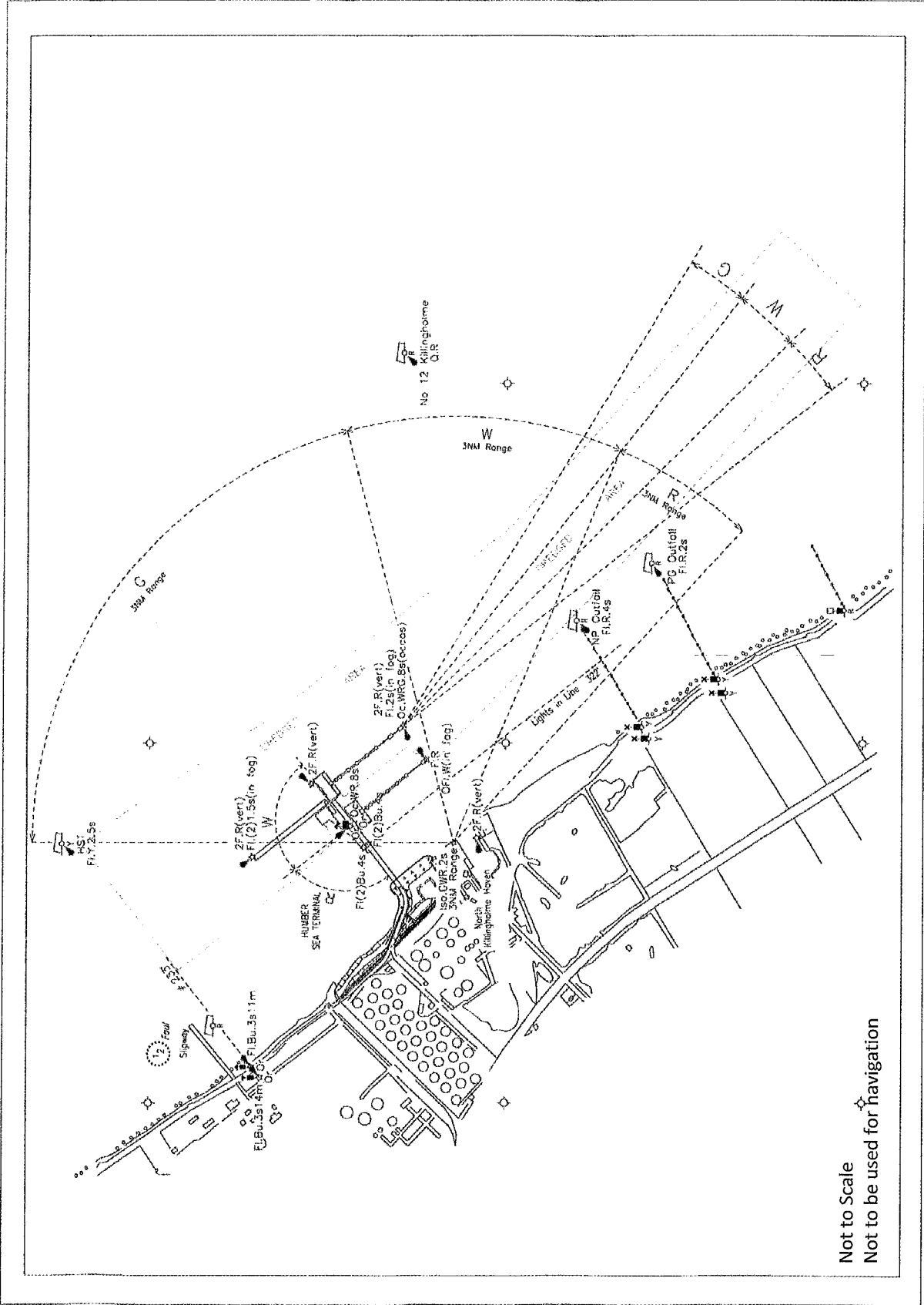


Passing safe distance from C.RO PORTS KILLINGHOLME Berth 1 and keeping clear of vessels manoeuvring in swing area for C.RO PORTS KILLINGHOLME Berth 1-2

Not to Scale
Not to be used for Navigation

C.RO Ports Killingholme - Diagram of Lights/Aid to Navigation

Fig. 4.6



Having considered the available depth of water during the Passage Planning phase, and obtained confirmation of actual tidal heights, Masters / Pilots should determine whether they are constrained by their draft as to whether they must remain within the dredged approach channel, having made a **minimum** allowance of 10% for Under Keel Clearance.

All vessels trading to C.RO Ports Killingholme are reminded that they should have their anchors cleared away and ready for use during manoeuvring operations.

No's 1, 2, 5 & 6 Berths

Vessels equipped with a stern ramp will need to swing prior to berthing, using an anchor if necessary, and so one of the following procedures will need to be adopted :

1). Ebb Tide Approach – Vessels constrained by their draft

All vessels should swing in the dredged approach channel in such a position that their swing is completed, and the vessel stern to tide, no closer than 1 ½ ships lengths, or 300 metres (whichever is the greater) from the Berthing dolphin at the Eastern end of the jetty, and subsequently manoeuvre stern first towards the berthing jetty. (see fig.4.1).

2). Flood Tide – Vessels constrained by their draft

Vessels which due to their draft are required to remain within the approach channel should commence their swing in such a position that their swing is completed and the vessel head to tide no closer than 2 ships lengths, or 400 metres, (whichever is the greater) from the berthing dolphin, and subsequently manoeuvre stern first towards the berthing jetty. (See figure 4.2).

3). Flood or Ebb – Vessels not constrained by their draft

Vessels, which have determined that they are not constrained by their draft, may approach C.RO Ports Killingholme as described at paragraph 1 or 2 above. Alternatively, they may elect to swing off the berth in such a position that their swing is completed no closer than 1 ships length, or 200 metres (whichever is the greater) from any part of the Berthing dolphin, jetty or Pontoon, excluding any area of the Approach Channel. (See figure 4.3).

No's 3 & 4 Berths.

Vessels bound for No 3 or 4 berths should proceed at a moderate speed, making due allowance for the effects of flood or ebb tide, to avoid creating a wash which may affect vessels working cargo at berths 1 or 2. (See Fig 4.4), and passing at a safe distance away from all parts of C.RO PORTS KILLINGHOLME berth structure, including the floating pontoon and restraining dolphins.

No. 3 Berth.

Vessels should be stopped in the water, upstream of the 23 metre exclusion zone, making due allowance for the tide, prior to landing alongside and following the procedures outlined below. The western limits of the dredged basin are clearly marked by transit beacons affixed ashore and noted to appropriate admiralty chart and ABP's Annual Chart, River Humber, Spurn to Barton Haven.

No. 4 Berth.

Inward vessels should proceed as outlined above, having previously contacted the Duty Berthing Master to confirm berth availability and ascertained that the mooring gang is standing by. Vessels proceeding to No. 4 berth will also need to proceed at a moderate speed in order to avoid creating a wash, which may affect a vessel working cargo on No. 3 berth. Making due allowance for the effects of flood or ebb tide, and the prevailing wind, vessels should proceed to the western end of the No. 3 / 4 berth manoeuvring area, and crab across the tide until they are in a position to make a safe approach to No. 4 berth. Attention is brought to the shore based transit beacons (fitted with both daymarks and lights – Flashing Blue every 3 seconds – synchronised) to indicate the upstream limits of the dredged area. Similarly, attention is drawn to the transit beacons located on the Causeway (fitted with both daymarks and a sector light) indicating the inshore limit of the dredged approach area. (See Fig 4.5)

Whilst manoeuvring in the vicinity of the jetty, the duty Berthing Master will be present to advise of clearing distances etc.

General Comments:

Whichever method is adopted for any particular berth, vessels should then manoeuvre alongside the Berthing Jetty landing as flat as possible on the fenders, and should not approach closer than 23 metres (astern) to the floating pontoons prior to landing alongside and running aft springs and headlines to the jetty. This 23 metre 'exclusion zone' is painted in Yellow high-Vis paint along the Berthing Jetty, and distances are marked at 5 metre intervals along the length of the respective jetties to assist Masters and

Pilots in berthing. Once a vessel has successfully landed alongside and springs and headlines have been run ashore, the Duty Berthing Master will grant permission for the vessel to be manoeuvred astern into her final position. The vessel should then be secured in position, as per the pre-agreed mooring plan, prior to her ramp being lowered onto the pontoon.

There is no mooring boats provided at the Terminal, but a mooring gang will be available to take ships' lines. Capstans are located along the length of the berthing jetties to assist in heaving mooring ropes ashore.

DEPARTURES

Outward vessels should comply with the Passage Planning requirements, including notification of departure to VTS Humber, and should advise C.RO PORTS KILLINGHOLME at least two hours prior to departure. Prior to singling up, all vessels should contact the Duty Berthing Master by VHF for confirmation of actual wind and tidal conditions, and VTS Humber for details of any localised traffic movements, including those at North Killingholme Haven.

During singling up operations, especially during the flood tide at berths 1,2,5 & 6 or on the ebb at berths 3 or 4, it is imperative that vessels make adequate allowance for the tide to prevent them from drifting astern and coming into contact with the floating pontoon. Should it be considered appropriate, vessels should be warped ahead prior to letting go in order to provide sufficient clearance between a vessels' stern and the floating pontoon. C.RO PORTS KILLINGHOLME mooring staff is available for this purpose.

Departures from berths 1,2,5 & 6 with the vessels heading downstream, should be a straightforward manoeuvre, with outward-bound vessels having a direct exit to seaward. Masters are reminded of the close proximity of the two downstream outfall buoys when sailing from berth 6.

Vessels sailing from berth 3 or 4 need to swing during their departure manoeuvre. Due allowance needs to be made for the tidal flow, to prevent a vessel from either setting onto any part of the C.RO PORTS KILLINGHOLME structure or moored vessel, or from drifting outside of the dredged basin. All vessels should have their anchors cleared away and ready for use when manoeuvring at C.RO PORTS KILLINGHOLME. The western limits of the dredged basin are clearly marked by transit beacons affixed ashore and noted to appropriate admiralty chart. (See fig 4.6)

Vessels departing from No. 4 berth are reminded of the existence of the double fendered turning dolphin on the upstream end of the jetty. Masters / Pilots should consider the use of a headline around the bow, on the slip (i.e. run as a bight) to assist in swinging when departing under flood tide conditions. Care must be taken to ensure that this line (if used) is let go prior to excessive strain being placed upon the rope, so as to avoid the rope parting and causing injury to either crew or linesmen.

ABORT PROCEDURES

In the event that the Master adjudges the arrival manoeuvres to be posing a threat to the integrity of his ship, C.RO Ports Killingholme, or to another vessel secured at the Terminal, attention is drawn to returning downstream to wider and deeper water to make another approach to the berth.

ADJACENT ANCHORAGE

Both inward and outward vessels should be aware that vessels taking bunkers from craft secured alongside frequently use the adjacent Whitebooth Roads anchorage. All vessels are requested to comply with the requirement to proceed at a speed, which prevents them from making a wash when bunkering operations are taking place.

AIDS TO NAVIGATION – LIGHTS/MARKS (Fig 4.6)

The attached fig 4.6 indicates all aids to navigation within the close proximity to the C.RO Ports Killingholme. These include Transit Beacons – Sector Lights – Buoys – Pier Head Lights.

5.

LIMITING CONDITIONS FOR BERTHING

The Terminal is equipped with a current meter, anemometer and tidal height data to provide up to the minute information on wind and current velocities.

Additionally, this information is made available to VTS via the internet, which will be relayed on request when making contact with VTS prior to arrival in the estuary.

No's 1 & 3 Berths

The Offshore Berths (No's 1 & 3) at C.RO Ports Killingholme are considered as "normal" Riverside berths, and Masters/Pilots should use their discretion and experience in determining when to perform any particular berthing or unberthing manoeuvre, and in determining the appropriate level of tug usage.

No 2, 5 & 6 Berth

Vessels utilising the inshore berths 2, 5 & 6 are advised via their Agent of predicted current velocity flow rates in advance and Masters/Pilots should use their discretion and experience in determining the appropriate level of tug usage required prior to attempting any berthing or unberthing manoeuvre. However, in order to provide protection for both vessels and the C.RO PORTS KILLINGHOLME facility, vessels utilising berths 2, 5 & 6 are required to engage the services of a tug(s) for certain wind and tidal flow conditions, in particular whenever the wind reaches Beaufort Force 5 or above from a beam direction (i.e 007 degs to 097 degs (T), or 187 degs to 277 Degs (T)). Tugs will be required at certain states of tide and rate of flow in order to carry out the manoeuvre in a safe and seamanship manner. A limit of tidal flow of 2 ½ knots (ebb/flood) is set for all manoeuvres, without tug assistance, until such time as C.RO Ports Killingholme are satisfied with the vessels handling characteristics

C.RO Ports Killingholme provide vessels Agents with the predicted tidal flow rates (highlighting when such flows are expected to exceed 2 ½ knots), for onward transmission to assist Masters in determining when to engage the services of a tug (or tugs).

Notwithstanding the above, due to the wide range in manoeuvring characteristics of different classes of vessels, C.RO Ports Killingholme reserve the right to impose limiting conditions for berthing/sailing, and required levels of tug usage on a case by case basis. Experienced Berthing Masters are in attendance for every arrival and departure to advise vessels of prevailing conditions at C.RO Ports Killingholme.

The final decision on whether to berth or unberth rests with the Master.

No 4 Berth

Vessels utilising the inshore berth (No 4) are advised via their Agent of predicted current velocity flow rates in advance and Masters/Pilots should use their discretion and experience in determining the appropriate level of tug usage required prior to attempting any berthing or unberthing manoeuvre. However, in order to provide protection for both vessels and the C.RO PORTS KILLINGHOLME facility, vessels utilising berth 4 are required to engage the services of a tug for certain wind and tidal flow conditions, in particular whenever the wind reaches Beaufort Force 4 or above from a beam direction (i.e 007 degs to 097 degs (T), or 187 degs to 277 Degs (T)). Tugs will be required at certain states of tide and rate of flow in order to carry out the manoeuvre in a safe and seamanship manner. A limit of tidal flow of 2 ½ knots (ebb/flood) is set for all manoeuvres, without tug assistance, until such time as C.RO Ports Killingholme are satisfied with the vessels handling characteristics.

C.RO Ports Killingholme provide vessels Agents with the predicted tidal flow rates (highlighting when such flows are expected to exceed 2 ½ knots), for onward transmission to assist Masters in determining when to engage the services of a tug (or tugs).

Notwithstanding the above, due to the wide range in manoeuvring characteristics of different classes of vessels, C.RO Ports Killingholme reserve the right to impose limiting conditions for berthing/unberthing and required levels of tug usage on a case by case basis.

Experienced Berthing Masters are in attendance for every arrival and departure to advise vessels of prevailing conditions at C.RO Ports Killingholme.

The final decision on whether to berth or unberth rests with the Master.

6.

MOORING AND FENDERING

PROVISION OF BERTHS

Berths 1 - 6

Figure (6.1) shows the location of the mooring bollards and fenders for each berth. All bollards and fenders are individually numbered for ease of reference. Numbering is from the respective pontoon outwards.

The fenders provided are classed as parallel motion fenders and therefore approaching at an angle should be avoided on all occasions. Landing to fenders should be in a controlled manner ensuring the vessel is parallel, with little way on. Landing on the fenders before proceeding into position is acceptable and thereafter moving astern/ahead with the use of engines and mooring lines. During berthing, and when weather/tide permits, it is normal to parallel the berth until vessel reaches the 'exclusion zone' and thereafter bringing the vessel alongside, moving astern with combination of engines and moorings into final position.

BERTH DIMENSIONS

See Fig 6.2

MOORING LAYOUT

A typical pattern is shown at figure (6.3) and Masters are requested to follow the pattern as much as possible. It must be noted that no mooring lines are to be led to the floating pontoon. The minimum moorings required are two headlines one breast and two springs forward and two stern lines one breast and two springs Aft or as close to this arrangement as possible but never less than five moorings fore and aft.. These requirements are a minimum and may be increased by the terminal or vessel as circumstances require.

GENERAL INSTRUCTIONS

To ensure safe and efficient mooring operations C.RO PORTS KILLINGHOLME advise the following procedure when berthing to all berths:

1. Rope tails on mooring rope eyes to be **MAXIMUM ONE METRE** in length. Mooring lines will not be accepted ashore should this not be adhered to.
2. C.RO PORTS KILLINGHOLME Berthing Staff will shackle a rope messenger to the vessels heaving line.
3. Vessels crew to haul the heaving line and rope messenger on board.
4. Rope messenger to be shackled to rope tail on mooring rope eye.
5. Only one mooring rope to be handled, fore and aft, at any time. (unless otherwise advised by Berthing Master.)
6. C.RO PORTS KILLINGHOLME Berthing Staff will heave mooring rope onto mooring platform with the aid of fitted capstans.
7. Vessels crew to gradually pay out slack on mooring rope. Care should be taken when paying out to avoid too much slack and not to allow the mooring rope to run free into the water as ropes could foul the propeller or bow thrusters or become snagged on the mooring platform fendering system.
8. Vessels crew not to heave on mooring rope until advised by C.RO PORTS KILLINGHOLME Berthing Master

ATTENTION TO MOORINGS

With a Mean Spring Tidal Range of 6.4 metres and maximum current flows reaching 4½ knots, it is imperative that moorings are properly attended at all times to prevent ranging at the berth. Attention is drawn to the need to closely monitor in particular the vessels breast lines, or any line that is on a short lead, due to the rise and fall of the tide.

During adverse weather conditions Master's should be mindful of the ability to maintain position alongside their respective berths. Additional moorings must be employed to ensure the vessel remains alongside and immediate contact should be made with the C.RO PORTS KILLINGHOLME Duty Vessels Supervisor to assist in running additional storm moorings. The Master should make use of all available information at time of arrival to establish likely weather conditions during their stay alongside and to be proactive in running additional storm moorings at arrival time where appropriate and necessary. The Master should also make use of tugs to hold position alongside should they consider moorings to be inefficient in relation to the prevailing weather conditions.

Should the Master deem it necessary to leave the berth then contact must be made directly with the C.RO PORTS KILLINGHOLME Duty Vessels Supervisor to discuss and organise at the earliest time possible.

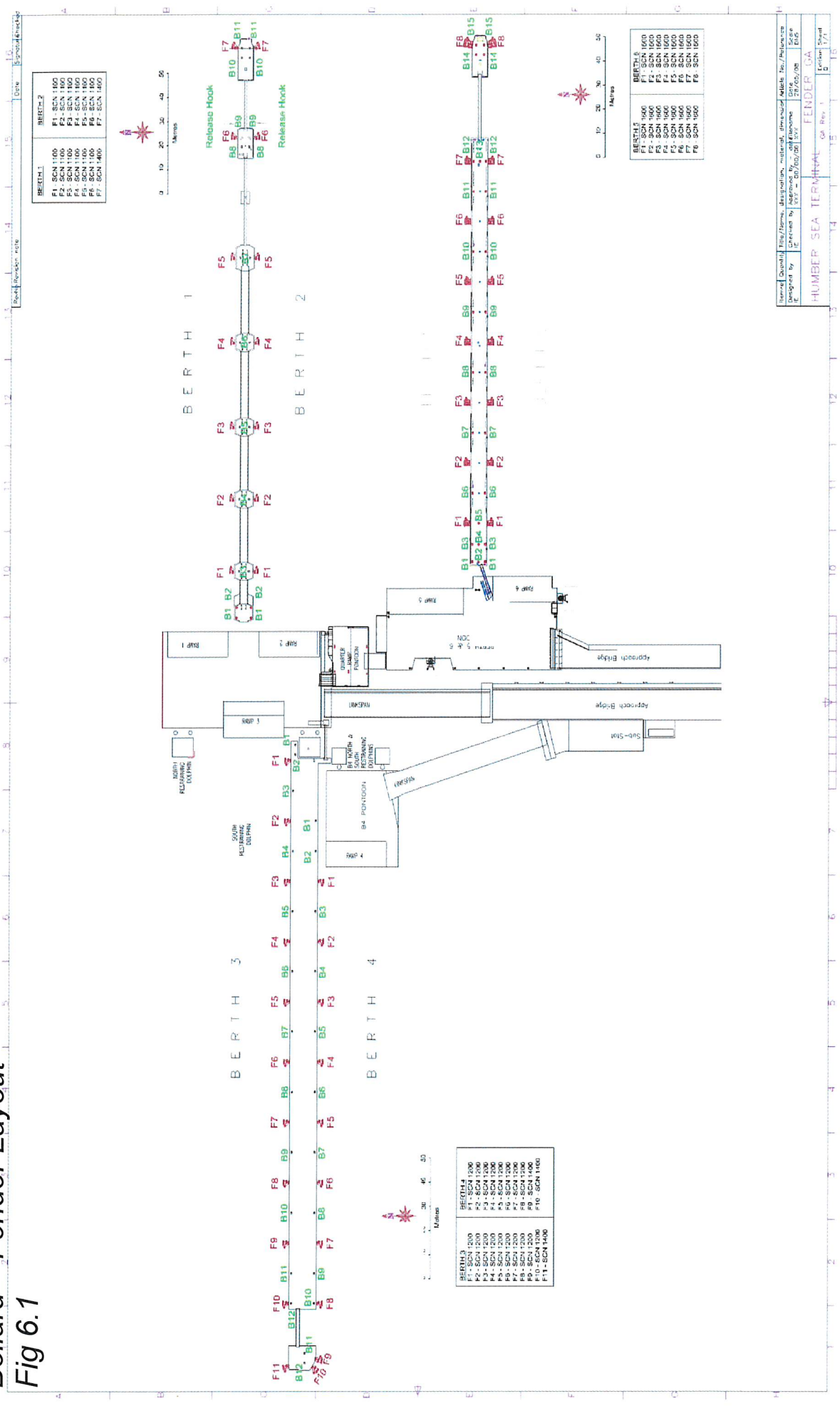
The use of Self-Tensioning Winches is expressly prohibited at C.RO PORTS KILLINGHOLME, due to the inherent danger of such winches automatically paying out during periods of strong tidal flow.

7. USE OF MAIN ENGINES

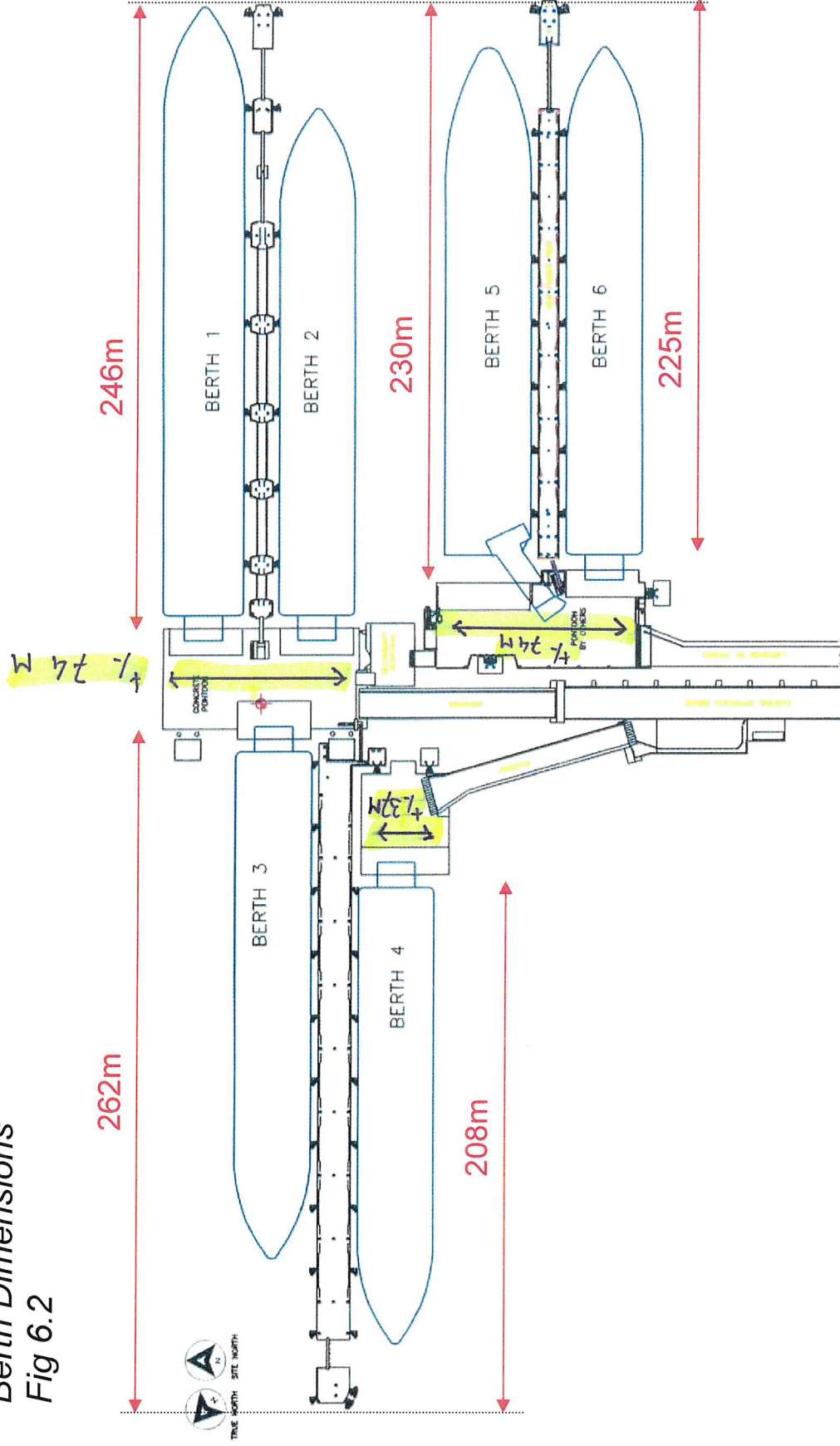
Use of the ship's Main Engines while secured to the Terminal is prohibited without the written consent of the Terminal Operator. Main Engines must however be maintained in a state of readiness while the vessel is alongside. Any requests to immobilise, or partially immobilise Main Engines must be routed through VTS Humber, and similar written consent obtained from the Terminal Operator.

C.RO Ports Killingholme Bollard – Fender Layout

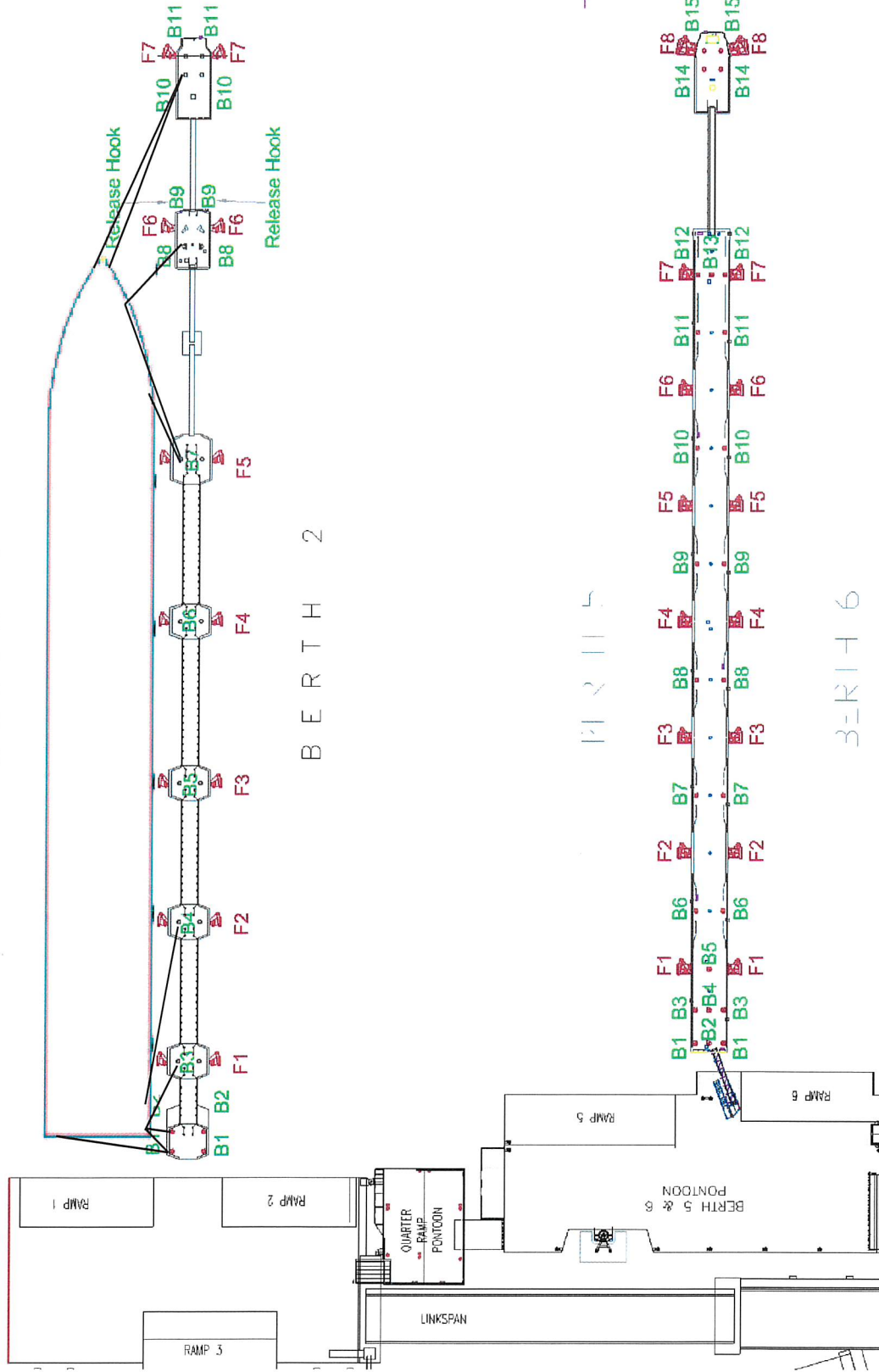
Fig 6.1



C.RO Ports Killingholme
 Berth Dimensions
 Fig 6.2



C.RO Ports Killingholme
Typical Mooring Layout
Fig 6.3



8.	<p><u>COMMENCEMENT / CESSATION OF LOADING / DISCHARGING</u></p> <p>Prior to any cargo operations being commenced, it is essential that the Vessels Cargo Officer and the Terminal Vessel Supervisor have been in communication. No cargo should be moved until such time as both parties have agreed that they are ready for operations to commence.</p>
9.	<p><u>AVAILABILITY OF BUNKERS / WATER / SUPPLIES</u></p> <p>All grades of Bunkers are available in the Humber Estuary, and are available via Ships Agents. Vessels are able to receive bunkers from barges moored alongside, subject to the required documentation being completed, and with the agreement of VTS Humber.</p> <p>Fresh Water is available to each berth. Contact should be made with the Vessel Supervisor to authorise and for pre/post meter readings to be recorded for charging purposes.</p> <p>A number of well known and local Chandlers operate in the Killingholme area, and a full range of Cabin, Deck and Engine-Room stores are available. In addition, there are a number of Ship Repair and maintenance Companies located in the region able to deal with most requirements.</p>
10.	<p><u>ACCESS TO THE JETTY</u></p> <p>Pedestrians are prohibited from walking/cycling through the Terminal. Terminal Staff will escort pilots between the vessel and Reception, or vice-versa.</p> <p>Crewmembers joining or leaving vessels, or proceeding on shore leave, should contact Freight Services Department.</p> <p>Officers / Crew members requiring access to the jetties in order to read vessels draft etc. are reminded to comply with safety requirements which require that Lifejackets are worn whilst on the berthing structure.</p> <p>No over side work, either from staging or from the jetty should be conducted without first receiving the permission of the C.RO PORTS KILLINGHOLME Duty Vessel Supervisor.</p>

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11.	<p><u>SECURITY ARRANGEMENTS</u></p> <p>C.RO Ports Killingholme is an approved Port Facility, under the terms of the IMO International Ship and Port Facility Security Code. All vessels should comply with the requirements of this code, including completion of the Ship Pre-Arrival Information Pro-Forma, prior to arrival, in order to prevent unnecessary delays.</p> <p>All visitors and suppliers of services to vessels berthed at C.RO PORTS KILLINGHOLME should report to Reception on arrival and departure, for security clearance. Vessels and / or Agents arranging for the delivery of stores, services, technicians etc., and for Crew changes, should contact the C.RO PORTS KILLINGHOLME Port Facility Security Officer (PFSO), or his Deputy, in advance.</p> <table style="margin-left: auto; margin-right: auto;"> <tr> <td>Port ID Number</td> <td>28490</td> </tr> <tr> <td>UN Locator</td> <td>GBIMM</td> </tr> <tr> <td>Assigned Port Facility Number</td> <td>0496</td> </tr> </table>	Port ID Number	28490	UN Locator	GBIMM	Assigned Port Facility Number	0496
Port ID Number	28490						
UN Locator	GBIMM						
Assigned Port Facility Number	0496						

12.	<p><u>SHIP / SHORE COMMUNICATIONS</u></p> <p>C.RO PORTS KILLINGHOLME Senior Berthing Master</p> <table style="margin-left: auto; margin-right: auto;"> <tr> <td>Tel. No.</td> <td>01469 542190</td> </tr> <tr> <td>Fax</td> <td>01469 542191</td> </tr> <tr> <td>Mobile</td> <td>07736 491645</td> </tr> <tr> <td colspan="2">VHF Channel 74, (& 61 or 19 Duplex).</td> </tr> </table> <p>All vessels are reminded to transmit on Low Power whenever possible to minimise interference on congested VHF Channels within the Humber Estuary, and to avoid the use of VHF Ch. 17</p>	Tel. No.	01469 542190	Fax	01469 542191	Mobile	07736 491645	VHF Channel 74, (& 61 or 19 Duplex).	
Tel. No.	01469 542190								
Fax	01469 542191								
Mobile	07736 491645								
VHF Channel 74, (& 61 or 19 Duplex).									

13.	<p align="center"><u>DISPOSAL OF WASTE MATERIAL</u></p> <p>C.RO Ports Killingholme supports the provisions of IMO MARPOL Annexe V, and a full range of Waste Disposal facilities are available upon request. There are a number of skips available at the berths, which are provided for general waste. Any other waste requiring disposal i.e. drums/batteries/waste oil must be advised through the Duty Vessel Supervisor or respective Agent for separate disposal and must not be left on the pontoon.</p>		
14.	<p align="center"><u>ENVIRONMENTAL PROTECTION</u></p> <p>The C.RO Ports Killingholme operates an approved waste management plan, and similarly participates in local and national plans for oil spill response. Any threat to the marine environment should be brought to the attention of the terminal staff as soon as possible.</p>		
15.	<p align="center"><u>SOURCES OF INFORMATION / CONTACT NUMBERS</u></p> <p>C.RO Ports Killingholme – Senior Berthing Master VTS Humber – Spurn Control Station Fax VTS Data Centre Mobile ABP Hull (Port House) Svitzer Tugs (Immingham) SMS Tugs (Hull)</p>	<p align="center">01469 542190 01964 650459 01469 542191 01482 212191 07736 491645 01482 327171 01469 571115 01482 648283</p>	<p align="center">Ass Terminal Operations Manager Mobile: Vessel Supervisor Rotterdam Service Zeebrugge Service Stena Service Freight Services Admin Dept.: Freight Services (Fax Line):</p> <p align="center">01469 542537 07901 553805 07867 513722 07867 513071 07889 600261 01469 542170 01469 542175</p>

16.	<p style="text-align: center;"><u>WELFARE MATTERS</u></p> <p>The Missions to Seamen maintain the Immingham Seafarers Centre, at Lockside Road, Immingham Dock, and are able to provide transport to and from the Centre.</p> <p>Tel. No. (01469) 574195</p> <p>Mobile: 07836 627257</p>		
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17.	<p style="text-align: center;"><u>DEPARTURE PROCEDURES</u></p> <p>Prior to departing C.RO PORTS KILLINGHOLME, every vessel should complete the required ABP documentation, or arrange for this to be done by the appointed Agent. (See Annexe 1), and advise the Duty Berthing Master 2 Hours prior to ETD. The Terminal Vessel Supervisor should be contacted for confirmation of completion of cargo operations prior to departure.</p>		
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18.	<p style="text-align: center;"><u>EMERGENCY PROCEDURES / FIREFIGHTING</u></p> <p>Should a Marine Emergency occur whilst underway within the Humber Estuary then this will be dealt with under the Associated British Ports "Humber Estuary Serious Marine Emergency Plan" (HESMEP).</p> <p>Similarly, in the event of any pollution of the Humber, the Port Authority will enact their contingency plans, and all vessels trading to the C.RO Ports Killingholme are expected to comply and participate in the execution of these plans.</p>		
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Any spillages, which occur on jetties or land, will be dealt with under the C.RO Ports Killingholme' Environment Plan, with the involvement of the relevant Authorities.

While at the berths, the Terminal Operator will put in hand the C.RO Ports Killingholme Emergency Plan, which may provide complimentary services to the plans developed by Associated British Ports.

In the event of an Emergency on board ship, a responsible Officer should contact the Terminal Administration Dept. (which is manned 24 hours per day), on 01469 542170 or Site Radio Channel 2, stating the nature of the emergency and whether assistance is immediately required. The Terminal Operator will put in hand the appropriate response actions.

The Terminal can readily summon emergency Services.

Terminal Main Office	01469 540381	C.Ro Ports Harbour Master	01469 542116
Terminal Operations Manager	01469 542539		07879 892333
	07887 854256		
Assistant Terminal Operations Manager	01469 542537	Harbour Master (Humber)	01482 327171
	07901 553805	VTS Data Centre	01482 212191
Senior Berthing Master	07736 491645	VTS Humber	VHF 12
Freight Administration (24hrs)	01469 542170	Tugs	VHF 12
Vessel Supervisor Rotterdam	07867 513722		01469 571115
Vessel Supervisor Zeebrugge	07867 513071	Fire	999
Vessel Supervisor Stena	07889 600261	Police	999
		Ambulance	999

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ANNEXE 1

Examples of “ Inward Order” and “Departure to Sea / Movement” Forms

DEPARTURE to SEA / MOVEMENT



ASSOCIATED BRITISH PORTS
V.T.S. HUMBER

Ships Name		Call Sign	
Draft	M	LOA	m
		*Air Draft	m
Billing Agency			

* Please include the air draft if the vessel is bound above Humber Bridge or the Steel Terminal @ Hull or Goole.

Orders for movements	Boa	Berth Available (date/time)	a/o	Prospects (date/time)
Tick appropriate box		/ / / :		/ / / :

*Please state in Remarks Box if a different Agent is dealing with the berthing arrangements.....

Origin	Dock / Berth :		
E.T.D.	Date :	Time :	
Destination	Dock / Berth	Next port	

Cargo / Ballast	Ballast	Part cargo	Full cargo	Haz cargo
Tick box				
Haz. Class Numbers*				

*Additional Hazardous Cargo information MUST be supplied on separate sheets.

Pilotage Requirements *delete	*YES	*NO	P.P.V. Two pilots Required.	HLB Landing place.	Spurn Lt. Landing place.	R.S.Q Landing place.
Tick box						

PEC Number		Name	
Tick box	NPR		

Schedule 2	Form Completed	YES / NO	Defects*	YES/NO
Remarks <i>Give details of any Defects.</i>				

TELEPHONE 01482 212191 FACSIMILE 01482 218773 TELEX 597222

INWARD ORDER



ASSOCIATED BRITISH PORTS
V.T.S. HUMBER

Ships Name					Call Sign	
Draft	m	LOA	m	DWT	GT	NT
Billing Agency					*AIR DRAFT	

**Please include the air draft if the vessel is bound above Humber Bridge or the Steel Terminal @ Hull or Gool...*

Orders	Boa	Berth Available (date/time)	a/o	prospects (date/time)
<i>Tick appropriate box</i>		/ / / :		/ / / :

Origin	Last port/Anchorage:		
ETA at Spurn Lt.	Date :	Time :	
Destination	Dock/ Berth		

Cargo/ Ballast	Ballast	Part cargo	Full cargo	Haz cargo
<i>Tick box</i>				
Haz. Class Numbers*				

**Additional Hazardous Cargo information MUST be supplied on separate sheets.*

Pilotage Requirements <i>*delete</i>	*YES	*NO	P.P.V <i>Two pilots required.</i>	HLB <i>Boarding Place.</i>	Spurn Lt. <i>Boarding place.</i>	R.S.Q <i>Boarding place.</i>
	Tick box					

PEC Number		Name	
<i>TICK BOX</i>	NPR		

Schedule 2	Form Completed	YES / NO	Defects*	YES/NO
REMARKS <i>*Give details of any Defects.</i>				

TELEPHONE 01482 212191 FACSIMILE 01482 218773 TELEX 597222

Example of
C.RO PORTS KILLINGHOLME – VESSEL DATA
SHEET

C.RO PORTS KILLINGHOLME - VESSEL DATA SHEET

NAME OF SHIP		
LINE OPERATOR		
FLAG		
GT		
NT		
DEADWEIGHT		
LOA		
BEAM		
MAX. OPERATING DRAFT		
SINGLE/TWIN SCREW		
NO. OF RUDDERS/TYPE		
NO. OF BOW THRUSTS/POWER		
NO. OF STERN THRUSTS/POWER		
RAMP DETAILS:	STERN	QUARTER
LENGTH		
WIDTH		
HEIGHT OF RAMP ABOVE KEEL		
ANGLE OF RAMP TO CENTRE LINE	N/A	
MASS OF RAMP (IMPOSED WEIGHT)		
SWL OF RAMP		

MOBILE PHONE NO.	
E:MAIL ADDRESS	

ANY SPECIAL FEATURES PARTICULAR TO THIS VESSEL I.E. SHELL PLATING PROTRUSIONS

C.RO Ports Killingholme - Vessel Defect Report

SHIP'S NAME	
DATE	
ETA	

DEFECTS	ARE THERE DEFECTS PRESENT?	YES	NO
ANY DEFECTS IN	IF SO THEN PLEASE COMPLETE THE FOLLOWING:		
	VESSEL'S HULL	YES	NO
	MACHINERY	YES	NO
	NAVIGATION EQUIPMENT	YES	NO
	ANCHORS	YES	NO
	WINDLESS	YES	NO
OTHER INFORMATION			