

# NAVIGATIONAL ADVISORY PANEL REPORT

<b>NAP Date:</b>	10 <sup>th</sup> January 2011	<b>Owner:</b>	HML	<b>NAP Ref:</b>	36	<b>NAP Title:</b>	LNG in the Princes Channel
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**Panel Members:**

Name	Organisation	Name	Organisation	Name	Organisation
Roy Stanbrook	PLA – Chairman HML	Barry Goldman	PLA – VTSM	Paul Monks	Centrica
Chris McQueen	PLA - DHML	Gordon Price	PLA – Pilot/DPC	Guy Peto	Medway Ports – HM
Julian Parkes	PLA – HM(SMS)	Cerwyn Phillips	PLA – POM	Nick Brown	Medway Ports - DHM
Mark Townes	PLA – DHM(SMS)	Peter Seaman	BP		

<b>Detail / Terms of Reference</b>		<b>Observation/Recommendation</b>
<p><b>Background</b></p> <p>From the initial inception of the LNG trade to the Medway, the outcomes of risk assessments have indicated that the route to be taken, both inbound laden and outbound in ballast should be via the Black Deep and Knock John channels. Medway Ports have formally requested that consideration be given to permitting outbound LNG tankers to depart via the Princes Channel when traffic and weather conditions are favourable.</p> <p><b>Terms of Reference</b></p> <p>Given the above, this Navigational Advisory Panel (NAP) is asked to:</p> <ul style="list-style-type: none"> <li>Consider the navigational hazards relevant to the passage of an LNG tanker through the</li> </ul>	<p>The current trading pattern of LNG vessels bound for Grain LNG requires that vessels arrive at HW slack. Vessels depart at any state of the tide with a draught of 9.8m and are not constrained by passage time. It was ascertained that the minimum under keel clearance required is 10% of the draught with an absolute limit required by BP LNG vessels of 1.5% of the vessel's beam.</p> <p>The Hazards pertaining to the transit of LNG carriers through the estuary were reviewed. It was determined that the main differences between traffic in the Knock John and Princes Channels were that in the Knock John/Black Deep vessels are either piloted or have PECs, whereas in the Princes Channel vessels may be beneath compulsory pilotage size and therefore less easily regulated.</p> <p>One way working would be required in the Princes Channel Deep Water route, it was also decided that this would also be appropriate for the area around the eastern end of the Princes Channel.</p> <p>The question of passage planning was considered and it was ascertained that the decision to use the Princes Channel outbound would be taken when the LNG carrier was at the Medway buoy. This would necessitate alternative passage plans being prepared by the bridge team.</p> <p>The separation required between LNG carriers and other vessels of 1 mile ahead and 0.5 mile astern would be required in the Princes Channel.</p> <p><b>Conclusion</b></p> <p>The management of two separate areas of one-way working in the Princes Channel would be unworkable and therefore a continuous channel of one-way which would extend over a distance of about 12 miles. This was considered to be unacceptable.</p> <p><b>Recommendation</b></p>	

The panel recommends that LNG carriers should not be permitted to transit the Princes Channel.

- Princes Channel.
- Determine whether the risk level can be reduced to ALARP, and if so,
  - Identify the risk mitigation measures that would be required to achieve this.

The NAP should report its findings and any recommendations to the PLA's Navigational Management Team by the end of January 2011.

Panel Chairman:

Roy Stanbrook.

Signature:



Date:

28/2/11