

NAVIGATIONAL ADVISORY PANEL REPORT

NAP Date:	28 TH May 2012	Owner:	HM(L)	NAP Ref:	44	NAP Title:	Review of Traffic Management Procedures Sea Reach 1 to London Gateway Port
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Panel Members:

Name	Organisation	Name	Organisation	Name	Organisation
Chris McQueen	PLA – Chair	Phil Shayler	PLA- Pilot / DPC	Julian Parkes	PLA
Barry Goldman	PLA- VTSM	Bob Ward	PLA – Berthing Pilot	Max Tsernosjov	Euroship
Tim Halhead	LGP (DP World)	Kevin Gregory	PLA – DVTSM	Evan Simkus	Euroship
Cerwyn Phillips	PLA	D Wade	PLA - VTSO	Jon Pinder	PLA-PH

Detail / Terms of Reference	Observation/Recommendation
<p>Purpose</p> <p>With London Gateway Port's first berth scheduled to open during 2013 and with Shell's recently opened S jetty fully operational, it is now considered appropriate to review existing traffic management procedures for the area.</p> <p>London Gateway Port plans to open the first berth towards the end of third quarter 2013 with a second berth opening six months later. Ships expected to use London</p>	<p>London Gateway berth 1 is planned to open 3rd quarter 2013, 2nd berth opening six months later and 3rd berth will follow 3 years later subject to demand. London Gateway are planning to have the first trial ships during July 2012.</p> <p>Phase 1 of new deep water route Sunk to BL9 will have dredged depth of 16.0m, BL 9 to Oaze 14.0m, Oaze to berths 13.75m. During phase 2 channels will be dredged to final depth 16.5m, 15.0 & 14.5m respectively.</p> <p>At this stage it is not known what size of containership or number of ships that will be using London Gateway Port. The PLA has carried out some feasibility ship simulation work on behalf of London Gateway and ascertained that the new generation of 18000 teu, 400m LOA, 14m draft container ships could use the terminal subject to certain conditions.</p> <p>This NAP is based on assumption that berths 1 & 2 become operational for containerships up to 350m LOA which will be the norm, but 400m LOA vessel could use the terminal on occasion.</p> <p>It is recognised when additional berths open in the future traffic management procedures would need further review.</p>

Gateway Port are expected to be in excess of 300m LOA and drafts of 15m or more. London Gateway are also looking to attract new generation of 400m LOA Ultra Large Container Ships.

Terms of Reference

Given the above, this Navigational Advisory Panel (NAP) is asked to:

1. Consider whether existing traffic control measures in place for existing vessels transiting Sea Reach to the Havens; and for the planned London Gateway Port traffic are appropriate. In particular, the NAP should review existing VTS & Pilot Operational procedures, including, but not limited to:

- a) General Directions 13(4) - Permission to proceed;
- b) The operation of Tanker Traffic Warning Lights; and
- c) Notice to Mariners L12 of 2009 - Vessels swinging off the Havens- Co-ordination of vessel traffic.

2. Identify any changes or

Recommendations

- 1, Definition of Ultra large Containership (ULCS) of 330m LOA or more is adopted.
 - 2, Adopt UKC for ULCS with draft 13m or more minimum 10% UKC flood & ebb with minimum on 1.4m on ebb which ever is the greater.
 - 3, VTS traffic management procedures for the Tanker berths at the Havens to be re-drafted to include London Gateway operations and ULCS NAP considerations included,. The new procedures should then be validated by range of traffic scenarios using the VTS simulator. Additionally simulations should carried out to determine best option for ensuring adequate separation between ULCS swinging off the berths and other vessels by use of either manoeuvring safety zone option or geographical point and what separation distance should be. Traffic management procedures will require further review as additional berths at London Gateway open.
 - 4, Ship simulator trials require to be undertaken once simulator has been upgraded to test ULCS sea passage runs from Sunk to berth, including passing, overtaking manoeuvres and to validate proposed buoy layout in sea reach channel. Re-run for berthing and un-berthing manoeuvres off London Gateway including stern to tide operations to further refine and validate weather parameters for ULCS.
- Post meeting note:** In light of definition adopted for ULCS, London Gateway has requested berthing and un-berthing simulations are undertaken to determine weather parameters for 350m LOA ULCS.
- 5, Immediate procurement of couple of high specification docking aids (PPU)s for use at sea, as well to equip ship simulator is key recommendation of the NAP.
 - 6, Training and familiarisation programme for pilots on use of high specification docking aids (portable pilotage units) including team working with 2nd pilot prior to the first trial ships expected by London Gateway July 2012 needs to start as possible.
 - 7, Use of 2nd pilot to operate and monitor PPU feeding information to 1st pilot manoeuvring the ULCS during berthing and un-berthing. On sea passage he would have specific responsibility to set up and calibrate equipment at start of passage.

modifications to existing procedures and whether new procedures are required to address:

- a) Passing arrangements in Sea Reach and the Havens; the sequencing of inward bound ULSC, containerships and tankers to ensure they are in correct order for berthing at the Havens, London Gateway Port and berths above London Gateway;
- b) Holding of traffic inward or outward bound whilst a tanker or containership swings either on or off the berths;
- c) Traffic clearance procedure;
- d) Operation of traffic warning lights to include ships manoeuvring to & from London Gateway berths;
- e) Abort procedures for ULCS; and
- f) Weather parameters for

berthing and un-berthing operations.

3. Consider which aids to navigation should be employed for ULCS on passage to and from, and for berthing and un-berthing at London Gateway Port. Including, but not, limited to:
- a) wind speed & direction equipment & tide gauges;
 - b) portable pilot units for sea passage and docking;
 - c) the provision of leading lights; and
 - d) buoyage.

The NAP is requested to report its findings and any recommendations to the Navigational Management Team by 30 April 2012.

Panel Chairman:	Chris McQueen	Signature:		Date:	28th May 2012
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