

NOTICE TO AGENTS, BERTH AND SHIP OPERATORS No.2 of 2017

PROVISION OF ACCURATE VESSEL NOTIFICATION INFORMATION

This Notice Supersedes NABSO 6 of 2015

Agents, berth and ship operators are reminded of the requirement to provide accurate and sufficient information to enable London VTS and Pilots to adequately plan and manage a vessels movement. Following recent operational experience, attention is drawn to the following operational matters that may impact on a vessels voyage into or out of the Port of London.

Departure/Arrival times

When specifying ETA at berth or ETD from berth, the following standard definitions should be used:

ETA at berth is the time that the vessel will arrive alongside or enter a lock and commence the mooring operation. All resources required to accept the vessel should be in place before this time. London VTS will advise you if the ETA changes by more than 15 minutes.

ETD from berth is the time that the vessel will be ready in all respects to leave the berth or lock. Please note this is not the time that cargo loading is completed. All cargo operations should be complete and all resources required to enable the vessel to depart should be in place before this time.

Provision of accurate berthing information

When providing berthing information, any specific requirements, such as whether the vessel is required to berth port or starboard side to the berth, should be confirmed with the individual berth or terminal operator in advance of the vessels arrival and notified to London VTS in good time.

This information will impact on the time required for the vessels passage and the sequencing of other vessels in the river in addition to the requirement for other services such as ship towage. Late notice changes may be difficult to implement or may result in a delay or a requirement for additional resources (such as additional tugs).

Provision of accurate vessel draught information

Agents, Berth and Ship Operators are reminded of the essential requirement to provide accurate notifications of a vessels draught in advance of a planned voyage and to update this information as soon as any changes are identified.

Inaccurate draught information can cause delays, this may not only consist of a delay to your vessel but also to other vessels. There is a risk that a Pilot may be allocated who is not authorised for the actual draught of your vessel which will result in a delay and additional costs.

If you have requested information from London VTS with regards to the programming of a particular voyage, we will use the draught you declare to provide you with the relevant advice. If you provide an inaccurate draught your vessel may be delayed – you must provide us with an accurate draught to one decimal place (i.e. 9.5m).

Tug allocations

Agents are responsible for the programming of shipping so as to enable safe and efficient operations within the Port of London. Agents should initially assess the number of tugs required for a vessel using the Code of Practice for Ship Towing Operations on the Thames 2015. If, as a result of reviewing the Code of Practice, queries exist, London VTS should be contacted for advice. It is not the responsibility of London VTS to assess the number of tugs required for a particular vessel in the first instance.

Selection of Pilot station

When selecting a location at which to embark or land a PLA Pilot, Agents should ensure that the Master has been consulted and is in agreement with the planned boarding or landing location.

Embarkation of Pilots at the Warp Pilot station

When advising vessels of the arrangements to embark a Pilot at the Warp Pilot station, agents should ensure that the vessel is **NOT** directed to embark a Pilot at either Sea Reach 1 or Medway buoys. Misinformation to vessels often causes operational difficulties for London VTS in directing traffic to the correct boarding area.

1 March 2017

Port of London Authority
London River House, Royal Pier Road,
Gravesend, Kent DA12 2BG

BOB BAKER
CHIEF HARBOUR MASTER



Owners, Agents and Charterers should ensure that the contents of this Notice are made known to the masters or persons in charge of their vessels or craft.
TO RECEIVE FUTURE NOTICES TO MARINERS BY **E-MAIL**,
PLEASE REGISTER VIA OUR WEBSITE www.pla.co.uk
Telephone calls, VHF radio traffic, CCTV and radar traffic images may be recorded in the VTS Centres at Gravesend and Woolwich

