



BIRD PORT

INFORMATION FOR VISITING VESSELS

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Cargo Services (UK) Ltd – BIRD PORT

LOCATION	West Coast of Great Britain East bank of River Usk 51deg 33'.7N 2deg 58'.1W	
CAPABILITIES	The Port currently handles broad range of cargoes, including: Steel, Metals, Timber and loose bulk materials	
DOCK	Length Width River Depth Tide Berth Depth DWT Type Water Density	225 meters 19.8 meters 10-15 meters Every 12 hours Up to 6.2 meters within gate 8000 tonne vessel NAABSA Norm - 1015
CRANAGE	Paceco Vickers overhead gantry – 40 tonne capacity (Height restriction 21.5 meters applies) Mobile 1 x 110 tonne (No height restriction) 1 x 40 tonne 1 x 38 tonne	
EQUIPMENT	Fork Lift Trucks 4 – 42 tonnes 6 Site Lorries	
STORAGE	15000 square meters of covered warehousing with 7 gantry cranes: 1 x 30 tonne, 2 x 25 tonne, 4 x 10 tonne. 8 Hectares of secured open storage.	
WEIGHBRIDGE	Two 20 meter, 60 tonne capacity	
RAIL & ROAD DISTRIBUTION	The port is rail linked. Cargoes can be received and distributed all over the UK through an established logistical network	
SECURITY	24 hour on site presence and monitored C.C.T.V	
QUALITY	Bird Port is an ISO 9001:2008 accredited company	



Cargo Services (UK) Ltd – BIRD PORT
SAFE NAVIGATION

INTRODUCTION

Bird Port is located within Newport Harbour, and the Newport Harbour Commissioners are responsible for the safety of navigation within the Harbour area.

For Harbour By- laws, Port Marine Safety Management System, passage planning etc please refer to the following web-sites;

<http://www.newportharbourcommissioners.org.uk>
<http://www.southwalesports.co.uk/MarineInformation/>
<http://www.southwalesports.co.uk/PortMarineSMS/>

Local Port Services provide information for commercial vessels within the Harbour Area (see attached contact list)

Bird Port is an ex dry dock and has a flat concrete bottom which has a covering of silt. The dock is 225m long, 19.8m wide and depths of 8.5m MHWS & 5.2m at MHWN

Bird Port is classified as a NAABSA berth and has half tide gates which can maintain up to 6.2m of water

POSITION

Bird Port is located 51deg 33'.7N & 2 deg 58'.1W

It is situated on the east bank of the River Usk, approximately 4 cables north of Saint Julian's Pill.

DIRECTIONS (as per Admiralty Sailing Directions NP 37 Eighteenth Edition 2011 – refer to Notices to Mariners for updates)

From the directions leading to the entrance to South Lock (see 4.104) the channel continues ENE to Bird Port.

Leading marks - The alignment (062 deg) of Saint Julian's Pill leading marks (mast 3m in height) followed by the line of bearing 149deg, astern, of Saint Julian's Pill Front Light through the channel in the vicinity of Powder House Point

There is a light exhibited from the head of the Bird Port South entrance jetty

DEPTHS

Your agent will confirm predicted tides & allowances. The port entrance channel is direct from the middle of the channel & vessels should not cut across to or from the entrance as water levels may be restricted.

PASSAGE PLANNING

- Please consult the following;

Admiralty Charts; BA 1179 – The Bristol Channel / BA 1176 – The Severn Estuary

Admiralty Sailing Directions NP 37 – West Coast England & Wales Pilot

Admiralty List of Lights & Fog Signals NP 74 Vol A

Admiralty List of Radio Signals NP 286 (1) Vol.6

Admiralty Tidal Stream Atlas NP256 – Irish Sea & Bristol Channel

Notices to Mariners

REPORTING & COMMUNICATIONS

It is essential that you contact the Newport Harbour Master (LPS) on **Channel 71**, as directed in the Admiralty publications above;

ARRIVING VESSEL; On arrival at the anchorage / before entering the River / at Newport Docks / All fast at Bird Port.

SAILING VESSEL; Before sailing from Bird Port / at Newport Docks / leaving the river

Pilots on other vessels will be on **channel 6**

Bird Port Gatemen / boatmen will be on **channel 11** – please ensure you contact them at least 20 minutes before starting your approach into the Dock

PASSING OF OTHER VESSELS

Opposite Usk Power Station or on the straight between 3-5 buoys & 2-4 buoys. Most 'constrained vessel' to decide on manner of passing

BIRD PORT ENTRANCE GATES

Bird Port has half gates – A green light either side of the gates indicates they are open and red lights indicate they are closed.

TIDE HEIGHTS

High water ranges from 8.3m(neaps) to 13m (springs) – Newport Docks Gauge

PILOTAGE

Pilotage is compulsory on all vessels over 85 metres. It is strongly recommended that all vessels take a pilot for its first visit. Notification requirements & full details are available on the following site;

<http://www.southwalesports.co.uk/pilotage/>

TOWAGE

Full towage guidelines are available on the following site;

<http://www.southwalesports.co.uk/marineinformation/towageguidelines/>

Please notify your agent if you require tug assistance

COMMERCIAL VESSEL MOVEMENTS ON THE RIVER

4 hours either side of high water Newport Harbour / Local Port Services (channel 71) can give you details of other commercial vessel movements to or from Newport Docks and other River berths. Alternatively, Local Port Services based in Cardiff can provide this information 00 44 (0) 845 6018870 (24 hour service).

ANCHORAGES (as per Admiralty Sailing Directions NP 37 Eighteenth Edition 2011 – refer to Notices to Mariners for updates)

There is good anchorage in Newport Deep (51deg28'.69N 2deg 59'.19W) in 6 to 9m, thick clay and mud, or in deep water W of EW Grounds Light Buoy

If you are waiting for a pilot at Barry, anchorages are as follows;

Barry Roads; An anchorage can be found in Sully Bay, out of the strength of the tidal stream, in 7m, 5 cables W of Sully Island (51deg 23'.75N 3deg 11'.94W) clear of a wreck, with a depth 5.4M, which lies 4.25 Cables WSW of Sully Island. Anchoring is prohibited within one mile radius of West Breakwater Light of Barry Outer Harbour

Breaksea Point; (51deg 22'.88N 3deg 24'.33W). An anchorage for deep draught vessels can be obtained off the point where there is ample room and deep water. Anchoring is prohibited in the pilot boarding area

Caution – An area of foul ground has been reported (2008) centred 7 miles SW of Breaksea Point, about 6.25 miles S of Nash Point (51deg 24'.09N 3deg 33'.55W). Vessels are advised not to anchor within 2 miles of this position



CARGO SERVICES
(U.K.) LIMITED

Cargo Services (UK) Ltd – BIRD PORT
BIRD PORT FACILITIES – NEWPORT (GB) – NOTICE TO MASTER/OWNER
HEALTH, SAFETY & SECURITY

Welcome to the Port

Croeso I Port

Herzlich willkommen in den Hafen

Bienvenidos al Puerto

Bem-vindos ao Porto

Benvenuto all'orificio

In welcoming you to Bird Port, we wish to draw your attention to the following information and “**Codes of Practice**”.

Whilst your vessel is within the Bird Port dock, it is imperative that all crew members adhere to the necessary safety and security procedures implemented by Bird Port.

Once berthed, the gangway access to your vessel must be fitted with a suitable safety net which shall be supplied by yourselves (see 4 below) and the gangway must be properly secured in place at all times – please ensure a crew member is constantly in control of this.

During loading/discharging operations the foreman, crane driver and gang members must be made aware of crew members presence prior to them entering the operating areas (see 8)

Access to/from your vessel shall be by walking within the demarcation line running parallel with the dock edge.

1. A suitable qualified and competent person should be in charge of the vessel at all times whilst it remains in Bird Port and must complete the safety checklist prior to any loading or discharging activities commence.
2. Whilst the dock has a flat concrete bottom with a covering of silt and meets the ordinary requirements of a NAABSA berth, on arrival or departure the vessel will be attended by linesmen who will assist with mooring lines and docking procedures.
The vessel must use an adequate number of ropes in securely mooring the vessel to the quay which should be tended at all times and particularly during the rise and fall of tides. **You are reminded that Birdport is a NAABSA berth with only one set of gates for this reason water levels in the dock cannot be guaranteed**
3. Adequate lighting must be provided to decks and all working areas aboard the vessel including the access to and from the vessel.
4. **A gangway will be made available by Bird Port, if required. However the proper rigging, securing and location of the gangway will be the responsibility of the Master. Ships Masters are reminded of the fact that a safety net must be used beneath gangways and should be adequately secured when rigged. YOU MUST ENSURE THAT PERSONS STEPPING FROM THE GANGWAY ONTO THE VESSEL (OR VICE VERSA) CAN DO SO SAFELY & THAT ADEQUATE ROPES & NETTING PREVENT A FALL.** Failure to provide suitable safe access to and from the vessel is a contravention of the Health and Safety at Work etc Act 1974. (HSWA) (SOLAS).
5. Stevedoring operations will commence and be completed at the discretion of the Port Authority. Working times can be confirmed by your agent and the full terms and conditions at Bird Port will be made available on request.
6. During loading / discharging operations it is necessary to inform the Bird Port gantry crane driver or foreman prior to the movement of any hatch covers. Failure to do this may result in injury to the vessels hatch operator or damage to the vessel itself which Bird Port will accept no liability for.

7. During loading / discharging operations access will be restricted so that crew / stevedores can only access the opposite side of the vessel to where cargo is being loaded / discharged. Failure to comply with this request may result in injury to crew from cargo or gear.
8. Whilst stevedoring operations are in progress, ship's crew entering operational work areas do so at their own risk. All crew members entering work areas or upon leaving the vessel must wear all Personal Protective Equipment (PPE – Hard Hat, High Visibility Clothing and Safety Footwear). Crew must always stand in a safe location where you cannot be hit by cargo or moving plant as detailed in your company safe system of work. Follow all safety instructions given by stevedores whilst in the operational area.
9. **Strictly no repair work or immobilisation of engines (for example painting, engine repairs, hot work etc) can be undertaken until you have completed a 'Repair Work' application form & you have received written confirmation from Bird Port that the work can be undertaken.**
No scraping of paintwork from the hull of your vessel
No diving operations without written formal 'permission to dive'
All repair work must be undertaken in a planned & safe way
10. If damage is caused to your vessel or its cargo during stevedoring operations at Bird Port, immediate notice of such damages must be given to the agent or the attending foreman. Any claim for damage will not be considered unless Bird Port is notified, in writing, before the vessels departure and is given reasonable access and sufficient time to inspect the alleged damage.
11. The Bird Port dock facility is a restricted area and therefore, unauthorised visitors are not allowed to enter the facility. However, should the Master and Owners wish to invite visitors to attend the vessel, prior notice must be given to Bird Port and / or Ships Agent permission obtained. Any visitors who require to attend on board the vessel may do so on the understanding that the Master/Owners accept full responsibility for their actions and their safety and indemnifies Bird Port against any expense injury or loss. Bird Port reserves the right to deny access to any visitors to the ship. Visitors must report to the port office to sign in, receive an induction & be given a safe access path to / from the vessel.
12. **Food waste – All food waste is classified as international Catering Waste. There are 3 options;**
 - retain food waste (including food packaging) on board (provided you have suitable storage on board)
 - Pay for the provision of a special skip for international Catering Waste - arrange via your agent
 - provide a declaration on form annex C that all ships stores have been completely emptied, cleaned & disinfected since your last voyage outside the EU – arrange via your agent
13. Plastics, cardboard & Packaging (but not food packaging) can be deposited in the covered skips provided on the quayside. Disposal of all other waste such as waste oils, oily rags etc must be arranged properly through the Ships Agent prior to arrival in accordance to Port Waste Reception Facilities Regulation 2003 (SI: 2003/1809).
14. Timber waste should be stacked and strapped into bundles. The Docks Manager will inform you where it may be placed.
15. Steel banding wires & metals etc. – A separate bin is provided for the disposal of steel waste products, the bin is normally positioned at the top of the quay. Waste must be placed in the bin and not on the floor.
16. Masters and Owners of vessels are also reminded of the fact that Bird Port is equipped with a gantry crane which operates at a maximum air draft of 21.5metres and has a capacity of 43 tonnes. In addition, the Port also has the use of two mobile cranes for loading/discharging of cargoes. All cranes can be equipped with grabs for handling bulk cargoes and can deliver either to tipper trucks or onto the quay. This is the customary means of discharge at this port.
17. Loading/ discharging of bulk cargoes at Bird Port will be carried out by Gantry/ Rope cranes or conveyors where applicable, weight will be determined by known weighbridge weights or draft survey as deemed appropriate and agreed. Loading/ discharging rates will be discussed prior to commencement of work.

18. **Overnight there is a pedestrian gate for access to and from Bird Port. The security code for the gate is available from your agent. For safe access please follow the yellow line to and from the gate - take care during cargo operations and do not pass through until stevedores have called you through.**
19. Emergency contact details whilst at Bird Port:
- | | |
|--------------------|---------------------------------------------------------------|
| Main Port Office | +44 (0) 1633 281 040 |
| Out of Hours | Contact your Agent + 44 (0) 7917 038913 / +44 (0) 7725 235924 |
| Emergency Services | 999 (Ambulance / Fire / Police) |
| | Notify - Callers name & name of vessel |
| | Vessel is berthed at Bird Port |
| | Number of crew / passengers / visitors |
| | Type of incident |
| | Main hazard (fire / fumes / vapour etc) |
| | Casualties (if any) |
- Notify Harbour Master via LPS By radio on channel 71 and at low water periods + 44 (0) 845 6018870 (24 hours cover)
20. **Prior to sailing from Bird Port you must notify Newport Radio on channel 71. If for whatever reason sailing is delayed or you fail to sail you must notify Newport Radio on channel 71. Bird Port are available on channel 11 and pilots on other vessels are on channel 6**
21. Passing other vessels on the River Usk – The most ‘constrained vessel’ should decide on the matter of passing & at which of the established passing places to perform it. The established passing places are; Off Usk Power Station & on the straight between 2-4 and 3-5 buoy

Newport Harbour Commissioners

Bird Port & the River Usk are within the jurisdiction of the Newport Harbour Commissioners.

The Harbour Master is responsible for safe navigation on the River Usk

Please note the following;

- You must comply with the applicable byelaws - copies of which can be obtained through your agent
- Masters must not immobilise their engines without the prior written permission of the Harbour Master
- Section 11 of the Merchant Shipping (prevention of pollution) Spillage of Oils Regulations 1996 which imposes a duty on the Master to report any oil spillage to the Harbour Master
- Permission must be sought from the Harbour Master before; discharging ballast or any hold washings over the side
- Notify the Harbour Master before commencement of bunkering operations & on completion

Tata (UK) Ltd - cargoes

Port safety requirements / vessel crews

Safety is the number 1 priority at Bird Port and we want to ensure that ships crew are kept out of harms way at all times.

Bird Port staff will work in cooperation with ships crew at all times. It is important that Captain's ensure their crew are aware of the instructions contained in the document " Bird Port Facilities – Newport GB – Notice to Master / Owner – Health Safety & Security"

There is a formal procedure in the event that ships crew fail to comply with the safety regulations or any reasonable instructions from the stevedores when they enter the working area.

Non – compliance procedure

- 1 **Issue of Health & safety document** - delivered on board vessel by boatmen on arrival. Signed acknowledgement handed to Agent
- 2 **1ST Incident** - In the event of a crew member failing to comply with Port Health & safety rules - loading / unloading - **operation stopped**
- 3 **1st Warning** – Chief Mate & Captain are informed of non – compliance and are reminded of local health & safety rules. They are advised that any further non-compliance will result in a formal letter being issued
- 4 **2nd Incident – operation stopped**
- 5 **2nd Warning** – Chief Mate & Captain are informed of non- compliance and informed that a formal non- compliance letter will be issued
- 6 **Letter of non-compliance issued** – Port Authority issues letter to Captain who signs to confirm receipt
- 7 **Agent notified** – Supervisor / Local Manager for operation notifies agent of issue
- 8 **Operator / owner notified** – Agents sends copy of non-compliance letter to operator / owner
- 9 **Tata South Wales & Tata Chartering notified** – Agent sends copy of non-compliance letter to Stuart Roy, Dean Berry & Michiel Sylvestre
- 10 **Incident logged** – Charterers add Captain, Chief Mate & vessel to a list of problematic vessels (action will depend on severity of the incidents)
- 11 **Operators / Owner right of appeal** – Owner present reports from the Captain & operator / owner to Tata Chartering Department



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BIRD PORT FACILITIES – NEWPORT (GB) – NOTICE TO MASTER/OWNER
HEALTH, SAFETY & SECURITY

Updated 24/04/2012

Please sign and return this sheet to Boatmen / Ships Agent / Bird Port office or representative.

This notice is to be read in conjunction with the “WASTE DISPOSAL FOR SHIP GENERATED WASTE” (copy available on request)

I hereby acknowledge receipt of the above notice and confirm that I and the ships crew will comply with the instructions contained in the notice.

Signed.....

Date

Master MV.....



Cargo Services (UK) Ltd – Bird Port

CONTACT DETAILS – TELEPHONE / EMAIL / VHF

Contact	Telephone	email	VHF
Bird Port Office	00 44 (0) 1633 281 040	admin@birdport.co.uk	
Bird Port Gatemen / boatmen			Ch 11
Ship Agency	00 44 (0) 1633 281040 00 44 (0) 2920 485188	agency@cargoservicesuk.com	
Ship Agents;			
Peter O'Brien	00 44 (0) 7917 038913		
Lloyd Davey	00 44 (0) 7725 235924		
Luisa Davey	00 44 (0) 7725 814861		
Local Port Services (LPS)	00 44 (0) 845 6018870 (24hr)	southwalesradio@abports.co.uk	Ch68
Newport Harbour (LPS)	00 44 (0) 1633 204451 (tidal)	dutyadm-newport@abports.co.uk	Ch 71
Newport Harbour Master	00 44 (0) 2920 835000	mchidlow@abports.co.uk	
Pilots			Ch 6
SMS Towage	00 44 (0) 1633 920920	info@smstowage.com	Ch71
Police / ambulance / fire	00 44 999		



Cargo Services (UK) Ltd – BIRD PORT
DISPOSAL OF SHIPS WASTE

Introduction

Directive 2000/59/EC of the European Parliament is implemented in the UK through the Merchant Shipping and fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (512003/1809).

All vessels using the Port must give notification of waste disposal to their ship's agent 24 hours in advance in accordance with the notification form overleaf.

Disposal:

The arrangements for disposal of ship's waste in Bird Port is detailed in the Port's Waste management plan for Ship generated Waste, a copy of which is available for inspection in the main administration office.

All vessels are to dispose of their waste at the facilities provided in accordance with the current Port Waste Management Plan. The Port will make random spot checks on waste being landed. Non-compliance will be reported to the MCA.

WASTE MUST NOT BE DEPOSITED AROUND A FULL CONTAINER – Report full containers immediately to your Agent

In summary the plan requires masters to make the following arrangements whilst berthed at Bird Port.

Food waste* (see below)

Contact your Agent

Plastic, paper & other general waste

Place in covered skips provided (location shown on appendix 1)

Strictly no oily rags, waste oils and hazardous materials / liquids

Steel banding wires & metals etc

A separate bin is provided for the disposal of steel waste products, the bin is normally positioned at the top of the quay. Waste must be placed in the bin and not on the floor. No charge will be made provided the above is adhered to .

Timber:

Strictly no timber from outside the EU or timber with bark

Other timber waste should be stacked and where practicable strapped into bundles, the Docks Manager will inform you where it can be placed. No charge will be made to the vessel provided the above is adhered to.

Waste Oil:

Contact your Agent

Noxious Liquid Substances:

Contact your Agent

Sewage:

Contact your Agent

Food waste*

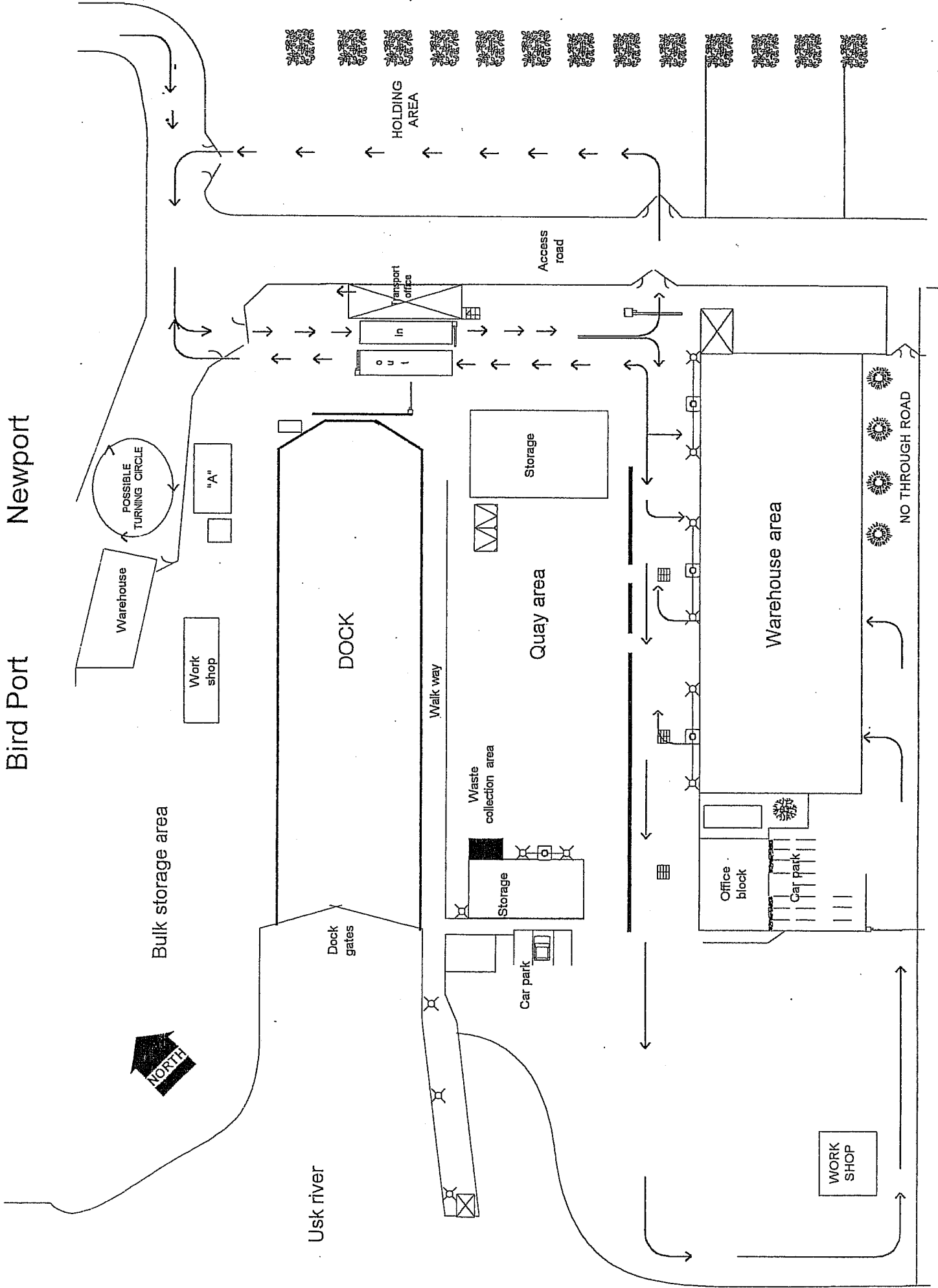
Disposal of food waste from vessels is covered by European legislation - The Products of Animal Origin (Third Country Imports) England Regulations 2006 and Animal By Products Regulations 2005,

As a consequence of this legislation there are 3 options for food waste disposal;

- Retain waste on board (provided you have adequate storage facilities)
- Complete Annex C declaration – which confirms that all ships stores have been ‘completely emptied, cleaned and disinfected’ following your last international voyage and the vessel has not left the EU since the stores were replenished
- Ask you agent to arrange for an International Catering Waste skip to be provided. There will be an additional cost & the agent will provide you with a quote for your acceptance

Bird Port

Newport





Cargo Services (UK) Ltd – BIRD PORT

**Appendix 3 of the BLU Code
Ships / Shore safety checklist for loading and unloading of dry bulk carriers**

Date:..... Ships Name:.....

Port: BIRD PORT

Arrival Draught Read / Calculated	<input type="text"/>
Departure Draught Read / Calculated	<input type="text"/>
Air Draught Calculated on arrival	<input type="text"/>
Air Draught Calculated on departure	<input type="text"/>

The manager and terminal manager, or their representatives, should complete the check list jointly. Advice on points to be considered is given in the accompanying guidelines. The safety of operations requires that all questions should be answered affirmatively and the boxes ticked. If this is not possible, the reason should be given, and agreement reached upon precautions to be taken between ship and terminal. If a question is considered to be not applicable write "NA" , yes "TICK" , or no "X" explaining why if appropriate.

	SHIP	TERMINAL
1. Is the depth of water at the berth, and the air draught, adequate for the cargo operations to be completed?		
2. Are mooring arrangements adequate for all local effects of tide, current, weather, traffic and craft alongside?		
3. In an emergency, is the ship able to leave the berth at any time?		
4. Is there safe access between the ship and the wharf? Tended by Ship/Terminal (cross out as appropriate)		
5. Is the agreed Ship / Terminal communications system operational?		
Communication Method: Language – English Phone Numbers: Out of hours – 01633 277508 Office hours – 01633 281040		

	SHIP	TERMINAL
6. Are the liaison contact person during operations positively identified?		
Ship Contact Person(s)		
Shore Contact Person(s)		
Location		
7. Are adequate crew onboard, and adequate staff in the terminal, in an emergency?		
8. Have any bunkering operations been advised or agreed?		
9. Have any intended repairs to wharf or ship whilst alongside been advised and agreed?		
10. Has a procedure for reporting and recording damage from cargo operations been agreed?		
11. Has the ship been provided with copies of port and terminal regulations, including safety and pollution, requirements and details of emergency services?		
12. Has the shipper provided the master with the properties of the cargo in accordance with the requirements of chapter IV of SOLAS?		
13. Is the atmosphere safe in holds and enclosed spaces to which access may be required, have fumigated cargoes been identified, and has the need for monitoring of atmosphere been agreed by the ship and terminal.		
14. Have the cargo handling capacity and any limits of travel for each loader / unloader been passed to the ship / terminal Loader: Loader: Loader		
15. Has a cargo loading or unloading plan been calculated for all for all stages of loading / unballasting and unloading / ballasting? Copy lodged with:		

	SHIP	TERMINAL
16. Have the holds to be worked been clearly identified in the loading / unloading plan, showing the sequence of work, and the grade and tonnage of cargo to be transferred each time the hold is worked.		
17. Has the need for trimming of cargo in the holds been discussed, and have the method and extent been discussed?		
18. Do both ship and terminal understand and accept that if the ballast programme becomes out of step with the cargo operation, it will be necessary to suspend cargo operation until the ballast operation has caught up?		
19. Have the intended procedures for removing cargo residues lodged in the hold while unloading, been explained to the ship and accepted?		
20. Have the procedures to adjust the final trim of the loading ship been decided and agreed?		
Tonnage held by the Terminal conveyer system		
21. Has the Terminal been advised of the time required for the ship to prepare for sea, on completion of cargo work?		

THE ABOVE HAS BEEN AGREED:

Time:

Date:

For Ship:

For Terminal:

Rank:

Position:

