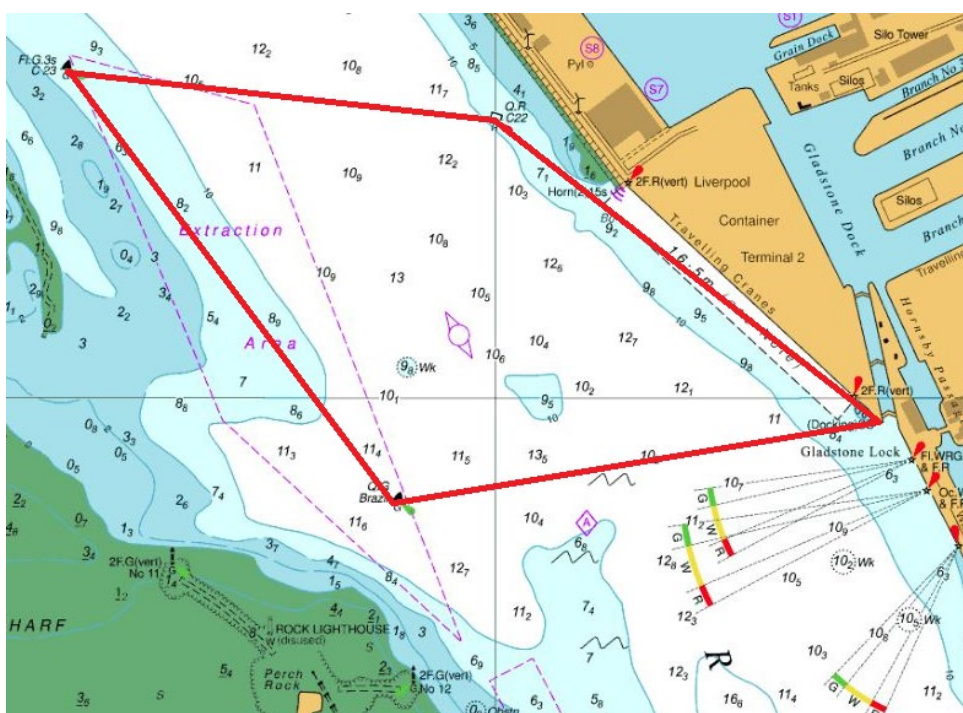# NOTICE TO MARINERS

№53 – 2024

PORT OF LIVERPOOL

SWINGING ZONE FOR VERY LARGE CONTAINER SHIPS

NOTICE IS HEREBY GIVEN that in anticipation of regular calls by larger than Panamax-size container ships at Liverpool Container Terminal 2 (LCT2), a designated swinging zone for very large container ships (VLCS) has been established. This swinging zone is defined as:

Swinging Zone: So much of the area of the Port as is bounded by an imaginary straight line drawn from C23 buoy to Brazil buoy; thence by an imaginary straight line drawn to the outer west bullnose of Gladstone Lock; thence by an imaginary straight line drawn to C22 buoy; and thence by an imaginary straight line drawn to C23 buoy.

The Mersey Docks and Harbour Company Limited (Registered No. 7438262 England). Registered Office: Maritime Centre, Port of Liverpool L21 1LA

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Whilst a VLCS is swinging within the Swinging Zone, no other vessels (except for Liverpool pilot launches and the VLCS's assisting tugs) should enter the Swinging Zone, unless agreed to the contrary by the VLCS pilot, until the VLCS has completed its swing.

Mersey VTS and the VLCS pilot will coordinate the timing of establishing and abolishing the Swinging Zone restrictions. Mersey VTS will manage the enforcement of the Swinging Zone restrictions.

Before passing inwards of Q1 buoy, the pilot of a VLCS that will swing on arrival at LCT2 should provide Mersey VTS with the vessel's ETA at the Swinging Zone. This notification is in addition to the reporting requirements for large vessels swinging (in accordance with the General Directions).

The pilot of a VLCS that will swing on departure from LCT2 should advise Mersey VTS of the intended manoeuvre during the pre-departure report (in accordance with the General Directions).

In this context, a VLCS is any container ship that meets or exceeds one or more of the following parameters:

- Overall length: 300 m
- Moulded breadth: 42 m
- Actual draught: 13.5 m
- TEU capacity: 8,000 TEU

Mariners must consider the contents of this Notice and the General Situation and Movement Statement when formulating their passage plans and schedule the timing of their transits accordingly.

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