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| ***Parameter*** | ***Value*** | ***Additional Comments*** |
| **Port Criteria** |   |   |
| Access Channel Width (m) |  125m |   |
| Access Channel Draft (m LAT) |  8.7m |   |
| Quay Draft (m LAT) |  7.1m @ CD |  Most suitable berth – Curran Quay |
| Quay Berth Length (m) |  185m |   |
| Quay Berth Width (m) |   |  No restriction |
| Quayside Bearing Capacity (t/m2) |  18 t/m2 |   |
| Details of Proposed Quay – *existing use, date constructed, current conditions and any other relevant criteria* | Curran Quay | Constructed in 1985 as a roro berth, with a linkspan, Curran Quay is now primarily used for general cargoes, project cargoes and heavy lifts, including by jack-up ships to load/discharge windfarm components |
| Nature of Ground Conditions in Berth Pocket  |   | See attached borehole data   |
| Laydown Area (hectares) |  3250 m2 |  Area at the quayside |
| Laydown Bearing Capacity (t/m2)  |  18 T/m2 |   |
| Additional Landside Storage Areas within the Port (which may be used for storage/compounds)  | 75000 m2 | All within the secure port area (ISPS site) with a ground bearing capacity of 26 T/m250,000 sqm immediately available on hard standing (tarmac and concrete surfaced) |
| Air Gap Restrictions (y/n) | None |   |
| Potential Wet Storage Area (ha)  | Y | Due to under utilisation of berths, there are a number of quays available for layover of vessels alongside, including if required a disused oil berth where up to 14m of water is available |
| Craneage capabilities (existing)  |  N |  The port has no cranes, but a range up to 1000t SWL are available locally for hire |
| Pilot / Tug Support Available (y/n)  |  Y |  Pilots are available 24hrs/day. Our latest Pilotage Manual is available at this [link](https://www.portoflarne.co.uk/marine-information/pilotage/).A small tug is available in the port at 2 hours notice (5T BP) and a range of tugs (up to 45T BP) are available at 6 hrs notice from an adjacent port |
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| Slipway / Dry Dock Available (y/n)  |  Y | The port has 2 slipways available, but are not suitable at present for ship-repair (max width 4.5m)Nearest dry-dock is in Belfast |
| Tidal Range (m) |  | 2.5m – MLWS – 0.4m MHWS – 2.9m |
| RoRo Capabilities (y/n)  |  Y |  4 roro berths available in port, one is in regular use by the P&O service to Scotland |
| Access to Transport Corridors  |  Y |  Larne Port opens directly onto upgraded dual carriageway (A8) |
| Welfare / office facilities near quayside (m2) |  Y |  A range of offices can be made available (apx 600m2), as well as welfare facilities |
| Shore-to-ship Power (y/n) - (kW/Volts/Hertz) |  N |   |
| Bunkering Facilities within port area (y/n)  | Y  | MGO and HFO available within the port via bunker barge that makes weekly calls or upon request, as well as by road tankers. |
| I.T./comms facilities within port  | Y | Wifi and Cat 5 cabling available in most office buildings and at port’s berths |
| Details regarding HSE standards, regulations, equipment in the port |  | Port is operated under an evolved [Marine Safety Management System](https://www.portoflarne.co.uk/marine-information/marine-safety-policy/), in accordance with the Port Marine Safety Code. ‘Larne Port Control’ provides a full 24/7 communications and coordination service for all port activities.The port has a range of emergency response plans and equipment, including those for oil spill response.The port is also fully ISPS compliant and all it’s operational areas are fenced to ISPS standard, monitored by 24/7 security staff and CCTV. |