

LE HAVRE PORT GUIDE

*The world is berthing
at Le Havre*

Hello,

The « Le Havre Port Guide » is intended for the use of professionals, especially for the ship-owners, Masters, ships-agents, shore and the board operators, nautical magazine editors, Le Havre Port users, and all people who are more or less interested in the Port of Le Havre.

In addition to the port description, it groups together the details of all contact and the main measures to be applied in the port, on which basis everyone should organize his own business.

In order to get it more easily updated, it is only available on the web. We thank you in advance for letting us have your suggestions for any improvements.

Welcome !

WARNING TO READERS

All the international, European Union and national measures are in force in the Port of le Havre. They are as often as necessary completed by local rules, the most important of which are mentioned in the guide.

The Port of Le Havre does its utmost to ensure that all the information and useful advice is up-to-date and available. In case of incoherence, the hierarchy of the texts prevails and, on an equal level, the dates they were passed.

This port guide especially refers to the laws and regulations in force for safety, waste, cargo residues and security.

CONTACTS

I – FOR NAUTICAL MATTERS, REGULATIONS AND PROPOSALS OF UPDATES :

GRAND PORT MARITIME DU HAVRE
TERRE PLEIN DE LA BARRE
CS 81413
76067 LE HAVRE CEDEX
France
Ph : +33(0)2 32 74 70 63
Fax : +33(0)2 32 74 70 69
E-mail : capinfo@havre-port.fr

2 – FOR ALL OTHER MATTERS :

GRAND PORT MARITIME DU HAVRE
TERRE PLEIN DE LA BARRE
CS 81413
76067 LE HAVRE CEDEX
France
Access number to the Port of Le Havre : 3878
Ph : +33(0)2 32 74 74 00 (switchboard)
Fax : +33(0)2 32 74 74 29

PORT WEBSITE

Public website : www.haropaports.com

Harbour master's website : www.havre-port.com

LINK RELATED TO THIS DOCUMENT

www.havre-port.com home page

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I INTRODUCTION

I.1 GENERAL PRESENTATION

Le Havre was created in 1517 in order to develop an easy access port in the West in Europe.

Its obvious commercial vocation increased with the development of trade and the density of the population which is continually growing in its hinterland.

The Grand Port Maritime du Havre inscribes its action as a facilitator of French and European Union trade, well beyond its natural economic, human and environmental responsibility, on the area with which it has been entrusted.

ISO 9001 Certified. It is, in addition, the first European port authority to have obtained the ISO 28000 certification for its Security management organisation.

The map of the port of Le Havre is accessible on the first page of the port's website :

<http://www.haropaports.com/fr/le-havre/services-portuaires/plan-du-port>

Being a deepwater sea port, Le Havre is accessible by an external channel which is only 6 nautical miles long, dredged to datum height (-15,50 meters) in relation to the lowest tide level, opening onto vast tidal basins (tidals range up to 8 meters).

The port of Le Havre has an outer-port, tidal docks, floating docks and constant-level basins continuing up to the Seine by the Tancarville canal :

- Tidal docks : outer-port, Bassin de la Manche, Bassin Théophile Ducrocq continuing by the Bassin René Coty, Port 2000 (Bassin Hubert Raoul Duval).
- Wet docks : access via the Quinette de Rochemont lock : Bassin Bellot, Bassin de l'Eure, Bassin Vauban, Bassin Paul Vatin, Bassin de la Barre.
- Constant-level docks : access from the Bassin Bellot (floating) via the Vétillart Lock and from Bassin René Coty by François 1^{er} Locks for the canal Bossière, the Grand Canal du Havre and the Darse de l'Océan.
- The Tancarville canal is linked to the constant-level docks by the Bassin de Lancement and to the Grand Canal du Havre by the Canal Bossière.

In Antifer, the port includes a deepwater dock with direct access for accommodating oil tankers and a service port (Bassin de Caux).

I.2 ABOUT THE PORT

The port of Le Havre is a major port in the West of Europe. It is situated at the western entrance to the English Channel, on the Seine river estuary. It is directly linked to the neighbouring ports, and particularly by road, river and rail to the ports of Rouen and Paris.

Its privileged geographical location at the entry to the powerful economies in North-Western Europe, as well as its good nautical access, give it a European vocation, in particular as a transshipment and feeder port. Located at the entrance to the English Channel/North Sea navigation seaway through which a quarter of the planet's cargoes go in transit. Le Havre offers the best transit times for intercontinental voyages. The world biggest shipowners call in there with their liner and tramping vessels. They notably can lighten their vessels here in order to have access to ports where nautical access is more limited.

The port of Le Havre, in particular, is a port of call for ultra large vessels and offers its clients the quickest sea passage times to other continents.

Endowed with a foremost industrial/port zone (about 10,000 hectares) offering vast logistics space (1.2 million sq. m. of bonded warehouses), it is the gateway for logistics and port best initiatives and ambitions.

I.3 PORT PERFORMANCES

Number one port for France's external and container trade, the port of Le Havre is also the 1st port for providing fuel to France. It is also the 1st French port for ro-ro and the 2nd largest port in northern Europe for chemical products.

Its nautical conditions enable it to accommodate the largest vessels any time of the day without the restriction of going through locks, such as :

- all existing container carriers or containerships whose construction is scheduled, any time of the day or night,
- ore-carriers and tankers which have direct access to the port of Le Havre up to 250,000 tons deadweight (on high tide) and, beyond, to the tanker port of Le Havre - Antifer situated 20 km North of Le Havre built to accommodate tankers of up to 550,000 tons.

It also accommodates all types of cargo in its constant-level basins, and provides the best calling conditions for the biggest car-carriers carrying more than 8,000 vehicles.

The port of Le Havre is very well connected by road, river and rail, to all European destinations including the British Isles.

The performance of its Cargo Community System "AP+" produced and circulated by SOGET (www.soget.fr) together with the innovative and adaptable solutions developed with Customs fully contribute to the remarkable efficiency of the port.

The private companies which provide nautical services to the vessels (pilotage, towage, linesmen) are permanently available 365 days a year and 24 hours a day, giving a top-quality and punctual service.

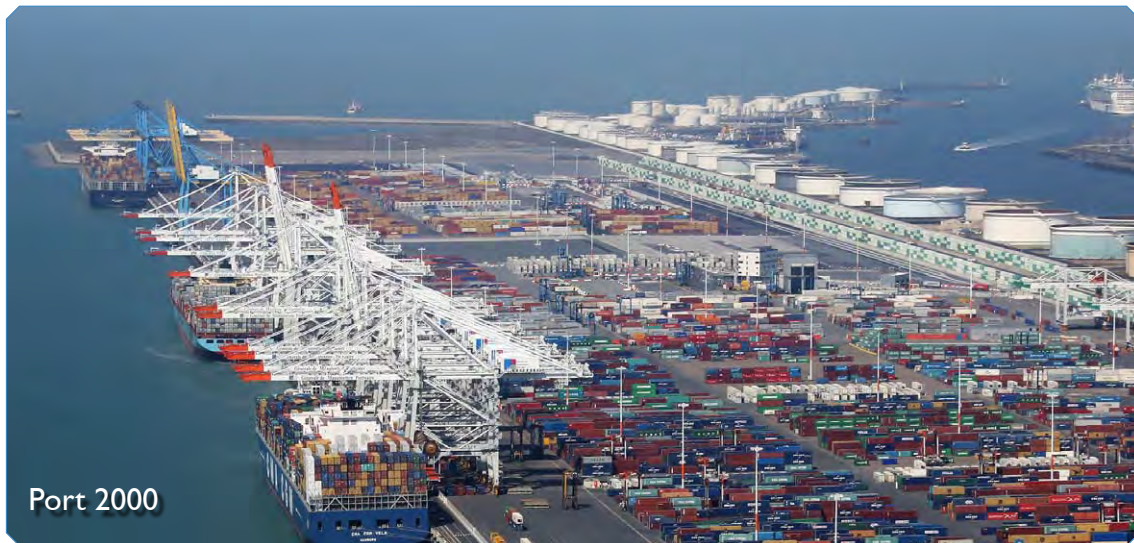
I.4 DEVELOPMENT PROJECTS

On completion of Port 2000 construction, the container capacity of the Port of Le Havre will be over 6 Million TEU.

By that time and in order to favour accommodation and handling of the container traffic in the best conditions, the port of Le Havre is developing its multi-modal capacities with the aim of favouring the rail and river mass transport modes to and from Le Havre terminals, whilst improving the fluidity of transport in order to optimise and industrialise the port interface towards these transport modes.

As for port logistics, the port of Le Havre is in the process of reinforcing its capacity of accommodating logistics activities, a source of added value for cargo and competitiveness for the area and for all the companies based there.

The activities of ro-ro, oil and chemical products are undergoing strong growth.



2 CONTACTS AND REGULATIONS

2.1 HARBOUR MASTER'S OFFICE

The Harbour Master's office is situated just at the entrance to the port, Chaussée John Fitzgerald Kennedy opposite the Malraux museum.

Post address :

GRAND PORT MARITIME DU HAVRE
Capitainerie
TERRE PLEIN DE LA BARRE
CS 81413
76067 LE HAVRE CEDEX
France

Contacts : see below

Website : www.havre-port.com

To access the professional space on this site, a username and password are needed.

For all questions regarding this professional part of the web portal or any request for creation of an account, please contact : +33 (0)2 32 74 70 88 (or 78)

2.2 CONTACTS

For the supervision of operations, the main contacts are given below. For any matter not mentioned here, please contact CAP INFO.

A) INFORMATION CENTRE (CAP INFO)

The information centre of the Harbour Master's office (CAP INFO) is the place which receives requests for vessels' calls (DESC) and which circulates information about vessels' calls to port users.

The service is permanently manned as follows :

From monday to friday	7h30 to 17h45
Saturdays	8h00 to 15h45
Sundays and public holidays	8h00 to 14h00

Outside these hours, the fax is transferred to the port control centre (watchtower) for any unforeseen urgent matters relating to ship call management which necessitates a quick reply.

Ph : +33 (0)2 32 74 70 63 (64, 66, 67)
Fax : +33 (0)2 32 74 70 69
E-mail : capinfo@havre-port.fr

B) BERTH ALLOCATION / CO-ORDINATION OFFICE

The berth allocation / co-ordination office daily prepares the movements of vessels.

The service is permanently manned as follows :

From monday to saturday	07h30 to 18h30
Sunday and public holidays	08h30 to 15h30

Outside these hours, the service is provided by the watchtower for any unforeseen, urgent matters.

- Berth allocation (*vessels other than container carriers*)

Ph : +33 (0)2 32 74 70 70
Fax : +33 (0)2 32 74 70 99
Email : placement.capitainerie@havre-port.fr

- Co-ordination (*container carriers*)

Ph : +33 (0)2 32 74 70 90
Fax : +33 (0)2 32 74 70 99
Email : coordination.capitainerie@havre-port.fr

C) VESSEL TRAFFIC SERVICE (VTS)

The VTS manages the traffic in the Seine bay and traffic control for vessels approaching (sea and river zone traffic control – ZMFR in French) and inside the limits of the ports of Le Havre and Le Havre Antifer (see chapter 11.2).

The VTS is the warning relay for any safety or security problems arising in its zone.

The post is manned 24 hours a day and all year round.

Ph : +33 (0)2 32 74 70 71 (72, 73)
Fax : +33 (0)2 32 74 70 75
Email : vigie.capitainerie@havre-port.fr

Two secondary VTS are based at vigie (Watchtower) François 1^{er} and vigie Antifer (24 hours a day service, all year round) :

- Vigie François 1^{er} (at the François 1^{er} Lock)

Ph : +33 (0)2 32 72 76 60
Fax : +33 (0)2 35 24 43 87

- Vigie Le Havre-Antifer

Ph : +33 (0)2 35 20 71 70
Fax : +33 (0)2 35 13 67 38

NB 1 : The PCC Vétillart controls the operation of all mobile bridges and locks (except François 1^{er} and Tancarville locks).

Ph : +33 (0)2 32 72 75 26
Fax : +33 (0)2 32 72 75 39

NB 2 : Contact details for the Tancarville river locks :

- New lock :

Ph : +33 (0)2 35 39 45 08

Fax : +33 (0)2 35 39 45 07

- Old lock :

Ph : +33 (0)2 35 31 88 88

Fax : +33 (0)2 35 91 09 04

D) SAFETY / HAZARDOUS GOODS AND DRY AND LIQUID BULK CARGO OFFICE

The opening hours are as follows :

From monday to saturday 07h30 à 18h30

Sunday and public holidays 08h00 à 12h00

This office deals with cases related to safety, hazardous goods and bulk cargoes, and in particular with security during vessels' calls at the public berths. It checks vessels' pre arrival security declarations.

- Safety Office / Hazardous goods

The safety / hazardous goods office controls the port passage of packaged hazardous cargo.

It prescribes the necessary measures for safety during repair operations on board.

It is the first to intervene in case of damage, accidents or port pollution fighting, and if need be, assists the chief of the emergency rescue and safety operations.

Ph : +33 (0)2 32 74 70 76 (77)
Fax : +33 (0)2 32 74 70 79
E-mail : md.capitainerie@havre-port.fr

- Office for Bulk Cargo (liquid and dry)

This office controls the port passage of hazardous or non-hazardous cargo carried in bulk.

It makes sure that vessels and boats carrying bulk are conform to the regulations for this type of transport as well as with vessel/shore interface (verification of the check-lists).

It monitors all vessels' waste and cargo residue declarations. In this capacity, it conducts the claims for exemption of port dues to be paid by the ships which do not discharge their operating waste at the port of Le Havre.

Ph : +33 (0)2 32 74 70 83 (81)
Fax : +33 (0)2 32 74 70 82
E-mail : officiervracs@havre-port.fr

2.3 REGULATIONS

The IMO international regulations and resolutions such as the SOLAS, MARPOL and Load Lines conventions and the IMDG, IBC, BC, IGC, CBH, BLU, ISPS, ISM codes as well as the recommendations and directives of the European Community are in force in the port of LE HAVRE.

For any clarification or request for information about the regulations, please refer to the various contacts of the Harbour Master's Office (see chapter 2.2).

Most of the documents listed below can be downloaded from the website of the Harbour Master's office (www.havre-port.com) in the "Documents and Legal Procedures" tag.

A) MAIN REGULATIONS FOR VTS OPERATIONS :

- Order of the English Channel and North Sea prefect 19/2008 regarding the regulations of the Seine Bay Traffic (Baie de Seine Traffic). (www.premar-manche.gouv.fr)
- Transport Code.
- General police regulations in ports of commerce or fishing ports.
- Special police regulations in the port of LE HAVRE.
- Special police regulations of the Tancarville canal.
- Order concerning the navigation of river boats at sea for service to Port 2000.

B) MAIN REGULATIONS FOR HAZARDOUS GOODS :

- Transport Code.
- General police regulations in seaports of commerce and fishing ports.
- Special police regulations in the port of LE HAVRE.
- Regulations for the transport and handling of hazardous goods in sea ports (RPM).
- Local regulations for the transport and handling of hazardous goods.
- Order of the English Channel and North Sea maritime prefect 18/2008, regarding the regulations for access to the port of Le Havre of vessels carrying oil and dangerous substances. (www.premar-manche.gouv.fr)
- ADR order relating to the transport of hazardous goods by road.
- ADN regulations relating to river navigation.
- RID order relating to the transport of hazardous goods by rail.
- Order dated May 29th, 2009 relating to the transport of hazardous goods by land (TMD order).

C) MAIN REGULATIONS REGARDING POLLUTION PREVENTION, VESSELS WASTE AND CARGO RESIDUES :

- 2000/59 EC directive dated 27/11/2000 about the port reception facilities for ship operating waste and cargo residues.
- 2002/59 EC directive dated 27/06/2002 concerning the implementation of a community system of ship traffic tracking and information.
- Transport code.

D) MAIN REGULATIONS CONCERNING SECURITY :

- Decree 2007/476 dated March 29th, 2007 relating to security of sea transport and maritime operations which covers, in domestic law, the obligations provided for in the EC 725/2004 regulation (vessels and port installations, including the ISPS code) and in the 2005/65 EC directive (ports).
- Transport code.
- Schengen borders code.

2.4 FORMS

Various forms to be filled in before vessel's arrival (security, parcel loading, unloading and storage declarations) can be downloaded from the website of the Harbour Master's Office (www.havre-port.com) in the « Documents and Procedure / Download tag ».

To access DESC (Request for Berth Allocation), TIMAD (hazardous cargo) and E-coport (waste), user-name and password are necessary ([contact : capinfo@havre-port.fr](mailto:capinfo@havre-port.fr)).



3 ARRIVAL AND SAILING CHECK-LISTS

The main declarations required inwards and outwards are as follows :

3.1 ARRIVAL RECAP CHECK-LIST

A the latest	What ?
ETA-72h	72h Prior declaration (see 4.10)
ETA-48h	Call request (DESC) (see 4.5)
ETA-48h	Hazardous goods déclaration if necessary (see 4.8)
ETA-48h	State of capacities and slops if necessary (see 13.2)
ETA-24h	ETA - Inwards declaration (see 4.5)
ETA-24h	Maritime health declaration if necessary (see 4.2)
ETA-24h	Waste declaration (see 4.9)
ETA-24h	Preliminary security declaration (see 4.7)
ETA-24h	Crew and passenger lists (see 4.3 and 4.4)
ETA-12h	Request for pilot (see 11.3)
ETA-3h	Confirmation of ETA (see 4.5)
VTS contact	Abnormal assessment of vessel or cargo (see 4.8)
Entrance + 24h	Customs documents (see 4.4)
Entrance + 4 days	Customs inwards declaration (see 4.4)
Special conditions	- Pilotage - Linesmen - Towage

3.2 SAILING RECAP CHECK-LIST

A the latest	What ?
Special conditions	- Pilotage - Linesmen - Towage
ETD-3h	ETD (see 4.6) Request for authorization to set sail
ETD-2h	Confirmation of ETD (see 4.6) Request for pilot (see 11.3)
Sailing	Hazardous cargo export manifest if necessary (see 4.8)
After sailing + 5 days	Customs outwards declaration (see 4.4)

4 ANNOUNCEMENTS / DECLARATIONS

4.1 GENERAL

This chapter presents the processing circuit of the various compulsory declarations requested to vessels prior to their arrival in the port of Le Havre.

Vessels subject to the below declarations obligations must have, for the whole duration of the call, a ship-agent who represents them in relation to the port authorities and is recognised by the latter.

As a Port Single Window (HAROPA – Port of Le Havre), the S-WiNG system (www.havre-port.com) allows :

- to dematerialize 24/7 the administrative formalities related to the calls,
- the inward and outward declarations,
- the operating waste and cargo residues declarations,
- the ship declarations for drawing up port dues,
- to follow up the calls in real time.

Designed to ease and simplify at the maximum the entry of the necessary information to the smooth running of the call owing especially to the creation of models and drafts, S-WiNG also provides access to operational tools such as the geographic display of ships, an interactive curve of tides, the regular report for wind and swell data ...

All reference documents (quays, ships...), the publication of the notices to users and the statutory documents and procedures are followed up by the Harbour Master's Office, guaranteeing precise and updated information.

As for the Customs software DELT@, it is interfaced with AP+, the Cargo Community System (CCS) used in the Port of Le Havre.

In particular in the container sector, all the port professionals are interconnected via the Cargo Community System AP+, unique electronic desk which optimises, incorporates, automates, orchestrates and secures the processes of the professions of the private sector (ship-agents, shippers, forwarding agents, stevedores, hauliers, etc ...) and of the public sector (customs). Highly secure, this port operations management computer system is interfaced with that of the Customs Administration, guaranteeing the immediate freeing of customs cleared cargo. The Cargo Community System has also been adopted by our partners in the other Seine Valley ports, most of the large French ports and a number of foreign ports.

4.2 HEALTH INSPECTION

Maritime health declaration (DMS)

If the situation necessitates the sending of a maritime health declaration (IMO format), this must be sent to the ship-agent. It must then be sent 24 hours prior to the vessel's call to the Harbour Master's office, as follows : mdh.declaration@havre-port.fr

Contact : Capinfo (see 2.2)

Health inspection exemption certificates and health inspection certificates :

Issuance procedure: see 16.10

Contact (foreign flag) :

Agence Régionale de Santé (ARS) Haute Normandie

Ph : +33 (0)2 32 18 32 31 (34) ou +33 (0)6 74 55 04 55

Contact (french flag)

Service de Santé des Gens de Mer : SSGM Normandie Mer du Nord

4 rue du Colonel Fabien

PO Box 34

76083 LE HAVRE CEDEX

Ph : +33 (0)2 35 19 97 69

Fax : +33 (0)2 35 19 29 79

4.3 IMMIGRATION

Service de la Police Aux Frontières (PAF) du Havre

Terminal de la Citadelle

76600 LE HAVRE

Ph : +33 (0)2 35 41 40 40

Fax : +33 (0)2 35 41 40 45

E-mail : spaflehavre-76@interieur.gouv.fr

This place of contact is open 7 days a week from 06h30 to 21h00.

Documents to be provided

Vessels calling in Le Havre must send at the latest 24 hours in advance the crew and passenger list. When the crossings are shorter than 24 hours, these lists must be sent as soon as the vessel leaves the port preceding Le Havre.

The lists must be sent by e-mail and in EXCEL format to the PAF and must have at least in separate columns: the surname, first name, date of birth, place of birth and nationality of the individuals. Documents in PDF format are forbidden.

Issuance of visas

Reference :

European code for visas applicable as from 05/04/2010 (EC n° 810/2009 regulation dated 13/07/2009).

Off-signing seaman :

A visa is individual and can only be issued for seamen in transit under the following conditions :

- a letter of guarantee from the Owner or the ship-agent justifying that he will cover all of the expenses linked to the transit of this person ;
- a letter justifying the necessary and urgent reasons which prevented the seaman from obtaining his visa from the consulate in his own country ;
- the seaman must have a valid passport the date of end of validity of which is more than 3 months after the date on which he will rejoin his own country or will leave the Schengen zone. He must also show his seaman's book.

Further to these conditions new obligations have been added since 5th April 2010, date on which the new European code for visas came into force :

- the seaman must produce a visa request by filling in the form available from the GHAAM (contact chapter 16.11), on the UMEP website with pre-registry (www.umep.org), or from the PAF ;
- this seaman must provide a photograph in conformity with the applicable regulations for this subject. The photograph must be in conformity with the necessary dimensions when issuing the travel documents and be machine-processable (optical reading). Photographs taken by present photo booths fulfil the criteria ;
- the issuance of visas will no longer be possible without the physical presence of the seaman in transit. The seaman must be able to have his fingerprints checked by sensors.

Requests for visas at frontiers for foreigners other than seamen in transit :

There are no tourism visas issued at the border, which means, for crewmembers subject to visa who wish to visit our country, that they must have obtained this document from the consulate authorities in their own country.

Seamen arriving by plane and on-signing in Le Havre :

The Owner or ship-agent representing them must provide as soon as possible the form called « Schengen Form » which includes details of the arrival of the seamen and their signing-on board the vessel, calling in Le Havre. This form is available from the GHAAM (contact chapter 16.11), on the UMEP website with a pre-registry (www.umep.org), or from the « Police Aux Frontières » (PAF).

Stowaways :

If an owner or his ship-agent discovers a stowaway on board, he is under the obligation to urgently inform the Police Aux Frontières. In order to protect Owner's interests, late notices (that is, the evening before arrival the next day, or the morning before arrival the same afternoon) are to be proscribed.

4.4 CUSTOMS

A) CUSTOMS CONTACTS

La Direction Régionale des Douanes au Havre

201 boulevard de Strasbourg
P.O Box 27
76083 LE HAVRE CEDEX (France)

Ph : +33 (0) 9 70 27 41 00

Fax : +33 (0) 2 35 54 43 40

E-mail for all matters : dr-le-havre@douane.finances.gouv.fr

- Advice to companies (Cellule Conseil aux entreprises - CCE)

Ph : +33 (0) 9 70 27 41 41

Email : pae-le-havre@douane.finances.gouv.fr

- Economic and port mission (La Mission Economique et Portuaire)

Ph : +33 (0) 9 70 27 41 40

E-mail : pae-le-havre@douane.finances.gouv.fr

- For general public (Le Pôle Accueil du Grand Public)
Ph : +33 (0) 9 70 27 41 50
Fax : +33 (0) 2 35 21 38 28
E-mail : pagp-le-havre@douane.finances.gouv.fr
- ICS (La cellule ICS)
Ph : +33 (0) 9 70 27 42 60 / +33 (0) 9 70 27 42 61
Fax : +33 (0) 2 35 21 38 28 (please state « pour cellule ICS »)
E-mail : cellule-ics-le-havre@douane.finances.gouv.fr

Customs Service Information (IDS)

Ph : +33 (0) 811 20 44 44
E-mail : ids@douane.finances.gouv.fr

Customs website :
www.douane.gouv.fr

B) DOCUMENTS

The documents required for entry in the port are the Store List and the Cargo Manifest (for cargo not in AP+). These documents must be left at the “Pôle Accueil du Grand Public” (as address above) within 24 hours of the vessel’s arrival in the port (time does not count on Sundays and public holidays).

C) VESSEL PORT DUES DECLARATION (DN)

Regulation basis : Transport code and national Customs code.

The generating factor is the commercial operations carried out in a port or a stay in a port, by an owner (Shipping Company) or agent.

The DN is deposited by the owner or agent within 4 days following entry of the vessel in port and within 5 days following its sailing (provided credit collection is arranged with the regional customs tax office ; if not, the DN must be deposited immediately together with full payment).

The DN is also used for the waste tax and passenger tax ; provided a three-party agreement is signed between the customs, the GPMH and the operator, the DN are thus dematerialized via the GPMH portal. Validation can thus be carried out H24 within the statutory time and provided a removal credit is set up to the receipt bureau of Customs in Le Havre.

D) CARGO PORT DUES DECLARATION (DSM OU DAU)

Legal basis : Transport code and national Customs code.

The generating factor is the loading or discharging or transhipment of cargo in a seaport. The tax is for the shippers or the receivers of the cargo’s account.

The declarative modalities are of 3 types:

- payment on DAU for cargo exchanged with non-EC countries (delt@customs declaration).
- Via the Cargo Community System AP+ for non-EC cargo discharged in port and forwarded under the European Community transit regime or by another procedure than the delt@customs clearance.
- On a specific DSM form for cargo exchanged with other European Union member states : deposit within 5 days following the completion of the taxable operations.

4.5 ETA

Every vessel's call must be preceded by a berth allocation request (DESC). This DESC must be sent by the vessel's ship-agent **48h prior to the call**.

Two types of requests are available for ship-agents:

- a Web form available from the Harbour Master's Office website in the S-WING application (free of charge),
- a key-in and transmittal form in the « AP+ » (SOGET clients) CCS.

Thereafter, the vessels' Captains must send an entry declaration stating the date and time (UT) of arrival and pilot on board, **24h prior to the call**, or at the latest, on sailing from the last port if at less than 24h sailing time from Le Havre.

This message must contain the following information (IMO FAL n° I general form) :

- vessel identification (name, IMO and MMSI n°),
- date and ETA in the sea and river traffic control zone,
- date and ETD
- total number of persons on board,
- the physicals characteristics of the vessel (gross, net, displacement fully laden, loa, maximum beam, maximum arrival draft, arrival air draft),
- damage to vessel, to its apparatus or its cargo,
- a recap statement of the required safety certificates and other documents with validity dates.

This message should be updated by another one in case of any changes over 1 hour and confirmed **3h prior before** arrival in the roads.

4.6 ETD

In order to sail, vessels must send an exit declaration (IMO FAL n° I general form) to the Harbour Master's Office which contains :

- vessel identification (name, IMO and MMSI n°),
- desired date and time of sailing,
- maximum sailing draft,
- airdraft on sailing,
- displacement fully laden,
- total number of persons on board,
- port of destination together with date and ETA.

During the day, minimum 3 hours notice must be given for movements. Movements scheduled between 19h and 9h the next day must arrive at the Berth Allocation Office of the Harbour Master's Office before 17h.

Time of movements must be confirmed and mutually agreed by the Master, Owner or their representative and the Port Officer, in charge of movements, at the Harbour Master's Office Watchtower (VTS). This agreement must intervene at least **2h before** the scheduled time (3 hours before if the vessel is upstream).

4.7 SECURITY

Any vessel entering the field of application of the ISPS code must transmit her pre-arrival security information 24h before arrival, or as soon as she has sailed from a port situated at less than 24h sailing time from Le Havre.

This declaration can be downloaded from the Harbour Master's Office website (www.havre-port.com « Procedures Instructions » tag) and must be sent to the following e-mail address : security.declaration@havre-port.fr.

4.8 HAZARDOUS CARGO

All hazardous cargo must be declared via a IT system enabling all the shippers, wherever they are located, to declare to the Harbour Master's Office the hazardous goods being carried to the port of Le Havre.

The declaration can be transmitted by both of the following ways:

- By the **TIMAD** (free of charge) programme via Internet and on request of access to the following address : <https://timad.havre-port.net/timadWeb/declarant> (information from the Harbour Master's office by dialling +33 (0)2.32.74.70.52)
- Via CCS **AP+** (www.soget.fr).

This declaration must be transmitted on sailing from the last port and at the latest 48 hours before vessel's arrival. If the port of Le Havre is not the first European Union port called at by the vessel, this notice can be reduced to 24 hours before its arrival when the port of sailing is situated at more than 24 hours sailing time. It can be reduced further for short sea voyages.

The state of the vessel and its cargo, and in particular any defect or abnormality, must be notified on first contact with the VTS.

Vessels transporting hazardous dry or liquid bulk cargo : refer to chapter 13.2.

On departure from port, the hazardous goods export manifest must be sent on sailing at the latest.

Nota : Local regulations for transport and handling of dangerous goods in the port of Le Havre demand that the most sensitive dangerous goods and waste carried according to the provisions of the Basle Convention be declared to the Harbour Master's Office before being shipped to the port of Le Havre. The list of UNO numbers subject to this obligations is attached in appendix of the regulations available on the harbour Master's office portal www.havre-port.com Tag / Documents and Procedures / Documents to be downloaded.

4.9 WASTE

The port of Le Havre is linked to the Safe Sea Net network.

The plan for receiving and processing self-generated waste and cargo residues is available on the professional area of the Harbour Master's Office website (www.havre-port.com).

The declaration that owners or ship-agents have to send to the Harbour Master's Office is accessible via the S-WiNG application (www.havre-port.com). For access, a username and password are necessary (contact : capinfo@havre-port.fr). It must be sent at least 24h before vessel's arrival or on sailing from a port situated less than 24h sailing time from Le Havre.

The port of Havre has approved several companies for the collection and processing of vessel's or boat's self-generated waste and cargo residues. Their details are transmitted to the ship-agents by the Harbour Master's Office. They are also available via (www.havre-port.com) Tag / Documents and procedures / Documents to be downloaded).

In conformity with the provisions of the article R 212-20 of the sea ports code, the cost of receiving and processing vessel's self-generated waste in port are at vessel owners or masters' expense, regardless of the service provider.

In conformity with the provisions of the article R 212-21 of the sea ports code, the vessels authorised to leave the port without depositing their liquid or solid waste are subject to paying a charge according to the tariff system in force. The vessels operated on scheduled services which do not deposit their liquid or solid waste in the dedicated facilities of the port of Le Havre can claim exemption from payment of the port dues provided for in this case, if they have a deposit certificate issued by a European port and dated within the 14 latest days or if they are operated on a sea motorway.

4.10 SAFETY SEA

By Ministerial order dated July 6th, 2010 according to the Directive 2002/59/EC dated 27/06/2002, ports must convey to the authorities information related to ships' movements and movements of hazardous and polluting goods.

For this, all vessels likely to be subject to a reinforced inspection in port must send a **72H prior before the ETA** to the Harbour Master's Office « 72H before the ETA » to the port or to the mooring zone.

This message must contain the following information :

- vessel identification (name, call signs, IMO and MMSI n°)
- date and ETA in the sea and river traffic control zone.
- date and ETD,
- scheduled operations (load, discharge, other),
- any expected inspection and visit, and any large-scale maintenance work scheduled in Le Havre,
- date of last reinforced survey carried out in the region covered by the Paris MOU,
- for tankers : type of vessel (single hull, single hull with SBT, double hull), the state of the cargo and ballast tanks (empty, full, gas-free), volume and type of cargo.

5 DOCUMENTATION

5.1 GENERAL

During their calls in the port of Le Havre, vessels must constantly have the documents required by the regulations available to authorities.

5.2 DOCUMENTS WHICH MUST BE AVAILABLE 24H /24

The documents which must be available to the authorities in charge of controls in port are those required by the Memorandum of Paris as Port State Control :

Statutory certificates (non-exhaustive list) :

- Building Safety certificate,
- Safety certificate for ship equipment,
- Radio-electric safety certificate.

The documents compliant with the “Orders applicable to ships carrying dangerous cargo”:

- Document stating the minimum safety crew,
- International oil pollution prevention certificate,
- ISM certificates,
- ISPS certificates,
- International anti-fouling system certificate,
- Freeboard certificate,
- international certificate of ballast water management,
- Special certificates (special, service, fuelling ships, etc ...),
- Certificates of fitness (IGC, GC, etc ...),
- Insurance certificate (see directive 2009/20/EC),
- Garbage record book,
- Logbook for oils,
- Ship plan for fight against pollution,
- Class certificate.

During their call, vessels must have their crew and passenger lists available for the Police Aux Frontières (Immigration police). (See chapter 15 for port controls).

6 REQUESTS - REPORTS

6.1 GENERAL

When calling at Le Havre, vessels must report a certain number of problems or events and formalise some requests. The list below groups together the main requests and reports.

6.2 REQUESTS OR REPORTS

Request or reports	Paragraph	Addressee	Via	Origin
Request for exercise to set a small boat afloat	14.2	Watchtower	VHF	Vessel
Request for diving	14.4	Harbour Master's MD office	Email	Ship-agent
Request for repairs/ works	14.3	Harbour Master's MD office	Email	Ship-agent
Request for authorisation for handling, lifting or storage of heavy lift	13.4	GPMH	Form from Harbour Master's website	Haulier
Request for bunkering	16.2	Harbour Master's Bulk office	Email	Ship-agent
Request for transhipment	13.3	Harbour Master's Bulk office	Email	Ship-agent
Request for depositing residues	4.9	Harbour Master's Bulk office	Email	Ship-agent
Safety incident report	9.2	Watchtower	VHF / Phone	Vessel or terminal
Security incident report	10.3	Watchtower	Phone	Vessel or terminal
Immigration incident report	4.3	PAF / Watchtower	Phone	Ship-agent
Sea navigation	9.4	Watchtower	VHF	Vessel
Damage report	14.3	Watchtower	VHF / Phone	Ship-agent or vessel
Losing of anchor or chain report	11.2	Watchtower	VHF	Vessel
Pollution report	9.4	Watchtower	VHF / Phone	Vessel or terminal
Buoy problem report	11.6	Watchtower	VHF / Phone	Vessel

7 PORT DESCRIPTION

7.1 PORT LIMITS

The port district, general zone in which the GPMH carries out its missions, goes out to sea up to the territorial water limit, and ashore over 27 km from West to East (from the breakwaters to Tancarville) and over a maximum distance of 5 km from North to South. The Le Havre Port zone covers some 10,000 hectares, and includes areas directly linked to sea traffic and a vast port and industrial zone. The environmental zone covers an area of some 2,000 hectares which is mainly part of the Seine Estuary nature reserve.

The administrative precincts of the port, within which port police powers are performed by the Harbour Master's Office, are defined in a map which is available from the internet site of the GPMH : www.haropaports.com under the heading « Professionals / Geographic Information System ».

The precincts of the Sea and River Control Zone (ZMFR in French) within which the water surface police applies together with the security measures drawn up by the Maritime Prefect, are defined in the map in Appendix 3.

7.2 LOADING MARKS

The international convention for loading marks is in force in Le Havre and Antifer approaches.

Winter period zone II of the North Atlantic.

Winter : November 1st to March 31st

Summer : April 1st to October 31st.

It is ship Masters' responsibility not to submerge free board marks, and should this arise, to remedy the situation before any movement.

7.3 ADMISSIBLE VESSELS

The depths of the access channels, docks, drydocks and berths are given in appendix 3. Before vessel's arrival, the Ship's Captain or his representative must check with the Berth Allocation/Coordination office (chapt. 2.2B) that the ship's draft is compatible with the latest depths announced.

Unless otherwise specified, manoeuvring vessels must have an under-keel clearance equal to 1/10th of the draft (see chapter 8.3).

Special requests for the duration of the stay at berth can be handled treated by the Harbour Master's Office.

Information is given below, as an indication only :

Access to Le Havre :

- Longest vessel received in Le Havre : 399.20 m;
- Vessel with the heaviest deadweight tonnage received in Le Havre : 456,368 tons
- Vessel with the deepest draft received in Le Havre : 19.45 m

Access to Antifer :

- Longest vessel received in Antifer : 458.45 m
- Vessel with the deepest draft received in Antifer : 28.60 m
- Vessel with the heaviest deadweight tonnage received in Antifer : 564,763 tons

Passing the François Ier Locks :

- Maximum permissible length : 365 m (vessels over 320m have to go through a specific procedure with prior consideration. (Contact : Berth allocation - Coordination).
- Maximum permissible beam : 55m (but depending on the weather)

Passing the Quinette de Rochemont Lock:

- Maximum permissible length : 209 m
- Maximum permissible beam : 26 m

Passing the Vétillart Lock :

- Maximum permissible length : 165 m
- Maximum permissible beam : 23 m

Passing the Tancarville Lock :

- Maximum permissible length : 190 m (new lock), 180 m (old lock)
- Maximum permissible beam : 23 m (new lock), 14 m (old lock) and 14.70 m for river boats (old lock)
- Navigation in the Tancarville Canal is limited to ships with a beam of less than 14 m and 14.70 m for river units (between the Pont du Hode and the Pont VIII and in the old Tancarville Lock).

7.4 LOCAL TIME

UT+2 from the last weekend in March to the last weekend in October (put the clocks forward during the night of Saturday to Sunday at 02h00 local time).

UT+1 from the last weekend in October to the last weekend in March (put the clocks back during the night of Saturday to Sunday at 03h00 local time).

7.5 PUBLIC HOLIDAYS

Public Holidays in France are :

New Year's Day (January 1st), Easter Monday, Labour Day (May 1st), V-Day 1945 (May 8th), Ascension Day, Whit Monday, Bastille Day (July 14th), Assumption Day (August 15th), All Saints' Day (November 1st), Armistice 1918 (November 11th) and Christmas Day (December 25th).

During these days, the port operates normally unless otherwise indicated by port facilities operations.

7.6 WORKING HOURS

Vessels can call every day, 24 hours a day. Only large oil tankers and bulk carriers are subject to restrictions related to tides.

7.7 PORT ACTIVITY

Nautical and rail traffic is constant in the port of Le Havre, and there are annually (in the 2010s) between 12,000 and 13,000 vessel movements in the port, 5,000 barge movements at Tancarville and more than 13,000 train arrivals and departures.

7.8 GOODS

With around 70 million tons of traffic, the port of Le Havre is the centre for containers, general cargo, oil, oil products and chemicals, ro-ro, dry bulk, heavy lift and out-of-gauge cargo, project cargoes and passengers (ferry and cruise liners).

(Visit our site : www.havre-port.com)

7.9 MAPS AND NAUTICAL DOCUMENTS

Charts : SHOM 7312, 7418, 7419, 6857 and 6683.

Electronic charts (ENC) : FR 301070, 301090, 401180, 401190, 401210, 401220 and 501050.

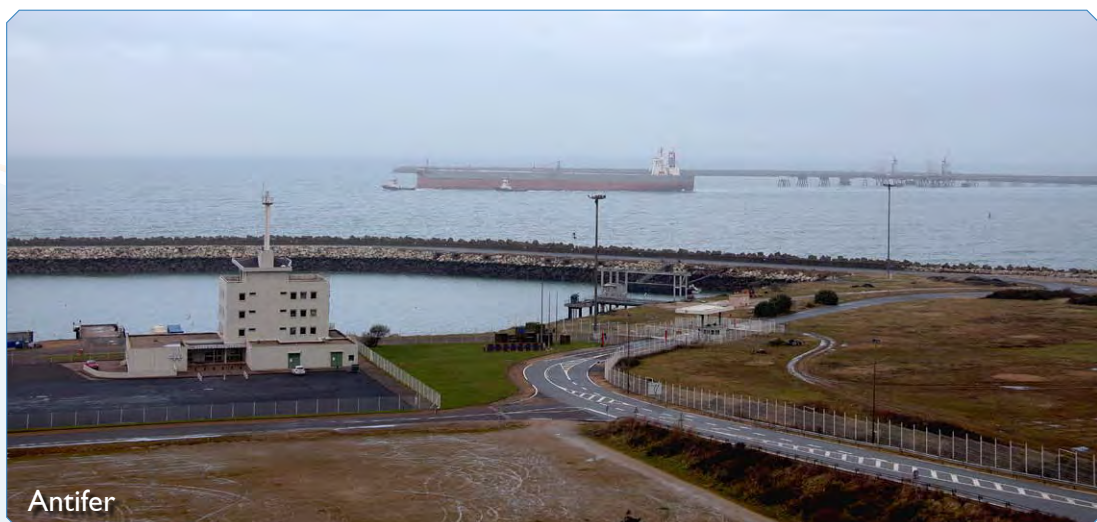
Sailing directions : C2A - North and West coasts - Belgian border - Pointe de Penmarch.

7.10 VESSEL IDENTIFICATION

Map : see [Appendix I](#).

The identification zone in the Seine Bay is delimited by a 22 nautical miles radius arc of circle, the La Hève Lighthouse being the centre point. It is limited to the South by the shore of the Calvados Area and to the North by its intersection with the Antifer Lighthouse meridian.

Vessels longer than 50m, entering, leaving or sailing in the identification zone must report on VHF channel 22 to the identification station, the callsign of which is « Baie de Seine Traffic ».



7.11 PILOT STATION

The presence of a pilot on board is compulsory :

- For all vessels longer than 70 metres or carrying hazardous cargo, except vessels the captains of which have obtained a pilot-captain licence.
- For all river containerhips authorized to sail to Port 2000 or in the Seine estuary, except ships the captains of which have obtained a pilot-captain licence.
- For all ships using tugs.

Contact and procedures : see chapter 11.3

7.12 ANCHORAGE AND CHANNELS

Maps : See the marine maps (and the appendix 1 and 2)

Information : see sailing directions.

Anchorage areas at Le Havre

Le Havre waiting area n° 1

This zone situated south of the port access channel is limited :

- to vessels with a draft of less than 11 m,
- to vessels with a length of less than 250 m.

Le Havre waiting area n° 2

This zone situated north-north east of the main LHA buoy is limited :

- to vessels with a draft of less than or equal to 16 metres;
- to vessels with a deadweight tonnage of less than 100'000 tons

Le Havre waiting area n° 3

All vessels can be allowed to enter this zone situated in the North-West of the main LHA buoy.

In the East of the meridian via the LHA buoy, inside the strip defined by the parallels 49° 35.00' N and 49° 25.00' N, vessels longer than 50 metres are not authorised to anchor outside the waiting areas described above, except in the case of force majeure, with dialogue with the Harbour Master's Office.

Access channels at Le Havre

The access strip is situated just after the main access channel between the fairway buoys LH3/LH4 and the LHA buoy meridian. This strip is 700 metres wide and its route is formed by the main access channel at 106.8°.

The main access channel to the port of Le Havre is 12 km long and 300 m wide and is oriented at 106.8° and is marked out with buoys.

The access channel to the Hubert Raoul Duval dock is 4 km long, 300 m wide and oriented at 133°. It is marked out with buoys.

The Northern breakout clearance channel, situated north of the main access channel, is visible on marine charts.

Access zone : it is situated south of the main access channel between buoys LH3 and LH11 and the Le Havre waiting zone n° 1.

Port of Le Havre-Antifer

Waiting areas

Two waiting areas, the limits of which are shown on charts, are established south of the deepwater route. One of them, north- west of the “A5” buoy, with Racon lights, is limited to vessels with a draft greater than 25m. The other one, of this same buoy, is used for vessels with a lesser draft.

The approach channel is 1,000 m wide and oriented at 118.5°.

The access channel is 700 m wide and then 550 m, oriented at 127.5° and is 3.5 nautical miles long.

The breakout clearing zone the centre of which is marked out by the DA buoy (49° 41.00' N - 000° 01.80' E) enables vessels constrained by their draft and which have to enter Le Havre-Antifer port, to swing round if needed and clear the channel and possibly return to the waiting area.

The guard zone, situated south of the line passing by the A 21 and A 25 buoys is made up of a strip 750 m wide and 5,000 m long, measured from the south-eastern limit of the clearance zone. The northern limit of the guard zone is the southern limit of the access channel. It enables vessels leaving to clear into the south of the Channel when the nautical conditions make this necessary.

The swinging area, sheltered from the main breakwater and situated inside the administrative precinct of the port, is marked out in the south by the A 27 buoy and in the East by the A 29 buoy.

Vessels bound for, or coming from, the port of Le Havre-Antifer can only enter the Le Havre-Antifer channels and zones, or leave them, by the west of the A7-A8 fairway buoys.

7.13 PORT INFRASTRUCTURES

A) INSTALLATIONS AND ACTIVITIES

A general description of the installations by type of activities is accessible on the port website

[www.haropaports.com/fr/le-havre/services-portuaires/brochures commerciales](http://www.haropaports.com/fr/le-havre/services-portuaires/brochures_commerciales)

B) LOCKS : See chapter 7.3

C) DESCRIPTION OF THE BERTHS FOR INFORMATION ONLY

A description is given as an indication in appendix 4. The information must systematically be checked with the berth allocation/coordination office. The permissible drafts for the scheduled call must be confirmed by the Harbour Master's Office.

D) REPAIRS TO VESSELS AND BOATS

The GPMH will provide users with dry docks and afloat repairing facilities for the maintenance and repair of vessels, boats and floating craft.

Reservation of a berth for afloat repairing is done in the usual manner through the Harbour Master's Office.

Three types of dry docks (Formes de l'Eure) are situated in the floating docks (Bassin Bellot), upstream from the Quinette de Rochemont lock.

CHARACTERISTICS OF THE DRYDOCKS				
Type	Total length	Inside length level with the keel-blocks	Width of the entrance channel level with the keel-blocks	Dept (in relation to 0 on maps)
				Over keel-blocks
Drydock IV	184.00	180.00	24.00	(-0.45)
Drydock V	170.00	150.00	19.00	(-0.85)
Drydock VI	140.00	113.00	14.00	(0.00)

Any request for drydock renting should be placed with the pôle Exploitation Services Navires department to know if the drydocks are available when requested and if the operations scheduled are technically feasible according to the ship's characteristics and the kind of work planned.

Contact : Phone : +33 (0)2 32 72 76 54
Fax : +33 (0)2 32 72 76 59

7.14 INFORMATION ON WEATHER, TIDES AND CURRENTS

Winds

The weather conditions are rather different between Le Havre and Antifer, where conditions are sometimes reinforced by the « cliff effect ».

Prevailing winds have a tendency, in all seasons, to come from anywhere between the south and north-west. However, north-easterly winds are quite frequent in spring and summer.

Gales (above 8) mainly come from the south- west, west and north- west.

At Antifer, in cold weather, strong north-east to south-easterly winds may blow.

Swell

Swell forms with westerly winds. It is stronger with west and north-westerly winds than with south-westerly ones, since the « presqu'île du Cotentin » (Cotentin peninsula) shelters the Seine bay.

However, swell formed with south-westerly winds can increase when conjugated with swell from the Atlantic and when the Bay of Biscay suffers strong weather conditions.

The sea state is stronger when the tidal streams are opposite to the wind.

In the particular case of Antifer, the sea takes a chaotic aspect at the far end of the breakwater, by flood tidal stream, when winds are blowing from the south or north-west. It calms down at high tide slack water, and vice-versa, the choppiness is reduced with the ebb tide by south to north-westerly winds.

Tides and currents in the Port of Le Havre

Tides :

Tides in Le Havre are semi-diurnal and are characterised by a stagnation of high tides, known as 'tenue du plein'. After rising quite quickly, the curve hardly changes for about 3 hours (2 hours before high tide until 1 hour after), during which the variations of the water height are slight compared to the tidal range (no more than 30 cm both on spring and neap tides).

On the other hand, the low tide slack only lasts for a few minutes, in such a way that the low tide instant is far more visible than the one of high tide. The beginning of the high tide slack takes place about every four hours after low tide.

SW to NW gales, and especially the NW ones, cause tide level increase of about 30 cm up to occasionally 60 cm (around once a year) and even 1 metre (around once every 10 years).

On the other hand, under anti-cyclonic conditions and east winds, there is a rather low decrease (of about 30 to 40 cm once or twice a year, 50 cm once every 50 years). These variations of levels cause a change in the time of the high tide of up to one hour, so this must be taken into account for manoeuvring vessels with high drafts.

Currents :

In the outer channel, the currents are the strongest (1.8 knots on spring tide) 3 hours before high tide (SE) and 3 hours after high tide (NW). They veer to NNE-NNW one hour before high tide (1 knot maximum, called 'Verhaule current'), favourable for manoeuvring vessels with high drafts on arrival. They are weak around high tide.

The current that fills the outer harbour can reach about 1.6 knots locally about 2 hours after low tide. This flood current flows into the Théophile Ducrocq dock.

Tides and currents in the Port of Antifer

Tides :

The influence of the Seine estuary is less than at Le Havre. The tide curve is sinusoidal semi-diurnal without being completely symmetrical. The high tide slack only lasts for a short while (about 20 minutes). When there are N to E winds, there is a decrease of 25 to 50 cm, rising with the amplitude of the swell. When there are S to NW, including W winds, there is, either a small decrease (15 cm), or an increase closely related to the amplitude of the swell of up to 75 cm.

Currents :

Tidal currents are alternative and practically parallel to the coast. They veer SSW during ebb tides and NNE during flood tides. On spring tides, they may reach a speed of 3 knots.

7.15 PORT ADDRESS SYSTEM

In order to facilitate travelling around the industrial and port zone, a port address system has been set up in the Port of Le Havre. It is based on a 4-digit number which is related to a precise place in a geographically determined sector.

The signs have as reference 'Port' together with the numbers on the same road. By systems of smaller and smaller intervals, the driver can easily reach his final destination.

As an example, to get to the head office of the Port of Le Havre, follow the signs "Port of Le Havre – 3878" situated in the 3000 – 4000 sector.

For further information, please consult the website of the port of Le Havre (www.haropaports.com) heading « jalonnement portuaire » (Port route-finding system).



8 NAVIGATION IN THE PORT

8.1 GENERAL

This chapter deals with the conditions of navigation in the approach channels, the anchorage area and in the ports of Le Havre and Havre-Antifer. For the anchorage areas and channels, these conditions are fixed by the French Maritime Prefect for the English Channel and the North Sea.

Regulations : see chapter 2.3 (main VTS regulations).

Movements of pleasure boating (yachts) and fishing boats are subject to the Harbour Master's authority, which gives priority to commercial activity.

8.2 SPEED

During movements in the port, vessels and boats must adapt their speed so as not to cause deterioration or damage, either to port installations, vessels or boats berthed along the quayside and terminals, or to the banks.

Masters and pilots must particularly be careful when passing by the places of maritime works. The worksites are subject to notices to users which can be looked at on the Harbour Master's Office website : www.havre-port.com.

Generally speaking, a large deadweight vessel sailing to or from the René Coty dock must be careful to the possible presence of any ships at berth or in operations at the berths of the "Môle Central", as well as to the oil tankers being berthed or in operations at the berths 8 and 10 of the Compagnie Industrielle Maritime.

8.3 UNDER KEEL

Vessels in movement must have a clearance equal to 1/10th of the permissible draft under keel. For vessels with a large deadweight, this proportion may be adjusted in accordance with the Harbour Master's Office.

During the stay at berth, it is recommended that the under keel clearance be no less than 0.50 m for the duration of the call. It must never be less than 0.30 m.

8.4 PRIORITIES

Commercial vessels with or without pilot, bound for or coming from the ports of Le Havre and Havre-Antifer have priority against commercial dredgers in operation, service vessels and fishing or leisure boats and yachts in the access channels.

Established by the Harbour Master's Office, priorities are based on the following rules :

- Inward

- Between two vessels arriving which are not served at the same time, priority to the vessel being the first in operation.
- In case of competition between two vessels arriving at the same time or to a same berth, priority is given to the first vessel arriving less than six miles away from the couple of buoys LH3 / LH4, except agreement between ship-agents (who coordinate with terminal operators).
- Priority to vessels constrained by their draft during the tidal windows and for reaching the MTV 1, CIM and MCT6.
- The vessels which have to carry out commercial operations benefit from a priority over all the other vessels.

Specialised vessels (vessels transporting all sorts of oil, passengers, bulk carriers, container carriers, roro, etc...) have priority to berth at the specialised berths they are bound for.

Non specialised vessels but which can only carry out their stevedoring operations at specialised berths or specialised sites, benefit from the priority provided for in the line before but only after the specialised vessels.

- Outward

- Priority to the first one to finish for downstream vessels.
- Priority to the first one to finish and/or priority to the nearest destination for upstream vessels.
- Priority to the vessel freeing the berth for a vessel waiting for operating.

Inward and outward, priority to passenger vessels over cargo vessels.

In the Tancarville Canal, subject to respecting the signs, priority belongs to the boats or convoys proceeding downstream. Any boat or convoy proceeding from Le Havre to Tancarville must pull over, in time to let the convoys proceeding in the other direction go by.

8.5 PASSAGE DISTANCES

Vessels traffic is prohibited at less than 50 m from vessels moored at berths n° 8 and 10 of the Compagnie Industrielle Maritime, at berths n° 6 of the « Môle Central » and at the berths of the Canal Bossière and of the Grand Canal du Havre.

Crossing of vessels have to follow particular instructions.

Vessels and boats moving in port must leave at least 50 m between them and a container gantry crane when the boom is lowered.

The passage distances may be increased, punctually, if decided by the Harbour Master's Office.

8.6 OPENING OF BRIDGES AND LOCKS

For all units that can, passage via the Vétillart / Quinette route is recommended.

In order to obtain the opening of a bridge or access to a lock, vessels and boats must make a request on VHF (channel 88 or 83) :

- to François 1er secondary VTS for the François 1er Lock,
- to PCC Vétillart for the Quinette de Rochemont, Vétillart locks and their bridges,
- to Tancarville (channel 88) for the Tancarville locks.

The locks operate permanently.

The gates of the Quinette de Rochemont lock are open from about 2 hours before up to 15 minutes after high tide; alternative manoeuvring of the upstream and downstream bridges allow passage of ships less than 40 metres long through this lock.

The bridges operate permanently with prior notice :

- 30 minute notice for the Red Bridge (Pont Rouge) and for bridges n° 5, 6, 7, 7a and 8,
- 1 hour notice for the Hode bridge (Pont du Hode),
- See below the A29 motorway bridge.

For reasons of shore traffic fluidity and regulation, bridge manoeuvring may be slightly delayed in order to group traffic together.

Manoeuvring bridge 7, 7a and the Red Bridge is forbidden from Monday to Friday (except bank holidays) within the following time slots :

- between 7.00 to 9.00 a.m,
- between noon and 1.00 p.m,
- between 4.30 and 5.00 p.m.

To move the A29 Motorway bridge, a special request procedure to the Harbour Master's office has to be followed (CAPINFO – contacts chapter 2.2) before Friday noon for the following week.

Document « Request procedure for opening of the A29 bridge can be downloaded from the professional portal of the Harbour Master's Office : <http://www.havre-port.com> heading Doc and procedures / Documents to download.

This opening can be done during the following time slots :

9.30 to 11.30 a.m – 2.30 to 4.00 p.m – 9.00 p.m to 6.00 a.m.

VHF contacts : see chapter 12.

Phone contacts : see chapter 2.2.

8.7 ACCESS RESTRICTIONS

I - RESTRICTIONS IN LE HAVRE AND LE HAVRE-ANTIFER CHANNELS

WHERE	WHAT	Observations
Access to the port of Antifer	Vessels constrained by their draft and transporting hazardous goods	Access or exit channels and Antifer zone in the West of the 07-A8 couple.
Approach and access channels to the port of Antifer	Nautical motorised vehicles, kitesurfs, windsurfs or other light leisure crafts	Traffic prohibited, as well as within the 200m zone around vessels at anchorage or approaching anchorage
Access channels to the port of Le Havre	Vessels with a pilot or captain having a pilot's licence	Access authorised in the East of the LH3-LH4 buoys
Access channels to the port of Le Havre	Vessels without a pilot sailing from or bound for Le Havre, fishing or leisure boats with a length < 20m and service vessels	Access authorised in the East of the LH3-LH4 buoys but not having priority. Contact with Le Havre VHF 12 to signal intentions
Approach and access channels to the port of Le Havre	Nautical motorised vehicles, kitesurfs, windsurfs or other light leisure craft	Traffic prohibited, as well as within the 200m zone around vessels approaching the access zone.

Crossing the channels :

Rules concerning vessels which are not bound for the port of Le Havre or Le Havre-Antifer are described in the orders governing maritime navigation in VTS zone (see chapter II).

Vessels transporting oil products or hazardous substances :

In general, vessels with a tonnage higher than 3000 UMS transporting oil or hazardous substances must have a pilot if they are less than 7 nautical miles from the coast. The exceptions and rules for these vessels are described in detail in the orders governing maritime navigation in the VTS zone (chapter II).

In all cases, comply with the « Avis aux navigateurs » (Notice to Sailors) in force, issued by the Maritime Prefect (Premar) of the English Channel and the North Sea and accessible from their website : (www.premar-manche.gouv.fr) heading Actualités / Avis aux navigateurs (News / Notice to sailors).

2 - RESTRICTIONS IN THE PORT OF LE HAVRE AND LE HAVRE-ANTIFER

Restrictions concerning the navigation of vessels or boats in the port of Le Havre and Le Havre-Antifer may occur, especially due to :

- adverse weather conditions,
- priority movements,
- suspension for a short duration of use of the François I er and Quinette de Rochemont locks, if the water level upstream is too low (extremely rare).

In all cases, comply with the « Avis aux Usagers » (Notices to Users) in force and issued by the Harbour Master's Office and accessible on the GPMH website : (www.havre-port.com) heading Notices to users.

Vessels or boats transporting oil products or hazardous substances :

For the rules governing these vessels, please refer to the Local Regulation for the transport and handling of hazardous goods in the port of Le Havre.

3 - RESTRICTIONS IN THE TANCARVILLE CANAL

Navigation restrictions in the Tancarville Canal are stated in the 'Special Police Rules for the Tancarville Canal' (see chapter 2.3). They mainly concern vessel's dimensions, speed of convoys, distance to be kept between two convoys, overtaking, and the type of cargo.

Unless otherwise directed by the Harbour Master's Office for safety reasons, navigation is authorised day and night.

Vessels or boats transporting oil or hazardous substances :

For the rules governing these vessels, please refer to the Local Regulation for the transport and handling of hazardous goods in the port of Le Havre as well as to the ADN rules for river navigation.

8.8 INWARD VESSELS

All vessels wanting to enter the access channels or enter the ports of Le Havre and Le Havre-Antifer must obtain authorisation beforehand from the Harbour Master's Office. This authorisation is then sent by the Watchtower of the Port Control Centre of the place of destination (contacts below).

Arrival formalities are described in chapter 4.

For the announcement procedure of arrival in the identification zone, please also refer to chapter 7.10.

Contacts:

WHO	CHANNEL	CALL SIGN	Observations
Vessels' loa > 50m	VHF 22	Baie de Seine Trafic	Identification compulsory 22m zone, centred at la Hève
Vessels bound for Le Havre	VHF 12	Havre Port	Instructions for entry or anchorage
Vessels bound for Antifer	VHF 12 VHF 22	Havre Port Antifer Port	Instructions Waiting on the Roads and then entering

8.9 OUTWARD VESSELS

All vessels at berth wanting to leave the ports of Le Havre and of Le Havre-Antifer must obtain authorisation from the Harbour Master's Office.

During the day, at least a 3 hours notice must be given prior to movements. Movements to be scheduled between 19h and 9h the next day must reach the Berth Allocation bureau of the Harbour Master's office before 17h.

The time of movements must be confirmed by masters, owners or their representatives, and acceptance by the Watch-tower (VTS) must be obtained at least **2 hours before** the scheduled time and 3 hours upstream if the vessel needs to take tugs.

Before the fixed time, the Master must contact the Watch-tower (by VHF) to confirm the movement and indicate, for passenger vessels the total number of people on board.

Masters or pilots must report by VHF any delay, if there is no ship's agent able to do it. A tolerance of 30 minutes after the appointed time may be granted. Beyond this time, the Harbour Master's Office considers that a vessel has provisionally cancelled its sailing. A new request for sailing must be made (procedure below).

Sailing formalities : see chapter 4.6

8.10 SHIFTING

All vessels at berth wanting to shift must obtain authorisation from the Harbour Master's Office.

During the day, at least a 3 hours notice must be given prior to shifting. Shifting movements to be scheduled between 19h and 9h the next day must reach the Berth Allocation bureau of the Harbour Master's office before 17h.

The time of shifting must be confirmed by masters, owners or their representatives, and acceptance by the Watch-tower (VTS) must be obtained at least **2 hours before** the scheduled time, 3 hours upstream if the vessel needs to take tugs.

Before the fixed time, the master must contact the Watch-tower (by VHF) to confirm the movement.

8.11 MANŒUVRING AND BERTHING

1 - POSITION OF BERTH CRANES DURING MANŒUVRING

During berthing, sailing, shifting alongside berth and during shore-crane maintenance operations, the following measures are to apply to all vessels, boats, cranes and to shore cranes operators.

On berthing /sailing of vessels, cranes must be positioned :

Boom down

- 50m beyond the fore and aft points of the manoeuvring vessel,
- or in those points of another vessel at berth.

Boom up

- 50m beyond the fore and aft points of the manoeuvring vessel,
- or in those points of another vessel at berth,
- or in the middle and over 50m away from the ends inside the mooring points of the manoeuvring vessel.

The berth is ready for the berthing or sailing of a vessel when :

- the cranes are properly positioned and immobilised,
- the driver has left the crane,
- the berthing front is clear (for vessel's berthing).

When shifting alongside berth, manoeuvring can be done when :

- the cranes are properly positioned,
- the booms are up (except when the vessel can pass under the boom 10m clear underneath it),
- the driver has left the crane,

When vessels have to shift by leaving the quayside, the berthing and sailing rules are to apply.

2 - BERTHING VESSELS AND BOATS CONTAINING LIQUIDS OR INFLAMMABLE GASES IN BULK

Berthing of vessels or boats containing liquids or inflammable gases in bulk must be done in the following manner :

- no pulling to be done, on any of the hoses connected to the shore,
- so that they can let their mooring ropes go without being hindered by those of neighbouring vessels or boats.

Vessels or boats containing or having contained liquids or inflammable gases in bulk must have a fore and aft safety metallic towage rope placed and turned to bollards, the eye of which being maintained 1 metre above the water level in order to be grabbed by a tug, should the need arise.

For more clarification, please refer to the Local Regulations for transport and handling of hazardous goods in the port of Le Havre (see chapter 2.3).

3 - BERTHING VESSELS IN BAD WEATHER

When there is a gale warning, any boat captain or shipmaster must :

- increase the watch of mooring,
- reinforce mooring,
- avoid the use of constant tension on winches upstream the locks,
- ballast if necessary.

8.12 PASSING THROUGH TANCARVILLE LOCKS

Eastern access to the Tancarville canal is made by two locks: the old lock, (North), and the new lock (South) (accessibility: see chapter 7.6).

Rules for using the Tancarville locks are as per the 'special police regulations of the Tancarville canal' (see chapter 2.3).

Silt flood cleaning may be carried out on spring tides.

Request to pass through : see chapter 8.6

VHF contacts : see chapter 12

Phone contacts : see chapter 2.2



8.13 SIGNALS

Signposts

Arrival, sailing and shifting of vessels and boats in the port are to be carried out in conformity with the regulation signs shown on the signposts at the locks or on the mobile bridges.

However, orders given by the Harbour Master's Office over-rule these signs.

Vessels and boats

Vessels with a high draft and which cannot change routes or leave the channels and access ways to the port, must display the extra signs defined in rule 28 of the International Regulations for preventing collisions at sea (COLREG).

At berth, vessels and boats must display the signs as described in COLREG, for sea, as well as the signs for transport of hazardous goods.

9 SAFETY

9.1 GENERAL

The role of the Harbour Master's Office is to help the Fire Service and other authorities in charge of safety.

In order to give the alarm and to facilitate access for aid, any safety incident within the limits of the port of Le Havre and Le Havre-Antifer must be reported to the Harbour Master's Office.

9.2 ALARM RELAY

In case of emergency, give the alarm :

Depending on the situation :

- To the fire service :

- by phone : 18
- by mobile : 112

- To the Emergency Medical Unit :

- by phone : 15
- by mobile : 112

And in every case, to the Harbour Master's office :

- VHF 12 for Le Havre, VHF 22 for Antifer
- +33 (0)2 32 74 70 71 (ou 72, 73)

9.3 EMERGENCY NAUTICAL EQUIPEMENT

The Harbour Master's office has a launch permanently patrolling the water area and in particular keeping a watch on nautical movements.

On Harbour Master's Office orders, port first intervention equipment can be used, such as in the case of pollution (fixed or mobile dams, cleaner pontoons, the launch, dispersing products, pumps ...).

The Harbour Master's Office can also impose the use of tugs and boatmen service for action.

Tugs are equipped with fire fighting systems. The ordering of tugs to fight against a fire is subject to the agreement of the person in command of emergency and rescue operations.

9.4 EMERGENCY COORDINATION CENTRE

In case of alert, the Harbour Master's Office will take initial emergency measures and launch the Alarm and Sealing-Off Plan.

Inside the port

At the beginning of the alert, the Harbour Master's Office remains in contact with the emergency services and depending on the size of the incident, may have to act as advanced Command Post until they arrive.

Outside the port

The co-ordination of the emergency services is done by the CROSS (Regional Surveillance and Rescue Operation Centre) of Jobourg.

CROSS Jobourg

PO Box 5

50440 JOBOURG Cedex

Ph : +33 (0)2 33 52 78 23 ou 72 13 (opérations)

Fax : +33 (0)2 33 52 71 72

Rescue at sea : +33 (0)2 33 52 16 16

9.5 EMERGENCY SITUATIONS

General instructions

As soon as the vessel has arrived, the Harbour Master's Office, via the pilot, gives instructions of appropriate action to take in case of accident. They are available from the professional portal of the Harbour Master's Office <http://www.havre-port.com> heading « Documents to be downloaded » and summarized as follows.

Measures to be taken on board the vessel

Counteracting accidents is carried out under the vessel's master's orders but the emergency intervention crews remain under the orders of their respective chiefs.

A detailed plan of the vessel and the stowage plan (particularly indication of hazardous goods on board) must be on board and made rapidly available to the chief of first emergency services, in case of an accident. The vessel's personnel must be able to guide the emergency teams around the vessel.

The Harbour Master's Office can order the accident-stricken vessel or neighbouring vessels to shift. No measures, such as scuttling, grounding, overloading with water jeopardising the stability and, in general, any action which could have an incidence on the running of the port, must be taken without the Harbour Master's agreement.

Without delay, vessels are to take necessary measures to react to any request from the port authority, to shift, assist or apply protection measures.

Access to fire hydrant, alarms and fire-fighting equipment must always be kept free.

Neighbouring vessels

When an accident arises on board a vessel, on the port quayside or on a neighbouring berth the master must group together the crew and be ready to take any measures prescribed by the Harbour Master's Office. No moving of vessels can be done without order or agreement of the Harbour Master's Office.

Hazardous goods

Vessels transporting hazardous goods must comply with the specific rules for these (see chapter 2.3).

9.6 ACCOMMODATING VESSELS IN DIFFICULTY

In application of the Instructions 2002/59/EC dated June 27th, 2002 and of the Order n° 2012-166 dated February 2nd, 2012, the port of Le Havre is ready to accommodate, under certain conditions, vessels in difficulty, by request of the maritime prefect in the procedure framework « port of refuge ».

The State determines the conditions under which vessels in difficulty can be accommodated. The Maritime Prefect after consultation of the Prefect or the high official for defence and security zone requests that the port authority accommodates a ship requiring assistance. The land Prefect sees to it to the good performance of this order.

Pre- requirements necessary for accommodating the vessel

- Designation of a ship-agent recognised by the Harbour Master's Office.
- Providing of vessel's manifest and manifest of hazardous cargo on board.
- Providing a letter of guarantee ("at first request") from the P & I Club covering the vessel's liability.
- Providing a hull and machinery insurance certificate and a certificate of premiums payment.

In every case, vessels must comply with the main rules concerning transport of hazardous goods (chapter 2.3).

10 SECURITY

10.1 GENERAL

Security is a concern for everyone in the port of Le Havre.

The Grand Port maritime du Havre (GPMH) is ISO 28000 (security) certified. Its installations and procedures are all in conformity with the ISPS code. It works in close co-ordination with port facility operators.

The Port Security Officer is in charge of implementing security measures and coordinates the action of the port facility security officers. He is helped on a daily basis by the Harbour Masters' office teams and the port security department.

Rules : see chapter 2.3

Declarations: see chapter 4.7

10.2 SECURITY LEVEL IN FORCE

Security level declared by the vessel

The level of security declared by a vessel is the level of security transmitted by the vessel via the pre-arrival security declaration. It must be confirmed by VHF when approaching the port.

When, on arrival on the roads, the vessel's security level is different from that previously declared, the Watchtower of the port of Le Havre postpones the vessel's entry into the port. It must inform the 'ASIP' (Port Facility Security Officer) in charge of accommodating the vessel, of her new security level and ask for confirmation of acceptance to berth alongside the port facility (IP in French). In case of refusal, the vessel will not be allowed to enter the port.

Change of security level

When a vessel changes the security level during her stay at berth, the Harbour Master's Office must be informed either by the vessel herself or by the relevant ASIP (PFSO).

In case of a change of security level in the port, vessels berthed at public berths are informed of the change of ISPS level by the Harbour Master's Office. Vessels or their representatives are informed of the change of level and the possible consequences of the security measures in force in the protection zone.

10.3 CONTACTS WITH THE PORT FACILITIES

The ASIP's operational contact for setting up security procedures when vessels call in the port is the Harbour Master's Office.

All vessels or boats berthing alongside must make their business of following the relevant security measures.

Vessels watchmen at public berths

These measures apply to all vessels subject to the ISPS code at non-privately managed berths.

For each call, a security declaration (DoS) is drawn up with the vessel. Security watchmen may be imposed, depending on the vulnerability of the vessel (dangerous or not, stevedoring or not).

These measures are neither an obstacle nor a substitute to vessel's own security measures.

When imposed, the watchmen service is ordered by the vessel or its representative. For port security, watchmen companies must possess all the authorisations and accreditations in force for their activity.

In case of security alert, the Harbour Master's Office must be notified :

+33 (0)2 32 74 70 71

For any other security reason which is not an alert:

Port Security Officer

Ph : +33 (0) 2 32 74 71 96
 Fax : +33 (0) 2 32 74 73 87
 E-mail : surete-asp@havre-port.fr

Port Security Department

Ph : +33 (0) 2 32 72 75 98
 Fax : +33 (0) 2 32 72 75 99
 E-mail : securite@havre-port.fr

II NAUTICAL SERVICES

II.1 GENERAL

This chapter deals with nautical services in the VTS zone (Vessel Traffic Service) and in the port of Le Havre.

II.2 VTS

A) MISSIONS OF THE VTS AT THE PORT OF LE HAVRE

The VTS carried out :

- The identification zone in the Seine Bay in a zone delimited by a 22 NM radius arc of circle, the centre point being the La Hève lighthouse and limited to the South by the Calvados county coast and to the North by its intersection with the Antifer lighthouse meridian (call sign : « Baie de Seine Trafic »).
- Traffic control in the Sea and River Regulation Zone (ZMFR in French) and the water surfaces located within the administrative precincts of the port (call sign : « Havre Port »).

B) CONTACTS

Transit through the Seine Bay

Vessels with a length of more than 50m, entering, leaving or sailing in the identification zone must mail on VHF channel 22 to the identification station « Baie de Seine Trafic » (see chapter 12.2).

Bound for Le Havre and Le Havre-Antifer

Vessels bound for the port of Le Havre must contact the « Havre Port » station on VHF channel 12 or « Antifer port » on VHF channel 22 (see chapter 12.2).

C) INFORMATION AND INSTRUCTIONS

Useful nautical information for these zones is accessible by consulting Instructions Nautiques of the SHOM (C2A).

The essential instructions governing navigation in this zone are :

- Order of the Maritime Prefect (French Maritime Authority) of the English Channel and the North Sea 19/2008 covering the regulations for the traffic of vessels in the Seine Bay (Baie de Seine Trafic).
- Order of the Maritime Prefect of the English Channel and the North Sea 18/2008 covering the regulations for access to the Port of Le Havre for vessels transporting oil and hazardous substances.

These orders are accessible on the Internet site of the Maritime Prefect of the English Channel and the North Sea : www.premar-manche.gouv.fr

D) VTS STATION ORGANISATION

The VTS is made up of :

- a main station at the Watchtower of the Port of Le Havre,
- a secondary station at the François 1^{er} lock,
- a secondary station at the Watchtower of the port of Antifer.

E) TECHNICAL MEANS

- Radars : navigation surveillance by the VTS is done with the use of 7 radars :

	Range	Zone covered
La Hève	35 NM	35 NM maritime zone centered on La Hève lighthouse
Bassin Hubert RAOUL-DUVAL (Dock)	16 NM	Intersection of the access channels to the port of Le Havre and to the Hubert RAOUL-DUVAL dock up to the end of this dock. Can be used to assist La Hève.
Fore Port	6 NM	End of the access channel to the Port of Le Havre, passing the breakwaters until the south pierhead
Bassin de marée (Tidal Dock)	6 NM	Fore port up to berth CIM 10
François 1^{er} Lock	6 NM	From berth CIM 10 to the lock, Pacific dock, from upstream the lock to the 'pont rouge' (Red Bridge), and to the end of the Ocean dock and to the A29 viaduct.
Tancarville	3 NM	From the first Seine loop to the Tancarville downstream canal
Antifer	15 NM	Port of Antifer access channel.

- AIS : there is an AIS station on the La Hève lighthouse site. It receives data from vessels present in a zone of about 40 NM depending on the VHF radio range.

11.3 PILOTAGE

The presence of a pilot on board is compulsory for all vessels:

- with a length of more than 70 m,
- for vessels transporting hazardous goods,
- using a tug.

Except for vessels whose captains have obtained a pilot-captain licence, for them, the presence of a pilot is also compulsory when using a tug.

The pilotage service is provided by the Le Havre Pilotage station assisted by liaising launches (white superstructures with « Pilote Le Havre » written in black) and a helicopter.

Station de Pilotage du Havre - Fécamp

Quai de la Marine
76600 LE HAVRE

Access number to the Port of Le Havre : 3858

Ph switchboard : +33 (0) 2 35 19 28 40

Tél pilot on watch : +33 (0) 2 35 19 28 48

Fax : +33 (0) 2 35 43 10 91

E-mail : station@pilhavre.fr

Site Internet : www.pilhavre.fr

Their services description as well as useful information is accessible on the website.

Inwards

Vessels' Masters must send a request for a pilot to the Le Havre Harbour Master's Office for LE HAVRE or LE HAVRE-ANTIFER with **an initial notice of 12 hours** indicating the name and call sign of the vessel, the draft and any damage.

This request must be confirmed **3 hours before** indicating the name and call signs of the vessel as well as any technical problems. This contact is made by VHF channel 12 with the « Le Havre Port' station ».

Outwards or for shifting

After having received authorisation from the Harbour Master's Office to sail, the ship agents (if not the shipmaster) must address the request directly to the pilot on duty at the station. This request must imperatively be confirmed **2 hours before** the vessel sails. It is generally transmitted by phone (+33 (0)2 35 19 28 48).

Embarking places

The places for embarking the Le Havre pilots are shown on the SHOM 7418 chart and are located :

- for vessels with a draft of 12 m at 1.4' WNW of the couple LH3 and LH4 buoys (49° 33' N - 000° 5.8'W) ;
- for vessels with a draft of 16 m in the SW corner of the waiting area n° 2 (49° 33' N – 000° 9.8'W) ;
- for vessels with a draft of 18 m in the SSE of the waiting area n° 3 (49° 34.4 N – 000° 14' W).

For Le Havre-Antifer, the pilot embarks in a waiting area or nearby, shown on maps at NNE of the A5 Racon buoy.

Special precautions, depending on the type of vessels, for boarding by helicopter : <http://www.pilhavre.fr/PILHAVRE/helicoptere.html>

For the issuance of Pilot-Captain or Pilot-Owner licences, a number of conditions, related to the type of vessel or boat, to her activity zone in the port and her frequency movements, are required.

II.4 TOWAGE

Towage is not compulsory, except :

- for any vessel with a length of more than 120 m :
 - transporting class 2 (gas) goods in bulk,
 - having transported class 2 goods in bulk and which are not gas-free.
- For any oil tanker with a length equal or of more than 180 m.

These vessels must be assisted by at least one tug, for any manoeuvring.

For security reasons, the Harbour Master's Office can order one or several tugs at vessel's expense.

Towage in the port of Le Havre and Le Havre-Antifer is subject to the granting of an agreement by the CEO of the Grand Port Maritime du Havre (GPMH), in the conditions laid down by Prefectoral Order. It is carried out by the BOLUDA company from which all service terms and conditions can be requested.

Tugs

Eight tugs provide minimum safety service and a reserve tug, with a towing capacity of up to 70t, equipped with firefighting pumps from 300 up to 1200 m³/h.

Ordering tugs

All the conditions of this service can be obtained from the tug company.

BOLUDA

Full style :

BOLUDA LE HAVRE
Route du Môle Central BP 1351
76065 Le Havre
France

Ph : +33 (0)2 32 72 00 30

Fax : +33 (0)2 35 24 00 23

E-mail : boluda-le-havre@boluda.fr

Outside working hours services (24h/24h)

Ph : +33 (0)2 32 72 00 35

Internet site : www.boluda.com.es / www.initem.fr

Useful link : <http://portlehavre.boluda.fr/brochure.pdf>

11.5 MOORING / UNMOORING SERVICE

Linesmen are not compulsory, provided the crewmembers are able to do it by themselves. It is prohibited, for anyone else than a crewmember or linesmen from the granted linesmen company, to move the mooring ropes of a vessel.

The Harbour Master's Office can however impose the use of linesmen from the linesmen company, at the vessel's expense, in some circumstances.

The use of linesmen is compulsory in the François 1er Lock.

Ship mooring companies inside the ports of Le Havre and Le Havre-Antifer are subject to agreement granted by the CEO of the GPMH within the conditions laid down by prefectoral order. This service is performed by the Cooperative Maritime de Lamanage from which all conditions of service can be obtained.

Société Coopérative Maritime de Lamanage des Ports du Havre et d'Antifer

Quai de Southampton
P.O Box 1297
76068 LE HAVRE Cedex (France)
Ph : +33 (0) 2 35 42 58 16 (ou 17)
Fax : +33 (0) 2 35 42 38 07
E-mail : havre@lamanage.com

Notice :

On sailing, the required notice is **1h30**.

Special case of Antifer : Teams go on the spot for the boarding of a pilot, in order to evaluate the conditions for berthing.

11.6 BUOYS

Documentation : see chapter 7.9

Maps : see appendix 1 and 2

PORT OF LE HAVRE-ANTIFER

Channels

The channels (fairway zone, approach and access channels) are marked out by illuminated Buoys from n° A5 to n° A29. Buoy A5 (with Racon light) marks out the far East of one of the two waiting areas. Buoy DA marks the centre of the clearing area. The turnaround zone is marked out in the South by Buoy A27 and in the East by Buoy A29.

The access channel which leads to the swinging zone is marked out by a line of leading lights at 127.5°.

Aids for manoeuvring

Sector lights :

- Access guide lights (on the platform, at the foot of the cliff),
- Guide lights for berthing (on the breakwater),
- West light (W berth),
- East light (E berth).

An occasional blue light is switched on, on each of the bollards during vessels' berthing operations.

Each berth is equipped with aids for berthing with illuminated panels indicating :

- the distance to berth from the fore and aft part of the vessel,
- the speed (in cm/s) of getting nearer or farther from the fore or aft part of the vessel in relation to the berth.

PORT DU HAVRE

Channels

The access channel is marked out by the following pairs of side buoys with radar reflectors LH3-LH4 to LH13 – LH14, buoy LH9 does not exist, and by the pair LH2000-LH16. Its route is marked out by a line of leading lights at 106.8°, lit up day and night.

The passe du Nord (North fairway) is neither marked out by buoys, nor maintained.

The channel entrance to Port 2000 is marked out by the pair of luminous buoys LH13, on starboard side, and LH2000, cardinal west. Its line is marked by a line of lights at 133°, using oscillating border lights. The channel itself is marked out by side lights. The navigable route in the dock is marked out by a leading light at 102,1°.

Traffic signals

They are on signposts situated on the North breakwater, near the Harbour Master's office watchtower, at the West of the South jetty of the access sluice to the Théophile Ducrocq dock, in the Quinette de Rochemont and François 1er Locks, as well as, at the entrance to other structures which vessels or boats have to go through (see 8.13).

In case of a problem (damage, collision, etc ...) with the buoys and signposts, please inform the watchtower of the Harbour Master's Office :

- VHF contact : see chapter 12
- Phone contact : see chapter 2.2

12 COMMUNICATIONS

12.1 GENERAL

This chapter presents the plan of VHF frequencies used in the port of Le Havre and Le Havre - Antifer.

The control and regulation zone of vessels' movements, dealt with by the port of Le Havre Harbour Master's Office is divided into three **three sub zones** for the division of radio frequencies. Each one has one or even two main frequencies and a clearing frequency.

Baie de Seine (VTS zone) :

Compulsory identification zone, 22 nautical miles with the centre point at the La Hève lighthouse (managed by the Watchtower of Le Havre).

Main channel : channel 22 ("Baie de Seine Trafic")

Port of Le Havre-Antifer

Main channel : channel **22**
Clearing channel : channel 14

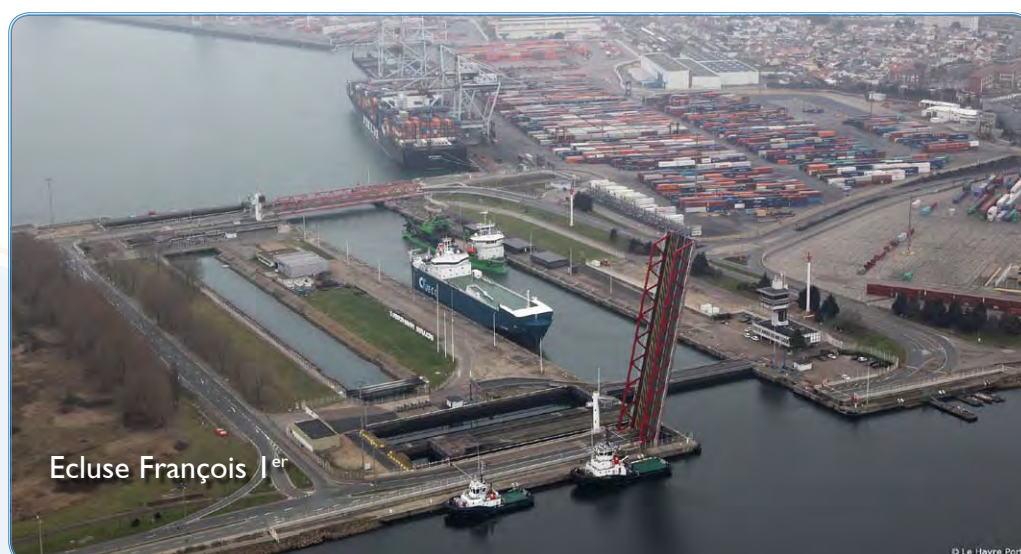
Port of Le Havre

1/ Docks situated downstream the locks :

Main channel : channel **12**
Clearing channels 87, 14 and 20

2/ Docks situated upstream the locks :

Main channel : channel **88**
Clearing channels : channel 83



12.2 VHF COMMUNICATIONS

Routes	Mode S : mode Simplex D : mode Duplex	Fréquences	CALL SIGN	Allocation
16	S	156.800 Mhz		Call - Distress - Safety
12	S	156.600 Mhz	Havre Port	Traffic régulation Anchorage and access channels Docks downstream the locks
14	S	156.700 Mhz	Havre Port Antifer Port	Clearing channel 12 or 22 Bassins downstream from the locks Antifer
20	D	157.000 Mhz 161.600 Mhz	Pilotes (Pilots Le Havre) Havre Port	Clearing channel 12 Pilot station/Vessel on VTS sur roads / Vessel
22	D	157.100 Mhz 161.700 Mhz	Baie de Seine Trafic Antifer Port	Traffic identification Traffic Régulation
83	S	157.175 Mhz	François Premier	Clearing channel 88 Docks upstream François 1 ^{er} , Quinette.Vétilart
87	S	157.375 Mhz	Havre Port	Clearing channel 12 Docks downstream from Quinette and François 1 ^{er} locks
88	S	157.425 Mhz	François Premier Tancarville Vétilart	Traffic Régulation Locks Docks upstream from the locks

13 CARGO-HANDLING

13.1 GENERAL

This chapter deals with the procedures in force in the port of Le Havre for loading, discharging or transshipment operations.

Attention of vertical stevedoring operators is drawn to precise safety rules in chapter 8.11.

13.2 LOADING AND DISCHARGING PROCEDURES

Vessels or boats transporting hazardous liquid or gases in bulk

After berthing and before starting any stevedoring operations, the stevedore and the shipmaster must fill in the check-list drawn up according to the IMO recommendations. This list must be kept available for the Harbour Master's office which can, at any time, stop or prohibit these operations.

Mixed vessels built to transport hazardous dry of liquid goods in bulk

Admission of vessels made to transport these types of goods is dependant on the declaration, **48 hours before the call**, of the state and capacity of the vessel and its slops and useful information regarding the last three shipments transported. Vessels are only allowed to start stevedoring operations once the Harbour Master's office authorisation (bulk office) has been issued with a certificate from a registered surveyor.

Please refer to the rules concerning the different types of vessels and especially the local Rules for the transport and stevedoring of hazardous goods in the port of Le Havre (chapter 2.3).

13.3 TRANSHIPMENT PROCEDURES

Putting vessels alongside for transshipment operations of hazardous cargo is subject to authorisation beforehand from the Harbour Master's Office (hazardous goods in bulk : Bulk office – contact : see chapter 2.2) which fixes the conditions. Mooring alongside is only authorised for the duration of the operations.

For transshipment of liquid or gas in bulk, a vessel-vessel or vessel-barge check-list drawn up according to the IMO recommendations, must be filled in by the two shipmasters before the beginning of operations. This check-list must be made available for the Harbour Master's office which may, at any time, stop or prohibit these operations.

Please refer to the rules concerning the different types of vessels or boats and especially the local Regulations for the transport and stevedoring of hazardous goods in the port of Le Havre (chapter 2.3).

13.4 PROCEDURE FOR HANDLING, LIFTING OR STORAGE OF A PARCEL THROUGH THE INFRASTRUCTURES OF THE PORT ZONE

A specific procedure is set up for stevedoring heavy lifts by lifting, rolling or storage on quays.

It is based on 3 points :

- obligation to make an official request for authorisation,
- choice of privileged reception zones,
- confirmation of the arrival of the heavy lifts 3 days in advance.

Depending on the chosen berth, the initial request must be made **within 3 days and one month** (processing time necessary to obtain a technical opinion on the stability of the quay).

The complete procedure is accessible on the professional website of the Harbour Master's Office (www.havre-port.com) heading Instructions / Documents to be downloaded. The request form is accessible heading Regulations / Documents to be downloaded.

Placing a crane :

- On a public berth : request to be made to the single shop for heavy lifts of the GPMH by e-mail : colis.lourd@havre-port.
- other terminals : subject to the terminal operator agreement.

14 MAINTENANCE, REPAIRS AND SPECIAL OPERATIONS

14.1 GENERAL

This chapter deals with common operations which can be performed by a vessel in the port of Le Havre. All these common or special operations (helicopter landing, events, etc...) carried out, under the owner's or his representative's responsibility, are subject to the Harbour Master's office authorisation.

For the record, the following operations are prohibited in the port :

- chimney sweeping,
- discharge of substances which could harm the environment.

14.2 PUTTING AFLOAT

Authorisation from the Watchtower (by VHF) must be obtained before putting crafts or life boats afloat from a vessel or from ashore. Sufficient notice must be given with regard to port traffic rules.

14.3 MAINTENANCE AND REPAIRS

Any damage on board a vessel which might have consequences to safety or to the running of the port must immediately be notified to the Harbour Master's Office.

For any maintenance or repair work to be done on board vessels while calling, a pre-declaration must be made to the Harbour Master's Office, Hazardous Goods / Safety Office (contact : see chapter 2.2) who advises what safety measures are to be taken. These operations are carried out under the Shipowner's responsibility or, failing that, that of the Owners or their representative.

The Harbour Master's Office agreement is necessary for any hot-welding repairs or repairs which reduce the vessel's capacity to manoeuvre (including at berths dedicated to ship repairs). During commercial operations, maintenance and repair work on the main engine is prohibited at specialised berths for vessels transporting hazardous or polluting goods.

The end of any of this work must also be notified to the Harbour Master's Office.

For any run of the propelling machine, a written request to the Harbour Master's Office must be made with 12 hours notice. These trials can only be carried out during the day and as the conditions fixed by the Harbour Master's office.

Vessels transporting or having transported hazardous goods in bulk :

Please refer and comply with the specific rules (see chapter 2.3).

Ventilation, gas-freeing and hold or tank cleaning operations can only be done at berths equipped with gas return lines. They are subject to the Harbour Master's Office authorisation. Gas-free and gas-freeing certificates must be issued by a surveyor registered by the Harbour Master's Office. These certificates are valid 24 hours.

14.4 UNDERWATER INSPECTIONS AND HULL CLEANING

Diving, except for urgent operational diving, of which the Watchtower must be kept informed by any available means, is subject to a written authorisation issued by the Harbour Master's Office. The request is to be made to the Hazardous Goods/Safety Office (contact : see chapter 2.2).

Cleaning afloat of quick works is prohibited except the propellers.

15 INSPECTIONS IN PORT

15.1 GENERAL

This chapter deals with inspections that may be carried out during the vessel's stay in the port of Le Havre by the French Port State control or by the port authority.

15.2 PORT STATE CONTROL INSPECTIONS

The first regional inter-administrative agreement, the “**Memorandum of Paris**”, draws up a co-ordinated inspection of foreign vessels calling in European ports.

Vessel inspections by Port State Control consist in checking that commercial foreign vessels calling in our port are in conformity with the conventions and rules, in very diverse areas such as the safety of the construction, stability, fire-fighting, rescue and radio equipment, safety of navigation, safety of loading, transport of hazardous goods, habitability, etc ...

On these inspections, Port State Control can immobilise a foreign vessel in order to make it rectify the most serious anomalies, before the vessel sails.

For any statistical or general information in about the “Memorandum of Paris” :

www.parismou.org.

www.emsa.eu.int (website of the European Maritime Safety Agency)

Vessel inspections in the port of Le Havre are carried out by the **Port State Control Center (Centre de sécurité des navires)**.

An inspection report is issued after the visit.

Centre de sécurité des navires de Seine Maritime-Ouest

4, rue du Colonel Fabien - BP 34
76083 Le Havre Cedex

Tél : +33 (0)2 35 19 29 89

Fax : +33 (0)2 35 19 29 90

E-mail : csn-le-havre@developpement-durable.fr

15.3 PORT AUTHORITY INSPECTIONS

While in Le Havre, any vessel is likely to be paid a visit by the Harbour Master's representatives, especially from the Safety/Hazardous bulk office (see chapter 2).

The vessel must be able to present the requested documents and show that the measures taken on board are in conformity with the rules in force and other applicable measures.

16 MISCELLANEOUS SERVICES

16.1 GENERAL

The chapter, which is not exhaustive since any request can be considered, presents the various services offered while in Le Havre.

16.2 SUPPLYING OF BUNKERS AND LUBRICANTS

Bunkering in Le Havre is frequent, either by barge or by truck. A request beforehand must be made to the Harbour Master's Office (Bulk office - contact : see chapter 2.2).

Bunkering operations by barge are subject to the Harbour Master's Office authorisation which draws up a check list (see appendix of the Local Rules for transport and stevedoring of hazardous goods in the port of Le Havre).

Bunkering operations by tanker trucks are subject to :

- the Harbour Master's Office authorisation for the public berths,
- the Harbour Master's Office and the terminal operator for the other berths.

For any vessel transporting or having transported hazardous goods, please refer to the rules in force (see chapter 2.3) for special instructions.

In case of any spillage during operations, the Harbour Master's Office must be informed as soon as possible.

16.3 FRESH WATER SUPPLY

To order fresh water, please contact CODAH :

Phone : + 33 (0)2 35 25 15 50
AOH : + 33 (0)2 35 19 45 45

16.4 PROVISIONS

Provisions (parcels) can be subject to restrictions, especially for vessels transporting or having transported hazardous goods. The conditions of co-activity with commercial operations must therefore imperatively be checked according to the type of cargo.

Please refer systematically to the rules in force (see chapter 2.3).

16.5 COLD IRONING

No cold ironing.

16.6 WASTE

Please refer to paragraph 4.9.

16.7 REPAIRS

The GPMH has dry or afloat ship repair facilities.

Installations and full style : see chapter 7.13.

Special procedures : see chapter 14.3.

16.8 SHORE GANGWAYS

The GPMH can offer to place a shore gangway, subject to availability.

This order must also be sent by fax to :

The operating Department for services to ships (« section roulage »).

The Harbour Master's Office (Watchtower) for information (VTS : contact in chapter 2.2) which will confirm internally the exact time of arrival and sailing of the vessel.

Container terminals :

Phone : +33 (0)2 32 74 74 00 (extension 7951 or 7952) (business hours)

Fax : +33 (0)2 32 74 69 60

Other terminals :

Phone : +33 (0)2 32 72 76 54 or 55 or 63

Fax : +33 (0)2 32 72 76 59

16.9 PROVISION OF FLOATING FENDERS

The GPMH can provide floating fenders.

The order must be sent to the Infrastructure Studies and Works (ETI) of the GPMH at least **72 hours before** the operation.

ETI :

Phone: +33 (0)2 32 72 76 89 or +33 (0)2 32 74 74 00 / extension 8566 or 7859

Fax: +33 (0)2 32 76 75

This order must be confirmed by mail to the address stated during the phone call.

16.10 HEALTH INSPECTIONS

Issuance of health inspection exemption certificates and health inspection certificates:

A) FOREIGN VESSELS

The Regional Health Agency (ARS) is authorised to issue health inspection exemption certificates and health inspection certificates. In both cases, an inspection on board is necessary, in the presence of the vessel's master or his representative. If the inspection shows no hygiene problem on board, nor any risk of spreading illness internationally, a certificate of health inspection exemption is issued. In the opposite case, a health inspection certificate is issued stating the steps to be taken and the date of the inspection showing that these steps were taken and were efficient. Thereafter, the instructions follow-up will be done in liaison with the Port State Control Center ("Centre de Sécurité des Navires -CSN-"). If these measures are not taken, no other certificate can be issued.

The procedure and the documents to be provided can be obtained by contacting the 'ARS', in Haute-Normandie:

Agence Régionale de Santé (ARS) Haute Normandie

Phone : +33 (0)2 32 18 32 31 (34) or +33 (0)6 74 55 04 55

The ship-agent must contact the 'ARS' at least 5 days before obtaining an appointment for vessel inspection.

B) FRENCH VESSELS

Please contact the health service at the seamen's centre (SSGM) :

SSGM Normandie Mer du Nord

4 rue du Colonel Fabien
BP 34
76083 LE HAVRE CEDEX

Phone : +33 (0)2 35 19 97 69

Fax : +33 (0)2 35 19 29 79

16.11 SURVEYORS

The port authority can call on surveyors to do the inspections which it has to do in application of the ruling instructions. Their remuneration and related expenses, depending on the case are charged to the customer (vessel, equipment, cargo...).

Chemical surveyors must be approved by the Harbour Master's Office.

16.12 PORT PROFESSIONS

Various port contacts can be found in the port website www.haropaports.com heading « General Public / Links ».

UMEP - Union Maritime et Portuaire

7 rue Anfray

BP 1021

76061 LE HAVRE Cedex (France)

Phone : +33 (0) 2 35 19 21 75

Fax : +33 (0) 2 35 22 93 66

Website : www.umep.org

GHAAM - Groupement Havrais des Armateurs et Agents Maritimes

7 rue Anfray

BP 1021

76061 LE HAVRE Cedex (France)

Phone : +33 (0) 2 35 44 67 73

Website : www.ghaam.fr

STH - Syndicat des Transitaires et commissionnaires en douane du Havre et de la région

132 boulevard de Strasbourg

BP 136

76060 LE HAVRE Cedex (France)

Phone : +33 (0) 2 35 21 04 44

Fax : +33 (0) 2 35 42 38 98

E-mail : sth@hps.tm.fr

Website : www.orgatrans.hps.tm.fr

16.13 MEDICAL CENTRES

Groupe Hospitalier du Havre

Phone : +33 (0)2 32 73 32 32

Website : www.ch-havre.fr

Hôpital Jacques Monod

Open 24h/7 (emergencies)

29 avenue Pierre Mendès France

76290 MONTIVILLIERS

Reception opening hours :

- Nord reception : monday to friday from 8.00 a.m to 7.00 p.m
and week end from 10.00 a.m to 6.00 p.m.
- South reception : monday to friday from 7.45 a.m to 6.00 p.m.

Hôpital Flaubert

55 bis rue Gustave Flaubert

BP 24

76083 Le Havre cedex

Hôpital Pierre Janet (psychiatric)

47 rue de Tourneville

76600 LE HAVRE

Phone : +33 (0)2 32 73 39 20

Reception pavillon Jean L'huissier

Clinique des Ormeaux

Ouvert 24h24

36 rue Marceau

76600 LE HAVRE

Phone : +33 (0)2 32 74 32 74

Website : www.ormeaux.com

Hôpital Privé de l'Estuaire

505, rue Irène Joliot Curie

BP 90011

76620 LE HAVRE

Phone : +33 (0)8 25 74 75 76

E-mail : +33 (0)2 76 89 95 05

website : www.hopitalprivedelestuaire.fr

16.14 HOSPITALITY TO SEAFARERS

Honorary Consulates :

Spain, Belgium, Finland, Great Britain, Greece, Madagascar, South Africa, Switzerland, The Netherlands, Brazil, Chile, Denmark, Guatemala, Japan, Mexico, Senegal, Germany and Norway.

Contacts : the list of addresses is available on the Le Havre city website www.lehavre.fr, look for heading « Consulat ».

In Le Havre :

Tourist Office

186 Boulevard Clémenceau

BP 649 - 76059 LE HAVRE Cedex

Phone : +33 (0)2 32 74 04 04

Fax : +33 (0)2 35 42 38 39

Website : www.lehavretourisme.com

An internet terminal is available.

Taxis

37, rue Jules Lécèsne

76600 LE HAVRE

Phone : +33 (0)2 35 25 81 81

Fax : +33 (0)2 35 25 81 00

E-mail : contact@radiotaxi-lehavre.com

Website : www.radiotaxi-lehavre.com

LIA, Lignes de l'Agglo

Open - from monday to saturday from 7.00 a.m to 7.00 p.m

Phone : +33 (0)2 35 22 35 00

E-mail : contact@transports-lia.fr

Website : www.transports-lia.fr

Port Committee for seafarers welfare

This port committee for seafarers welfare gives help for the action of the following associations :

- AHAM : Seamen's Club
- Mission de la Mer
- Deutsche Seemanns Mission

Reception structures:

It is chaired by the Seine-Maritime Prefect or his representative.

Reception structures

Hôtel-restaurant « Les Gens de Mer »

Open 24h/7 with préférential tarifs for seamen

44, rue Voltaire

76600 LE HAVRE

Tél : +33 (0)2 35 41 35 32

Fax : +33 (0)2 35 43 26 21

E-mail : agismlehavre@wanadoo.fr

Internet : www.lesgensdemer.fr

Le Club des 7 Mers

In the building of the "Les Gens de mer" hotel: A seamen's club co-run by the AGISM (proprietors of the hotel) and the AHAM, open from Sunday to Friday from 167.h00 to 242.h300. Phone and phone cards, Internet and Wifi, boutique, bBar, games, newspapers, exchange, postal service, transport services, church services.

Worships : Catholic, Protestant, Jewish, Muslim and Evangelist religions are commonly practised in Le Havre. The ship-agent can obtain information on places of worship and times of religious services.

16.15 TRANSPORTS

TRAINS

Gare SNCF

12 rue Magellan

Phone : 3635 Informations

Website (for régional trains) : www.ter-sncf.com/haute-normandie/Default.aspx

Website (for main lines) : www.voyages-sncf.com

PLANES

Aéroport du Havre - Octeville

rue Louis Blériot

76620 Le Havre

Phone : +33 (0)2 35 54 65 00

Fax : +33 (0)2 35 54 65 29

Internet : www.lehavre.aeroport.fr

TAXIS

37, rue Jules Lecesne
76600 LE HAVRE

Phone : +33 (0)2 35 25 81 81

Fax : +33 (0)2 35 25 81 00

E-mail : contact@radiotaxi-lehavre.com

Website : www.radiotaxi-lehavre.com

BUSES, TRAMS AND COACHES

City public transport network

LIA, Lignes de l'Agglo

Information from monday to saturday from 7.00 a.m to 7.00 p.m.

Phone : +33 (0)2 35 22 35 00

E-mail : contact@transports-lia.fr

Website : www.transports-lia.fr

Central station :

The Le Havre railway station is the centre of many exchanges with the 'La Station' bus station which is run by the CTPO. It is situated behind the Le Havre railway station and has the following bus lines :

- Bus lines : 3, 5, 6, 8, 9, 31, 41 and 51
- Tram : lines A and B
- Inter-urban coaches :
 - line 6 Grand Hameau
 - line 900 Beuzeville / Pont Audemer
 - line 23 Fécamp / Goderville
 - line 24 Fécamp / Etretat
 - line 9 Montivilliers Gare
 - Dfds Seaways Navette Ferry Portsmouth
 - lige 20 Caudebec-en-caux
 - lige 20 Bus verts Honfleur / Deauville / Caen
 - lige 39 Bus verts Le Havre / Caen Express
 - lige 50 Bus verts Honfleur / Pt L'Evêque / Lisieux

16.16 PROFESSIONAL FISHING

It is prohibited to leave fishing tools, trawl warps, drag net and nets, on the port site except at the following terminals dedicated to fishing :

- Quai de l'Isle,
- Pontoon and open space East of the Quai de Southampton,
- AV pontoons and open space at Antifer.

Vessels wanting to come to the Port of Le Havre temporarily to unload their fish to another site than those mentioned above must ask for the Harbour Master's Office authorisation. They can only do this at the Hermann du Pasquier berth (PM 50 – 200).

16.17 SPORT AND LEISURE ACTIVITIES

In the administrative limits of the port, it is prohibited to pick any vegetation, collect shells or other sea animals.

Fishing control in the ports of Le Havre and Le Havre-Antifer and in the Tancarville canal are based on a specific Prefect Order. Fishing competitions are subject to the Harbour Master's Office agreement.

Swimming and nautical sports are prohibited unless they have the Harbour Master's Office authorisation and can only be envisaged for festivals and sporting events.

Only the following dives can be authorised :

- Professional for underwater works or intervention of State and assistance services,
- Training of State and assistance services,
- For scientific purposes,
- Training of clubs affiliated to the « Comité Départemental d'Etudes et de Sports sous-marins 76 » (CODEP 76) limited to the « bassin de la Barre » (La Barre dock) and to the "Forme de Radoub (drydock) n° 3.

17 PORT CULTURE

17.1 IMPORTANT NAMES

François 1^{er} :

King of France from 1515 to 1547, François 1^{er} was an arts and literature enthusiast. He is recognised as one of the French Renaissance pioneers.

On February 7th, 1517, he charged Admiral Bonnivet of building a new port in a place « of Grace ». « Le Havre de Grâce » was originally a strong military port, mainly destined to stop Norman invasions by the Seine and to offset the silting up of the ports of the Eure and Harfleur, which had become inaccessible for big vessels in the 16th century.

Quinette de Rochemont :

Chief Engineer of the Port of Le Havre, who succeeded Ernest Bellot in 1883. Quinette de Rochemont participated in renovating the « bassin Bellot », the biggest port dock for that era. The big lock that connects this dock up to the outer-port bears his name.

Théophile Ducrocq :

A civil engineer, he succeeded Mr. Vétillart at the head of the Civil Engineering Service in charge of the port. He directed works on the big Quinette de Rochemont lock, new breakwaters and the large drydock. The downstream part of the tidal dock « bassin de marée » bears his name.

Hubert Raoul-Duval :

Administrator of companies, coffee trader in Le Havre, Hubert Raoul-Duval was President of the Le Havre Chambre of Commerce and Industry from 1978 to 1984, then Chairman of the Board of the « Port Autonome du Havre » from 1986 to 1993. His name was given to the Port 2000 dock.

Jean Reinhart :

Coffee and cotton trader, Jean Reinhart was Chairman of the Board of the Port Autonome du Havre from 1961 to 1962. One of the North berths of the Bellot dock bears his name.

Antoine Ernest Bellot :

Born in 1826, Engineer in Le Havre between 1855 and 1875. He took part in all the major works in the port of Le Havre in that era : building of the « bassin de la Citadelle » (Citadelle dock), « bassin de l'Eure » (Eure dock), outer-port works, setting-up of the four repair drydocks, and design of the projects of the 9th dock (« bassin Bellot ») and of the Tancarville canal.

Joannes Couvert :

Born in Lyon in 1846 and graduated from the « Ecole Centrale ». Coffee trader, settled in Le Havre in 1871. Member of the chamber of commerce in 1880, he became vice-president in 1891, then president in 1898 until 1919. He equipped the port with modern port cranes, maritime stations, semaphores and fire-boats. He worked on improving the port entrance (North jetty), on building new berths and locks (Quinette de Rochemont, Vétillart).

Hermann du Pasquier :

Born in Le Havre in 1864, from a family of cotton traders, he was also a representative of this corporation. Member of the Le Havre chamber of commerce since 1906, he was president from 1920 to 1935. He set up the autonomy of the port authority on January 1st, 1925, was chairman of the Board of the new “port autonome”, a post he occupied until 1945. Under his chairmanship, the port of Le Havre saw the creation of the tanker port, built on the Southern bank of the tidal dock (“bassin de marée”).

Lucien Corbeaux :

Born on February 11th, 1862, graduated from “Polytechnique” and the civil engineering school, he was appointed as chief engineer at the head of the maritime department of Le Havre in 1918 and was in charge of big port improvements (law of 1909). Director of the port of Le Havre when the autonomy regime was set up in 1925 until 1931.

Marcel Despujols :

Civil engineer at Saint Malo, he arrived in Le Havre in 1929 as chief engineer. He became port director on March 1st, 1931, equipped the repair drydock, took on the building of the Joannes Couvert wharf, the digging of the outer fairway, the outer-port and the tidal dock (“bassin de marée”), digging and widening of the Tancarville canal up to the Pont VIII.

Roger Meunier :

Trader in Le Havre, he joined the board of the Port Autonome du Havre in 1935. He became vice-president of the Chamber of Commerce in 1938, then president in 1945, on which date he also became chairman of the board of Directors of the Port until 1960.

Pierre Callet :

Born in 1902, he graduated from Polytechnique and the civil engineering school. He joined the port of Le Havre in 1937, became director from 1944 to 1959, in which years he had to take on the immense job of rebuilding the port which had been almost completely destroyed.

Henry Deschènes :

Born in 1915, he graduated from Polytechnique and the civil engineering school and joined the port of Le Havre in 1942. Under the orders of Pierre Callet, he was devoted to rebuilding the port until 1959. Port director from 1959 to 1967, he had an ambitious plan approved and put into place for an extension of the port to the East (lengthening of the tidal dock (“bassin de marée”), renovating the alluvial plain around the central maritime canal, the François Ier lock) which made it possible to receive new traffic (containers, roro) and set up new industries. We owe it to him too for building the present head office.

17.2 IMPORTANT DATES

7 february 1517 : François I^{er} decides to build a port at the mouth of the Seine River. The admiral de France, Bonnivet, is commissioned to build the port of Le Havre.

1627 : Richelieu and Colbert build a new citadel, East of the Port.

1691 : Vauban sets up an enlargement plan of the port with a project to dike up part of the roadsteads.

July 1775 : Inauguration of the first lighthouse in La Hève which is run on wood and coal.

17 december 1784 : The cruise liner « Deux Frères » inaugurates its first liner service between Le Havre and New York.

1786 : Visit by Louis XVI : the king approves the town extension project : Lamandé is in charge of this. He plans to create 76 workable hectares and a Louis XVI square build to the glory of the king.

20 november 1793 : Le Hâvre de Grâce becomes Hâvre de Marat and then rapidly Hâvre Marat. On 13 January 1795, Le Hâvre-Marat becomes Le Havre.

18 august 1795 : Deleted from the list of the big military ports, Le Havre becomes a secondary port.

1802 : First visit by Napoleon 1st. The Chamber of Commerce is founded.

28 july 1828 : a signpost on the North Jetty is erected.

Middle of the 19th century : the Vauban hangars are built.

4 march 1847 : Inauguration of the Paris-Le Havre Railway line.

1855 : The Péreire Brothers found the « Compagnie Générale Transatlantique ».

1872 : Claude Monet (1840 – 1926) paints « Impression, Soleil Levant » in Le Havre, a painting which gives its name to impressionism.

End of 1880 : Beginning of the building of the 9th basin and Tancarville Canal.

1887 : Inauguration of the Tancarville Canal (« Canal de Tancarville »).

Law of 19 march 1895 : Building of the outer-port between the North of South breakwaters and the opening of the « bassin aux pétroles » dock (oil dock).

Law of 11 february 1909 : Building of the large tidal dock (« bassin de marée ») with 1000 m of quayside (future Joannes Couvert quay finished in 1929).

1911 : Beginning of the tidal dock (« bassin de marée ») and the repair drydock works, inauguration of the Vétillart and Quinette de Rochement locks.

1912 : The Bellot dock (« bassin Bellot ») and the Eure dock (« bassin de L'Eure ») together form the big docks (« les grand bassins »).

10 october 1913 : Completion of the cotton hangar, the longest in Europe (742 m).

1925 : Creation of the « port autonome » (port authority) status.

1926 : The tanker terminals along the South breakwater start operating.

1932-1933 : Despujols dock (« Bassin Despujols »), enlargement of the Tancarville canal, putting into place of the swing bridges 6, 6 bis, 7 and 8 of the Tancarville canal, which replace the turn-bridges.

1938 : Le Havre, n° 1 tanker port in France.

1940 : First German bombings.

14 june 1944 : Ally bombings : 200 bombs : on 5 and 6 September 1944 : British bombing of the city and port. The city centre was completely destroyed and 5,000 people are killed.

1950 – 1960 : Reconstruction works on the 1939 master plan basis.

1959 : Opening of the Tancarville bridge.

1961 : The cruise liner « France » arrives in Le Havre for the first time.

16 november 1962 : Decree of port development « Marche vers l'Est » (towards the East), completion of the « Quai de Floride ».

1966 : Beginning of the building of the « Quai de l'Atlantique », inauguration of the « Pont Rouge » bridge which links the port road to the industrial road in the industrial and port zone.

24 january 1967 : Inauguration of terminal 8 of the tanker port, by André Bettencourt, State Secretary to Transport. The terminal is able to accommodate 200,000-ton tankers.

27 december 1968 : Quai de l'Atlantique is put into service.

6 august 1969 : A new channel positioned at 107 on a straight line is put into service.

17 july 1970 : Inauguration of tanker terminal n° 10.

17 november 1970 : Building of the Pont du Hode bridge between the two banks of the Tancarville canal and linking the industrial route to the future A 131 motorway.

February 1971 : The width of the access fairway to the new CIM berths is widened to 210 m in the tidal dock « bassin de marée » (demolition of the old sub-marine base of the « mole Central » wharf).

21 july 1971 : Installation of automatic lights with lit up over a range of 6.8 to 26 km depending on visibility.

22 décembre 1971 : Official inauguration of the François 1er lock by Olivier Guichard, National Planning Minister.

1972 : Completion of the 600 m berth, named « Quai de l'Europe », beginning of building of the Antifer terminal, beginning of dredging for the digging of the new Ocean dock « darse de l'Océan » upstream from the François 1er Lock, for container traffic.

7 may 1973 : New Watchtower (45m) with the highest point of the tower 54 m high, starts operating.

12 september 1973 : Opening of the ro-ro terminal (12 hectares at that time).

1974 : Central maritime canal in the industrial zone starts to operating.

13 april 1976 : Inauguration of the Antifer tanker port.

5 july 1976 : barge convoy go through the new Tancarville Lock for the first time.

22 april 1977 : Inauguration of the first berth at the quai de Bougainville on the East bank of the Ocean dock « darse de l'Océan ».

1 april 1978 : Inauguration of the new MCT6 coal terminal which is due to supply the EDF power station.

11 october 1985 : Inauguration of the Multibulks centre on the South bank of the Grand Canal du Havre.

13 december 1985 : Linking up of the A13 Motorway.

1990-1995 : « Quai Asie, Osaka and des Amériques » start operating, and linking up of the motorway to the North and South via the « Pont de Normandie » bridge.

26 january 1995 : Opening of the Pont de Normandie bridge.

1995-2000 : Decision to build Port 2000, public debate on the project started on 24 November 1997.

2005 : Le Havre becomes part of the World UNESCO Heritage.

30 march 2006 : Inauguration of Port 2000 by Dominique Perben, Minister of Transport and the Terminal de France (TDF) start operating.

29 november 2007 : The 2nd Port 2000 terminal start operating: "Porte Océane" Terminal (TPO).

4 july 2008 : Law on the French port reform. In October 2008, the Port Autonome becomes the "Grand Port Maritime du Havre" (GPMH).

3 may 2011 : Local port reforms is completed and implemented.

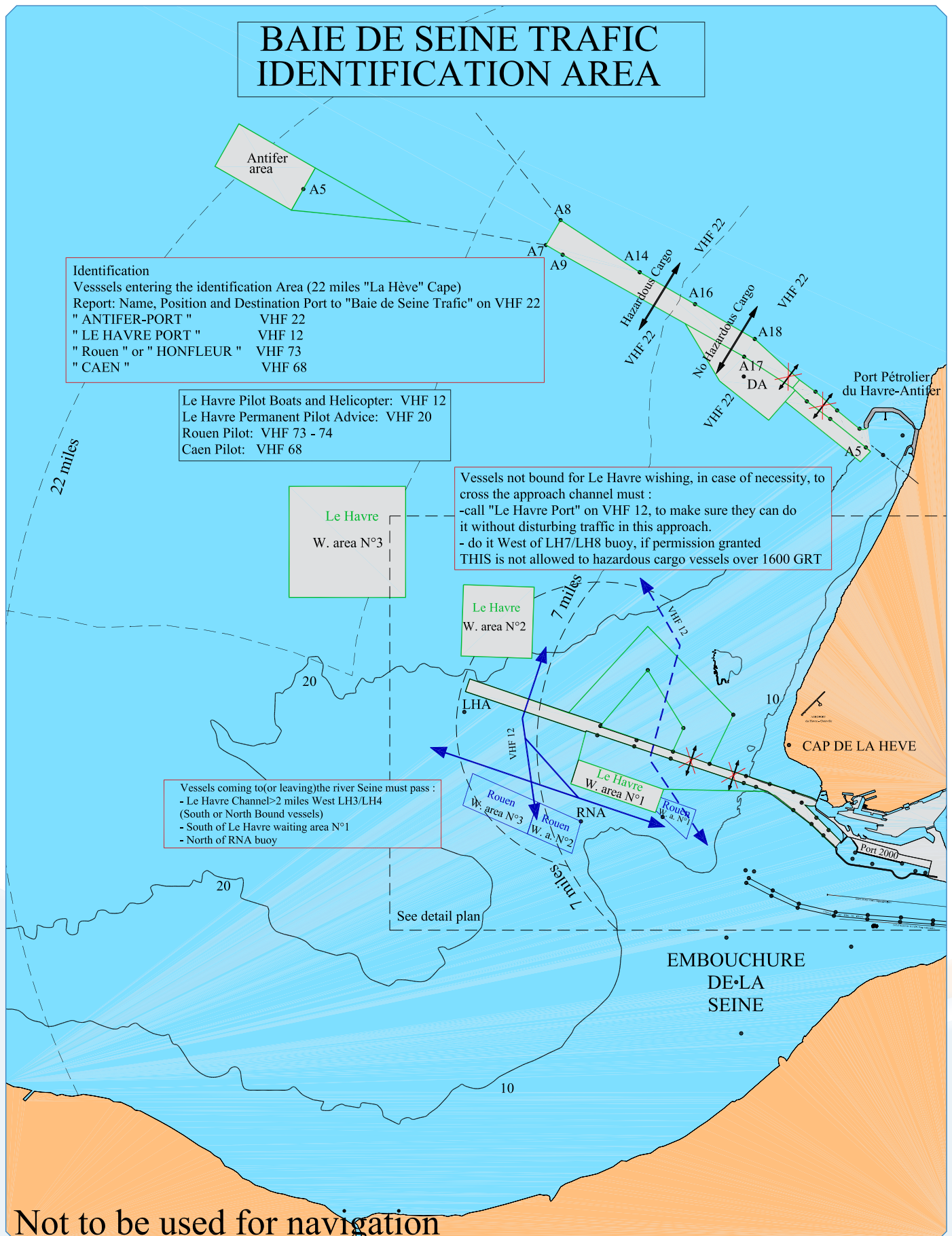
12 fébruary 2012 : the 3rd terminal in Port 2000 comes on stream:TNMSC

14-15 december2013 : Inauguration of the Port Center in Le Havre, for immersing the general public into the core of the Havre port world, its know-how and its trades.

APPENDIX I :

SHIP IDENTIFICATION

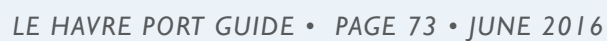
(see chapters 7.10 and 11.6)



(see chapters 7.12 and 11.6)



(see chapter 7.1)



APPENDIX 4 :

QUAYS DESCRIPTION FOR INFORMATION ONLY

(see chapter 7.13)

Link related to the plan of the port

ACTIVITY	QUAY / PIER	BERTHS	Total length (m)	Height (m)	Bollard capacity (t)	Theoretical mark* (m)	Vessel length (m)	Vessel width (m)	DOCK / CANAL	Tidal dock / Wet dock	Contact
CONTAINERS	AMERIQUES	AME 1-2	503	9,50	100	-14,00			BASSIN RENE COTY	M	Cie Nouvelle de Manutentions Portuaires (CNMP)
CONTAINERS	ASIE	ASI 1-2	620	9,50	100	-13,50			BASSIN RENE COTY	M	Harbour Master's Office
CONTAINERS	ATLANTIQUE	ATL 1 à 3	807	9,40	100	-12,50			BASSIN RENE COTY	M	Cie Nouvelle de Manutentions Portuaires (CNMP)
CONTAINERS	BOUGAINVILLE	BGV 4-5	620	9,00		-8,00			DARSE DE L'OCEAN	F	Harbour Master's Office
CONTAINERS	EUROPE	EUR 1 à 3	905	9,20		-7,00 à -8,00			CANAL DE BOSSIÈRE	F	Générale de Manutention Portuaire (GMP)
CONTAINERS	EUROPE Fluvial	EUR 4	255	9,20		-3,00	<200		CANAL DE BOSSIÈRE	F	Générale de Manutention Portuaire (GMP)
CONTAINERS	HAVRE	HAV 3 à 12	3500	10,20	150	-15,00 à -16,00			BASSIN RAOUL DUVAL	M	TNMSC. TPO. TDF
CONTAINERS	HAVRE Fluvial	HAV 12 F	200	10,20	150	-6,00			BASSIN RAOUL DUVAL	M	TDF
CONTAINERS	OSAKA	OSK 1-2	460			-13,50			BASSIN DU PACIFIQUE	M	Harbour Master's Office
RO-RO	BOUGAINVILLE	BGV 1 à 3	976	9,00		-7,00 à -8,00			DARSE DE L'OCEAN	F	Harbour Master's Office
RO-RO	POSTES ROULIERS	ROR et ROC	1000	7,70 à 9,50		-4,00 à -6,00	<140 à >265		GRAND CANAL DU HAVRE	F	Harbour Master's Office
RO-RO	POSTES ROULIERS Barges	ROR 4 et B				2,00 à 3,00			GRAND CANAL DU HAVRE	F	Harbour Master's Office
CEMENT	CIMENTIERIE	CMT 1-2		15,20		2,20 à -5,50	<200		GRAND CANAL DU HAVRE	F	Laîange
DRY BULK	MULTIVRAC	MTV 1	480	10,75		-5,00 à -12,20	<300 et <250	<43	GRAND CANAL DU HAVRE	F	SMEG
DRY BULK	MULTIVRAC Barges	MTV 2	75	10,00		0,00	<110		GRAND CANAL DU HAVRE	F	SMEG
DRY BULK	MULTIVRAC	MTV 3	480	10,75		-5,00 à -12,20	<300 et <250	<43	GRAND CANAL DU HAVRE	F	Harbour Master's Office
ORE TERMINAL	MOLE CENTRAL	MCT 5-6	260	10,00		-6,00 à -16,00	<140 et <300		BASSIN THEOPHILE DUCROCQ	M	STM6
AGGREGATES	VARIOUS PIER	GRA				-4,00 à -7,00			DARSE DE L'OCEAN et GCH	F	Harbour Master's Office
FERRIES	TERM. GRANDE BRETAGNE	TGB 3				-7,00			BASSIN DE LA MANCHE	M	DFDS. BAI
CRUISE TERMINAL	PIERRE CALLET	PCA 1 à 3	598	9,50	100	-11,00 à -12,00			BASSIN THEOPHILE DUCROCQ	M	Harbour Master's Office
CRUISE TERMINAL	ROGER MEUNIER	RMN 1 à 3	500	10,00		-8,30 à -9,50			BASSIN DE LA MANCHE	M	Harbour Master's Office
RIVER CRUISE TERMINAL	ANTILLES	ANT 1 à 3	320	9,15		-2,00		<26	BASSIN PAUL VATTINE	F	Harbour Master's Office
RIVER CRUISE TERMINAL	MARSEILLE	MAR	141	9,15		-0,35	<136	<26	BASSIN DE L'EURE	F	Harbour Master's Office

* The theoretical heights and marks are given according to the zero of Le Havre marine charts

Water depth available	Please contact the Harbour Master's Office
In tidal dock, add the tidal range to the theoretical mark	
In wet dock, add the dock level, around 7m, to the theoretical mark	

APPENDIX 4 (CONTINUATION) :

QUAYS DESCRIPTION FOR INFORMATION ONLY

(see chapter 7.13)

Link related to the plan of the port

ACTIVITY	QUAY / PIER	BERTHS	Total Length (m)	Height (m)	Bollard capacity (t)	Theoretical mark* (m)	Vessel length	Vessel width (m)	DOCK / CANAL	Tidal dock / wet dock	Contact
FUEL OIL & PRODUCTS	ANTIFER	AFR E et W	42	18,00		-29,80	>270 et >310		BASSIN d'ANTIFER	M	Cie Industrielle Maritime (CIM)
FUEL OIL & PRODUCTS	CIE INDUSMARITIME	CIM 1 à 10		9,50 - 11,50		-3,50 à -17,00	<120 à <265		BASSIN THEOPHILE BUEGGO	M	Cie Industrielle Maritime (CIM)
FUEL OIL & PRODUCTS	VARIOUS QUAY AND PIER			8,75 à 9,5		2,90 à -7,00	<80 à <280			F	Harbour Master's Office
CHEMICALS	VARIOUS QUAY AND PIER			9,50		-1,00 à -5,00	<127 à <240		BASSIN DESPUJOLS et GCH	F	Harbour Master's Office
CHEMICALS	VARIOUS QUAY AND PIER					0,00 à 3,50	<85 à <110		GCH et Canal TANCARVILLE	F	Harbour Master's Office
GAS	APPT. DU HOC	HOC				0,00	<125 et <85		BASSIN DE LANCEMENT	F	TOTAL
GAS	APPT. NORGAL	SOG 1				-5,00	<240		GRAND CANAL DU HAVRE	F	NORGAL
OILS	MALAKOFF	MAL	125			-1,00	<105	<26	BASSIN BELLOT	F	LBC SOTRASOL
OILS	PIERRE CALLET	PCA 3	155	9,50	100	-12,00	<200		BASSIN THEOPHILE BUEGGO	M	LBC SOTRASOL
MULTIPURPOSE	BRESIL	BRE 1 à 3	530	9,15	75	-2,35		<26	BASSIN BELLOT	F	Harbour Master's Office
MULTIPURPOSE	CAMEROUN	CAM	224	9,15		-0,35	<210	<25	BASSIN DE L'EURE	F	Harbour Master's Office
MULTIPURPOSE	COLOMBIE	COL	83	9,15		-2,35	<80		BASSIN BELLOT	F	Harbour Master's Office
MULTIPURPOSE	GUINEE	GUI	373	9,15		-1,35		<26	BASSIN DE L'EURE	F	Harbour Master's Office
MULTIPURPOSE	HERMANN DU PASQUIER	HDP 1 à 8	1485	9,95	75	-4,80	<210	<26	BASSIN BELLOT	F	Harbour Master's Office
MULTIPURPOSE	JOANNES COUVERT	JCV 1 à 7	1528	9,50	100	-7,50 à -12,00			BASSIN THEOPHILE BUEGGO	M	Harbour Master's Office
MULTIPURPOSE	JEAN REINHART	JRN 1 à 3	486	9,50		-4,80		<26	BASSIN BELLOT	F	Harbour Master's Office
MULTIPURPOSE	RAVERAT	RAV 1 à 3	300	8,15		1,15	<130	<17	GARAGE DE GRAVILLE	F	Harbour Master's Office
MULTIPURPOSE	TONKIN	TKN	93	9,15		-1,90	<90		BASSIN BELLOT	F	Harbour Master's Office
HEAVY LIFTS	DRESSER	DSR		9,02	50	2,00	<110		GRAND CANAL DU HAVRE	F	GPMH - Guichet unique Pôle ESN
HEAVY LIFTS	POSTE F COLIS LOURDS	FCL				3,20			GRAND CANAL DU HAVRE	F	TOTAL
WATERWAY	VARIOUS QUAY AND PIER		2700	8,80		-2,00 à -6,00	<130 à <171	<23	VETILLART, DESPUJOLS et GCH	F	Harbour Master's Office
SHIP REPAIRS	ex-A-CHANTIERS DU HAVRE	ACH	130			2,00			BASSIN DE LANCEMENT	F	GARDET ET DE BEZENAC
SHIP REPAIRS	FORMES DE RADOUB	FRM 4				-0,45	<180	<24	BASSIN DE L'EURE	F	GPMH - Guichet unique Pôle ESN
SHIP REPAIRS	FORMES DE RADOUB	FRM 5				-0,85	<150	<19	BASSIN DE L'EURE	F	GPMH - Guichet unique Pôle ESN
SHIP REPAIRS	FORMES DE RADOUB	FRM 6				0,00	<113	<14	BASSIN DE L'EURE	F	GPMH - Guichet unique Pôle ESN

APPENDIX 5 :

PHONE / FAX AND E-MAIL DIRECTORY

IN CASE OF EMERGENCY

Harbour Master's Office	02 32 74 70 71 (or 72, or 73) – VHF 12 (au Havre) or 22 (at Antifer)
Fire service	18 (mobile : 112)
Medical Unit	15 (mobile : 112)

LE HAVRE-OCTEVILLE AIRPORT	page 64	Planes	+33 (0)2 35 54 65 00	www.lehavre.aeroport.fr
LOCAL HEALTH AGENCY	Page 23 et Page 60		+33 (0)2 32 18 32 31 (34) ou Mobile : +33 (0)6 74 55 04 55	
LIA, (CITYTRANSPORT SERVICE)	Page 63	City public transport network	+33 (0)2 35 22 35 00	www.transports-lia.fr
PORT MARITIME DU HAVRE (PORT AUTHORITY)	Page 9	GPMH (switchboard)	+33 (0)2 32 74 00 00	www.havre-port.com
	Page 45	Security (alert)	+33 (0)2 32 74 70 71	
	Page 45	Security (PSO)	+33 (0)2 32 74 71 96	surete-asp@havre-port.fr
	Page 45	Port security Department	+33 (0)2 32 72 75 98	securite@havre-port.fr
	Page 9	Information center	+33 (0)2 32 74 70 63 (64-66-67) Fax : +33 (0)2 32 74 70 69	capinfo@havre-port.fr
	Page 10	Berth allocation (vessels other than container carriers)	+33 (0)2 32 74 70 70 Fax : +33 (0)2 32 74 70 99	placement.capitainerie@havre-port.fr
	Page 10	Berth allocation (container carriers)	+33 (0)2 32 74 70 90 Fax : +33 (0)2 32 74 70 99	coordination.capitainerie@havre-port.fr
	Page 10	Vessel Traffic Service	+33 (0)2 32 74 70 71 (72-73) Fax : +33 (0)2 32 74 70 75	vigie.capitainerie@havre-port.fr
	Page 10	Vigie François 1 ^{er}	+33 (0)2 32 72 76 60 Fax : +33 (0)2 325 24 43 87	(at François 1 ^{er} lock)
	Page 10	Vigie Le Havre-Antifer	+33 (0)2 35 20 71 70 Fax : +33 (0)2 35 13 67 38	
	Page 11	New lock Ecluse de Tancarville	+33 (0)2 35 39 45 08 Fax : +33 (0)2 35 39 45 07	
	Page 11	Old lock Ecluse de Tancarville	+33 (0)2 35 31 88 88 Fax : +33 (0)2 35 91 09 04	
	Page 11	Safety Office Hazardous goods	+33 (0)2 32 74 70 76 (77) Fax : +33 (0)2 32 74 70 79	timad.havre-port.net/timadWeb/declarant.fr
		Hazardous goods declaration (TIMAD)	+33 (0)2 32 74 70 52	
	Page 11	Office for bulk cargo (liquid and dry)	+33 (0)2 32 74 70 83 (81) Fax : +33 (0)2 32 74 70 82	
	Page 59	Request of gangways	+33 (0)2 32 74 74 00 (poste 7951 ou 7952) Fax : +33 (0)2 32 74 69 60 +33 (0)2 32 72 76 54 ou 63	Container terminals Other terminal
	Page 29	Ship repairs (dry)	+33 (0)2 32 72 76 54 Fax : +33 (0)2 32 72 76 59	
	Page 54	Handling, lifting or storage of a parcel through for heavy lifts	+33 (0)2 32 72 76 55	colis.lourd@havre-port.fr

APPENDIX 5 (CONTINUATION) :

REPERTOIRE TELEPHONE / FAX / COURRIEL

CROSS JOBOURG	Page 42	Operations	+33 (0)2 33 52 78 23 ou 72 13 Fax : +33 (0)2 33 52 71 72	
		Rescue at sea	+33 (0)2 33 52 16 16	
Centre de Sécurité des Navires de Seine Maritime-Ouest	Page 57		+33 (0)2 35 19 29 89 Fax : +33 (0)2 35 19 29 90	csn-le-havre@developpement-durable.fr
CUSTOMS	Page 17	Customs contacts	+33 (0)9 70 27 41 00 Fax : +33 (0)2 35 54 43 40	www.douane.gouv.fr www.pro.douane.gouv.fr dr-le-havre@douane.finances.gouv.fr
	Page 17	Advice to companies (CCE)	+33 (0) 9 70 27 41 41	
	Page 17	Economic and port mission	+33 (0)9 70 27 41 40	
	Page 18	iCS	+33 (0)9 70 27 42 60 / 61 Fax : +33 (0)2 35 21 38 28	cellule-ics-le-havre@douane.finances.gouv.fr
	Page 17	For general public	+33 (0) 9 70 27 41 50 Fax : +33 (0)2 35 21 38 28	dr-le-havre-transports@douane.finances.gouv.fr
	Page 18	Customs Service Information (IDS)	+33 (0)811 20 44 44	ids@douane.finances.gouv.fr
GHAAM	Page 61		+33 (0)2 35 44 67 73	
HOPITAL : GROUPE HOSPITALIER DU HAVRE	Page 61	Medical Centres	+33 (0)2 32 72 32 32	www.ch-havre.fr
HOPITAL : CLINIQUE DES ORMEAUX	Page 62	Medical Centres	+33 (0)2 32 74 32 74	www.ormeaux.com
HOPITAL PRIVE DE L'ESTUAIRE	Page 62	Medical Centres	+33 (0)8 25 74 75 76 Fax : +33 (0)2 35 74 75 76	www.hopitalprivedelestuaire.fr
LES GENS DE MER	Page 63	Reception structures	+33 (0)2 35 41 35 32 +33 (0)2 35 43 26 21	agismlehavre@wanadoo.fr www.lesgensdemer.fr
OFFICE DE TOURISME	Page 62	Tourist Office	+33 (0)2 32 74 04 04	www.lehavretourisme.com
TOWAGE BOLUDA OF LE HAVRE	Page 49	Towage	+33 (0)2 32 72 00 34 Fax : +33 (0)2 35 24 00 23 +33 (0)2 32 72 00 35	boluda-le-havre@boluda.fr www.boluda.com.es Permanently (24h/24)
FRESH WATER SUPPLY	Page 58		+33 (0)2 35 25 15 50	AOH +33 (0)2 35 19 45 45
POLICE AUX FRONTIERES (PAF)	Page 16	immigration	+33 (0)2 35 41 40 40 +33 (0)2 35 41 40 45	spaflehavre-76@interieur.gouv.fr
TRAINS (SNCF)	Page 63	Transport Trains	08 36 35 35 35	www.ter-sncf.com www.voyages-sncf.com
MOORING	Page 49		+33 (0)2 35 42 58 16 Fax : +33 (0)2 35 42 38 07	havre@lamanage.com
SOGET	Page 15	AP+		www.soget.fr
SEAMEN'S CENTER (french vessels)	Page 16 et Page 60		+33 (0)2 35 19 97 69 Fax : +33 (0)2 35 19 29 79	
PILOTAGE OF LE HAVRE	Page 47		Standard : +33 (0)2 35 19 28 40 (ou 41) Pilote de garde : +33 (0)2 35 19 28 48 Fax : +33 (0)2 35 43 10 91	station@pilhavre.fr www.pilhavre.fr
FORWARDING AGENTS ASSOCIATION	Page 61	Forwarding Agents' Association	+33 (0)2 35 21 04 44 Fax : +33 (0)2 35 42 38 98	sth@hps.tm.fr www.orgatrans.hps.tm.fr
TAXIS	Page 64		+33 (0)2 35 25 81 81 Fax : +33 (0)2 35 25 81 00	contact@radiotaxi-lehavre.com www.radiotaxi-lehavre.com
UMEP	Page 61	Port Employers' Association	+33 (0)2 35 19 21 75 Fax : +33 (0)2 35 22 93 66	www.umep.org

GRAND PORT MARITIME DU HAVRE

Terre-Plein de la Barre

CS 81413 - 76067 LE HAVRE CEDEX - FRANCE

Phone : 02 32 74 74 00 - Fax : 02 32 74 74 29

Access number to the port of Le Havre : 3878

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capinfo@havre-port.fr