

NOTES OF THE 3RD HUMBER LIAISON COMMITTEE MEETING HELD AT THE HOTEL ELIZABETH, NORTH FERRIBY, ON THURSDAY, 2 DECEMBER 2004**Present:**

Name	Organisation	Inits
Capt J Brennan	Assoc. Petroleum Terminals (Imm) Ltd	JB
Mr D Burke	Apostleship of the Sea	DB
Mr P Brittain	Apostleship of the Sea	PB
Mr J Collins	Humberside Police	JC
Capt P J Cowing	Associated British Ports	PJ
Mr G Escreet	SMS Towage	GE
Capt M Gough	Associated British Ports	MG
Mr L Hadfield	Associated British Ports	LH
Mr K Hartley	Associated British Ports	KH
Mr T Haxby	Finn Lines Cargo Services	TH
Mr C Henery	Associated British Ports	CH
Mr M J Holmes	Associated British Ports	MJH
Capt M Honey	Conoco Limited	MH
Mr B Hughes	Hughes Marine	BH
Fr C Kelly	Apostleship of the Sea	CK
Mr R Kersey	DFDS Tor Line	RK
Mr M Labistour	Royal Yachting Association	ML
Mr G Matthews	Adsteam (Humber) Limited	GM
Mr C Middleton	K-U-Hull City Council	CM
Mr B A Nickson	Associated British Ports	BAN
Capt M Paine	Maritime and Coastguard Agency	MP
Mr S Quinn	Seafarers Centres	SQ
PC D Robinson	Humberside Police	PCDR
Mr A Skelton	K-U-Hull City Council	AS
Mr R Smith	Finnlines	RS1
Mr R Smith	Grimsby Fish Dock Enterprises	RS2
Capt I Spikings	Associated British Ports	IS
Ms S Taylor	Apostleship of the Sea	ST
Mr A Thakurta	Associated British Ports	AT
Rev D Whateley	Mission to Seafarers	DW
Mr G Winter	J Wharton (Shipping) Ltd	GW
Capt N Woodhouse	P&O Ferries	NW

1. APOLOGIES FOR ABSENCE

None received

2. WELCOME AND INTRODUCTION

- PC welcomed all attendees to the meeting and, for the benefit of those attending the HLC for the first time, reiterated that the Port Marine Safety Code (PMSC) placed an obligation on ABP, as the harbour authority, in the stewardship of the river, hence the setting up of this

committee. This forum meets once towards the end of the year and each summer a meeting of the Humber Liaison Sub-committee takes place to look at day-to-day operational and navigational issues.

3. MINUTES OF PREVIOUS MEETING HELD ON 12 NOVEMBER 2003

- The minutes were agreed to give a true record of the proceedings.
- Matters Arising:
 - CH advised that a risk assessment was still being carried out relating to the remote operation of the Goole swing bridges. A timescale for implementation of the new system was not yet finalized.
 - The incorporation of electronic passage planning into the PAVIS computer system was complete.
 - The up-river radar system was presently on hold and will be reviewed at the end of 2005. ABP continue to acquire sites for radar placement.
 - Automatic billing was fully operational and working well.

4. MEETING OF THE HLC SUB-COMMITTEE HELD ON 17 JUNE 2004

- Updates were given on several areas where further progress had been made since the June meeting:-
 - CM said that following the issue of a Notice to Pilots by the Harbour Master, most pilots were now contacting the Hull City Council's Harbour Master, when entering the Old Harbour.
 - Pilotage and Conservancy charges remain unchanged for 2005. An increase of 3% in Boarding and Landing charges will take effect on 1 January 2005.
 - The proposals put forward by Humber Sea Terminals Limited for additional berths, Nos. 5 & 6, were still ongoing. PC is in consultation with HST over related issues.

5. ISPS AND PORT SECURITY

- The ports of Grimsby, Immingham, Hull & Goole submitted, and had had approved, their port security plans, meeting the government deadlines. The system is working well. PC explained the operation of the system and how it affected the acceptance of vessels into ports having different security levels to those of the port itself.
- A separate briefing on the application of the ISPS Code for the Humber Approaches was also given.

6. HUMBER PASSAGE PLAN – 2005 VERSION

- Revised passage plans were in the process of being compiled. This process had been delayed due to the retirement of the former Harbour Master. A number of strategic changes were to be made within the plans, e.g. 2 pilots on smaller Passage Plan ships reduced to one, and a great deal of feedback had already been received. It was anticipated that the new plans would be implemented in mid 2005.

7. PORT MARINE SAFETY CODE (PMSC)

- IS, Vessel Traffic Services Manager, Humber, introduced his team and explained its involvement with the PMSC.
 - The VTS team comprises of 11 Assistant Harbour Masters (AHMs) based at Spurn and 12 Marine Information Officers (MIOs) in the Hull Data Centre at Port House.
 - The AHMs provide 24 hour monitoring of the activities on the river. They liaise with all river users giving advice and information on navigational movements, works in progress, prevailing weather conditions, and the weather forecast plus many others, not least of which is providing navigational assistance for those ships that are experiencing problems.
 - AHMs are backed up by the MIOs who are the link with the shipping agents and port facilities. Arrival and departure information is received from agents and entered into the PAVIS system. All pilot orders are then processed in the Data Centre and arranged accordingly.
 - One of the requirements of the PMSC is that vessels should use passage plans when conducting their passages on the river. Pilots all prepare passage plans and discuss them with the ship's Master on boarding. PEC holders and exempt ships are also required to follow their own plans. The code goes on to require Harbour Authorities to monitor compliance with such plans. To facilitate this, a computer program, developed by Hydro Projects, has been introduced that interfaces with PAVIS for all planned arrivals, movements and departures.
 - It takes the ship's size, draft and planned time of commencement of the passage and cross references this against a pre-determined list of conditions that it must meet in order to go from its present location to its planned destination. It also checks that there is sufficient water during the passage as it progresses up the river.
 - If any of the requirements are not met then this is indicated to the AHMs at Spurn who can then take remedial action.
 - During the passage, this background monitoring is continued, checking against the real time tidal data, taking into account any tidal cuts or surges that are a regular feature of this river.
 - A program of ship visits has been introduced, particularly taking in vessels of less than 60 metres in length. The visits are conducted by either the Pilot Operations Manager, a senior pilot, an AHM or the VTS Manager; they are informal and cover general river matters, developments and incidents. The attention of a ship's master is drawn to any issues that may have arisen involving his ship and ways of preventing them in the future is discussed.

8. WEBSITE UPDATE (www.humber.com)

- A small number of agents had made representations about the difficulty of using the ready reckoner style list of pilotage charges on the web site. To rectify this, it is intended to develop an on-screen form which will allow users to enter vessel information and obtain a full costing for a vessel voyage.
- BAN to look at making access to the HLC minutes simpler, possibly by using a hyperlink from the 'Home' page.

9. PILOTAGE AND PILOT LAUNCH RENEWAL

• Pilotage

- The present pilotage strength is 112, 109 of which are authorised and 3 in training. Only 4 pilots are not authorised for the whole district.
- Approval has been given to employ an additional 2 pilots
- A 1.7% increase in traffic has taken place over the year
- The number of 1st Class pilots is to be increased from 20 to 28 to meet demand for larger ships

• PECs

- A new class of PEC (Class C) has been introduced to cover bunker barges
- The new class takes account of the type of product carried and recognises the skill and experience of the barge skippers.
- PECs issued 234 (2004) 228 (2003)
- Class A 123
- Class B 86
- Class C 25
- NW confirmed that some PEC holders were still ignoring advice given in respect to large vessels meeting in the South Shoal Channel

• Pilot Launch Renewal

- ABP HES was currently looking at upgrading the existing pilot launch fleet, either with new vessels, by refurbishing the present vessels or with a mixture of new and refurbished craft.

10. ANY OTHER BUSINESS

- PC & MH gave an update on the renewal of the leading lights at the entrance to the River Trent. The lights had been purchased and new sites were being investigated. The new lights were expected to be operational late 2004/early 2005.
- A major change was taking place in the ABP Hydrographic Department where 3 out of the 4 employees had been granted early retirement. Qualified and experienced replacements had been found and would be commencing their new duties over the next few months.

- NW asked if the 2-hourly river broadcasts could be made on another channel to prevent interference with regular VHF traffic on Channels 12 & 14. IS explained that AHMs at Spurn were conscious of the problem and attempted to keep the broadcasts brief. It was also made clear that if an emergency occurred on the river during the broadcast, it would be acceptable to call on Channels 12 & 14.
- In response to a further query from NW, PC said small ships were advised to take care not to stray into the channel when bunkering at White Booth Roads
- NW raised the question of some vessels leaving the HST unannounced. IS explained that it was sometimes the case that vessels informed VTS of their imminent departure from the berth but failed to give VTS another call if, for unforeseen reasons, they had been delayed. The situation would be monitored.
- AS asked, if other VHF channels were not available for allocation, whether vessels using the Old Harbour and Saltend (both on Channel 22) could be asked to use their sets on low power. PC agreed to send a reminder.
- The whole of the Humber was designated a SSSI in September.
- The Humber was one of three pilot schemes around the country (the others being on the Fal, Cornwall, and the Medina, IOW), helping to develop the Maintenance Dredging Protocol. Port authorities and environmental bodies, under the guidance of the Cabinet Office, had developed the protocol. This followed the ruling that maintenance dredging was a plan/project and not an on-going activity. A Baseline Document, setting out the history of dredging in the Humber and the current dredging situation would eventually provide the consenting authorities with the information it needed to quickly process renewal applications for dredging/depositing.
- A system that will allow shipping agents to order vessels on-line is currently being developed. This will be forwarded to the Data Centre at Port House, along with HAZMAT, security, and ships' waste declarations, where appropriate. Agents will be provided with a reference number as proof that information has been received. This is a generic system that will be provided at all 21 AB Ports. The anticipated start date for the system is the third quarter of 2005.
- The Trinity House Lighthouse Service annual inspection of navigation had recently taken place.

11. FUTURE FUNDING OF THE MISSION TO SEAFARERS

- DB, DW, PB, CK, and SQ gave separate presentations outlining the history of seafarers' welfare at the local ports and wharves, the present

facilities available for visiting seafarers and the method of funding. The main thrust of the talks was to emphasize the importance of the missions and to explain the changes, presently being considered, to the method of financing missionary services and the means of collecting levies from vessels arriving at the various ports/wharves.

The next meeting will be arranged to take place in November or December 2005.