



**NOTES ON THE 10TH HUMBER LIAISON COMMITTEE MEETING HELD AT THE
HALLMARK HOTEL, NORTH FERRIBY, ON FRIDAY, 02 DECEMBER 2011**

Present:

Name	Organisation	Initials
1. Capt P J Cowing	Associated British Ports	PC
2. Capt A Firman	Associated British Ports	AF
3. Capt A Swift	Associated British Ports	AS
4. Mr. I W Spikings	Associated British Ports	IS
5. Mr. C M Ward	Associated British Ports	CW
6. Capt M Gough	Associated British Ports	MG
7. Capt M Dunn	P&O	MD
8. DS L McInty	Police	LM
9. DC K Hyde	Police	KHy
10. Capt P Wilkinson	Associated British Ports	PW
11. Mr. R Kersey	DFDS	RK
12. Mr. M Bill	Maritime and Coastguard Agency	MB
13. Mr. A Tuton	Maritime and Coastguard Agency	AT
14. Mr. R Scott	Associated British Ports	RS
15. Mr. D Harding	Svitzer	DH
16. Mr. K Drury	Svitzer	KD
17. Mr. H Gates	Humber Sea Terminal	HG
18. Mr. S Hardy	Associated British Ports	SH
19. Mr. H Patience	SMS Towage	GM
20. Mr. D Smith	Arthur Smith	DS
21. Capt S McKenzie	British Waterways	SM
22. Capt R Shuttleworth	ConocoPhillips	RS
23. Capt R Hollows	Associated British Ports	RH
24. Capt F Galia	Associated British Ports	FG
25. Ms G Lancaster	Maritime and Coastguard Agency	GL
26. Mr. R Jacklin	Graypen	RJ
27. Mr. J McCartney	Associated Petroleum Terminals	JM
28. Capt M Monday	Old Harbour Master Hull City Council	MM
29. Mr. M Billany	Humber Yawl Club	MB
30. Mr N Marshall	Collett Marine	NM
31. Mr. S Pullen	Dan Shipping and Chartering	SP
32. Mr. G Stark	BIFA/ICS	GS
33. Mr. R Smith	Grimsby Fish Dock Ltd	RS
34. Mr. R Smith	Humber Yawl Club	RS
35. Mr. S Casey	RMS Trent Ports Ltd	SC

1. WELCOME AND INTRODUCTION

- PJC welcomed delegates to the meeting and introduced himself, and explained that the purpose of the meeting is, as Harbour Authority, to outline the last 12 months, and discuss what the plans are for the future, with an opportunity to ask questions and receive answers. A regular consultation with stakeholders is

encouraged by the Port Marine Safety Code.

- PJC explained that, whilst the last meeting was held in January of this year, that was actually the 2010 meeting which had been held over from 3 December 2010 because of the adverse weather at the time.
- The housekeeping arrangements for the hotel were explained, and the agenda of the meeting and the minutes of the last meeting were made available.

2. APOLOGIES FOR ABSENCE

- Apologies were received from:

Ms W Fountain	Associated British Ports
Ms T Raleigh	Associated British Ports
Mr. K Hartley	Associated British Ports
Mr. N Gearing	Graypen
Capt N Dodson	Trinity House
Mr. M Labistour	RYA
Mr. P Yates	Waverley Shipping
Mr. K Harrop	Humber Work Boats
Mr. P Yates	Waverley Shipping
Mr. S North	PD Ports
Mr. E Plaziuk	New Holland Dock
Mr. T Jeynes	Associated British Ports

3. MINUTES OF PREVIOUS MEETING HELD ON 21 January 2011

It was agreed that the minutes were a true and faithful record of what was discussed.

IS seconded the minutes as being a true and faithful record.

4. WORKS IN PROGRESS /PLANNED PROJECTS

a) HES (PJC)

HES is involved in a number of projects throughout the Humber:

- To initially increase the depth of the Sunk Dredged Channel to 11.5m with a view to maintaining a depth of 11.0m
- Able UK intend to construct an 1320m berth between North and South Killingholme to support the off-shore renewable industry and they will be making their application any time soon.
- Eon, through their subsidiary company Humber Wind Limited, submitted a planning application to build Humber Gateway Offshore Wind Farm, they received offshore planning consent for the project on

February 9 2011. They are presently completing pre construction works and offshore site investigation and will be starting onshore works in April 2012 with a view to commencing offshore construction in the spring of 2013.

- SMart Wind is developing the 4,000MW (4GW) Hornsea offshore wind farm between 31km and 190km off the Yorkshire coast. We are presently involved in the consultation process in discussing the cable route which will make landfall east of Cleethorpes within the Humber Harbour Area.
- It was reported in January that scouring had taken place at the No.9 southern gas pipeline crossing the Humber at Thorngumbald. Emergency repairs have been ongoing throughout the year and as we speak there are 10 days remaining of work on the riverbed to lay frond mattresses, lowered from REBECCA M to complete the project (weather permitting).
- Discussions are ongoing with Centrica who wish to bring the No 6 pipeline that crosses the Humber back into service. Transco are now working on a decommissioning plan for the No1 northern pipeline.
- We took delivery of the “Humber Mercury”, a new pilot launch, supplied by Mustang Marine in February, and a naming ceremony took place in March in Hull. It is expected that a further pilot boat will be ordered in 2013.
- Earlier this year a bearing in the drive unit failed in the Hull radar scanner, VTS have maintained radar coverage to Saltend and AIS coverage up to and beyond the Humber Bridge. This has resulted in a 155k investment in a complete new unit..



.. which was due to be installed on Dec 14th/15th (which has now been delayed until the New Year due to unfavourable weather conditions).

b) HUMBER PORTS (MG)

- At the last meeting we advised that we were going to put port information in a standard format along the lines the European HM association were using on a web site, either ABP corporate site or Humber .com. The decision has been made to put this under the ABP corporate site which has been revamped and is now operational but still under review, however the project has been expanded and all ABPs ports will adopt the same format which is still to be agreed.

Grimsby

- The HRO for the Grimsby River Terminal has been approved and tenders are out to 4 contractors. They are due to be returned mid December and contract is expected to be awarded by the year end. It is expected to be operational by August 2013.
- There have been a number of impact incidents, the most serious of which was the dislodgement and damage to the East Outer Flood defence gate. ABP engineers and contractors (Humber Work boats / Northern Divers) fortunately completed repairs well before tidal surge on 27th Nov.

Immingham

- The East outer gate damaged and dislodged by the CFL Patron was refitted in April. The West outer gate was subsequently sent for refurbishment & repair. This gate was returned in November.
- Immingham port & town are celebrating their centenary on 22nd July 2012. A series of events are planned throughout the year including a ports open day on Sunday 22nd July when the enclosed dock will be closed to shipping, it is to be followed by an event in the town in the evening.

Hull

- The Greenport project is progressing with various planning consents being submitted to MMO and local council WC 5th Dec.
- King George dock became a tidal dock for 36 hrs when the west outer gate anchorage failed earlier in the year but temporary repairs were made to get it operational until full repairs were completed.

Goole

- Potentially the most serious incident occurred on the 30th November when an empty container was blown off a stack by a heavy squall which passed through the port. Container landed in the dock but was recovered to a shallow water area where it grounded. It was recovered the following day. It however highlights the potential danger to staff and other equipment.

c) HST (HG)

- The Humber Sea terminal continues to operate as normal.

d) TRENT AND HAVENS (PJC)

- There were two vessels who broke adrift from their berths on the Trent on the Spring Tides when the mooring failed. We encourage agents and pilots to advise Masters of the dangers when tending moorings, particularly during the periods of Spring Tides.

e) HCC RIVER HULL (MM)

- Trade on the river Hull continues with barge traffic only.
- It is intended that the fitting of the main section on the new foot bridge across the River Hull at High Street will be completed next weekend, however the bridge will not be open to public use until Jan/Feb of next year.

f) TUGS

- Doug Harding, General Manager of Svitzer advised that Svitzer Josephine has now returned to the Humber having been temporarily replaced by the Rowan Garth who has now returned to the Thames.
- Patrick Lyon, Managing Director of SMS Towage advised that there was nothing further to report, business as usual with a fleet of 9 tugs.

5. PORT MARINE SAFETY CODE (PMSC) COMPLIANCE (IWS)

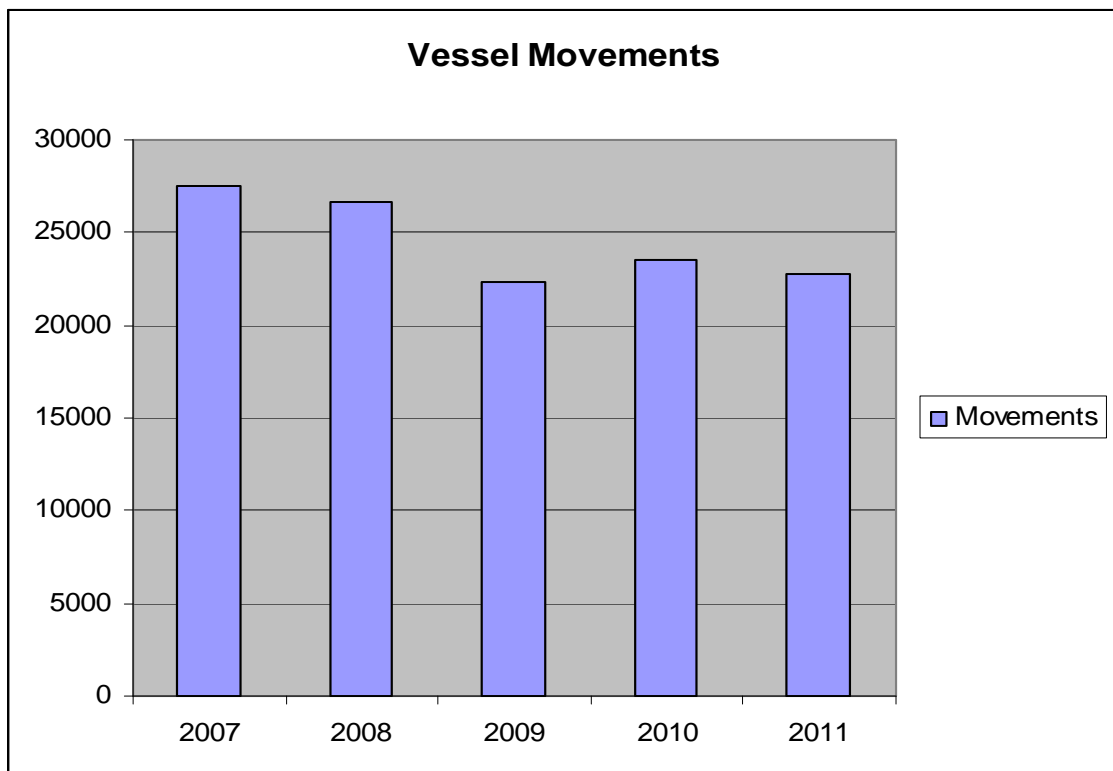
- IWS advised that an internal audit of our PMSC compliance, had taken place by KPMG in the summer. They highlighted that our Humber Serious Marine Emergency Plan (HSMEP) was in need of review, this was already highlighted as a priority by HES. The rest of the audit was a positive result and confirms that our Safety Management System (SMS) is effective.
- Agents Online continues to evolve to incorporate the requirements of CERS2 (Consolidated European Reporting System version 2) which will now include the mandatory declaration of the number of persons on board (POB).
- As mentioned earlier the requirements of CERS is always evolving and CERS 2 will be the latest incarnation incorporating the requirements of the latest MGN 438 (issued Nov 2011) and MSN 1831 (issued Nov 2011).

6. VTS REPORT (CW)

- In line with the Port Marine Safety Code, ABP runs a Vessel Traffic Service on the Humber, Trent and Ouse to the limits within our authority.
- VTS Humber operates a Traffic Organisation Service for vessels to the East of the Humber Bridge and an Information Service for vessels to the West.
- To do this, we continue to employ 16 VTS operators at the control room at Spurn, backed up by 11 Marine Information Officers in the Hull Data Centre. All VTS staff are trained to internationally recognized standards at nautical college and trained locally 'on the job' in accordance with IALA guidelines.
- Our staff undertake Continuous Professional Development, including attending simulator training with pilots, liaison visits to Docks and Jetties in the area and spending time on ships during pilotage.

Passage Plan Monitoring

- The VTS station at Spurn monitors and directs the movement of vessels in our area, using VHF, radar and AIS. Additionally, information is provided by PAVIS and the VTS database. To the end of November this year, there have been 22,766 commercial vessel movements.



The table above shows the comparison for the same time period over the last 4 years.

- 2011 22766
- 2010 23554
- 2009 22392
- 2008 26646
- 2007 27530

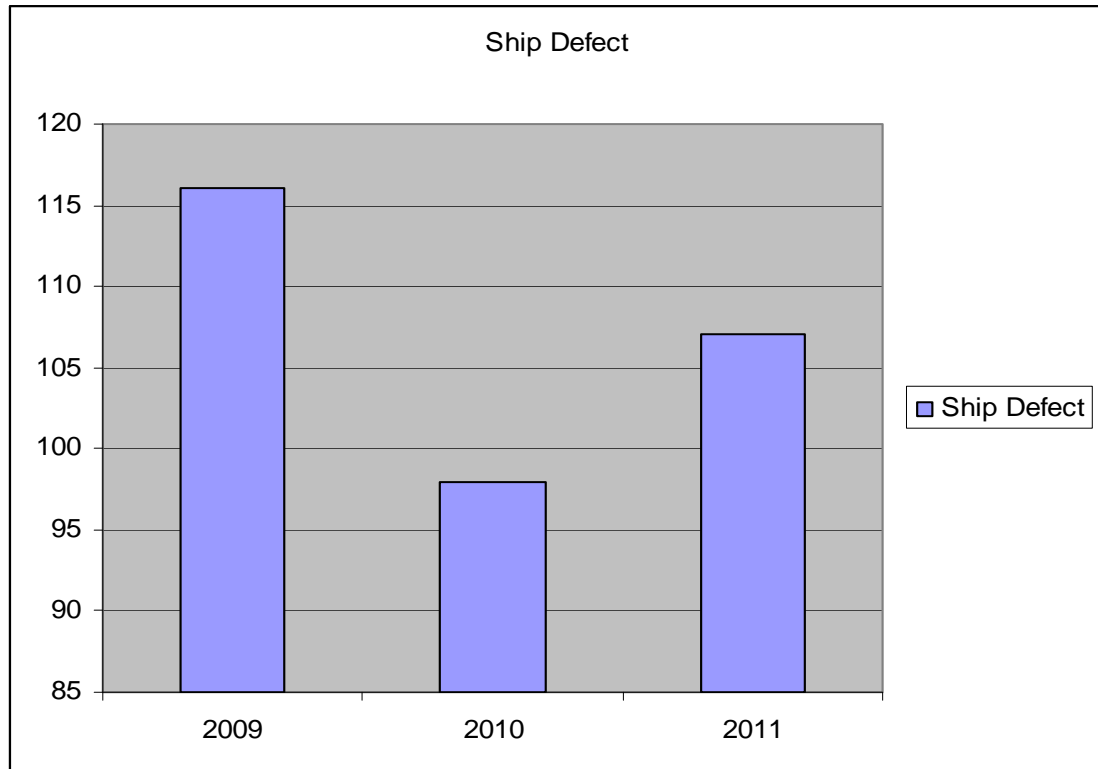
- These figures give an indication of how busy the estuary is by vessel numbers but does not show the variance in tonnage over the time period. Also, this figure does not take into account other river traffic, including bunker barges, fishing vessels and pleasure craft movements.
- The commercial vessel movements are continuously checked by the Passage Plan monitor within PAVIS, which ensures that vessels are physically able to berth at their destinations, such as being within length, beam and draft restrictions. It also checks that there is sufficient water in the river to reach the berth at the required time.

Incident Statistics

- Another part of what we do in VTS is to keep a comprehensive record of incidents and occurrences on the River.
- The following slide shows some of the figures for 2011 so far, with comparisons over the last two years:

	2009	2010	2011
Bridge Jumper	7	10	11
Close Quarter (Near Miss)	9	7	2
Contact with Floating Mark	6	4	3
Contact with Structures	75	71	55
Ship Defect	116	98	107
Failure to report to VTS	8	1	2
Groundings (Fail to complete passage this tide)	7	5	11
Groundings (Off in the same tide)	16	15	31
Pollution	8	8	6
TSS Contravention	20	7	3
Total	272	226	231

- From these figures, there are three main areas to note:
- The number of vessels who have been involved in incidents which resulted in contact with structures has reduced this year and is currently 55. When we do have an incident, this is investigated and the causes identified. We learn from these experiences and put additional control measures in place, where needed.



- Ship Defects have increased from last year and presently stand at 107. These defects can range from problems with engines, pilot ladders, vessels radar or AIS – to name a few. In the last year, we have been more proactive in reporting ALL defects to the MCA, so they can keep accurate records on their database and prioritise the vessels which they need to visit. As a result, the figure for the year will increase but gives a better overview of vessel defects.
- The third area of note is the increase in groundings, both vessels which went on to complete their passage and vessels which had to wait for the next tide. The majority of these incidents were vessels touching the bottom in the Whittons. The main reason for this is a lack of rainfall this year, which has increased shoaling.

Emergency Response

- Another function of VTS is to provide a first response for an incident or emergency on the river, which may include the activation of our Marine Response Centre in Immingham.
- Humber Estuary Services has two emergency plans which can be initiated, if needed. The Humber Serious Marine Emergency Plan (HSMEP) focuses on various types of emergencies and the provision of an appropriate response. This plan is in the process of being reviewed and a new edition will be published early next year.

- If an incident involves oil pollution, then our second plan, HUMBER CLEAN, will be invoked. As required, Humber Clean was revised in 2011 and re-approved by the MCA after consultation with stakeholders.
- Last month, we held our annual emergency exercise, HUMEX, to test our call out procedures and the implementation of the Humber Clean plan. The incident involved a collision off the Port of Immingham, focusing on Search and Rescue and actions to control pollution.
- This years exercise also included a media element to the scenario, where students from the Grimsby Institute acted as members of the press, and we provided both television and radio interviews, in addition to dealing with the incident. To assist us in managing this situation, ABP has acquired the services of a media consultant to guide us on best practice in this situation.

7. PILOTAGE REPORT (AF)

- AF introduced his new Deputy Pilot Operations Manager Andy Swift, who has many years experience on the Humber as pilot and Assistant Dock Master.
- He then gave a report on pilotage figures for the year to date: Acts of pilotage 2011 numbered 23474 this represents a fall of 2.7% on the previous year.
- VLS acts (this involves two pilots being onboard) numbered 998 in the same period; an increase of 12% on the previous year.
- Vessels using PEC holders (i.e. they do not need to use pilots) numbered 7421 movements. There had been 7564 PEC movements in the same period the previous year, giving a 1.9% fall in PEC movements.

- Currently on the Humber there are 184 valid PEC holders broken down by class as follows:-

Class A	= 107 PECs
Class B	= 34 PECs
Class C	= 32 PECs (mainly bunker barges)
Class D	= 11 PECs (Bull Anchorage only)

- HES currently employ 107.5 pilots comprising of 102 authorised pilots and 1 trainee pilot broken down by class as follows:-

VLS	= 20.5
1 st Class	= 34.5
2 nd Class	= 26.5
3 rd Class	= 25

(the half refers to part time workers)

- Pilot classes have been re-structured, which will mean more pilots training for the higher classes.

- Trent drafts and predictions – Problems have been encountered with this years Trent tide predictions along with shoaling at Amcotts. Close liaison with berth operators has been required. Anomalies have been removed for future years.
- Humber Passage Plan is currently under review. Wide spread consultation will continue prior to publication.
- New Pilot Handbooks are now available for £25.00 each.
- A revised version of Standing Notice to Mariners SH 34, River Humber - Passing Immingham Jetties has now been issued and thanks was passed on to all that had an input into this document.

MAIB Reports

- A summary of the grounding of the vessel “Nord Pyxis” was given, this incident led to the following changes in our procedures:
For passage plan vessels sailing at Low Water, the pilot would now board at LW to ensure that the vessel does not sail too early and when sailing on the High Water (when port side alongside), the pilot would board 1 hour 30 minutes before High Water.
- Following “Close Quarter Situations” with the Immingham Oil Terminal we have issued a General Notice to Pilots and PEC’s and also amended our “Standard Operating Procedures.
- Also following an incident earlier this year when the Tina made contact with New Holland Pier after departing New Holland Dock, again a General Notice to Pilots was issued stating “... the need for an effective master/pilot exchange to take place regarding both the initial plan when leaving the dock and contingencies should the situation change. It should also be clearly defined at this stage who is to take responsibility for both the conning of the vessel and control of its manoeuvring systems.”

8. CONSERVANCY AND ENVIRONMENTAL MATTERS (PJC)

- The Trinity House Annual Inspection of Local Aids to Navigation was carried out in November, as a consequence, the inspector issued a “snagging list” itemising the aids requiring attention or confirmation that they were operational. This confirmation is ongoing and should be completed shortly.
- Mike Abbey and his team of four have carried out in excess of 900 hydrographic surveys in 2011. As reported last year we purchased and commissioned multi-beam survey equipment which is proving successful.
- Dredging licenses are now up for renewal and the process is well underway.

- The East Middle buoy on the approaches to King George Dock was moved earlier this year to take into account the shoaling encroaching into the channel. This buoy has now been eased to assist with navigational issues in the area. Simulator trials are planned with P&O shipmasters into the improved use of tugs by ferries.
- It has been nearly 4 years now since we suffered our last breach of Spurn Point, however this year we have had two incidents that has resulted in us operating out of Grimsby for the boarding and landing of pilots., a situation we try to keep to a minimum due to the significant cost and time factor to our service

9. Project "Kraken" (DS Laurie McIntyre and DC Keely Hyde)

A very informative presentation was given on the Crime and Counter Terrorism Strategy with particular emphasis to the waters of the Humber region which is outlined in the brochure below. Also a poster is displayed on our website, www.humber.com/live_information

**Terrorists and Criminals
can be stopped.**

Think B.U.O.Y

Be Alert, not Alarmed.

Understand your Environment.

Observe what is going on around you.

You see it, Please report it.

Remember:

If you observe suspicious activity:

- Do not take direct action.
- Do not confront the individual.
- Do not reveal your suspicions.
- Do record as many details as possible.
- Do notify appropriate authorities as soon as possible.

If you observe suspicious activity:

- Who did you observe?
- What did you see? Be specific.
- Where did you see it?
- When did you see it?
- Why is it suspicious?

What do we ask of you?

Quite simply, to call the central number whenever you see any activity or behaviour that you feel is suspicious, and which may be connected with any preparatory acts of terrorism or criminal activity.

If you suspect it, report it.

Call 0845 60 60 222
and quote Project Kraken



Project Kraken

Crime & Counter Terrorist Strategy

"Protecting the waters of the Humber Region"



Humber Region
Information Leaflet



What is Project Kraken?

Project Kraken delivers an enhanced crime and counter terrorist 'vigilance' capability within the maritime environment of the Humber Region. It engages key stakeholders together with local communities to provide a hostile environment to terrorists and criminals looking to disrupt the everyday lives and safety of those who live, work, or travel through the Humber Region.

Through enhanced criminal and counter terrorist awareness and a promotion in the exchange of information, the Humber Portal can continue to be a safe place to live, work and relax for all.

How does Project Kraken Work?

Project Kraken, through the provision of a central phone number, provides a mechanism for the reporting of unusual activity or behaviour within the maritime environment, believed or suspected to be linked to acts of crime or preparatory acts of terrorism.

Whilst it is almost impossible to say with any certainty what a criminal or a terrorist might look like, an individual's activity or behaviour can become suspicious in the context of the location they are in. Likewise, the unexpected or unusual presence of a vessel or a particular cargo within a small port or marina might just cause reason for concern by those who live, work and relax in that particular environment on a regular basis.

Project Kraken provides for the collation and assessment of all information and intelligence relating to such suspicious activity or behaviour in circumstances that could be linked to criminal or terrorist activity or acts of a preparatory nature.

It allows for the appropriate deployment of assets and resources from Humberside Police and its partner agencies in response to a potential or defined threat.

What are the signs of Criminal or Terrorist Activity?

1. Tests of Security

Attempts to test security and response times when entering restricted areas.

2. Surveillance

Individuals taking pictures and making notes. Prolonged Activity in one area.

3. Equipment

Individuals buying unusual equipment, chemicals, uniforms, badges etc.

4. Suspicious Characters

People who are clearly not local and whose actions do not fit into the daily routine of the area.

What to look for

- Filming adjacent to energy-related critical infrastructure, bridges and significant infrastructure.
- Filming security procedures whilst loitering around maritime facilities.
- Evasive answers to common boating questions; deliberate attempts to avoid contact with others or to draw attention.
- Lack of or inappropriate equipment and knowledge for the environment.

- Insertion of strange objects into the waterways near bridges, pipes or critical infrastructure at unusual times or without normal support.
- Vessels entering designated maritime restricted areas (ex. Adjacent to nuclear power plants, airports etc.) or fisherman in non-typical locations.
- Suspicious characters or rentals. Someone asking to alter the usual route or trip a charter takes.
- Inappropriate large cash payments, daily extension of marina or port mooring.
- Efforts to gain employment at sensitive sites or withoutside agencies who have access to potential targets.
- Deliberate recording of departure/docking procedures to include loading and off-loading of vehicles.
- Filming of security procedures /ID checks within a ferry terminal facility.
- Suspicious craft in close proximity to vessels underway and at the docking facility.
- Attempts to abandon a vehicle onboard a ferry and walk ashore.
- Consecutive round trips on the same ferry.
- Persons walking around the vessel, independent of each other, taking notes ostensibly on operations and meeting as a group after their observations are recorded to compare notes.



Call 0845 60 60 222

10. HEALTH AND SAFETY

A presentation by Peter Wilkinson

ABP

Humber Liaison Meeting

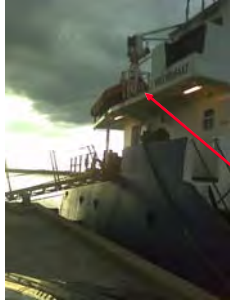
The Health & Safety bit

Peter Wilkinson
Head of Safety & Environment Humber

ABP

- Accidents & Incidents during 2011
- Pilot boarding arrangements
- Man over board

ABP



Accident to a Pilot boarding a ship

Gangway rigged to bridge deck

ABP



Gangway immediately after the accident

ABP

Double check gangways safely rigged where possible If it doesn't look safe it probably isn't!

This type of gangway must be lashed!

Ships Master/Crew responsible Remind them!

Do not allow stevedores to rig gangways

On tidal berths this may require regular monitoring

ABP

MAIB informed

Humber liaison meeting agenda item

MAIB planned to include this in their next Safety Digest

Notified to PSSG attendees Brighton September 2011

Accident to a Pilot launch crew member
whilst testing MOB platform at Spurn
jetty



The platform
stuck, Crewman
jumped on it, then
it dropped

Reported to MIAB
& MCA

June this year a ABP Humber Pilot was
boarding a ship at Spurn climbing up the
ladder when it suddenly dropped 6"!

No injuries but it could have been very
different!

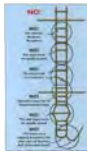
Pilot ladders must be safely rigged
and should be tested



Pilot boarding arrangements

A recent unofficial survey has
indicated many ships are not rigging
pilot ladders in accordance with the
requirements

Pilots will not board if it is unsafe



Man Overboard

LIVE MOB Exercise in conjunction with RNLi
Humber Lifeboat on 22nd September.

Allowed us to test:

- Different recovery methodology
- Personal Locator Beacon's (PLB's)
- Safety Helmet colour

11. ANY OTHER BUSINESS

- PC summarised the situation regarding the MCA Fitness For Purpose (FFP) scheme for inland waterway non-passenger vessels is withdrawn from 1 October 2011. We are keen to ensure that standards on these craft are maintained following this change and are presently in discussions with British Waterways and the MCA to ensure that this is achieved.
- MB advised that the coastguard are still in consultation regarding their future in light of the reduction of coastguard stations from 18 down to 9 co-ordination centres. Bridlington will remain open 24/7 but with a reduction in staff but Yarmouth is to close.
- In 2013 the Search and Rescue helicopter service will be a civilian contract under the MCA. Also the emergency towing vessels are to be withdrawn along with the Marine Incident Response Group (MIRG) is to be disbanded however the Humberside Fire and Rescue will support Port and Harbour incidents out to the 12 mile limit.
- ML, who could not attend this meeting on behalf of the Humber Yawl Club this year was concerned, that they constantly have to sluice or power-hose to keep their waterways clear. But because of a change in regulations a licence may now be required to do this. PC spoke with RS covering a wider range of dredging activities whom he put in contact with Tom Jeynes, ABP's Environmental and Sustainable Development Manager for the Humber, who is very knowledgeable on these matters.
- PJC confirmed that notice boards are now displayed at the Apex and the Humber Bridge advising small craft in particular of which is the appropriate working VHF channel to be monitoring in the respective areas.
- GL highlighted the "Red Tape Challenge" that was now shortly coming to an end on the DfT's website on which you can make comment on "over legislation and bureaucracy. *"The Maritime Red Tape Challenge includes over 200 international and domestic regulations relating to the maritime sector to ensure that the UK's shipping, ports and waterways are operated in an efficient, safe, secure and sustainable manner."*

12. DATE OF NEXT MEETING

- The 11th Humber Liaison Committee will be hosted on the south bank on Friday 7th of December 2012 at the Reeds Country Hotel, Barton upon Humber