

ABP ASSOCIATED BRITISH PORTS

NOTES OF THE 5TH HUMBER LIAISON COMMITTEE MEETING HELD AT THE HOTEL ELIZABETH, NORTH FERRIBY, ON THURSDAY, 12 DECEMBER 2006

Present:

Name	Organisation	Initis
Mr M Abbey	Associated British Ports	MA
Mr M Bill	HM Coastguard	MB
Mr S Casey	Flixborough Wharf Ltd	SC
Capt P Cowing	Associated British Ports	PC
Mr G Escreet	Specialist Marine Services	GE
Capt A Firman	Associated British Ports	AF
Mr H Gates	Humber Sea Terminal	HG
Capt P Gilbert	Associated British Ports	PG
Capt M Gough	Associated British Ports	MG
Mr I Hall	Associated British Ports	IH
Mr K Hartley	Associated British Ports	KH
Capt C Heron	Associated British Ports	CH
Fr C Kelly	Apostleship of the Sea	CK
Mr R Kersey	DFDS Tor Line	RK
Capt M Labistour	Royal Yachting Association	ML
Mr C Lowe	Adsteam (Humber) Limited	CL
Mr P Lyon	Specialist Marine Services	PL
Mr G Matthews	Adsteam (Humber) Limited	GM
Mr J Mooney	JH Whitaker Group	JM
Mr B A Nickson	Associated British Ports	BN
Mr G O'Malley	Flixborough Wharf Ltd	GO
Capt M Paine	Maritime and Coastguard Agency	MP
PC D Robinson	USU Humberside Police	DRob
Capt D Rogers	Associated British Ports	DRog
Capt A Skelton	K-U-Hull City Council	AS
Capt I Spikings	Associated British Ports	IS
Capt DJ Walker	P&O Ferries	JW
Mr P Wilkinson	Associated British Ports	PW
Mr M Whiting	Ouse Pilots Ltd	MW
Mr G Winter	J Wharton (Shipping) Ltd	GW

• APOLOGIES FOR ABSENCE

- Apologies were received from:
- Ms S Atkinson, Hull Marina
- Roger Barker, Trinity House Lighthouse Service
- Mr G Bartlett, NE Sea Fisheries Committee
- Capt J Brennan, Associated Petroleum Terminals Ltd
- Mr P Brown, TENYAS
- PC J Collins, Operations & Emergency Planning Unit

- Mr G. Courtney, Associated British Ports
- Mr N Dibbert, Conoco Ltd
- Mr C Henery, Associated British Ports
- Mr E Peterson, Associated British Ports
- PC D Robinson, Humberside Police
- Mr N Tomlinson, Lincoln & Hull Marine Contractors
- Mr P Wilkinson, Associated British Ports

- **WELCOME AND INTRODUCTION**

- PC welcomed delegates to the meeting and introduced the ABP HES team.

- **MINUTES OF PREVIOUS MEETING HELD ON 1 DECEMBER 2005**

- The minutes were agreed to give a true record of the proceedings.
- There were no matters arising.

- **MEETING OF THE HLC SUB-COMMITTEE HELD ON 26 JULY 2006**

- The minutes were agreed, by those members present at the sub-committee, to give a true record of the proceedings.

- Matters arising:-

- PC gave details of the MAIB inquiry into the collision between the Samskip Courier and the Skagern in June 2006. A meeting was held with industry representatives on 12 September at which comments were invited. As a result, the following recommendations were made:-

- Humber Specific

- Keep under review the position of the Sand End Light Float. It was noted that this was already done on a regular basis.

- Generic

- A reminder be sent to mariners on the requirements to use sound signals in accordance with the Collision Regulations.
- The need for senior ship's staff to undertake Bridge Resource Management training and to carry out active dialogue.
- Port Authorities to be advised of the risks associated with mobile 'phone use for marine purposes in lieu of marine band VHF for operational traffic.

- **WORKS IN PROGRESS ON RIVER**

- **HIT**

- Fully operational with two stacker/reclaimers in use, allowing over 1m tonnes per month to be forwarded to rail.
- Teething problems have been experienced with some items of equipment but these have been overcome.
- To counter the increase in VLS traffic, the number of VLS pilots has been increased to 18.

- Consent has been granted for the construction of a new Marine Control Room at the east lead-in jetty that will give ADMs a better view of activity in the Immingham area.
- **IOH/WJ4**
 - Fully operational.
 - Studies are being undertaken with a view to widening the window available for berthing at this facility; berthing currently takes place at the start/finish of HW.
- **HST**
 - The Harbour Revision Order for Berths 5 & 6 is in place but work on the project is on hold for the time being.
 - New services have been attracted to the terminal, e.g. Stena Line and Cobelfret.
- **Hull Riverside Container Terminal (ex Quay 2005)**
 - ABP has chosen its preferred tenderer.
 - Discussions are proceeding with other parties regarding the on-going operations of the terminal
 - By the end of 2006, ABP will know who is to operate the terminal and who is to build it.
- **Hull River Bulk Terminal**
 - Plans are well advanced for a proposed coal terminal at the end of Queen Elizabeth Dock.
 - ABPmer is undertaking modelling of the southern end of Halton Middle which will require dredging to a depth of six to seven metres.
 - A Harbour Revision Order will be applied for early in the New Year.
 - The facility will feed local power stations.
 - The terminal will be fed by 50,000 tonne deadweight ships.
- **HUMBER FLOOD DEFENCE STRATEGY**
 - The Environment Agency's flood defence strategy was published at the end of 2005/early 2006 with a twofold strategy.
 - To enhance, raise and strengthen existing defences e.g. Grimsby and Immingham waterfront.
 - To provide additional flood plain for one in 200-year events.
 - An initial decision by the Environment Agency not to maintain defences at Kilnsea was overturned following objections to the proposals by occupants of the 20 to 30 dwellings in the area. After pragmatic liaison between the EA and residents a shorter-term strategy was agreed. Bunding operations around the dwellings are now almost complete.
 - A rollback agreement has been agreed with the East Riding of Yorkshire Council, which allows ABP to move the road at Spurn Point without the need to apply for planning permission.

- **PILOTAGE**

- The number of VLS pilots has been increased to 18.
- First-class pilots increased to 30.
- ABP is committed to maintaining a compliment of 120 pilots.
- A Training Officer (serving pilot) has been appointed to assist with the ongoing training programme.
- There has been concern over the lack of water in the upper reaches, and particularly around the Whittons. Water levels at the Whittons have improved allowing restrictions to be lifted.
- Restrictions imposed due to localised shoaling in the Trent have been lifted.
- In 2006, two vessels broke adrift in the River Trent. HES has received excellent cooperation from operators in an attempt to prevent similar occurrences in the future by improving the mooring systems at certain wharves.
- Detugging trials for vessels using the dry bulk berths at HIntT and Immingham Bulk Terminal have proved successful.
- The problem of large vessels, berthed at HIntT2, obscuring the lower leading light at south Killingholme is being addressed by the establishment of a new sector light in the Killingholme high light which will be installed in the next few weeks.
- MG advised that as well as the requirement for prospective PEC holders to attend the VTS tower prior to being issued with a Tripping Number and to attend a Bridge Resource Management course before presenting for examination, it would also be necessary to visit the Marine Control Centres at both Immingham and Hull before taking the examination. (PJP/AF to action)
- The T&GWU has apologized to ABP HES for the misleading article that appeared on local television recently.
- Traffic problems at Immingham were eased by the move of the Foul Holme Channel in June. A minimum depth of 1.2 metres now applies.
- Special monitoring, adjacent to the Environment Agency's breach of the flood defences at Alkborough has shown no adverse effect.
- ABP HES has recently taken over surveying in the River Ouse, giving more detailed surveys.
- Trials of a new surveying system are currently underway, that should allow more accurate depth measurements to be taken through the soft silt of the Immingham Outer Harbour, thereby reducing the dredging requirement.
- The 2007 published chart is available for sale; £17-00 each.
- The Sunk Dredged Channel is entering its accretion cycle. Efforts are being made to keep the LAD at 8.9 or below by increased dredging.

- **CONSERVANCY**

- Consent has been granted for the removal of the old Melton Jetty. Work is expected to commence in 2007.

- The reluctance of the Environment Agency to accept the format of the Humber Baseline Document (Maintenance Dredging Protocol) has caused the updating of the document to be delayed. There is evidence to show that this matter may be resolved shortly, after which all contributors will be asked to submit updates for their own particular spheres of activity. When updated, the document will be signed off and made available for use by all concerned to renew deposit licences.
- The Environment Agency is planning improvements to flood defences in the Swinefleet area. The project, which is anticipated to commence in 2008, will take some 18 months to complete.
- A further Environment Agency flood defence project at Gainsborough has been placed on indefinite hold.
- The wharf at Burton on Stather has been the subject of interest for potential takeover. The identity of the interested party is not yet known.
- PG reported a long-term problem with obtaining live tide data from the web site. The matter would be investigated and a solution found.
- The recording of buoyage data on the Trinity House Lighthouse Service's PANAR system is being progressed but still awaits an IT solution.

- **PORT MARINE SAFETY CODE (PMSC)**

- All Harbour Authorities are required to operate following the guidelines laid down in the PMSC.
 - The continuous computer Passage Planning program monitors every commercial vessel that passes through the area, confirming that the vessels are physically able to berth at their destination and that they have sufficient water to reach berth at the planned time. This monitoring continues throughout their passage and highlights any potential problems. Last year it monitored 31,659 passages; of those only 432 passages were aborted, the main reasons being either "Insufficient water"; "Weather" and "Anchoring outward bound awaiting orders".
 - Ships' visits are carried out regularly, particularly following reported incidents, but also for conducting PEC exams and sometimes merely for AHMs to introduce themselves to Masters who, due to the ships size, would not otherwise meet any Harbour Authority representatives.
 - A comprehensive record is kept of incidents and occurrences on the river. A fall of over 26% in such reports was recorded between 2005 and 2006. In 2005 there was a fall of over 36% in reported Pilot Launch problems, due to the 3 new launches that are now in service. 87 collisions with structures were reported in 2005 and 77 this year. In 2005, 33 near misses were reported, with 20 in 2006. This later figure may, to some extent, be attributable to the now mandatory carriage of AIS by most river users, some notable exceptions being smaller vessels such as tugs and barges. Some of these smaller vessels have had AIS installed, and it is hoped this trend continues. This also affects ABP craft; the new pilot launches have this equipment pre-installed and it is intended to retro-fit them to the Humber Tartan and Humber Callisto.

- There has been an increase of 6 reports of vessels failing to report to VTS and notably 9 more groundings, the latter being partly attributed to the extreme shortage of water this year, particularly in the upper reaches of our district.

	2006	2005	Diff.
Anchor/Cable Lost or Fouled	15	5	10
Anchorage Problems	4	7	-3
Bridge Jumper	10	15	-5
Close Quarter (Near Miss) Inc.	20	33	-13
Collision between Vessels	9	15	-6
Collision with Floating Mark	5	13	-8
Collisions with Structures	77	87	-10
Debris etc. in River	7	21	-14
Eng/Mech. Problems	71	71	0
Failure to report to VTS	8	2	6
Fires	3	6	-3
Groundings (Fail to comp pass. This tide	20	15	5
Groundings (Off in same Tide)	30	26	4
High speed	4	9	-5
Launch problems	87	136	-49
Mooring Problems	15	16	-1
Pleasure Craft Incident	5	39	-34
Pollution	14	28	-14
Sinkings	1	0	1
TSS Contravention	15	26	-11
	420	570	-150
TSS Exemption Request	287	325	-38

• **VTS UPGRADE**

- A £1.1 million upgrade to the VTS and associated facilities on the Humber is 50% complete.
- Two Dual radar transmitter/receivers on King George Dock and Spurn Point have already been renewed.
- Air conditioning and ventilation equipment at Hull and Stone Creek upgraded.
- UPS power supplies at Spurn, replaced.
- Microwave communication infrastructure linking Hull with Stone Creek, Immingham and Spurn, renewed.
- Installed touch-screen controllers for VHF radios, similar to those used by the Marine Coastguard.

- The final part of the project, the installation of a state-of-the-art Vessel Traffic Management suite in the control tower at Spurn for three operators, will take place early in the new year. This requires the redesign of the layout and modification of working procedures. Any disruption to the service provided to river users will be kept to a minimum. The recruitment and training of six additional Vessel Traffic Service Operators, who will work alongside the existing Assistant Harbour Masters, is underway.
- Having three duty operators will allow the river to be split in to three areas. VHF channel 14 will continue to be worked in the river approaches as far as the Cleanness Buoy off Grimsby; VHF channel 12 to the Humber Bridge and VHF channel 15 above the bridge. On each watch there will be a dedicated "Watch Leader" who will operate the new up-river area and also take an overview of the watch and forward plan and manage the shipping programme for the coming tides.

- **ANY OTHER BUSINESS**

- PC gave an account of an MCA roadshow, in November, at which the introduction of new boatmasters' licences was discussed. The licence would provide a qualification/endorsement for those in charge of barges/small passenger vessels to verify their competence and knowledge. Final details were not available but it was anticipated that they would be available by June 2007.
- Network Rail is to carry out a major refurbishment of the Skelton Railway Bridge and has invited stakeholders to a meeting to discuss traffic patterns. AS asked if he could be advised of the date of the meeting as he wished to attend.
- PW expressed concern over the number of incidents involving pilot ladders, such as poor rigging, breakages and one incident where a pilot had to rig his own ladder, and asked for assistance in reducing such occurrences.
- CK gave an update on the work carried out by the Apostleship of the Sea.
 - The drop-in centre at Hull will be upgraded to a proper seafaring centre from 1 January 2007.
 - Hull staff members continue to serve some of the more distant ports such as Goole and Howdendyke.
 - A grant from the MN Welfare Board will allow the Immingham centre to be upgraded.
 - The three Immingham chaplains serve all Trent wharves, Grimsby, New Holland and Barrow.
 - PC thanked CK for the good work carried out by the Apostleship of the Sea.
- In response to a query from JW, DR agreed to supply P&O Ferries' ships with Tidal Restrictions data, directly, based on 6.1 metres draft.

- The next meeting to take place at the Reeds Hotel in December 2007 on a date and time to be arranged. The Sub Committee will meet in July 2007.

