

NOTES OF THE 2nd HUMBER LIAISON SUB-COMMITTEE MEETING HELD AT PORT HOUSE, HULL ON THURSDAY, 17th JUNE 2004

Present:

Name	Organisation	Inits
Capt Paul Hames (Chairman)	Harbour Master, Humber, ABP	PH
Capt Jim Brennan	APT	JB
Capt Richard Coates	Humber Sea Terminals Ltd	RC
Capt Phil Cowing	Pilotage Ops Mgr, ABP	PC
Capt Martin Gough	Dock Master, ABP	MG
Mr Mike Holmes	Hydrographic Manager	MH
Capt David James	Humber Pilot, ABP	DJ
Capt Terry Jeffrey	F T Everard & Sons	TJ
Capt Cyril Middleton	Harbour Master, River Hull	CM
Mr Brian Nickson	Conservancy & Environment Mgr, ABP	BN
Capt Rainer Rautenberg	Humber Pilot, ABP	RR
Capt D Rogers	Dock Master, ABP	DR
Capt Ian Spikings	VTS Manager, ABP	IS
Capt N Woodhouse	P&ONSF	NW

APOLOGIES FOR ABSENCE

Received from:

- Mr R Kersey. DFDS Tor Line

MATTERS ARISING FROM HUMBER LIAISON SUB-COMMITTEE MEETING HELD ON 12 JUNE 2003

- ◆ PECs were currently in the process of being renewed.
- ◆ More upriver PECs had been granted than had been the case for many years.
- ◆ It was confirmed that Notices to Pilots/PECs were being received in a timely manner.
- ◆ Pilots were still calling the Myton Bridge but failing to contact the Hull City Council's (HCC) Harbour Master, when entering the Old Harbour. PC agreed to send a note to remind pilots of the correct practice when entering the Old Harbour as outlined in Notice to Pilot No. 33/2003.
- ◆ The PAVIS system is now able to track voyages undertaken by individual PEC holders and produce a report. Whilst there would still be a

requirement to sign PEC renewal forms stating that the 6 trips in and 6 trips out had been undertaken within the year, it was no longer necessary to list individual voyages. PC to advise certificate holders and look at redesigning the form to take account of the changes.

- ◆ MG asked that reference to works at Immingham Dock [Minute 6 refers] refer solely to the west inner knuckle.

MATTERS ARISING FROM HUMBER LIAISON COMMITTEE MEETING HELD ON 12 NOVEMBER 2003

- ◆ ISPS inspections had taken place at Hull, Grimsby, Immingham and Goole. A new ID system to improve access and security to the ports was in the process of development.
- ◆ MG advised that the Port Waste Management Plan for Grimsby & Immingham had been revised.
- ◆ The date for the introduction of auto billing for pilotage had been put back due to pressures on the development team.
- ◆ The computerised Passage Plan was nearing completion although some problems had been experienced with the third-party computer communicating with the PAVIS system.
- ◆ PC was currently reviewing the actual Passage Plan booklets

PILOTAGE MATTERS

Incidents

- ◆ PC said that robust reporting of incidents was encouraged resulting in a very transparent system. Incidents had reduced by 40% over the corresponding period prior to the introduction of the new pilotage service.
- ◆ The Safety of Navigation Review Committee (SNRC) has been set up which looks at all incidents and endeavours to establish trends.
- ◆ An annual review of all committees took place recently at which KPIs were set. The general aim is to achieve an incident rate of 0% for all Class 1 & Class 2 incidents, with a reduction of 20% for Class 3 upriver groundings and 10% for other Class 3 & 4 incidents
- ◆ The river had been free of major incidents during the year.
- ◆ Incidents of note were (see footnote for explanation of categories):
 - A grounding at Foul Holme - no damage or pollution caused.
 - Upriver grounding with damage by the vessels own anchor. Again, no pollution occurred.
- ◆ Incidents during 2003 were as follows:
 - ◆ Incidents involving Pilots
 - Class 1 = 0
 - Class 2 = 2
 - Class 3 = 52
 - Class 4 = 84
 - total 138
 - Class 5 = 21

- ◆ Incidents involving PEC Holders
 - Class 1 = 0
 - Class 2 = 1
 - Class 3 = 5
 - Class 4 = 7
 - total 13
 - Class 5 = 13
- ◆ It was not certain whether all reports were being received from PEC holders e.g. in-dock incidents. ABP was receiving
- ◆ Following a review of the number of pilots it was decided to increase the strength of the service by taking on two additional pilots. By the year end the number of trained pilots will have reached 112.
- ◆ The tail-off of pilots has stabilized with no leavers so far during the current year (6 in 2003)
- ◆ PECs now total 255.
- ◆ Under the new pilotage directions, PECs will be broken down into Class A & B with an added Class C for bunker barges carrying hazardous substances in bulk.
- ◆ 4 pilots are expected to be promoted from 2nd to 1st Class
- ◆ Pilotage rates have been frozen until 2005.

General

- ◆ As part of its ongoing commitment to safety under the PMSC ships of less than 60 m will visited to ensure Masters are familiar with the rules which apply on the Humber.
- ◆ The private section of the HES web site will be available to pilots/PEC holders as soon as the Pilots' Turns List is functioning properly and can be uploaded automatically.

CONSERVANCY MATTERS

Harbour Works

- ◆ BN reported little change in the position regarding marine works.
- ◆ A decision by the Secretary of State in respect of the Outer Harbour and Quay 2005 was still awaited.
- ◆ The navigational study on the proposed managed realignment at Alkborough had been received. These proposals were in response to the Humber Estuary Shoreline Management Plan which aims to offset coastal squeeze due to sea level rise.
- ◆ A Harbour Revision Order covering Humber Sea Terminals' Berths 5 & 6 was in the consultation stage.
- ◆ Humber Workboats Limited had applied for a Harbour Empowerment Order to build a 200 metre long, 'T' head (20 metre) jetty at N. Killingholme.
- ◆ PH explained the new relationship that was developing between ABP and English Nature as a result of the whole of the Humber estuary being

designated a pSAC. This would involve more rigorous consultations between the parties for which protocols were being developed. ABP has until 3rd June to respond to the new designations and has provisionally placed an objection pending the outcome of the talks on the protocols.

- ◆ A separate protocol was being developed for maintenance dredging under the auspices of the Cabinet Office. Three areas are presently being trialled, viz. River Fal in Cornwall, the Medina, Isle of Wight and the Humber. It was anticipated the final written document would allow EN not to get involved in granting renewals of dredging licences.

Buoyage

- ◆ Buoyage programme running normally.
- ◆ 2 plastic buoys, the Hobo and Chequer, have been deployed for 18 months and one year, respectively. River users appear to like them. The long-term effect of UV light and marine growth on the plastic body needs will be assessed prior to obtaining further such buoys for use around the estuary.
- ◆ PC reported on a number of ferry masters who have raised concerns about large vessels meeting in the narrow channel in the vicinity of the South Shoal Buoy. It was agreed that a note be sent to all pilots/PEC holders to advise the necessary course of action in this situation with the emphasis on communication..
- ◆ MH explained the new navigation marks to be established at the Humber Sea Terminal consisting of shore lights and a new buoy to mark the dredged limits. A Notice To Mariners, complete with a plan will be issued shortly.
- ◆ The first blue navigation lights have been established at King George Dock entrance to mark the downstream dredging limits.
- ◆ The Trent leading lights are to be moved approx. 25 metres next month.

Survey

- ◆ MH reported that the survey programme was going well, aided by long spells of good weather.
- ◆ A survey of the river entrance, including the TSS would shortly be available to pilots.
- ◆ The 2004 Spurn to Humber Bridge was now published.
- ◆ Shoal areas, including Foul Holme and Halton Middle were being actively monitored.
- ◆ The Sunk Dredged Channel was problematical on and off. The present cycle showed a build up of approx. 6 cms / week.
- ◆ Depths in the River Trent had been very good over the last few months.

Radar

- ◆ ABP's intention to erect 10 to 14 scanners, complete with CCTV had been advertised in the European Journal. ABP are to provide the sites, giving

- everyone the same basis to work on.
- ◆ ABP presently purchasing sites or getting options from owners following which planning permission will be sought preferably with the application be treated as one scheme.
 - ◆ EN objected. EN HO say now, if screened during construction,ok
 - ◆ It was hoped to commission the new network of radar sites by Spring 2005.
 - ◆ 6 more VTS officers will be employed to work the new system

PORT MARINE SAFETY CODE UP-DATE

- ◆ ABP HES is compliant with the PMSC.
- ◆ The web site www.humber.com is used for disseminating information to the public and provides an excellent means of providing feedback.

Passage Planning

- ◆ A contract has been let to provide an electronic passage plans which will run in the background of PAVIS.
- ◆ IS explained that several points in the estuary had been allocated nodes, joined by tracks. The system then picks the logical track, checks against rules for the destination and only advises if the vessel cannot meet all parameters. Live tidal data is compared against predicted levels. The pilot will be advised by VTS if parameters not met The pilot will then make a judgment on the remainder of the voyage based on this information.

REVISED PILOTAGE DIRECTIONS

- ◆ Revised Directions had been published for public consultation and received no adverse comments. The Directions and accompanying regulations may be viewed on the HES web site by following the link on the Statutory Home Page.

RE-LAUNCH OF ANNUAL HARBOUR MASTER'S REPORT

The Harbour Master's Report for 2003 was now available on the HES web site at [see www.humber.com Navigation Section]

DOCKS AND INSTALLATIONS

Hull

- ◆ New roster working arrangements in place in Hull. All planning for docks now controlled from King George Dock.
- ◆ New digital recording system installed at Hull Docks and audio recording of VHF and telephones at King George Dock.
- ◆ Dredge limit light to east of King George Dock now changed to blue light to assist in identification due to background lighting.
- ◆ At King George Dock outer gates at the flood defence sections on the west side - the rubber panels on the lockside have been removed and replaced with steel sheaving to reduce amount of damage caused by vessels landing against it.

- ◆ Albert Dock. Siltation within dock due to gate problems is excessive. New rubber ordered for outer gates which should reduce leakage on gates.
- ◆ Still awaiting government response to Quay 2005 at Alexandra Dock.

Goole

- ◆ Blacktoft Jetty now de-manned and vessels wishing to use Blacktoft must report into VTS 45 minutes before arrival so Jetty man can be called out.
- ◆ Apex fog signal being modified so that it can be activated by mobile phone from Ocean Lock. May require visibility reports from pilots to assist in activation.
- ◆ New bridge to be built over Dutch River to replace existing single carriage way bridge.
- ◆ Major refurbishment to take place of Skelton Railway Bridge over R. Ouse to take place in next few years.

Grimsby

- ◆ Trial in progress of R/G navigation lights on the inner end of the Union Dock cutting.
- ◆ Trial in progress of fixed blue light on rear of west pier in line with east side of the lock.
- ◆ ISPS plan for port has been approved.

Immingham

- ◆ East Inner Knuckle of lock has been modified similar to the west side – greatly reduced the extent and cost of damage repairs.
- ◆ Modification to Outer Knuckles now under consideration.
- ◆ Replacement of brickwork under coping continues as and when required.
- ◆ Tug berth operational with up to 4 tugs now being left unmanned.
- ◆ Go ahead for HIT 2 is expected from SOS shortly – all environmental objections have been satisfied.
- ◆ Modification of the walkways over lock gates continues. Middles are complete, Inners expected to be completed this week and Outers will follow on.
- ◆ New gantry crane for No. 9/Henderson's Quay on order. Delivery January 2005, operational May 2005.
- ◆ Marine Control tower under consideration due to volume of river traffic passing Immingham when all river developments become operational.
- ◆ ISPS plan for port has been approved but revision has been requested due to planned developments.

Humber Sea Terminal

- ◆ Berth 3 up and running
- ◆ No.4 berth will become operational on 1st October
- ◆ The application for Berths 5&6 is in progress
- ◆ Issues with channel 74 had been resolved by using low powered

handsets

- ◆ The land side was being developed.
- ◆ Concerns over coming off berth 3 on flood had been addressed. It was agreed that it was better to swing to port rather than starboard.

Old Harbour

- ◆ Floodbanks piled at Anne Watson Street between October and February.
- ◆ The turning basin had recently been dredged. An ongoing dredging programme was to be introduced

ANY OTHER BUSINESS

- ◆ SMS now had 4 decent tugs and was starting to talk to customers.
- ◆ PH gave an update on the 2nd round wind farm licences and the problems this may have for ABP in terms of, inter alia, radar, VHF blind spot, coastal drift, disabled ships etc.
- ◆ It was agreed that the 3-hourly river broadcast would continue as at present but means of improving the system would be investigated.

NEXT MEETING

TBA

Footnote

Pilotage Incident Categories:

1. Loss of Vessel, Loss of Life, Serious Pollution.
2. Serious and substantial damage or injury, substantial pollution & collision between vessels whilst underway.
3. Slight damage or injury, minor pollution, and groundings lower station.
4. Minor bumps and scrapes, touch bottom briefly.
5. Near misses.
 1. Potential to cause a category 1. Incident
 2. Potential to cause a category 2. Incident
 3. Potential to cause a category 3. Incident
 4. Potential to cause a category 4. Incident