



**NOTES ON THE 9TH HUMBER LIAISON COMMITTEE MEETING HELD AT THE
REEDS HOTEL, BARTON-ON-HUMBER, ON FRIDAY, 21 JANUARY 2011**

Present:

Name	Organisation	Initials
1. Capt P J Cowing	Associated British Ports	PC
2. Capt I W Spikings	Associated British Ports	IS
3. Capt P J Pannett	Associated British Ports	PP
4. Capt A Firman	Associated British Ports	AF
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. Mr M Labistour	RYA	ML
9. Mr G Stark	BIFA/ICS	GS
10. Mr P Yates	Waverley Shipping	PY
11. Capt P Wilkinson	Associated British Ports	PW
12. Mr R Kersey	DFDS	RK
13. Mr M Bill	Maritime and Coastguard Agency	MB
14. Mr A Tuton	Maritime and Coastguard Agency	AT
15. Mr R Scott	Associated British Ports	RS
16. Mr J Williams	Associated British Ports	JW
17. Mr N Gearing	Graypen	NG
18. Mr D Harding	Svitzer	DH
19. Capt H Markham	Svitzer	MH
20. Mr P Goddard	Jenkins Port Services	PG
21. Capt R Law	Associated Petroleum Terminals	RL
22. Mr H Gates	Humber Sea Terminal	HG
23. Mr J Tindall	UK Dredging	JT
24. Mr S Hardy	Associated British Ports	SH
25. Mr G Mathews	SMS Towage	GM
26. Mr G Wilks	Osterstroms	GW
27. Mr D Smith	Arthur Smith	DS
28. Capt S McKenzie	British Waterways	SM
29. Mr K Harrop	Humber Work Boats	KH
30. Capt R Shuttleworth	ConocoPhillips	RS
31. Capt S Wallace	Associated British Ports	SW
32. Ms G Lancaster	Maritime and Coastguard Agency	GL
33. Mr J Hunter	Inchcape Shipping	JH

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 being held in January 2011, this 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 had been received from:

Ms W Fountain	Associated British Ports
Mr P Holland	Associated British Ports
Ms T Raleigh	Associated British Ports
Mr S Horton	Associated British Ports
Mr K Hartley	Associated British Ports
Mr D Usedon	DP Usedon
Mr A Haxby	Finnlines
Mr H Johnson	Hull City Council
Mr K Ellis	Leafe and Hawkes
Mr N Tomlinson	Lincoln & Hull Marine
Mr K Sargeantson	New Holland
Mr S North	PD Ports
Mr R Barker	Trinity House
Mr S Casey	Flixborough Wharf
Mr E Plaziuk	New Holland Dock
Capt UKD Marlin	UK Dredging
Mt T Jeynes	Associated British Ports

3. MINUTES OF PREVIOUS MEETING HELD ON 27 NOVEMBER 2009

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

Two amendments were required:

- Pg 3, **Works in Progress**, para 4. should read: *The deepening of the Sunk Dredged Channel; Oil refineries are looking to the future and planning to bring in vessels with 15 metres draft ...*
- .Pg 9, **VTS Report**, para 1 should read: *IWS showed a map locating the Deep Water Extension and the relocated deep water anchorage, and the North New Sand Buoy.*

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

Matters Arising:

- Pg 3 The Clipper race returned on 17th July 2010 and was an outstanding success and an excellent showcase for the region. The organisers were pleased and declared they would be happy to return to the Humber in the future.

4. WORKS IN PROGRESS /PLANNED PROJECTS

a) HES (PJC)

- HES had been braced for a challenging year in light of the economic climate and uncertain shipping forecasts, however we were pleasantly surprised the number of ship visits to the Humber in 2010 was up 4.6% on the previous year and looks like this position could be sustained into 2011.
- An order for a new pilot launch was placed in May 2010 with Mustang Marine based in South Wales. The launch is a Nelson 48/50 from the same mould used for our existing fleet previously supplied by Halmatics. The boat is nearly complete and due to commence sea trials in early February ready for delivery around February 18th. A naming ceremony will be arranged in March to take place in Hull, the vessels name will be "Humber Mercury".
- A consent application to increase the depth of the Sunk Dredged Channel, submitted by ABP, was granted in 2010 and valid for 12 months. Total are currently considering their business plan before finalising plans to commence deepening work.
- The Tidal Power Generation projects are continuing to develop and the prototype Pulse Tidal generator remains in place at the Upper Burcom supplying electricity to the national grid, along with a full scale installation on the west coast of the UK being progressed.
- A second project using the Neptune Proteus Venturi style system is presently lying on the north wall of Albert Dock. It is intended to deploy this generator into the river off the "Deep" in the coming months, the location will no doubt create a tourist attraction highlighting the environmental awareness in the management of the Humber.
- Siemens and Associated British Ports (ABP) have announced that they have signed a Memorandum of Understanding in connection with ABP's proposed Green Port Hull development at Alexandra Dock, Port of Hull. The parties have agreed to work together to develop plans for the construction of a new Siemens offshore wind turbine manufacturing and export facility at the Port with the aim of executing definitive agreements later in 2011.
- Plans for a new £6 million Gainsborough footbridge is to be discussed at a public meeting next month. The design is for a bridge to cross the River Trent opposite the old Guildhall, connecting to the Beckingham Marshes. The next stage is to find funding for it.
- Scouring has continued to take place at the No.9 southern gas pipeline crossing the Humber at Thorngumbald. Emergency repairs commenced in November and are ongoing, At each slack water period across high and low waters a team of divers work on the riverbed to lay frond mattresses, lowered from REBECCA M along the section of pipeline.
- Major slippage has taken place requiring essential stabilisation works to be carried out to the East bank of the River Trent at Burringham, upstream of the King George V Bridge at Gunness. This takes the form of laying limestone onto the riverbank above and below the level of Mean Low Water, after which sheet-piling will be installed.

b) Humber Ports (MG)

- A revision of the Humber ports Safety Management System has been completed and audited by KPMG to ensure compliance with the requirements of the Port Marine Safety Code.
- The Humber ports Oil Spill Response plans have also been renewed but as a single plan incorporating all four ports. MCA have approved the plan and Tier 2 exercises will be carried out annually rotating between ports but each will involve staff from each port. The next exercise is planned for Hull on 29th January 2011.
- The Ships Waste plans for the Humber ports have also been reviewed & rewritten on a humber basis. These plans are currently out to statutory consultees for comment.
- The European Harbour Masters Association, a sub committee of the International Harbour Masters Association, have started a project to establish a standard format outlining the information required by ships masters / owners / operators / charterers / agents and insurers with regard to the marine operations in a port. Several major ports have completed the exercise and these examples can be found by following the link from the IHMA website www.harbourmaster.org. It is our intention to follow the same format to produce Marine operations manuals for the ABP Humber ports and the work is expected to be completed by quarter 3 of 2011. How this information will be published is under discussion as it may appear on Humber.com or on the ABP corporate website which is currently under going a redesign.

Grimsby

- There have been no major marine incidents in Grimsby.
- We have been advised that the Harbour Revision Order for the construction of the Outer Car berth has been approved but we are awaiting written confirmation.

Immingham

- The most significant incident in Immingham in the last year was the striking & rupture of the East outer lockgate by the CFL Patron which opened the dock to river level and caused a rapid fall in dock water level of 1.5m fortunately there were no injuries. The incident was investigated by MAIB and they could not identify the cause of the incident. The lockgate is currently under repair in Holland and it is planned to return & refit the gate in early March.
- The marker piles & lights showing the limit of safe water in Immingham Outer Harbour have been relocated to increase the operating room for tugs assisting vessels to berth 3 and to facilitate more effective use of the trailer suction dredgers working in IOH.

- The Port master plan outlining the potential expansion & changes in the ports operational layout over the next 25 years has been published and is available on the ABP corporate website www.abports.co.uk.

Hull

- There have been no major marine incidents in Hull.
- Refurbishment on the lockgates at King George Dock and the upgrade of the Marine control centre are expected to be completed at the end of February.
- Some large vessel movements have been restricted by the increased siltation on Hull middle requiring the East Middle buoy to be repositioned. The siltation appears from recent surveys to be eroding so the East Middle buoy will be repositioned as soon as it is safe to do so.

Goole

- Other than some groundings in the approaches there have been no major marine incidents in Goole.
- Recent extremely low temperatures have caused severe icing in some areas of the dock leading to some manoeuvring and berthing problems.

c) HST (PJC)

- The Humber Sea terminal continues to be busy.
- Berth 5 is now fully operational, receiving the first vessel Mazarine on June 22nd.

d) TRENT AND HAVENS (PJC)

- The Trent ports have weathered the down turn, increasing number of vessels arriving over the previous year.
- Like Goole the recent extremely low temperatures caused severe icing in the Trent, leading to daylight only arrivals and departures being possible for several days between Christmas and New Year as the river banks were not discernable against the ice flows.

e) HCC RIVER HULL (PJC)

- The River Hull is under the jurisdiction of Hull City Council. It is managed by Captains Arthur Skelton and Michael Monday and a further captain providing holiday relief.
- There has been no coastal traffic up the River Hull since 2005, only barges carrying mineral oil, etc., and pleasure craft. Few navigational issues are experienced.
- The base structure of the new foot bridge across the River Hull at High Street has been completed however further work has yet to be continued.

f) TUGS

- Doug Harding introduced himself. He, took over as the new General Manager of Svitzer on the Humber after restructuring took place in 2010. He introduced Howard Markham as the newly appointed Marine Operations supervisor.
- Svitzer continue to operate 11 tugs based mainly in Immingham, however the Svitzer Josephine has been temporarily replaced by the Roan Garth whilst on temporary secondment to the Thames.
- Graham Mathews from SMS Towage advised that there was nothing further to report from his point of view.

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

- IWS advised that since December, he was no longer the VTS Manager and has now taken on the role of Marine Administration Manager still within HES looking at the “Safety Management System” and the Port Marine Safety Code compliance.
- Also part of his administration role involves Agents Online; there have been some major changes to Agents Online due to the evolving requirements of CERS (Consolidated European Reporting System). This involved the removal of Option 4 (the contact details for a voyage carrying dangerous or polluting goods) from our website. This has been replaced by the need to provide electronic copies of DPG documents as attachments to the notifications.
- The existing DPG document (doc/.docx/.htm/.html/.pdf/.txt/.zip) will not be made mandatory within AOLn, but a warning will be displayed if not provided when ships are marked as carrying dangerous or polluting goods. The warning is: *‘The arrival is marked as carrying dangerous goods but a DPG document has not been attached. The DPG document may be attached at any point, but if it is not provided before the vessel goes on passage (or shortly afterwards) an automated failure to notify will be sent to the MCA.’*
- An online survey was carried out last autumn on Agents Online; the response was positive and has helped in highlighting areas that we would like to improve. One addition in particular has already been implemented, which allows users who have multiple agencies assigned to them, to access all the vessels under their control on one page. A longer term project is to completely upgrade the front end user interface to allow smoother and more efficient data input.
- As mentioned earlier the requirements of CERS is always evolving and CERS 2 will be the latest incarnation incorporating the requirements of the New Port State Control Directive with regards to ship inspections which was flagged up by the MCA in MIN 380 issued in March 2010. AOLn will be adapted to take this into account.
- RS advised that in February, an email would be circulated to all AOLn users, inviting them to attend an Agents Online workshop to be held in Port House in Hull. Users will be given a demonstration of Agents Online but more importantly, it will be an opportunity for users to refresh their knowledge in the use of the system and ask any questions they may have.

6. VTS REPORT (CW)

- As Ian has just told you, my name is Chris Ward and, as from December, I am the new VTS Manager for Humber Estuary Services. Prior to taking up this post, I spent 4 years as a VTS Operator in the control tower at Spurn Point. Previous to that I spent 15 years in the Merchant Navy as a Deck Officer.
- As the Port Authority, we continue to comply with the Port Marine Safety Code. From a VTS perspective, this includes the training and continuous professional development of our staff, to ensure compliance with standards set internationally. At present we have a staff of 6 watch managers and 10 operators at Spurn, as well as 11 support staff at the Data Centre in Hull. Training of our staff includes attendance on statutory courses, river trips with pilots and practicing on simulators.
- A large part of what we do is monitoring of traffic and record keeping. To assist with the monitoring of vessels to ports and berths on the Humber, Trent and Ouse, we have a Passage Plan programme which works as part of the PAVIS system. This programme monitors every commercial vessel which passes through our area, which was in excess of 25,500 separate movements in the year to the end of November 2010. This monitoring confirmed that the vessels were physically able to berth at their destinations, such as being within length, beam or draft restrictions – and also that they have sufficient water in the river to reach the berth at the planned time. This monitoring continues throughout their passage and highlights any potential problems.
- As part of our VTS Database, Operators at Spurn keep a comprehensive record of incidents and occurrences on the River. The following table shows a list of figures for 2010, with comparisons for the previous two years:

	2008	2009	2010
Anchor problems - Cable Lost or Fouled	14	10	4
Bridge Jumper	10	7	10
Close Quarter (Near Miss) Inc.	20	9	7
Contact with Vessel	9	5	0
Collision between Vessels	0	1	1
Contact with Floating Mark	6	6	4
Contact with Structures	79	75	71
Debris etc. in River	10	12	23
Defect (Ship)	143	116	98
Failure to report to VTS	34	8	1
Fires	4	4	3
Groundings (Fail to complete passage. This tide)	9	7	5
Groundings (Off in same tide)	53	16	15
High speed	4	2	4
Launch problems	54	33	40

Mooring Problems	16	16	14
Pleasure Craft Incident	15	27	18
Pollution	14	8	8
Sinking	0	0	0
TSS Contravention	15	20	7
	509	382	333

- As you can see, the figures are down in all areas compared to the last two years, but I think there are three main areas to note:
 - a) The most significant change is the number of reports of ships with defects, reaching a peak of 143 in 2008. In previous years, this has been restricted to engine, mechanical breakdowns and steering failures, but now includes defects with bridge equipment such as radar, gyro compass and AIS. We have been working very closely with the Maritime and Coastguard Agency in Beverley, who have been very proactive in their response. The figure fell to 116 in 2009 and then to 98 in 2010, which suggests that our reporting and the MCA's response in having some effect.
 - b) The second area of note is the number of groundings of vessels for short periods of time, which stood at 53 in 2008. This was mainly attributable to the shoaling in the Hessle Sand area, which required the routing of up river traffic through the Skitter Channel. In 2009, this figure came down to 16 and then 15 in 2010, indicating that the buoyage changes that were introduced were effective.
 - c) The final area is vessels failing to report to VTS. Since the introduction of the VTS area, all vessels are required to contact the VTS station on entering the area. In the past, vessels transiting the area were difficult to identify, but the introduction of AIS has made this job much easier. From a peak of 34 in 2008, the figures dropped to 8 in 2009 and to just 1 last year.
- Another function of VTS on the Humber is that of first response to an emergency or incident on the river. If the situation dictates, this may include the calling of key personnel to man the Marine Response Centre in Immingham, and the activation of one of our emergency plans.
- Humber Clean, which is our plan to deal with incidents of oil pollution on the river, has recently been revised and is currently awaiting re-approval from stakeholders. Part of its revision is the inclusion of guidelines for bunkering operations for vessels at anchor in the river.
- It is the view of Humber Estuary Services and the Harbour Master, that bunkering operations should take place within an enclosed dock or on a jetty, whenever this is possible. It is only in exceptional circumstances that a vessel will be considered for bunkering to take place at anchor. The reason for this is to reduce the risk of a pollution incident on the river, where

containment is more difficult in the event of a spill. With regard to this, I shall shortly be sending an email to all agents, detailing guidelines on our parameters for bunkering operations.

7. PILOTAGE REPORT (PJP)

- PJP gave a report on pilotage figures. Acts of pilotage 2010 numbered 17368 this represents an increase of 3.7% on the previous year.
- VLS acts (this involves two pilots being onboard) numbered 1045 in the same period; a reduction of 2.3% on the previous year.
- Vessels using PEC holders (i.e. they do not need to use pilots) numbered 8194 movements. There had been 7572 PEC movements in the same period the previous year, giving a 12.2% increase in PEC movements.
- Currently on the Humber there are 188 valid PEC holders broken down by class as follows:-

Class A = 106 PECs

Class B = 34 PECs

Class C = 32 PECs (mainly bunker barges)

Class D = 16 PECs (Bull Anchorage only)

It was noted that there had been a slow uptake of masters asking for a "Class D" PEC, it was emphasised that it was not onerous and the cost has been kept to a minimum and is non revenue earning.

- HES currently employ 110 pilots comprising of 102 authorised pilots and 8 trainee pilots. During 2010 there have been 3 retirements, 2 trainees have not completed training (1 under disciplinary procedure). There have also been four resignations.
- Simulator at South Tyneside College has continued to be developed with all pilots to under go a "Fog Run" prior to being authorised. Also joint exercises are provided with tug personnel and VTS staff giving training opportunities for pilots, VTS and Tug staff. Bridge Resource Management (BRM) courses are also provided for both Pilots and PEC's, attendance is required prior to authorisation.
- Third party simulations have also been run with "Costains" and "Able UK Ltd" trialing proposed developments.

MAIB Reports

- PJP gave a graphic description of events in January of 2010, leading up to the "Fast Ann" colliding with the No.12 buoy and eventually the jetty to the Immingham Oil Terminal. The vessel had been moored at New Holland awaiting breaking up, however it was unmanned and broke adrift into dense fog and then drifted down river on the ebb tide. ABP have taken to steps with the owners of the shipyard to prevent a similar reoccurrence.
- PJC highlighted an incident in June 2010 which resulted in the fishing vessel "Shepard Lad" colliding with the pleasure craft "Emma" southeast of the Tetney Mono Buoy. The Emma was at anchor and the owner was line fishing when the

Shepard Lad came into contact as he failed to see the vessel. The HES investigation found that a blind spot existed on the Shepard Lad and this was referred to the MCA who had originally approved shelterdeck modifications to the vessel some years earlier. Adjustments were required before the vessel was allowed to sail again. A Notice to Mariners was issued (H36-2010) advising mariners “to be particularly vigilant if navigating outwith the designated navigation channels of the Humber and to keep a good lookout by all available means for the presence of small craft.”

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.
- The buoyage planned maintenance program is predominantly on track with the exception of six marks in the outer approaches to the Humber that due to the weather conditions at the end of the year are being inspected/changed as soon as the conditions allow.
- Mike Abbey and his team of four have carried out in excess of 900 hydrographic surveys in 2010. As reported last year we trialed multi-beam survey equipment which proved successful, which has led us to purchase our own unit that is in the process of being installed and should be commissioned in mid March.
- Following discussions with the RYA, it was highlighted that the approach channel to Winteringham Haven was silting up due to the lack of sluicing by the Environment Agency (EA). ABP approached the EA on behalf of the RYA and the EA have now revised their “Sluicing Policy” which has resulted in the available depths in the channel being improved.
- The EA have been upgrading their flood defences around the Humber, the present situation is that works have been completed at Stallingborough, Halton, Swinefleet, and Gainsborough but work is continuing at Brough.
- The East Middle Buoy was moved earlier in the year to take into account shoaling on Hull Middle. This had the effect of squeezing the channel in this area and a one way traffic flow was imposed and managed by VTS Humber. The channel shoaling is improving and the buoy has been eased back, however we intend to move it back to its original location as soon as we are able.
- Our annual Humber Clean exercise took place in November. It was designed to heighten the awareness of Humber Clean participants to the major media issues that would arise during and following a major pollution incident and the subsequent clean up operation. This highlighted to ABP that following internal restructuring now that we are no longer a listed company our ability to respond to media issues was a little “light”. We are therefore considering obtaining local media expertise to strengthen this side of our response plan.

9. HEALTH AND SAFETY (PW)

PW gave an update.

- A Pilot Access work group has been established to look at access for pilots across the district. This follows concerns from pilots who have struggled to safely gain access to some terminals and berths.
- Access to and from vessels whilst alongside remains a concern, particularly on tidal berths. Please remind Masters that they do need to maintain a safe means of access throughout their stay in port.
- Access for Pilots whilst boarding and landing at Spurn has seen an improvement with no reports of defective pilot ladders or ladders rigged in an unsafe manner.
- We have had one reportable accident to a ABP Humber pilot whilst boarding a vessel at Spurn. This occurred in December and was a result of the pilot trapping his foot between the ladder and the ship as the pilot launch lifted on the swell. He suffered a bruised foot keeping him off work for more than 3 days. It could have been far more serious. The investigation is not yet complete as the pilot has indicated that the vessel had a rubbing band in way of the pilot access point, which prevented him climbing up the ladder as he would have normally done and thus clear of the rising Pilot launch.
- Heaving lines continue to be a problem. It seems on some ships the creativity of the Bosun is allowed to run free and weights or additions to assist in getting a line ashore as soon as possible have been used. Some of these are nothing short of offensive weapons.
- Reports of mooring lines being swung in Goole to be reached for by boatmen. This means they have to lean out over the water and put them more at risk of falling in. Unless lines can be passed ashore without swinging heaving lines, with a suitable monkey's fist on, should be used.
- PW was not aware of any drugs or alcohol related incidents or the need to undertake any tests on masters in the last year. Hopefully the message has been received. But we need to ensure that Masters and crew are aware.

10. ANY OTHER BUSINESS

- ML, on behalf of the Humber Yawl Club, asked if a presentation could be given at the club by HES in the Spring, PJC confirmed that one could be arranged if they get in touch and confirm a suitable date.
- PJC reported a suggestion from a pilot that notice boards could be 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.
- GS offered to forward any appropriate information that HES wished to promulgate to ships agencies in his capacity as local secretary of the Institute of Chartered Shipbrokers.
- MB highlighted that a consultation document was available on the MCA's website www.mcga.gov.uk. This consultation relates to proposals for a modernised, fully-networked national Coastguard. The consultation started on 16 December 2010

and will run for 14 weeks until 24 March 2011. MB also advised that a meeting was due to be held at Bridlington Spa in mid February for anyone who had concerns.

11. DATE OF NEXT MEETING

- The 10th Humber Liaison Committee will be hosted on the north bank on Friday 2nd of December 2011 at the Hallmark Hotel, North Ferriby. HU14 3LG