

ABP ASSOCIATED BRITISH PORTS

NOTES OF THE 6TH HUMBER LIAISON COMMITTEE MEETING HELD AT REEDS HOTEL, SOUTH FERRIBY, ON THURSDAY, 29 NOVEMBER 2007

Present:

Name	Organisation	Inits
1. Mr G Adnitt	Trinity House Lighthouse Service	GA
2. Mr S Casey	Flixborough Wharf Ltd	SC
3. Mr G Courtney	Associated British Ports	GC
4. Capt P Cowing	Associated British Ports	PC
5. Mr B Davison	Associated British Ports	BD
6. Mr J Doyle	Rix Shipping Limited	JD
7. Ms G Evans	Maritime and Coastguard Agency	GE
8. Capt E Favier	P&O Ferries	EF
9. Capt A Firman	Associated British Ports	AF
10. Capt M Gough	Associated British Ports	MG
11. Ms I Harris	Humberside Sea & Land Services	IH
12. Mr C Henery	Associated British Ports	CH
13. Mr B Hughes	Hughes Marine	BH
14. Mr A James	Humberside Fire & Rescue	AJ
15. Mr D Jones	PD Ports	DJ
16. Mr R Kersey	DFDS Tor Line	RK
17. Mr G Matthews	Adsteam (Humber) Limited	GM
18. Mr J McCartney	Associated Petroleum Terminals Ltd	JM
19. Capt M Monday	K-U-Hull City Council	MM
20. Mr D Mouncey	Royal Yachting Association	DM
21. Mr B A Nickson	Associated British Ports	BN
22. Mr A Nordberg	Associated British Ports	AN
23. Capt P Pannett	Associated British Ports	PP
24. Mr E Peterson	Associated British Ports	EP
25. Capt A Skelton	K-U-Hull City Council	AS
26. Capt A Smith	Associated British Ports	AS
27. Capt I Spikings	Associated British Ports	IS
28. Mr C Vernon	Associated British Ports	CV
29. Mr G Winter	J Wharton (Shipping) Ltd	GW

• APOLOGIES FOR ABSENCE

◇ Apologies were received from:

- Mr M Abbey, Associated British Ports
- Mr R Barker, Trinity House Lighthouse Service
- Mr M Bill, Maritime & Coastguard Agency
- Capt J Brennan, Associated Petroleum Terminals Ltd
- Mr J Collins, Operations & Emergency Planning Unit
- Capt N Dibbert, Conoco Ltd
- Mr D Dixon, Associated British Ports

- Mr I Hall, Associated British Ports
- Capt D Hughes, Ouse Pilots
- Mr G. O'Malley, Flixborough Wharf
- K Vardy, Maritime & Coastguard Agency
- Mr P Wilkinson, Associated British Ports

- **WELCOME AND INTRODUCTION**

- ◇ PC welcomed delegates to the meeting and introduced the speakers.

- **MINUTES OF PREVIOUS MEETING HELD ON 12 DECEMBER 2006**

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

- **MEETING OF THE HLC SUB-COMMITTEE**

- ◇ Due to an oversight, the Humber Liaison Sub-committee meeting did not take place in the summer.

- **WORKS IN PROGRESS ON RIVER**

- ◇ **TRAFFIC SEPARATION SCHEME (TSS)**

- ABP has applied to the MCA to extend the New Sand Hole Traffic Separation Scheme by 1.8 miles to the NNE. The scheme is now in its sixth year of operation following its introduction in June 2001. Broadly speaking the whole of the scheme in the approaches to the Humber has tidied up traffic flows and traffic control. The extension will resolve some lingering issues with the scheme which can be summarised as follows.
 - o Outward vessels leaving the TSS and those bound NE heading straight across and through the deepwater anchorage, getting into close quarter situations with anchored vessels or vessels in the process of getting under way in the anchorage.
 - o Through traffic, not bound for the Humber ports e.g. coming from Scottish ports and bound for the Thames, whilst obeying rule 10 of the Collision Regulations and keeping clear of the TSS, were going on the next most direct route, which was basically routing them straight through the deepwater anchorage, resulting in a number of close quarter situations. One in particular was the Hoo Finch nearly colliding with the Front Viewer whilst she was getting under way in the anchorage.
 - o Vessels manoeuvring from the NE into the inward lane of the TSS were getting into crossing situations with outbound vessels that were heading from North New Sand, directly North for the Tyne, Tees and the Scottish ports. It was felt this could be tidied up by extending the TSS.
 - The extension would improve the control and monitoring capabilities of VTS.

- An additional benefit was that improving traffic flows in the area around the Humber Light Float would be beneficial in view of proposals by Eon UK to promote the Humber Gateway offshore wind farm.
- Ratification by the IMO is expected in late May, early June next year and implementation in early 2009.

◇ **SUNK DREDGED CHANNEL**

- It is proposed to deepen the Sunk Dredged Channel, taking it down from its current depth which is maintained at 8.8 metres or more, down to the hard bottom at around 11 metres. This will provide sufficient water to allow the Total refinery at Immingham to accept 15 metre, laden tankers on a regular basis, bringing Urals high sulphur crude from the Russian export ports. It would be accepted in 100,000-tonne parcels, rather than the current maximum of 80,000.
- Total has obtained permission to invest some £6 billion to further develop the Total site at Immingham which enables it to maintain a position as market leader of the high sulphur products business.
- Deepening of the channel will also require the clean up the Chequer Shoal to guarantee 2 metres under keel clearance there, as the ships are on passage inward bound. In addition there is a need to tidy up an abortive area to the west of Sunk Spit buoy.
- A number of consultation meetings with marine stakeholders and environmental interests such as RSPB, EA and Natural England have taken place.
- Total has commissioned ABPmer to undertake a detailed feasibility study into whether the SDC can be deepened without detrimentally affecting the stability of the riverbed generally in the Humber as well as the likely timescale and costs. The report from ABPmer will be back with the sponsors, Total, in early January.
- Asked if the deepening of the Sunk Dredged Channel would be undertaken using conventional methods, PC felt that with the modern heavy dragheads it could possibly be done using a trailing suction regime with an occasional cutter suction dredger for the harder spots. This will keep costs to a minimum. On the question of timescales PC said this depended to a large degree on European legislation on sulphur levels for fuel for commercial road vehicles and also agricultural levels of sulphur for 2011. Ideally, if it is feasible, the channel would be ready to allow ships to bring in the high sulphur crude for processing in time to meet the new demand in 2011. MG advised that the engineering works at the refinery have already started and are due for completion in the first quarter of 2010.

◇ **HUMBER DOT COM WEBSITE**

- The Humber.com web site is at present in the process of being migrated to a more reliable web provider, Digits, which also hosts the Southampton web site. The change has been necessary following a number of reliability issues with the previous hosts. The new site should give better reliability and provide a more user-friendly interface.

- ◇ **GRIMSBY**
 - The one container crane that remains in Grimsby is being demolished. This is the last quay crane remaining at Grimsby. Only mobile cranes now operate at the port.
 - An environmental impact assessment is currently being progressed into a scheme for a car handling berth outside of the locks at Grimsby.

- ◇ **IMMINGHAM**
 - Since the building of the Outer Harbour and HIntT terminals, flows and siltation patterns have changed in that area. This has led to the commissioning of a dredging optimisation study. ABPmer will advise on where to dredge, when to dredge and how to dredge in certain areas. Due for completion end of February.
 - The new marine control room building is currently under construction; due for completion in the first week in March.
 - Following a recent incident on the lockside, where a rope came off a mooring bollard, causing injury to a seaman, the lockside bollards at Immingham are being changed. The work should be finished within the next few weeks, after which the whole of the lockside will be resurfaced.

- ◇ **HUMBER SEA TERMINAL (HST)**
 - Piling works are presently taking place in connection with the new berths 5&6. It is hoped to finish the job by the end of March/April with the berths being operational late spring next year.
 - HST is upgrading all bollards to take a 300 tonnes load in anticipation of larger ferries and car carriers.
 - With the development of berths 5&6, the Killingholme Haven berths will effectively be closed down. Cargo will be containerised and transferred to HST.
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- ◇ **HULL RIVERSIDE CONTAINER TERMINAL (EX QUAY 2005)**
 - An announcement is expected to be made before the year-end on which way this project is going to go.

- ◇ **HULL RIVER BULK TERMINAL**
 - Still on hold. Currently going through the environmental impact study.

- ◇ **EASTERN APPROACH JETTY, KING GEORGE DOCK**
 - The jetty is 95% finished. A dredger is currently bed levelling to maintain the dredged limits.

- ◇ **GOOLE**
 - Replacement of the fendering inside Ocean Lock is due to be completed at the year-end.

- ◇ **HOWDENDYKE**

- The planned upgrade of, and damage repairs to, the Skelton railway bridge have not yet commenced. The Port of Howdendyke will have further talks with Network Rail in the New Year. It is anticipated that work will take place in 2008.

◇ **TRENT WHARVES**

▪ **Burton Stather**

- Two partners have set up a company to reopen Burton Stather for commercial operations to accept ships and import cargoes. The delay is probably due to objections from residents.
- Plans allow for cargo to be transhipped into barges. In meetings with the company, ABP advised that it did not agree with working overside to barges and suggested that the company start with just ships alongside. ABP would then undertake a risk assessment to ascertain whether the company was capable of handling barges and transhipment and to see whether it was feasible given passing traffic and river controlling widths etc.
- One of the main advantages arising from the reopening of Burton Stather from the point of view of the Harbour Authority and the Trent operators was the reintroduction of a working wharf, which could again be used as a lay-by berth. The new owners had freely agreed to this.
- ABP has been proactive in advising the partners in this new venture on requirements to bring the berth up to an acceptable standard and given advice on security implications, ISPS controls, etc.
- PC agreed to make further contact, by way of getting an update on progress.

◇ **HESSLE HAVEN**

- Hessel Haven is no longer in use as a port. A planning application to convert the site for housing, offices and as a general amenity has been circulated for public consultation.

◇ **BARROW HAVEN**

- Barrow Haven briefly stopped trading but is now running again. The new owners intend to keep it open and hope to have a ship every few weeks.

◇ **HULL CITY COUNCIL**

- Mike Monday has taken over as joint Harbour Master of the Old Harbour following the departure of Paul Hughes.
- The double skinned regulations appear to have killed off the coastal tankers. Traffic into the Harbour is almost entirely bulk liquid barges and it is hoped the new bio-diesel situation will provide an upturn but nothing is concrete at the moment.
- The proposed barrage seems to have gone reasonably quiet at the moment after this summer's floods. The fact that the river acts as a drain seems to have had an impact on the decision.
- The new Scale Lane bridge seems to have been pushed forward again and it is hoped to start fairly soon.

- **HUMBER FLOOD DEFENCE STRATEGY**

- ◇ The Environment Agency (EA) came up with a strategy in 2005, which raised a great deal of controversy having announced that it would abandon some small settlements to the forces of nature and concentrate on defending the larger conurbations and industrialised areas. A compromise was subsequently reached at Kilnsea where it was agreed to follow a 20-year strategy, building an earthen bund wall to protect the dwellings in that area. During the last two years the EA has rewritten the Flood Defence Strategy. The strategy looks 100 years ahead, accepting the latest site scientific research that assesses sea level rise in that time of one metre around the UK coast. The new draft is almost complete and will be published in March of 2008. It is still not free of controversy and there remains a number of hard-hitting features. With that in mind, stakeholder meetings will take place early in 2008 in various areas around the region.
- ◇ EA is well on with creating a new managed retreat at Donna Nook in the entrance to the Humber to create additional saltmarsh. This has been modelled but as it is at the wide mouth of the estuary there are no detrimental effects to the navigable channels.
- ◇ A 20-metre breach in the flood defences at Alkborough was made in September 2006, creating a flood storage area of some 440 plus hectares. On peak events, e.g. tidal surges, the water coming into the Humber can flow into this newly created area and in so doing that will take 10 to 20 centimetres off the top of the tide throughout the Humber generally. The existing defences around the estuary are more able to cope and not overtop. One of the concerns for ABP, as the Harbour Authority, was whether the modelling would be borne out and there would be no detrimental effect on the channel by East and West Walkedyke and into the Trent and Ouse. Legal agreements with the EA ensure that if channel depths or channel widths are lost as a result of the breach, the EA are obliged to rectify the situation. So far, there has been no evidence of this. The scheme is widely regarded as a pioneering venture on a worldwide basis and seems to be working well.
- ◇ EA is looking to pass management of Paull Holme Strays to a local body such as the RSPB or the Yorkshire Wildlife Trust.
- ◇ Insurers are regarding the catastrophic floods during June as storm damage rather than flood damage, i.e. it was not floodwater overtopping the defences, it was purely exceptional volumes of rainfall that could not escape into the river. There were no issues so far as ABP were concerned. Resolution of any issues was down to local councils and Yorkshire Water.
- ◇

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

- ◇ All Harbour Authorities are required to operate within the guidelines laid down in the PMSC. A number of tools are used to achieve this, which include:
 - **Passage Plan Monitoring**
 - A continuous computer Passage Planning programme monitors every commercial vessel that passes through the Humber 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 27,269 passages, 4000 less than last year, following a problem with the computer software. Of those, only 388 passages were aborted, the main reasons being either "Insufficient water"; "Weather" or "Anchoring outward bound awaiting orders".

▪ **Ship Visits**

- o Ships are visited on a regular basis, particularly following reported incidents, but also for conducting PEC exams and sometimes just to introduce VTS staff to Masters who, due to the ship's size, would not otherwise meet any Harbour Authority representatives.

▪ **Incident Statistics**

- o A comprehensive record is kept of incidents and occurrences on the river. This year has again seen a fall. This figure covers over 20 different occurrences. Groundings, contact between vessels, floating marks and structures were all down on 2006. In 2006 there were 20 reported near misses and this year, 22. The more near misses that are reported, the better. This means there is an opportunity to investigate and address the causes which therefore reduces the likelihood of having an incident in the future.
- o Unfortunately it is not all positive. There has been an increase of 13% in reports of vessels contravening the TSS.
- o Vessel reliability is also a concern. There has been an increase in substandard ships (Eng/Mech. Probs) from 71 in 2006 to 100 this year, up 41%. This can be anything from steering problems to full blackout. ABP, as harbour authority, is doing everything it can to reduce these incidents. ABP has no direct control over the quality of the ships visiting the Humber but proactively reports substandard ships entering the Humber to the MCA, which makes the decision on whether a port state control inspection is required. GE stressed that ABP has an obligation to inform the MCA of these defective vessels, therefore those ship companies sending substandard vessels cannot complain to ABP. PC went on to say that MAIB often does not recognise the extent to which ABP is attempting to tackle this problem. GE said that the local MCA normally undertakes around 140 inspections of foreign ships per annum. This year, because of manning issues, only 43 foreign ships have been inspected, 40 of them because there has been an incident or report.
- o There was one major pollution incident on a Sunday afternoon in July, which was initially reported to be in the region of 5 cubic metres but was later revised to 2.5 cubic metres or less. During the discharge of a tanker at the Tetney Mono Buoy a marine breakaway coupling in the floating hose parted, resulting in the release of Crude Oil. The spill was swiftly sprayed with dispersant by the Spurn Haven II and Humber Clean was activated, initiating a full response from ABP. The parting of the coupling is being thoroughly investigated to find the cause. In the meantime, the use of the couplings has been discontinued. This incident thoroughly tested the response plans of ABP and ConocoPhillips and both plans were found to be robust and effective.

As a consequence, the MCA agreed that the annual HUMEX exercise requirements had been fulfilled.

	2006	2007
Anchor/Cable Lost or Fouled	15	7
Anchorage Problems	4	7
Bridge Jumpers	10	8
Close Quarter (Near Miss) Inc.	20	22
Contact between V/Is	9	2
Contact with Floating Mark	5	2
Contact with Structures	77	76
Debris etc. in River	7	17
Eng/Mech. Probs	71	100
Failure to report to VTS	8	8
Fires	3	5
Groundings (Fail to comp pass. This tide)	20	14
Groundings (Off in same Tide)	30	28
High speed	4	4
Launch problems	87	48
Mooring Problems	15	14
Pleasure Craft Incidents	5	15
Pollution	14	8
Sinkings	1	0
TSS Contravention	15	17
	420	402
TSS Exemption Request	287	199

- o PC reported on the collision between the inbound Leonis and the outbound Audacity on 14 April this year. It was a collision just to the east of the Alpha Buoy, in restricted visibility, at about 1330 to 1400 in the afternoon. Both vessels sustained substantial bow damage. There were no personal injuries and no pollution. The draft report of MAIB has been received and the final report is anticipated by early February. A number of recommendations will come from it. The one thing that ABP, as Harbour authority, has already agreed to do is to undertake a full review of its risk assessments for all spheres of operation. This is well under way using a new risk assessment tool called MARNIS. Arising from this, it has been identified how navigational safety can be improved in the precautionary area around the Spurn Light Float, where the majority of vessels, except VLSs, board and land their pilots. That is, to split up the generic pilotage symbol on the published

chart, due east of the light float into two symbols, one for inward bound and one for outward bound, which automatically encourages masters to plot a course into the proper inward bound lane. Furthermore, the ability to create a Large Vessel boarding position between Spurn light and the South Binks has been identified, which will ensure that the bigger, deeper ships get their pilots on board an extra 15 to 20 minutes earlier giving an extra element of control. This is well underway and the MCA will be invited in the early New Year to make a verification visit of the operation. The MCA will then report back to MAIB.

- o Since the above incident, the new VTS system is fully up and running with the river split into three and six new operatives installed.

▪ **VTS Upgrade**

- o A £1.1 million upgrade to VTS and associated facilities on the Humber is now almost completed. This primarily consists of two Dual radar transmitter/receivers on King George Dock and at Spurn Point.
- o The air conditioning and ventilation equipment at Hull and Stone Creek has been upgraded and the UPS replaced.
- o The Microwave communication infrastructure linking Hull with Stone Creek, Immingham and Spurn has been renewed.
- o Touch-screen controllers for the VHF radios, similar to those used by the Marine Coastguard have been installed.
- o A further two AIS base stations have been added at Hull and Goole giving overlapping coverage from the Outer Approaches to as far as Keadby and Goole. AIS is mandatory on seagoing vessels over 300GT. This does not apply to river craft but the tug and barge companies have AIS installed on many of their craft which makes their identification much easier, particularly at busy times off Immingham.
- o The final part of this project was to install a state-of-the-art Vessel Traffic Management suite in the control tower at Spurn for three operators. To achieve this it was necessary to redesign the layout and modify working procedures. This caused some disruption to the operators but this was kept to a minimum. Due to the planning of ABP technicians, it was possible to provide an uninterrupted service to river users. Six additional Vessel Traffic Service Operators have been recruited and trained to V103/1 standards, which is the accepted standard for Marine VTS Operators. They are now working alongside the existing Assistant Harbour Masters.
- o Having three duty operators has allowed the river to be split in to three areas, VHF channel 14 has continued to be worked in the river approaches as far as the Cleanness Light Float off Grimsby; VHF channel 12 to the Humber Bridge and, in addition, VHF channel 15 above the bridge. Some initial problems were experienced with the aerials but this has now been resolved. On each watch there is a dedicated "Watch Leader" who operates the new up-river area and also takes an overview of the watch, undertakes forward planning and manages the shipping programme for the coming tides.

- o This is the single-most significant change to Vessel Traffic Services on the Humber since moving to Spurn in 1997 and has made it one of the best equipped, leading VTS stations in the country, placing it in a strong position for the future.
- **Agents On Line**
 - o Agents Online allows agents to give information over the web on ships' arrivals, departures etc. This is sent to a notification screen in the PAVIS computer system in Hull. The operators in the Data Centre access the information, accept it directly into PAVIS or reject it. Either way, a confirmation e-mail is sent to the agent to advise on the status of the information. It is still being trialled at the present time by Graypen, which is helping with the proving of the system after which all agents will be invited to participate.
 - o The system is already operating in South Wales and is widely accepted as a leap forward by the agents.
- **Consolidated European Reporting System (CERS).**
 - o This is a European directive that requires the MCA to report all ships that enter and leave UK waters to a European database. The MCA has now passed responsibility for this to masters, owners and agents who must advise the MCA of ETAs and ETDs and any updates, as well as of any hazardous cargoes on board. ABP acts as postman for this information. The PAVIS computer will be linked directly into the MCA computer allowing information to be automatically forwarded to the MCA. There is some concern over hazardous cargo reporting. Declarations have to be made to the ports but within PAVIS the contact details of the person who holds the paperwork has to be noted. When someone enters data in to agents online or gives information to the Data Centre in Hull they will be asked to provide contact details of the person holding the dangerous goods paperwork. This will then be sent to the MCA for use in case of a marine emergency. The system comes into effect on 1 January.

- **PILOTAGE**

- ◇ Current strength of pilots - 122 pilots employed [4 are part-time making 120 full time equivalent pilots in total].
 - 118 full-time + 4 part-time
 - 18½ VLS pilots
 - 31½ 1st class pilots
 - 20 2nd class pilots
 - 50 3rd class pilots
- ◇ Due to increased size of ships coming into the river, a review has been carried out, with permission being granted from ABP HO to adjust the numbers in each class so that by the end of 2008 the numbers will be as follows:
 - 18½ VLS pilots
 - 34½ 1st class pilots
 - 31 2nd class pilots
 - 36 3rd class pilot

- ◇ The above changes will ensure that the Turns List is less onerous on higher ranked pilots.
- ◇ On average, 100 VLS acts per month were carried out over the last year.
- ◇ Up to 31 October some 20,333 acts of pilotage have been carried out which remains largely the same as the previous year when it was 20,375.
- ◇ A great deal of use has been made of the simulator at South Shields. Over £50,000 has been spent this year on upgrades alone.
- ◇ All pilots undertake a bridge resource management course at the simulator before they are authorised. They must also carry out a full river fog assessment on the simulator, which is based on a trip down river from King George Dock to New Holland, right out to sea, facing various scenarios. The assessment tests how a pilot follows the rule of the road, how he reacts with the traffic and how he communicates.
- ◇ Heavy seas recently caused some damage to the Spurn road resulting in it being out of action for normal cars for some weeks. After being repaired, the road was again overwashed, burying the road in sand. The closures involve ABP in additional costs whilst having to run the service through Grimsby.
- ◇ ABP HES is fully staffed with pilots and has several people on the waiting list. It is realised that it is going to be increasingly difficult to recruit pilots because people are not being trained at sea. Everyone in the industry is struggling to find men. A proposal has been put to the Board to take on more trainees and in conjunction with the South Tyneside College will train them in a like manner to the old apprenticeship scheme, except that trainees will have already undergone time at sea. Training will take place over an extended period of about one year, which will involve college time, and extended periods on tugs and in various other marine jobs on the Humber to acquire an all-round knowledge of the Humber. It is hoped that this system will attract more local interest, which means they would not wish to disappear to other parts of the world as many have done in the past.

- **PILOTAGE EXEMPTIONS CERTIFICATES**

- ◇ It is proposed to make the examinations for the A and B PECs the same. The examination standard for the B PECs is currently not quite as high as that of the A PECs in-as-much-as they do not have to memorise courses and distances between buoys.
- ◇ There has been a significant fall in the number of PECs, mainly as a result of retirements and the demise of the Ferryways service.
- ◇ PC reported on a recent incident on the Humber, which is currently being investigated by the MAIB. The case involved a PEC holder coming into the Humber on a vessel that, previously, was not included on his certificate. As the ship was similar to those for which he was already certificated, it was added to his certificate, in keeping with usual practice. In this case the ship was under a different flag and it appears that the PEC holder was not properly signed on and did not have a certificate of competency for that flag. In discussions with MAIB it was asked whether the makeup of the bridge team was considered when assessing a new ship for inclusion on a PEC certificate. This is not the case, and consequently it has been decided that more detailed questions will be asked on an application form to include extra vessels. This change may only affect PEC holders on ferries. Furthermore, if an addition to a PEC certificate involves a

larger ship, HES will insist that a pilot is carried for a number of trips in and a number of trips out, prior to a PEC being granted.

- ◇ At the end of the 2007 renewals the number of PECs stand as follows:
 - 108 Class A PECs
 - 41 Class B PECs
 - 31 Class C PECs
- ◇ Assessment trip requirements are currently being reviewed with regards to the numbers required. It is possible that another assessment trip, one inward and one outward, will need to be undertaken to give assurance that the candidate is capable of manoeuvring on and off the berth.
- ◇ HES management continues to hold regular joint meetings with pilots and the tug companies, Switzer and SMS. Meetings also take place throughout the year with APT, Conoco Phillips and Humber Sea Terminals.

• CONSERVANCY

- ◇ The Environment Agency has now accepted the format of the Humber Baseline Document (Maintenance Dredging Protocol). The protocol has been given a broad approval by the Government following an announcement by the Secretary of State for Environment, Food and Rural Affairs, Hilary Benn. On final sign off, all contributors to the Baseline Document will be contacted and asked to provide an update to the information originally provided.
- ◇ Removal of the old Melton Jetty will not now take place until spring of 2008
- ◇ The Environment Agency is currently assessing four potential schemes for flood defence works at Swinefleet. Work is expected to commence in 2008 and will take approximately 18 months to complete.
- ◇ An application to the Marine and Fisheries Agency has been made by the Environment Agency for consents under Coast Protection Act 1949, to undergo flood defence improvement works over more than 1 mile of the River Trent below the stone bridge at Gainsborough. A license under the Food and Environment Protection Act 1985 has also been applied for.
- ◇ Pulse Generation is intending to install a prototype, one-fifth scale, tidal power generator immediately behind the No. 10 Upper Burcom Buoy. The system uses high-performance hydrofoils to take energy from tidal stream currents. Powers are being sought under the Transport and Works Act 1992 with work expected to start in the spring of 2008. Permissions are on a temporary basis for twelve months with a possible extension to 15 months if required.
- ◇ A second tidal power project is currently being developed by the University of Hull using an array of devices based on the Venturi tube effect. Devices float on the surface and are anchored with sinkers to the riverbed. A potential area to site them is close to Mr Chu's restaurant on the north bank. Discussions with developers continue.
- ◇ The Whitton Channel, above the Humber Bridge has been moved to the north (Capper's channel) from its old route by Reed's Island (the South channel). This channel has remained reasonably deep, no less than 0.8. and is a shorter route for ships to take.
- ◇ Depths generally in the Humber have held up well, the Sunk Dredged Channel, in particular, where the erosion cycle has gone on for about a year longer than expected. It is now very deep; down to the hard bottom at 9.8 metres although for

passage planning purposes it is kept at 9.5 metres due to shallower controlling patches at the Chequer Shoal. The accretion cycle is expected to start in middle to late 2008.

- ◇ In the middle and upper Humber some shoaling has taken place around Hesse Sand just below the Humber Bridge. This has caused some difficulty, especially for laden vessels, outbound, that cannot leave their berths until late on the tide due to lack of water. In the New Year a newly identified secondary channel, running close to New Holland Dock, will be marked, improving navigation in the middle Humber, especially for ABP's upriver customers.
- ◇ The Ouse has remained reasonably good during the year. Depths of one metre plus in the various Ouse reaches have been seen. The only slight local issue on the Trent is around the Amcott's area. The autumn months saw a slight loss of depth. Generally speaking, the maximum drafts for Top Gunness and Keadby are based on having a metre or more below chart datum throughout the Trent. Shoal patches of 0.4 have recently been seen but with general controlling depths of around 0.7 to 0.8. This has resulted in a temporary restriction on the maximum draft by 20 centimetres but the latest survey earlier this week showed that depths may be returning to something near normal. Before removing the restriction, a further survey will take place the end of this week to confirm that it is possible.
- ◇ ABP Humber Estuary Services is working closely with Trinity House to develop the way the availability of lights around the Humber, both shore lights and floating marks, is reported. The Trinity House system, PANAR, monitors the availability of shore and floating marks and measures that against predetermined criteria. ABP HES is now working towards being PANAR compliant.
- ◇ With VTS based at the point end, Spurn is key to the operations of HES. At the moment a 10-year view is taken for capital investment purposes. The EA has fragmented information about the peninsula. In-depth core samples taken in 2005 have not been analysed as yet. To gain a better scientific knowledge of the stability of the spit, ABP and the RNLI has joined the EA in co-funding a study to analyse the core samples and bring together all the wisdom of the various journals and reports over the last 50 years. The EA have an interest because of its flood management responsibilities and ABP, because if a new channel was formed halfway through the Spurn peninsula this would have serious effects on the other channels within the Humber.

- **ANY OTHER BUSINESS**

- ◇ DM explained that he had taken over the mantle of the RYA from Maurice Labistour. The RYA and Humber Yawl Club anticipate a large increase in leisure traffic over the next few years. The EA is modernizing and electrifying the South Ferriby sea lock, looking to increase pleasure berths in the River Ancholme. The Humber Yawl Club is oversubscribed at both Brough at Winteringham. A lot of the bigger boats, especially those that can go across the North Sea, have fitted AIS. A meeting is to take place on 6 December to discuss the Humber Yawl Club's 125th anniversary next year. It is intended to put on a Parade of Sail early in June, bringing in large sailing ships. PC said that ABP HES would do all it could to support the event and make it a success.

- ◇ Four ships' masters had been arrested during the year for having command of their vessels whilst intoxicated, presenting a huge threat to safety of navigation. HES has been proactive under the Railways & Transport Safety Act 2003 in ensuring that when such cases come to its notice, the local police are called to use their powers to breathalyse and arrest, if appropriate. Whilst this is sad for the individuals it is hoped that this sends out a message to masters and the broader marine public on the question of accountability. MG added the point that the drink drive limit at sea is identical to that on UK roads. PC advised that where an incident takes place on the river it requires the Dockmaster of the port to detain the ship until the police arrive. On the River Trent or at one of the wharves it requires someone from the Harbour Authority to officially detain the vessel. The ship must be detained before a policeman will go aboard to breathalyse the master. The Data Centre in Hull has a number to call the police who are up to speed with the legislation and how to act in the event of an incident on a ship.
- ◇ CH referred to two recent fatalities where seamen had lost their lives whilst under the influence of alcohol. Whilst pilots were in a position to observe members of the bridge team, this was not the case with other members of the crew, e.g. engineers. It was necessary for everyone to remain vigilant and report anything unusual in this regard. PC explained that he wrote to agents some time ago, asking them to remind shipowners and ships masters that docks are dangerous places especially if someone has taken alcohol. Feedback, as a result of the letter, was that this was a positive step and could only do good.
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- **NEXT MEETING**

- ◇ The next Sub-committee meeting will take place at Port House, Hull, in July 2008.
- ◇ The 7th Humber Liaison Committee will be hosted at a north bank venue in late November / early December.
- ◇ Actual times, dates and venues will be advised in due course.