



**NOTES ON THE 11TH HUMBER LIAISON COMMITTEE MEETING
HELD AT THE REEDS COUNTRY HOTEL, BARTON UPON HUMBER
ON FRIDAY 07 DECEMBER 2012**

Present:

Name	Organisation	Initials
1. Mr. A Norfolk	ABP Marine Apprentice	AN
2. Mr. D Briggs	ABP Marine Apprentice	DB
3. Mr. R Davies	ABP Marine Apprentice	RD
4. Capt. A Firman	Associated British Ports	AF
5. Capt. A Swift	Associated British Ports	AS
6. Mr. C M Ward	Associated British Ports	CW
7. Capt. G Hodge	Associated British Ports	GH
8. Mr. I W Spikings	Associated British Ports	IWS
9. Mr. K Hartley	Associated British Ports	KH
10. Mr. M Abbey	Associated British Ports	MA
11. Capt M Gough	Associated British Ports	MG
12. Capt. P J Cowing	Associated British Ports	PC
13. Capt. P Harraway	Associated British Ports	PH
14. Capt. P Wilkinson	Associated British Ports	PW
15. Mr. R Scott	Associated British Ports	RS
16. Ms W Fountain	Associated British Ports	WF
17. Mr. J McCartney	Associated Petroleum Terminals	JM
18. Mr. D Smith	Arthur Smith	DS
19. Mr. G Stark	BIFA/ICS	GS
20. Mr. C Pepper	Briggs Marine	CP
21. Mr. H Gates	C.RO Ports	HG
22. Ms K York	Centrica	KY
23. Mr. S Lang	Collett Marine	SL
24. Mr. R Kersey	DFDS	RK
25. Mr. G Bain	E.ON	GB
26. Mr. S Kelley	Graypen Immingham	SK
27. Mr. K Harrop	Humber Workboats Ltd	KH
28. Mr. R Smith	Humber Yawl Club	RS
29. PC. L Haagensen	Humberside Police	LH
30. Insp. M Bishop	Humberside Police	MB
31. Sgt. P Cresswell	Humberside Police	PC
32. Mr. I Sheard	John Good & Sons Immingham	IS
33. Mr. A Nagle	Maritime and Coastguard Agency	AN
34. Mr. A Tuton	Maritime and Coastguard Agency	AT
35. Ms G Lancaster	Maritime and Coastguard Agency	GL
36. Capt. R Shuttleworth	Philips 66 Ltd	RS
37. Mr. J Doyle	Rix Shipping	JD
38. Capt. M Labistour	RYA	MB
39. Mr. P Elsom	SMS Towage	PE
40. Mr. R Goffin	Svitzer	RG
41. Mr. D Dodsworth	UK Dredging	DD
42. Mr. P Yates	Waverley Shipping	PY

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.
- The housekeeping arrangements for the hotel were explained, and the agenda of the meeting and the minutes of the last meeting were made available.

2. APOLOGIES FOR ABSENCE

- Apologies were received from:

Mr. S Horton	ABP
Mr. T Jeynes	ABP
Mr. S Mckenzie	Canals and Rivers Trust
Mr. A Haxby	Finnlines
Mr. J Hunter	Inchcape Shipping Services
Mr. C Limb	Limb Shipping & Chartering
Mr. M Bill	Maritime and Coastguard Agency
Ms N Jessop	Maritime Bunkering
Mr. K Seagentson	New Holland Bulk Services
Capt. A Skelton	Old Harbour Master Hull City Council
Capt. M Monday	Old Harbour Master Hull City Council
Mr. S Winship	PD Ports
Capt.	Pride of Hull
Capt.	Pride of Rotterdam
Mr. S Casey	RMS Trent Ports Ltd
Mr. H Patience	SMS Towage
Mr. A Smith	Thurley
Mr. N Dodson	Trinity House
Mr. P Mitchell	UK Dredging

3. MINUTES OF PREVIOUS MEETING HELD ON 02 December 2012

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

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

4. WORKS IN PROGRESS /PLANNED PROJECTS

a) HES (PJC)

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

- Sunk Dredged Channel Deepening – an extension has been granted to the MMO consent for two years. Once a firm business case for the deepening is established the project could go ahead.

- Able Marine Energy Park – Able have applied for the Development Consent Order for a 1320m quay. Governments National Infrastructure and Planning Authority decided to conduct a full examination of the application (a public enquiry by another name) and that process ran from May to November. The examination panel now have 3 months to submit their report and recommendations to the Secretary of State (SoS). The SoS then has a further 3 months to deliver his verdict.
- Humber Gateway Offshore Wind Farm (Round 2) – E.ON have obtained all the necessary consents and got their board approval to develop. Construction is due to start in Summer 2013 and last for 18 months. This includes (in the early stages) the construction of a new remote radar scanner on one of the Wind Turbine Generators (WTGs) that will be connected into our VTS system and give enhanced coverage in the seaward approaches to the Humber.
- Hornsea Offshore Wind Farm (Round 3) – still in the consultation stages however the export cable route to shore has been agreed to cause the minimum disruption to shipping traffic in the Humber approaches during the laying of the cable.
- No.1 gas pipeline (Transco) - are now working on a decommissioning plan for the northern pipeline.
- No.6 gas pipeline (Centrica) – Is currently decommissioned but Centrica wish to re-commission it for the transport of condensate from the York gas field in the North Sea in early 2013.
- No.9 gas pipeline (Transco) - Last year we reported that the riverbed stabilisation of the No.9 gas pipeline at Thorngumbald, southern pipeline, was almost complete – the work involved the laying of concrete mats over the pipeline and was completed in January 2012.
- No.9 gas pipeline replacement (Transco) – Transco are now conducting an “investigative study” into the route corridor for National Grids proposal for the long-term replacement of the existing No.9 natural gas pipeline. This new pipeline would either be deep trenched or tunnelled under the Humber.
- We reported last year that a new pilot launch will be purchased in 2013. I can now confirm that this £1 million investment will be ordered in early 2013 with delivery expected before the year end..

b) HUMBER PORTS (MG)

- Work to put Port information into a standard format for all ABP Ports has not been progressed due to other commitments.
- Notice to Masters covering safety and environment issues have been revised for all Humber Ports. These will be circulated early next week in PDF format. Agents will be able to print off the information for their Port and place it on each vessel. The revision includes the answers to the most frequently asked questions including those about ballast discharge and hold washing.
- Contingency Plans have been prepared for each Port to cover for any loss of dock water containment due to ship impact on lock gate causing failure of the gate.
- ABP started a four year Marine Operations Apprenticeship Scheme in September in order to train future ADM's and Dock Masters.

GRIMSBY

- Grimsby River Terminal is under construction and is scheduled for completion in July 2013. It is designed for ships up to 165M and 27M beam with a dredge pocket at CD -7.5M.
- There have been two reported safety incidents affecting the construction works due to ship's wash from ships' failing to slow down despite VTS Slow Speed broadcasts.
- There has been one contact incident when UKD Orca struck the root of the new roadway due to a bridge control problem.
- The MCA carried out an audit of the Ports Compliance with the PMSC in May. Compliance was confirmed but some observations were made regarding the Ports SMS which have been acted upon.
- There has been a silt contamination issue in Alexandra Dock due to ingress of a particular type of cargo which temporarily prevented us from dredging. Stevedores are reminded to minimise cargo spillage into the dock.
- The flood gates of Grimsby Fish Docks are currently being modified to enable them to act as ebb gates to facilitate the handling of larger Windcat vessels.

IMMINGHAM

- There have been a number of incidents due to pitch control problems where the exact cause has not been identified. However, these have led to considerable damage.
 - In March MV Vilga backed across the dock into Svitzer Alma.
 - In May MV Caroline Theresa struck the inner gates resulting in damage which required them to be removed for repair.
 - In August, Alexander Tvardovskiy backed into UKD Bluefin and drove the Bluefin into the Wilson Hawk which was berthed on No.4 Quay.
- There have been two minor oil incidents in Immingham. The one of most concern was the spillage of oil from drums in a container which overturned, which then entered the Terminal drainage system and subsequently the dock water. All spillages on land must be reported to the Duty ADM so we can examine drainage plans to prevent this happening.
- Following the recommendations made by the MAIB after the Commodore Clipper incident in 2011, a meeting was held in March with DFDS and Humberside Fire and Rescue to discuss contingency plans and identify equipment available to deal with a similar incident.
- Immingham celebrated its centenary on 22nd July with an open day attended by approximately 6,000 people.

HULL

- 2nd January – MV Pacific Dawn - suffered a flooded engine room when berthed in Alexandra Dock due to incorrect operations of the ballast system by ship's chief officer.
- 17th January – MV Dette G - A crewman was killed trying to board the vessel in an incorrect manner, even though the vessel had a correctly rigged gangway.
- On 23rd March a meeting was held with P&O and HFRS to discuss the Commodore Clipper incident following the same format as the Immingham meeting.
- The announcement regarding Greenport, Hull is expected in January.

GOOLE

- In February, MV Lomur suffered from engine starting air problems and the vessel struck the inner lock gates when inbound, fortunately only causing minor damage to the gates fendering.

- In March, RMS Laguna lost an anchor while swinging off Victoria Lock. Anchor and cable were subsequently recovered.

In addition to the above there have been various minor impacts with dock and lock copings resulting in minor damages in all the Humber ports.

c) HST (HG)

- The Humber Sea terminal continues to operate as normal and Berth 4 back into operation on Monday 17 December 2012.

d) TRENT AND HAVENS (PJC)

- Following this years prolonged dry spell the entrance channel to the Trent on the eastern side closed. This required HES to open a channel to the west and establishing four new lights to enable its safe night-time use. Surveys were increased to monitor the situation and the available water led to draft restrictions of up to 60cm. Following the summer's torrential rains, we have been able to re-open the east channel however we are still 10cm short of where we were this time last year on maximum draft criteria.

e) HCC RIVER HULL

- There was no one in attendance from HCC but trade on the river Hull continues with barge traffic only, and it is hoped that the new foot bridge across the River Hull opposite Scale Lane Staithe, that is now substantially complete, will open soon.

f) TUGS

- Rick Goffin of Svitzer advised that they were operating 7 tugs on the Humber and the "Oakgarth has now arrived in Immingham. There are now positive indications of the tug replacement program and that Doug Harding will shortly be moving on from Svitzer.
- Mr. P Elsom of SMS Towage advised that there was nothing further to report, business as usual with a fleet of 9 tugs.

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

- An internal audit of our PMSC compliance, had taken place by KPMG in the summer of 2011. They highlighted that our Humber Serious Marine Emergency Plan (HSMEP) was in need of review, this was already highlighted as a priority by HES. It was revised and re distributed this year.
- We also had an internal audit by William Heaps who is the Designated Person (DP) for the Humber. (Phil Cowing is DP for all other ABP ports).
- The audit was to confirm to ABP that HES continue to comply with the PMSC.
- As part of our SMS we report every 4 months to the ABP board confirming that the Key Performance Indicators set by the Board are met.

Agents Online

- Agents Online continues to evolve and now takes into account the requirements of CERS2 (Consolidated European Reporting System version 2) which now includes the mandatory declaration of the number of persons on board (POB). This is still not always completed by agents when sending the notifications.
- Just to illustrate that we are all being monitored, I recently received an email from Jane Lee who is the CERS/SVD Business Manager working for the Maritime & Coastguard Agency in Aberdeen.

Following a routine audit by EMSA's Support Service, they have notified me that they believe a vessel departed Hull on the 11/11/2012 with DPG on board and that no required CERS DPG notification was sent.

- I investigated and it transpired that the agent did not attach the DPG to the departure notification but sent it by fax which subsequently went astray. This shows that CERS is a live system that is used and monitored and non compliance can have wide reaching consequences.
- I am also aware that since the introduction of CERS2 the percentage of arrival notifications received by the MCA, and passed on to 'Safe Sea Net' is up over 80%, a vast improvement apparently which bodes well for the audit of the MCA that is now taking place by EMSA **European Maritime Safety Agency**, confirming the level of implementation in the UK of the CERS directive. It is nice to see that we are not the only ones being audited.
- A new requirement that will be added to AOLn in 2013 will be a declaration of animals on board. It is already a requirement to make these declarations to Port Health and we already pass this information on for some ferry companies.

- However following an incident this year when a pilot broke his wrist having been startled by a dog at the top of a stairwell as he was making his way to the bridge of a vessel, we now require prior notification of animals on board to ensure our staff are fore-warned.

HUMBER.COM

- Humber.com continues to be a popular site and receive on average 1600 visits a day, 200 of which are first time visitors.
- Our most popular public pages are the live shipping movements and tidal information along with our collection of aerial images taken in 2001. You can now spot a lot of changes.
- Following feedback from PECs during their annual PEC renewal interviews, I am now in the process of arranging a live weather feed to the site including wind speed and direction and the air temperature. This will be fed from our monitors at Spurn, Stone Creek, Hull and Goole.

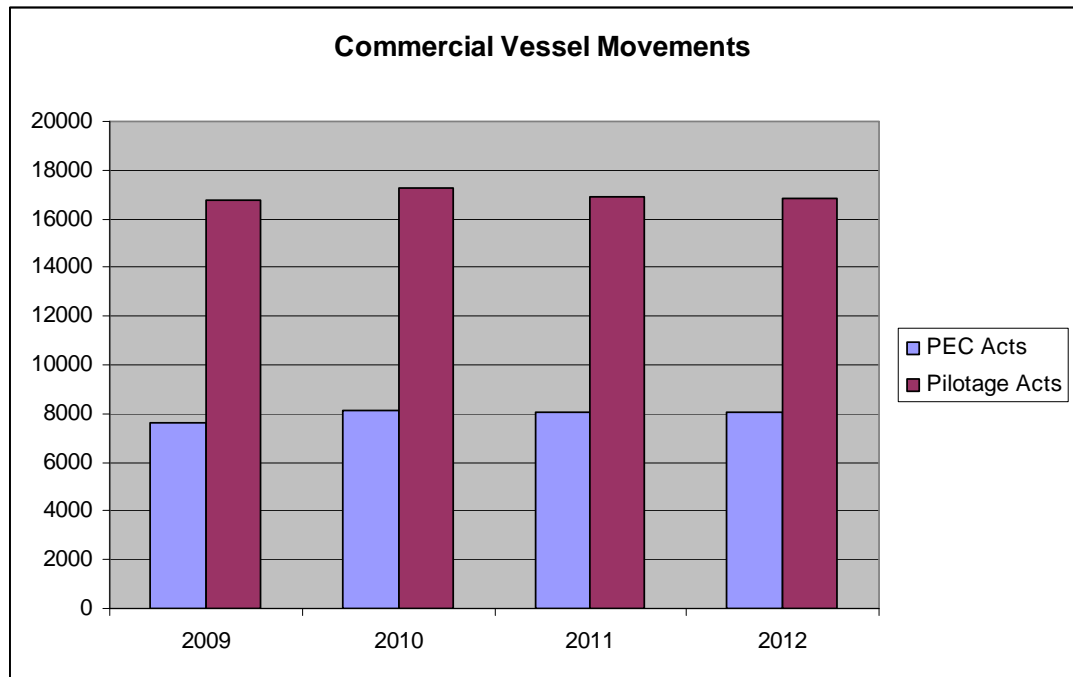
6. VTS REPORT (CW)

- ABP continues to operate a Vessel Traffic Service from its VTS area seaward of Spurn Point to the Skelton Railway Bridge on the River Ouse and Gainsborough on the River Trent.
- A total of 17 VTS staff are based in the Control Room at Spurn, with 3 on duty at any one time. All of the VTS staff are trained to the internationally recognised V103 standard.
- In line with national regulations and international guidelines, VTS staff proactively monitor and direct vessel movements in the area to the East of the Humber Bridge, where a Traffic Organisation Service is provided.
- To the West of the Humber Bridge, an Information Service is provided, with information and advice given to vessels in this area.
- To enable the Operators at Spurn to concentrate solely on the safety and efficiency of navigation, they are supported by 11 staff at the Data Centre in Hull, who provide administration back up and organise the allocation and transportation of marine pilots to vessels.

Vessel Monitoring

- The monitoring and direction of vessels in the VTS Humber area is achieved using VHF, radar and AIS equipment.

- As reported in the HLC meeting last year, HES were in the process of replacing the radar scanner in Hull. This was completed in January this year and is now providing effective and increased coverage of the area.
- Additional information on vessels, for organisational and recording purposes, is contained within the PAVIS and VTS Databases.



- The above slide shows the commercial vessel movements on the Humber Estuary over the last 4 years. The figures are taken from December to November to give an accurate comparison over successive years. The figure for 2012 is 8034 PEC acts and 16,867 ABP Pilot acts. The total figure of 24,901 is almost the same as for 2011.

	PECs	Pilots	Total
2009	7,657	16,767	24,424
2010	8,125	17,278	25,403
2011	8,051	16,872	24,923
2012	8,034	16,867	24,901

- The above figures do not include vessels exempt from pilotage, bunker barges, pleasure craft or tugs.
- Also, they do not include the increasing number of Wind Farm Transfer vessels operating on the Humber.

Incident Statistics

- Another role of VTS is the recording of incidents and occurrences on the river.
- The slide below shows some of the figures for 2012, to the end of November, with comparisons over the previous 2 years.

	2010	2011	2012
Bridge Jumper	10	11	8
Close Quarter (Near Miss)	7	3	12
Contact with Floating Mark	4	5	7
Contact with Structures	74	58	74
Failure to report to VTS	1	2	1
Groundings (Fail to complete this tide)	5	11	9
Groundings (Off in the same tide)	15	32	47
Pollution	8	6	14
TSS Contravention	4	2	2
Ship Defect	98	115	204

Close Quarter (Near Miss)

- All HES pilots, VTS staff and PEC holders are actively encouraged to report near miss incidents, where there is the potential to learn from the experience and increase operational effectiveness. The detail of any Close Quarters situation is then fully investigated and measures taken to prevent recurrence.

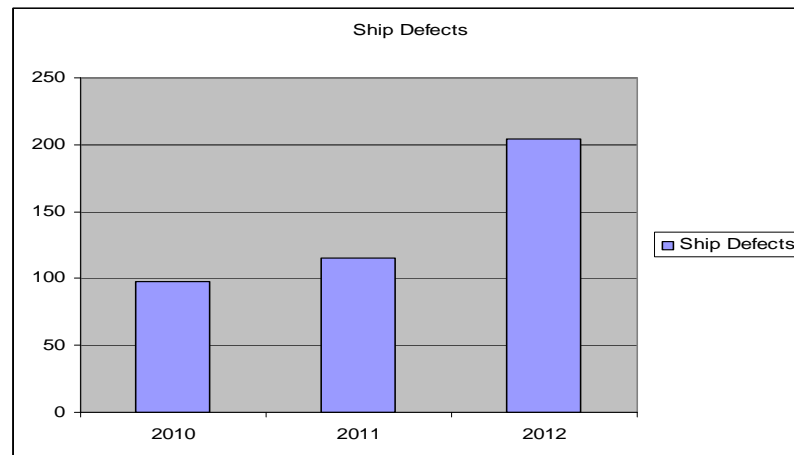
Groundings

- There has been an increase in the number of groundings in 2012, up to 47 from 32 last year. This figure is reflective of the dynamic moving shoals in the Upper Humber and River Trent.

Pollution

- There has been a slight increase in the number of pollution incidents recorded in 2012. The majority of these are small sheens sighted on the water, where the source is not identified. When this occurs, a Pollution Report (POLREP) is sent to HMCG in Bridlington and the sheen will usually disperse naturally.

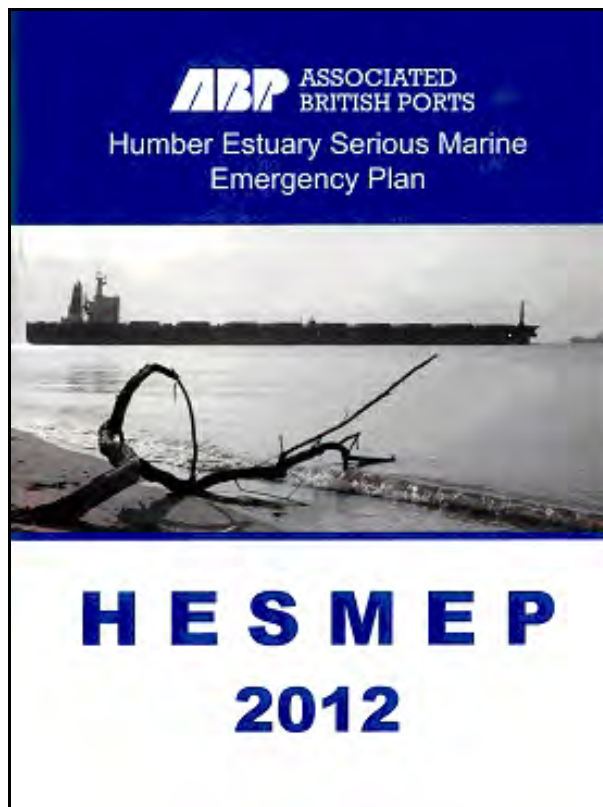
Ship Defects



- The amount of Ship Defects recorded in the VTS Database continues to rise and has reached 204 in 2012.
- These Ship Defects, which can range from an engine breakdown to a faulty AIS unit, are reported to the MCA, the result of which may be a Port State Inspection. An example of how this can work in practice is a recent report sent to the MCA for a defective pilot ladder, following which the vessel was boarded at the next port and measures taken to rectify the issue.

Emergency Response

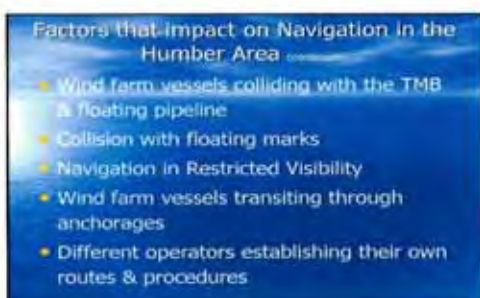
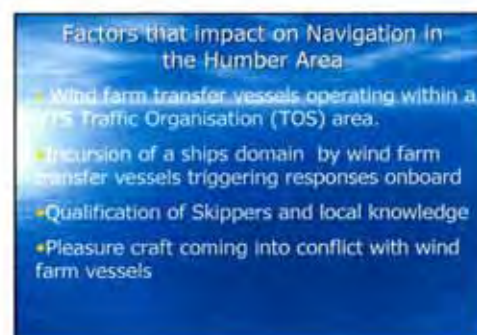
- VTS provide the first response for an incident or emergency on the estuary, which may include the activation of the Marine Response Centre in Immingham.
- Within Humber Estuary Services, there are two plans which can be initiated, if needed.
- The first plan, HESMEP, assesses the risk of an incident occurring and the actions to be taken to manage an emergency. The types of incidents included within this plan are ship collisions, fires and serious groundings. The plan was revised earlier this year.



- VTS continue to liaise closely with HM Coastguard, at their MRCC in Bridlington. HES are in the process of reviewing the Memorandum of Understanding with HMCG, the major change being the removal of the reference to MIRG (Maritime Incident Response Group) – this was a service from the Fire and Rescue Service which provided a capability to respond to fire fighting, chemical incidents and the rescue of trapped persons on board vessels. Funding for this was withdrawn as of 31 March this year. However, Humberside Fire and Rescue are in the process of implementing an alternative provision, for which funding has been made available.
- The second plan, HUMBER CLEAN, also deals with the management of an emergency incident, but this concentrates specifically on Oil Pollution incidents.
- The annual HES Oil Pollution exercise, HUMEX, was held in November and focused on a large spill of oil from a land based source, which escalated into a Tier 3 incident. The exercise tested call out procedures, initial and longer term actions as well as liaison with other ABP departments, oil companies, councils and emergency services. It was also the first exercise held since ABP commenced a contract with their new Tier 2 Oil Spill Responder, Adler and Allan.

7. PRESENTATION – “ORGANISATION AND ROUTEING OF WIND FARM TRANSFER VESSELS”

Paul Harraway - Assistant Harbour Master at VTS Humber, delivered a presentation on the reasoning and methodology behind the project to develop a guide and operating procedures for Wind Farm Transfer vessels using the Humber Harbour Area.




Possible Solutions

- Design recommended routes for wind farm transfer vessels
- Establish reporting points
- Produce a guide & operating procedures for wind farm transfer vessels
- Monitor conduct of wind transfer vessels
- Take action for noncompliance
- Establish working relationship with Marine Coordinators
- Invite Marine Coordinators to attend liaison meetings

Progress

- Route defined
- Guide produced
- Consultations underway
- Meetings with Marine Controllers effected
- Information to be included on Humber.com website



Recommended Route for Wind Farm Transfer Vessels Guide

After consultation the agreed route & procedures will be included in a guide issued to wind farm transfer vessels using the Humber




Positive feedback was received from the stakeholders present and it was agreed that further comment could be made up until 31 December 2012. If there were no objections these recommendations will be implemented in early January 2013; details will be made available on www.humber.com

8. PILOTAGE REPORT (AF)

- AF gave a report on pilotage figures for the year to end of November: 2012 and comparisons to same period last year:

Total 23062 (+1%)
Pilot 15725 (+2%)
PEC 7385 (-0.5%)

- VLS acts (this involves two pilots being onboard) numbered 1077 in the same period; an increase of 8% on the previous year.
- Currently on the Humber there are 181 valid PEC holders broken down by class as follows:-

Class A = 106 PECs
Class B = 35 PECs
Class C = 31 PECs (mainly bunker barges)
Class D = 9 PECs (Bull Anchorage only)

- HES currently employ 105 pilots comprising of 100 authorised pilots and 5 trainee pilots broken down by class as follows:-

VLS = 19.5
1st Class = 37.5
2nd Class = 22
3rd Class = 21

3 new starters and one leaver = 107 new establishment figure 2013

(the half refers to part time workers)

- Trent shoaling and drafts.- East/West Channel – compound problems of dry winters.
- Humber Passage Plan revision is currently under consultation until 31 December and will continue prior to publication early in 2013.

MAIB Reports

- **MV "Wah Shan"** – On 2 October 2012 an incident occurred while the bulk carrier, "Wah Shan" was making her tugs fast in the vicinity of Sunk Spit during her approach to the IBT. Whilst engaged in the procedure of making fast the after tug, a crewman became entangled in the messenger line, sustaining neck injuries which were ultimately fatal. Whilst initial investigations found no fault with the procedures of either the pilots or the tug involved, we await the MAIB report to be published early in 2013.
Following this incident, HES management, along with the Head of Safety and a safety rep met with representatives of HM Coastguard Bridlington to review and assess emergency response facilities and options on the Humber Estuary.

- **MV "Alexander Tvardovskiy"** - On 1 August 2012 on departing her berth at Immingham Dock, on her way to the lock, outbound for departure to sea, the "Alexander Tvardovskiy" came into contact with the vessel "UKD Bluefin" which was subsequently pushed onto the vessel "Wilson Hawk", causing damage to all three vessels. The MAIB report is due in the near future, however, initial investigations have identified issues regarding the validity of the master / pilot exchange and potential problems with the vessel's engine control systems and procedures.

9. 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 a small number of the aids requiring attention or confirmation that they were operational. This work is ongoing and should be completed early in 2013.
- Mike Abbey and his team of four hydrographers have carried out in excess of 720 hydrographic surveys in 2012, 45 of which were "Multibeam" surveys.
- Spurn road has continued to hold up OK and it has been nearly 5 years now since we suffered our last major breach of Spurn Point, however we still have occasional issues with high tides and winds that result in us operating out of Grimsby for the boarding and landing of pilots, a situation we try to keep to a minimum due to the significant cost and time factor to our service.
- We continue to work closely with the Environment Agency and Natural England on all environmental matters arising.

10. PRESENTATION - SAFETY UPDATE

Peter Wilkinson – Head of Safety and Environment, delivered a Health and Safety presentation on the on going safety concerns such as heaving lines accidents that have occurred this last year. Also the involvement of the Safety Department in the design of our new pilot launch due for delivery before the end of the year



Access continues to be an issue

- On river berths
- On/off terminals including lighting, pathways etc
- In dock



There continues to be issues with dangerous heaving lines.

No new examples from the rouges gallery

MHPA recent prosecuted a ships master for permitting a dangerous heaving line to be used



There have been two reportable accidents to Humber Pilots this year:

1. Pilot badly injured his foot
2. Pilot fell down ships stairway

Both reported to MAIB/MCA



Pilot boarding FICARIA Seaways on 5th March
In bad weather at Spurn Point



The Pilot trapped his foot between the ship and the pilot launch.
Our Pilot was off work for 49 days.
Has now returned but continues to have some problems

14th May at 2240 hours at Alexandra dock Hull.
Pilot boarded a coaster to take to sea.
However he was unable to get into the ships accommodation at the main deck, so climbed the stairway to the vessels boat deck. At the top of the stairs he was faced with:

A Dog!





The Dog concerned!

In any event the unexpected encounter caused him slip down the stairs and he broke a bone in his hand during the fall.

He was off work for 24 days!

Procurement process involves:

- Exploring options for design
- Establishing costs
- Consultation with staff

and rather more than we thought at the outset!

We know the type of launch we want.

The hull must be a Nelson 48/50. deep V displacement rather than a planing hull

We know what engines we need

We know the navigational equipment

So what's holding us up!

The Seats!



- We are in discussions with the MCA with regard to the preferred seating arrangements.
- The Pilot Boat code requires individual dampened seats
- History has shown bench seats suit the Humber operation with the deep V hull arrangement

- We have met with the Unions
- We have carried out vibration measurements
- We have assessed the risks

We are continuing to work with all concerned to ensure we get the launch we need.

11. **PRESENTATION - COUNTER TERRORISM UNIT AND MARINE PATROL (Sergeant Paul Creswell, Insp Mark Bishop and PC Linsey Haagensen)**

- A very informative presentation was given on the work of the Counter Terrorism Unit and Marine Patrol with particular emphasis to the waters of the Humber region. They outlined a number of operations that are currently being run.
- Operation Fairway, is one of the key intelligence-gathering operations for the United Kingdom and is co-ordinated by detectives based within the Counter Terrorism Command at New Scotland Yard in London. The operation's remit is to detect, deter or disrupt terrorist activity and has responsibility also for Operation Lightning.
- Operation Lightning is a national intelligence gathering operation run by SO15 (Counter terrorism Command) designed to record and analyse suspicious sightings or activity at or near to any prominent buildings or structures.
- Project Yali which is outlined in the brochure below. Also a poster is displayed on our website, http://www.humber.com/Live_Information/

Defeat Crime and Terrorism Report Your Suspicions

Humberside CRIMESTOPPERS 0800 555 111
Call anonymously with information about crime

IN AN EMERGENCY ALWAYS CALL 999

Humberside Police
Protecting Communities, Tackling Crime

What we mean by anonymous

Anonymous means that your name is not known or made public. We know that our guarantee to never ask for your name or record your call is vitally important to you.

It makes it easier for you to come forward, breaking the silence around criminal activity and removing your fear.

- you will never be asked for your name
- your call will not be recorded
- your call or online form will not be traced
- you will not have to make a statement to the police
- you will not appear in court.

To give information anonymously to Crimestoppers, now, call 0800 555 111 or fill out our anonymous online form.

Rewards

If your information leads to an arrest and charges, you could get a cash reward of up to £1,000. This is paid in such a way as to protect your identity.

PROJECT YALI
Working with the transport community to protect our borders

NORTH EAST COUNTER TERRORISM UNIT

Border Force

Humberside CRIMESTOPPERS 0800 555 111
Call anonymously with information about crime

What is Project YALI?	What do we ask of you?	What to look for
<p>Project Yali is a joint agency initiative that delivers an enhanced 'vigilance' capability and reporting mechanism for the haulage community that use the Humber Region Ports.</p>	<p>Quite simply, to call the central telephone number below whenever you see any activity or behaviour that you feel is suspicious, and which may be connected with any preparatory acts of terrorism or criminal activity.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Are your fellow drivers licences and identification correct and genuine? <input type="checkbox"/> Are drivers being regularly approached to carry items for payment? <input type="checkbox"/> Are there regular breaches of security within the port complex you visit? <input type="checkbox"/> Are there unusual methods of payment or transactions by or between drivers and their customers? <input type="checkbox"/> Is the wagon and/or trailer safe and being used legally? <input type="checkbox"/> Is there suspicious or unusual activity by people or vehicles around the wagon/trailer? <input type="checkbox"/> Is there incorrect or unusual operation or appearance of the wagon (i.e. use of red diesel/overweight)? <input type="checkbox"/> Is there a deviation from the normal use of the wagon by the owner or operator? <input type="checkbox"/> Has the wagon/trailer they are using been modified in any way? <input type="checkbox"/> Are there regular unexpected or last minute diversions to the route used by a driver or company? <input type="checkbox"/> Are there suspicions surrounding a specific company or driver regarding suspicious or illegal activity?
<p>How Does Project YALI work?</p>	<p>The Crimestoppers organisation support this Project and offer you the opportunity to report matters in confidence and anonymously to them by phone or online form.</p>	
<p>Project Yali provides haulage companies with a localised number, provides a structure for the reporting of unusual activity or behaviour within the transport community believed or suspected to be linked to acts of terrorism or organised crime.</p>	<p>Remember smuggling of goods into the UK by organised crime teams loses the government revenue which could be used to fund our schools, hospitals & help generate employment.</p>	
<p>What are the signs of Criminal or Terrorist Activity?</p>	<p>Use your knowledge and experience of the ports you visit to report concerns regarding security or illegal activities.</p>	
<p>1. Tests of Security</p>	<p>Together we can help protect the UK Borders.</p> 	
<p>Attempts to test security at restricted areas.</p>		
<p>2. Security of Load</p>		
<p>Individuals attempting to breach the security of a trailer/container or drivers cab whilst it is parked.</p>		
<p>3. Request to carry packages/human cargo.</p>		
<p>Individuals approaching drivers requesting they carry a package for payment. This could also include allowing individuals to hide within the load they are carrying.</p>		
<p>4. Suspicious Characters</p>		
<p>People who are clearly not local and whose actions do not fit into the daily routine of the area.</p>		

Project Yali is supported by:



- **Project Kraken** as reported last year is still in operation, this delivers an enhanced crime and counter terrorist 'vigilance' capability within the maritime environment. It engages key stakeholders together with local communities to provide a hostile environment to terrorists and criminals looking to disrupt the everyday lives and safety of those who live, work, or travel through our waters.
- **How does Project Kraken work?**
- The project provides a way in which people can report unusual activity or behaviour within the marine community – simply by calling on one of the specific contact numbers detailed below.

12. ANY OTHER BUSINESS

- AT advised that there are now 10 maritime co-ordination centres which includes on the east coast, Aberdeen, Bridlington and Dover who will remain open 24/7. In addition, the new coastguard national maritime operations centre (MOC) has been officially unveiled at Segensworth, near Fareham.

13. DATE OF NEXT MEETING

The 12th Humber Liaison Committee will be hosted on the north bank on:

Friday 6th of December 2013

at the Hallmark Hotel, North Ferriby