



**NOTES ON THE 13TH HUMBER LIAISON MEETING  
HELD AT THE HALLMARK HOTEL, HULL  
ON FRIDAY 28 NOVEMBER 2014**

**Present:**

<b>Name</b>	<b>Organisation</b>
Andrew Firman	ABP
Andrew Swift	ABP
Bob Shuttleworth	Phillips 66 Ltd
Brian Rolfe - Managing Director	Finnlines
Christopher Ward	ABP
Darren Dodsworth	UK Dredging
David Smith	Arthur Smith (Grimsby) Ltd
Dean Booth	Groveport Logistics
Graham Hodge	ABP
Gwen Lancaster	MCA
Ian Sheard	John Good & Sons Immingham
Ian W Spikings	ABP
Jerry Gilmore	Centrica
John Holberry	Hull Bulk Handling
John McCartney	APT
Kevin Draper	Dan Shipping & Chartering Ltd
Kevin Hartley	ABP
Liz Forsyth	Humberside SAR Flight (Bristows)
Lukasz Drucis - Agency manager	RMS(Europe]Goole
Marc Waddingham	Graypen Immingham'
Martin Barker	Phillips 66
Martin Gough	ABP
Martin Stallam	Hull Marina
Matthew Winney	SMS Towage
Mike Abbey	ABP
Mike Dunn	ABP
Peter Holt Pride of Hull Captain	P&O Ferries
Peter Wilkinson	ABP
Peter Yates	Waverley Shipping
Phil Cowing	ABP
Richard Jacklin	Dan Shipping & Chartering Ltd
Roy Kersey	DFDS
Scott Lang	Collett Marine'
Shane Winterton	ABP
Ted Plaziuk	NewHolland Dk (Wharfingers)
Tom Jeynes	ABP

## **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:

Andrew Smith	Thurley
Arthur Skelton	Old Harbour Master
Janet Brown	ABP
Jon Holmes	ABP
Kevin Seagentson	New Holland Bulk Services
Martin Honey	Phillips 66
Mike Bill	MCA
Mike Kirby	RMS(Europe]Goole
Mike Monday	Old Harbour Master
Nick Dodson	Trinity House
Noel Tomlinson	Lincoln & Hull Marine Contractors Ltd
Paul Mitchell	UK Dredging
Roger Smith	Grimsby Fish Dock Enterprises
Stuart Hardy	ABP
Stuart Mckenzie	Canals and Rivers Trust
Tina Raleigh	ABP
Tony Haxby	Finnlines
Wendy Fountain	ABP

## 3. MINUTES OF PREVIOUS MEETING HELD ON 24 January 2014

It was agreed that the minutes were a true and faithful record of what was discussed. **IWS**, seconded the minutes as being a true and faithful record.

## 4. WORKS IN PROGRESS /PLANNED PROJECTS

### a) HES (PJC)

We have been recovering from the tidal inundation on the 5 December 2013 which has had an impact on the viability of Spurn. The sand has been washed off a large section of the peninsula leaving exposed boulder clay. This has resulted in our Pilot Service permanently relocating to Grimsby basin.

A prognosis provided by ABP Mer agreed with the 2006 core sampling report that the ability to maintain road access in the future would be compromised but Spurn would remain as an effective breakwater.

Greenport Hull and Siemens have now signed an agreement and construction work is commencing which will bring regeneration to the Hull area.

Able UK received consent from the Secretary of State, ABP Immingham did

challenge this decision and lost.

River traffic has been quieter this year however the cargo tonnage carried has increased.

A restructure of the Humber management is underway, PC will take up the role of Head of Marine Humber in January and retain his role as Marine Advisor to the Board. A new Harbour Master Humber and Dock Masters, will be appointed, MG will take up the role of Marine Training Manager and expand our existing apprenticeship scheme by developing a Pilotage apprenticeship training programme.

## b) **Grimsby and Immingham, Hull and Goole (MG)**

### **Grimsby**

Development of the Dong Energy O&M base in Royal Dock is substantially complete. As part of this project it was planned to construct a new MCC but this element will now be combined with the move of VTS to Grimsby into a single building to be located between the lock entrance into Royal Dock and Fish Dock. It is expected to be operational by April 2016.

Again as part of the Dong Energy project, new inner and outer lock gates have been fitted. The lock sills were also completely refurbished – the work was carried out in the dry via a cofferdam – the first time they have been dry in 150 years.

One incident reported to MAIB and MCA was the striking of the accommodation barge “Formby” by “Mekhanik Makarin” when sailing.

On 19<sup>th</sup> August the Humber Ports marine team completed the required Tier 2 oil spill training exercise in Grimsby Fish Dock. Besides marine staff from all four Humber ports, there were representatives from E.A., Adler and Allen, Fire Services and other dock stakeholders.

No pollution incidents were reported.

### **Immingham**

Significant incidents reported to MAIB and MCA include:

On 18 January, “Wilson Finnfjord” holing herself on a pontoon at No. 3 Coal Hoist.

On 25 April, “Wilson Mersin” made contact with “Chyra” berthed on 6 Quay while manoeuvring for the lock.

2 incidents and 3 potential incidents at the Immingham Bulk Terminal (IBT) involving ships crews failing to attend mooring lines correctly.

Multibeam scans of the river berth pocket identified a 1 ½ m<sup>3</sup> sinker on the side wall of the IBT dredged pocket which was found to weigh about 6 tonnes when

recovered.

Immingham Renewable Fuels Terminal (IRFT) - Continuous Ship Unloaders (CSUs) were delivered in August, testing of them and commissioning of the silos and conveyors has been completed and will be operational in the new year.

An extensive dredging campaign has begun to remove the silt build up under the Immingham Outer Harbour (IOH) pontoon.

There were 3 minor Tier 1 oil spill incidents in the year to date.

There has been minor delays to shipping using the lock due to:  
Underground power supply cable to the lock gates burning out.  
Electronic lockgate control issues  
2 failures of hinge pins on the outer gates.

Matt Booth formerly of P&O joined the management team July in Immingham following Mike Dunn who relocated to Hull.

One of the marine staff suffered concussion after being struck by a "Monkeys Fist" wildly thrown without warning.



Plans for a new set of flood gates at Immingham are well developed. Will require funding support from E.A. and will require some road realignment.

## **Hull**

Significant incidents reported to MAIB and MCA include:

17 March – "Pride of York" made contact with the temporary anchorages at the west inner gate holing itself 1.5 m above the waterline.

31 March – Failure of the temporary anchorage delayed/impacted on shipping movements for 3 days.

28 August – "Seeland" had pitch control problems and stemmed the North Wall damaging quay edge, shore crane and stem of the vessel.

An operating ram failure in Albert Dock required a tug to be used for 3 weeks to operate the gate.

There have been a number of electronic control issues with the lock gates and a resilience solution is under discussion with engineering.

An Eco-clean of Hull docks removed 12m m<sup>3</sup> of small debris using the "Water Witch" craft brought over from Grimsby.

New flood defence wall is now being built by E.A. along Albert Dock river wall and around RSQ. Work is expected to be completed by Summer 2015.

Renewal of the inner anchorages in King George dock have now been completed which will allow the middle gates to be moved to the inner position in

an emergency.

New inner lock gates have been ordered and will be delivered and fitted at the end of April 2015. Further details on this will be circulated shortly.

#### Goole

Incidents reported to MAIB and MCA included a number of groundings which occurred throughout the year. There were no pollution incidents as a result of these groundings.

Most significant incident was the death of 3 crew from "Suntis" on 26 May, MAIB has published a report into the incident. As a result Port Skills and Safety (PSS) has introduced a new element into the "CHIPS" training course.

#### Personnel

Following Andy Smith's ill health retirement, Mike Dunn moved from Immingham to take over the day to day running of Hull. His replacement in Immingham, Matt Booth, joined us from P&O in July.

New staff have been taken on in Grimsby to facilitate a wider working window of the new lock gates. We have also taken on 2 Radio Operators in Hull to assist the ADM during peak traffic periods.

ABP has decided to expand its marine apprenticeship scheme and will be creating a pilotage apprenticeship scheme. 5 further apprentices started in Immingham in September and a further recruitment will take place next September.

In order to manage the apprentice programme MG will change jobs on 1<sup>st</sup> January to become ABP's Marine Training Manager. As a result Graham Hodge will become DM Immingham, Mike Dunn will become DM Hull and Goole, Phil Christy will become DM Grimsby and Matt Booth will become Deputy DM Grimsby and Immingham.

#### **c) HST (PJC)**

- The Humber Sea terminal continues to operate as normal and Berths 1 to 4 are in regular use mainly by PEC holders. The Amandine reported that she broke away from her mooring in 65 to 70 knt winds from HST3 in February, she was safely re-moored with tug assistance.

#### **d) TRENT AND HAVENS (PJC)**

- Trade continues to be steady and the depths are holding up.

**e) HCC RIVER HULL (PJC)**

- There was no one in attendance from HCC there is little activity in the Old Harbour and nothing significant to report however the Millennium Bridge is now in operation.
- The Hull bid to host the HMS Invincible has now been rejected; however there is an aspiration to build a cruise terminal off the “Deep” in 7m of water that is being investigated.

**f) TUGS (PJC)**

- Five tug companies continue to operate on the river, Svitzer, SMS, John Dean, Richard Harvey and Acasters of Goole. SMS have now sold the “Norman” which leaves them with a fleet of 9 tugs.

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

Our annual internal audit of our PMSC compliance, took place on 20th August by William Heaps, the “Designated Person” for Humber Estuary Services. (Phil Cowing is DP for all other ABP ports.

The audit was to confirm to ABP that HES continues to comply with the PMSC and I am pleased to say that we are still in compliance.

As a result of changes to the PMSC, resulting from the “Flying Phantom” incident on the Clyde operational guidance has been agreed and in place for some time detailing comprehensive procedures for the use of tugs in restricted visibility, including limitations of visibility for use of tugs and methods of tug assistance.

Non Routine Towage operations are now individually assessed by the Port and Harbour Authority and records kept.

Towing companies’ suitability to operate on the river is now verified annually by inspection of their continued staff and vessel certification, training records and SMS compliance. This inspection is carried out by either the Port or Harbour Authority.

**Agents Online**

Agents Online continues to evolve and we now have a new look front end that I hope is improving accessibility. The functionality is still the same but we have dispensed with the use of “popup windows” that were causing quite a few problems with some agencies IT policies, also drop down boxes are more user friendly and hopefully intuitive.

Changes to AOLn were made this year following a recent inspection of a UK port by the European Commission, it was highlighted that the Pre-Arrival Notification form issued by the Department for Transport to the UK maritime ports industry is not in keeping with the form and content issued by the EC to other member states. The DfT has now issued a revised version of the PAN template which supersedes

that issued in the Port Facility Security Instructions 2006.

All port facilities in the UK are now required to use this new form which seeks more detailed information than in the past, including passenger and dangerous cargo details as well as details on ship-ship activities i.e. lightering, bunkering. It is important to note that this information is required by the DfT and therefore must be supplied.

## **HUMBER.COM**

Humber.com continues to be a popular site and receives over 1900 visits a day, 370 of which are first time visitors.

The most popular pages continue to be our shipping movements pages which receive 258,000 hits a year which is only surpassed by our internal pilot order list being hit over 572,000 times last year by pilots looking to see what their next job is.

On a personal note, as Phil mentioned earlier, there are changes happening within HES and I am going on secondment on project work for 2 years commencing in January. I would like to thank you all for the help and support you have given me in my present role and the roles I have had in the last 21 years. I know the next 2 years are going to be a challenge and I am sure many of you will still see me around making a nuisance of myself.

I hope you will continue to support my replacement (yet to be appointed) as you have me and I hope they will find the role as interesting and rewarding as I have.

## 6. VTS REPORT (CW)

The events of 05 December last year created challenges for the VTS department in terms of how levels of service are maintained, and also how staff are managed within the Control Room at Spurn Head.

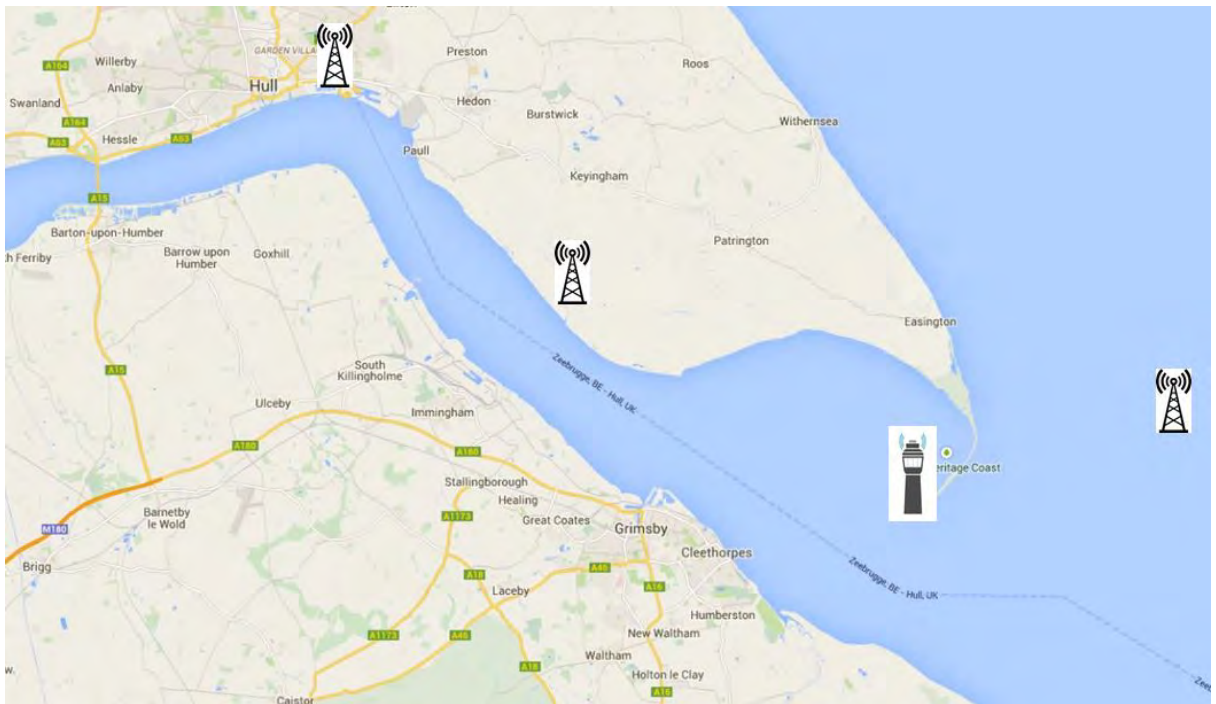


### **Spurn Access road on the morning of 06 December 2013**

Despite issues with access, power and fresh water at Spurn, VTS staff have continued to provide a high quality VTS service to the vessels using the Humber, both commercial and recreational. VTS Humber operates with three staff on duty at all times, all trained to the required V103 standard as a minimum.

The aim of the VTS function continues to be the safety and efficiency of navigation and the prevention of pollution in the estuary. This is achieved through the use of radar and AIS equipment and the provision of a Traffic Organisation Service in the lower Humber and an Information Service in the upper Humber, Trent and Ouse.





### **Overview of present radar sites on the Humber**

Coverage of the approaches to the estuary has been further increased in recent months by the addition of a radar scanner on the most south-easterly turbine of the Humber Gateway Wind Farm, which has given a greater range and definition of vessels in the approaches to the Humber. There are also VHF transceivers on the turbine, increasing the ability to communicate with vessels using Channel 14 as well as pilot launches.

The VTS Control Room at Spurn continues to be supported by the Data Centre staff in Hull, who provide administration back up for the department and organise the transportation of pilots to and from the various sites on the river.

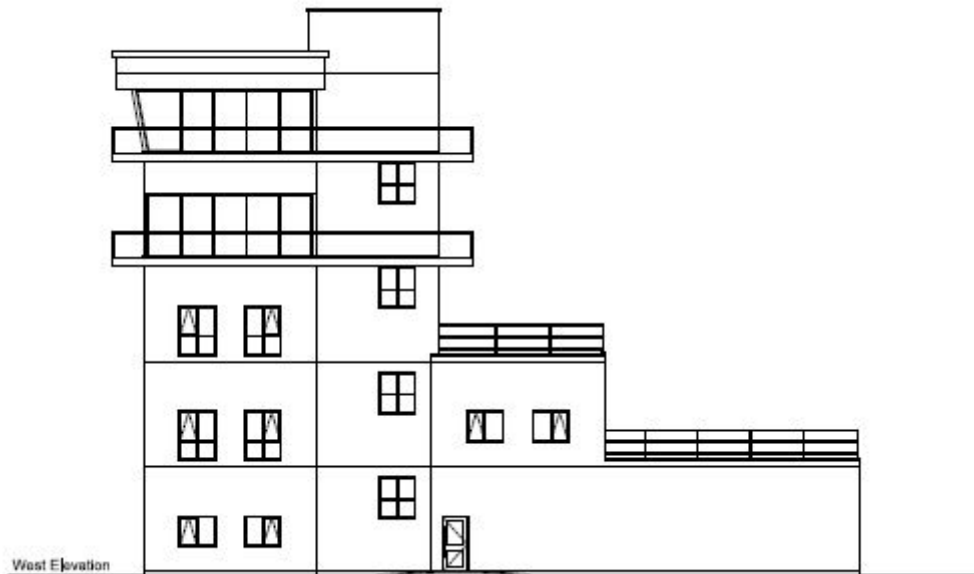
However, the events of last year up to and including the tidal surge have necessitated the appraisal of operations at Spurn and how work should be managed in the future.

VTS reliance on Spurn is based on three elements:

- The structural integrity of buildings, including the VTS Tower
- The ability to maintain road access for VTS staff and technical support
- The continuity of vital services, such as electricity and water

As recent events have shown, one of the main issues at Spurn is that of reliability. Although access is possible via a land rover service, this is dependent on the state of the tide and is only possible during daylight hours.

It is therefore intended to relocate the VTS function to Grimsby, within a purpose built Marine Control Centre, which will house VTS staff, Data Centre staff and Grimsby Dock staff. This project is still in the planning stages, but it is hoped that the construction phase of the building will be complete in the first quarter of 2016. There will then be approximately two months for fitting out of equipment, following which the VTS function will be transferred to Grimsby from Spurn. This project will naturally coincide with the 10 yearly VTS upgrade of equipment, which will also be due in 2016.



### **Proposed design for the new Grimsby Marine Control Centre**

Owing to this planned withdrawal from Spurn, additional infrastructure will be needed in terms of scanners to ensure full radar coverage throughout the lower Humber. As such, an additional scanner is being planned for the new Grimsby Marine Control Centre as well as one at the northern end of Spurn Head in an area called the Warren.

The Yorkshire Wildlife Trust, who owns the land at Spurn, has also had to rethink their operation and plan for change in the future. They are proposing to construct a new visitor centre at the Warren, which will provide a learning experience for members of the public as well as a viewing platform for Spurn and the Humber Gateway Wind Farm. It therefore seems logical that ABP work with the Yorkshire Wildlife Trust to use their facility to host the additional radar scanner which, as well as providing vital information to the VTS Centre in Grimsby, can also provide real time input into their visitor experience, demonstrating how environmental and commercial considerations can work alongside in an estuary such as the Humber. ABP are therefore in the process of preparing a joint planning application with the Yorkshire Wildlife Trust to progress this project in alignment with the VTS relocation planned for 2016.

The management function of HES will be moving to the Grimsby Dock Office in Q1 of next year, for which the entire ground floor space will be utilised. The additional room available in the Grimsby Dock office will allow Humber Estuary Services to change aspects of how work is organised and it is intended that the Marine Response Centre will migrate from Immingham to the Grimsby Dock Office as part of the VTS upgrade in 2016.

The advantages of moving the MRC to Grimsby include:

- A faster response time for the Incident Management Team who will be working in the same building during working hours
- An improved vessel traffic and monitoring system which will be included adjacent to the MRC room for the monitoring and direction of vessels during an incident

- Better facilities within the building for incident management than is currently enjoyed in Immingham

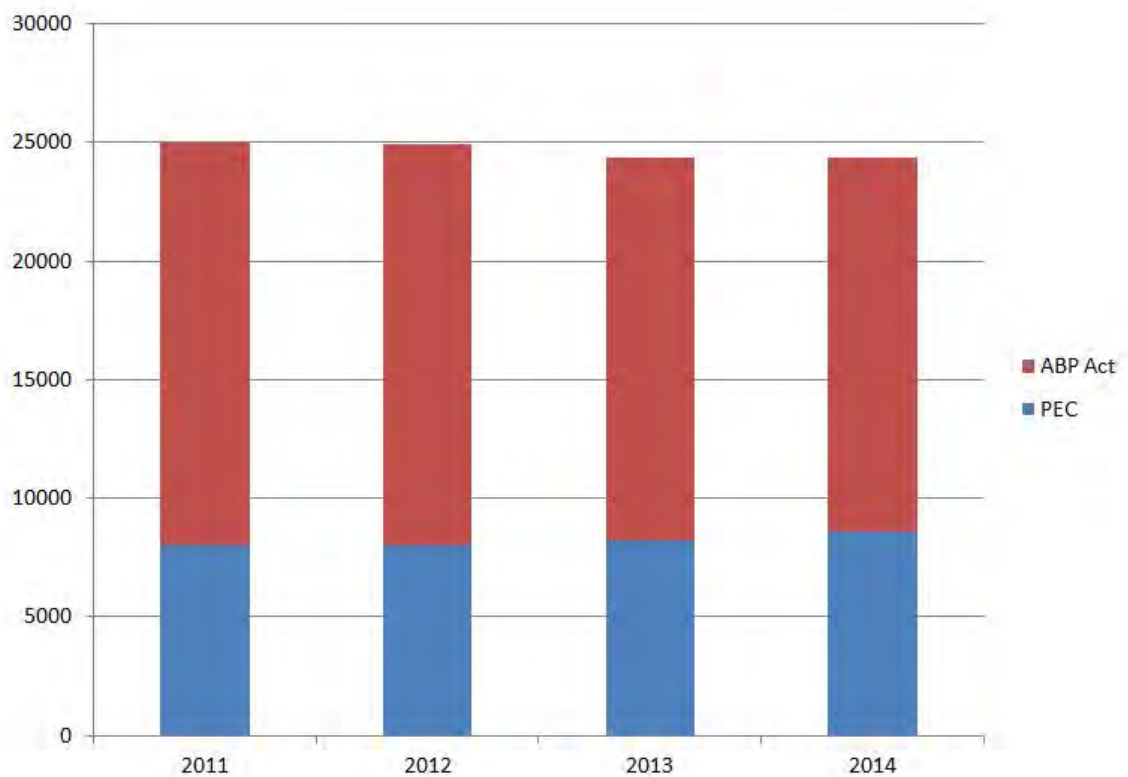
The improved vessel traffic and monitoring system will be also act as a back-up VTS centre within the Dock Office which will provide full redundancy in the event of a power issue within the new Marine Control Centre building.

This system will also have the capability to be used as a training suite, simulating traffic and emergency scenarios which can be used for the initial training and continuous professional development of staff.

The challenges presented by the tidal surge last year have contributed to new plans for how VTS operates in the future, making this an exciting time to be working within this function on the Humber.

The following figures and graph give detail of commercial shipping movements for the year up to the end of October, with comparisons over the previous three years:

	<b>PEC</b>	<b>ABP Act</b>	<b>Total</b>
2011	8032	16967	24999
2012	8009	16905	24914
2013	8195	16155	24350
2014	8563	15801	24364



**Commercial Shipping Movements**

The following figures give detail of incident reports for the year up to the end of October, with comparisons over the three previous years:

	2011	2012	2013	2014
Bridge Jumper	11	7	15	13
Man Overboard	4	2	1	4
Close Quarters (Near Miss)	3	12	6	10
Contact with Floating Mark	4	6	3	5
Contact with Structure	55	74	73	76
Failure to report to VTS	2	1	7	1
Grounding (Fail to complete)	9	11	9	10
Grounding (Off in same tide)	32	47	29	49
Pollution	5	19	11	8
TSS Contravention	1	3	3	5
Ship Defect	109	196	247	196

### **Incident Statistics**

#### **Man Overboard**

There were 4 recorded man-overboard incidents to the end of October including:

- Crew member who fell overboard following disembarkation of pilots at the HLF. Person was quickly rescued by ABP pilot launch and taken to Grimsby for transfer to ambulance.
- Man overboard from the vessel Freya in the vicinity of the South Shoal buoy. A number of ABP craft, wind farm vessels were involved in the search, in addition to the RNLI and helicopter
- 

#### **Close Quarters**

There were 10 close quarters incidents recorded to the end of October. An example of this was a close quarter's situation between two fishing vessels to the west of the Bull Anchorage. This was investigated by the harbour authority and recommendations made to prevent recurrence in the future. Actions taken included the issue of a Notice to Mariners detailing recommendations (H50) and a presentation given to members of a fishing club.

#### **TSS Contraventions**

There have been a small number of TSS contraventions on the Humber, but one of particular note occurred in January this year. This involved a vessel heading

north from the Spurn Light Float towards the area of the Humber Gateway Wind Farm construction site.

Emergency Response

HUMEX 2014 was a table top exercise which took place on 27/28 October this year and involved a place of refuge scenario for a vessel destined for the Humber. Part 1 of the exercise took place during the morning of Monday 27 October 2014. In the late morning, a call was received by HMCG of a vessel in the North Sea (MV Humber Star) with serious structural defects. Due process was followed by HMCG and a port of refuge sought to provide assistance to the vessel. The vessel was on passage between Duisburg, Germany and Goole, United Kingdom. Details of the vessel were provided during Part 1 of the exercise. The vessel was refused entry into the Humber Harbour Area by the ABP Harbour Master, until a more detailed assessment could be carried out at anchor, a decision which was overruled by the Secretary of State’s Representative for Maritime Salvage and Intervention (SOSREP).

Following Part 1 of the exercise, the vessel proceeded to the Spurn Light Float (Pilot boarding position) on 28 October 2014. Upon completion of pilot embarkation, the vessel continued proceeding towards Immingham (as decided by HM/SOSREP during Part 1 of the exercise) when a deterioration occurred in the condition of the vessel. A subsequent decision was taken to beach the vessel to ensure the situation could be managed effectively and minimise the impact on the environment.

There was also an oil pollution incident as a result of this deterioration and actions were taken to contain and recover, as appropriate. Oil response and containment decisions were taken in close liaison with SOSREP, HMCG, Standing Environmental Group and Tier 2 contractor.

A further point on emergency response is that the ABP oil spill contingency plan, Humber Clean, is due for re-approval in January 2016, and work will commence on its revision in the new year.

Any consultees for the plan will receive a revised copy towards the middle of next year, where comments will be invited prior to submission to the MCA.

CW then handed over to Shane Winterton, Deputy VTS Manager for an update on Wind Farm operations on the Humber.

**7. PILOTAGE REPORT (AF)**

- AF gave a report on pilotage figures for the year to end of November: 2014 and comparisons to same period last year:

Pilot & PEC Acts Nov – Oct comparison

	<u>2012-13</u>	<u>2013-14</u>	<u>Change</u>
<b>ABP Acts</b>	16155	15801	-2.20%
<b>VLS Moves</b>	1385	1242	-10.30%
<b>Non-VLS Moves</b>	14770	14559	-1.40%
<b>PEC Acts</b>	8195	8563	4.50%
<b>Total Movements</b>	<b><u>24350</u></b>	<b><u>24364</u></b>	<b><u>0%</u></b>

Currently on the Humber there are 158 valid PEC holders broken down by class as follows:-

Current PEC Holders	Class A	95
	Class B	32
	Class C	22
	Class D	9
	Total	158

We have 109 full time pilots employed at the end of 2014 compared to 108 at the end of 2013.

During 2013, two pilots have left the service and one part-time pilot has retired. Three trainee pilots failed to complete their training in 2013.

There are 3 trainee pilots included in the figure of 109, a figure that will increase in the new year.

The revised Humber Passage Plan has now been issued with some amendments.

The Humber Jupiter has been delivered this year and is now fully operational. New Survey Launch planned for delivery 2016 – tender process ongoing

Following the tidal inundation last December Pilotage Operations maintained through Grimsby with no adverse effect.

The 5 year PEC assessments are now up to date with assistance of PEC agents – thank you.

We continue to have close liaison with Phillips66 on technical and safety matters.

Liaison with P&O in ACCSEAS project.

On 31.05.13 the "Wilson Leith" suffered a pilot ladder incident where both side-ropes failed resulting in the pilot damaging his left foot. PJC is on the working group of the PMSC and highlighted the incident advocating that we must do more.

ABP did decide to do more and paved the way for others to follow. We established a procedure where the Master would be asked by VHF to confirm in advance of the pilot transfer taking place, both inbound and outbound, that the pilot ladder, or combination arrangement when the climb is greater than 9 metres, is properly constructed, recently inspected, in good condition and rigged as per SOLAS Regulation V/23 and IMO Resolution A.1045(27).

This procedure has been well received by ships masters who confirm this does concentrate their minds on something that may otherwise be considered a routine operation. The PMSC working group have now agreed the wording of further updates on pilot ladder safety based on the procedures followed on the Humber.

The Pilotage Directions will be amended next year to take into account the easing of the regulations on who may apply to be a PEC holder.

We have issued 116 Notice to Mariners this year which reflects how dynamic the Upper Humber has been having made 49 buoy moves to identify the best channel available.

Our Survey craft have been out on 1100 occasions resulting in the publishing of 700 charts. In a joint operation with Hull University our multibeam surveys will be enhanced by higher resolution equipment being used.

The tidal power generator “Neptune Proteus” has now been removed from the river front off the “Deep” and site cleared.

Transco National Grid are progressing with their plans to place a new pipeline under the Humber at Thorngumbald, this will be achieved by deep directional drilling and will have little impact on river traffic.

Phillips66 are progressing with their Tetney Mono Buoy subsea pipeline replacement project, this will entail a total shut down of their operation for 63 days in 2015.

## **8. CONSERVANCY AND ENVIRONMENTAL MATTERS (TJ)**

From the point of view of HES’s obligations as a relevant authority as defined under the Habitats Regulations it is always worth reviewing how the environmental health of our Estuary is an intrinsic aspect of what we do. This is why a significant degree of detail is requested when applicants ask for Harbourmaster Consents for their activities.

With regard to our conservancy function, the Maintenance Dredging Baseline Document has been updated which explains the nature and extent of maintenance dredging activities on the Humber Estuary in an environmental context, specifically with regard to the Habitats Directive and Water Framework Directive. This document is required to be produced whenever maintenance dredge/disposal licence applications are made to the MMO.

Lastly, significant discussion has taken place in the last year as regards the exposure of Humber-based industries to tidal flooding risk. ABP in particular have now carried out a great deal of analysis work as to our exposure to tidal flooding, and the resilience-related preparations that can be made. If anyone requires any further assistance in this regard, they are of course more than welcome to speak to us.

## **9. PRESENTATION - SAFETY UPDATE**

Peter Wilkinson – Group Health and Safety Manager, delivered a Health and Safety presentation on the on going safety concerns such as heaving lines accidents that have occurred this last year.

# Safety Update

## Humber Liaison Meeting

28<sup>th</sup> November 2014.

Peter Wilkinson  
Group Health & Safety  
Manager

- **Accident performance** including
  - Heaving Lines
  - Access
- Pilot Ladders
- Ebola



### There have been two accidents to discuss this year:

1. A member of the ABP Mooring gang in Immingham was struck on the back of the back of the head by a monkey's fist.
2. During tying up a Pilot Launch at Grimsby steps the deckhand stumbled landing on the steps twisting his ankle. Was off work for 15 days.

Both reported to HSE and MAIB/MCA

## Accident with Heaving Lines



There continues to be issues with dangerous heaving lines.

Two years Milford Haven prosecuted a ships Master for using a dangerous heaving line!

They can be offensive weapons!

They hurt when they hit You on the back of the head!



Grimsby Steps



ABP South Wales use a pontoon to provide safe access and a safe berth in Barry. We are hoping for something similar.

## Pilot Ladders



Last year I spoke about Pilot ladders following the incident with the MV Wilson Leith.

We are still having defects reported by our Pilots & Launch crews.

These are often about how the pilot ladder is rigged or defects with the ladder such as damaged steps etc.



## Pilot Ladders



We are still seeing pilot ladders left lying around.

These are important for safe access.

Get your ships to look after them!

The Ebola outbreak has caused a lot of discussion in the press:

Plans are in place to ensure any ship arriving from West Africa notifies the authorities before arrival to confirm if any one onboard is ill.

We remain in discussions with Public Health England via Port Health to develop plans on how an outbreak of ebola would be dealt with once the ship has arrived.



## 10. ANY OTHER BUSINESS

- **PC** Advised of the uplift in charges for 2015 which are aligned with RPI (+2.3%). Also of an increase of PNFP contributions from 10% to 15% due to the liability on ABP, however the increase does not reflect total liability and ABP picks up the shortfall. A briefing note is available on request.

**BR** asked what is the deficit/shortfall that ABP pick up .

**PC** responded by saying, “that he would get this information from Head Office and feed it back to **BR**”.

**GH** Advised that the 2013 Marine Act allows Ports and Harbours to apply for the right to issue Harbour Directions as many ports do not have powers of General direction to regulate shipping in and out of ports.

Harbour Directions is a fast-track method to achieve this, and now port authorities can apply via a consent order. Under the 1847 act, most Ports have powers of Special Direction but not General Direction.

## **12. DATE OF NEXT MEETING**

The 14th Humber Liaison meeting will be hosted on the South Bank of the Humber in November/December. The venue has yet to be confirmed.