

Minutes for the 14th Humber Liaison Committee Meeting

Friday 27 November 2015

10:00 for 10:30

Immingham Seafarers' Centre, Lockside Road, North East Lincs, DN40 2NN

Present:

Name	Organisation	
Alan Nagle	MCA	
Andrew Firman	ABP	(AF)
Alan Nely	Andrew James Forwarding	
Andrew Swift	ABP	(APS)
Capt. Loonstra	P&O	
Catherine Jefferson	ABP	(CJ)
Christine Darwent	ABP	(CD)
Christopher Ward	ABP	(CW)
Daniel Capes	DFDS	
Darren Carter	Finnlines	
David Smith	Arthur Smith	
Graham Ackney	SMS Towage Ltd	
Graham Hodge	ABP	(GH)
James Doyle	Rix Shipping	
Jerry Gillmor	Centrica	
Jerry Walker	ABP	
John McCartney	APT	
Justyna Jedrejenska	WWL ALS UK Intl Ltd	
Hugh Gates	CRO Ports	
Kim Harrop	Humber Work Boats	
Lucy Harris	ABP	
Marc Waddingham	Graypen	
Mark Collier	ABP	(MC)
Martin Gough	ABP	(MG)
Mike Abbey	ABP	
Mike Crawley	ABP	
Nick Allen	Rix Shipping	
Nick Pengelly	P66	
Nikki Jessop	Rix (Bunkering)	
PC Amanda Atkin	Humberside Police	
PC Chris Hughes	Humberside Police	
Peter Curry	River Hull HM	(PCu)
Peter Yates	Waverley Shipping	
Phil Christy	ABP	(PC)
Phil Cowing	ABP	(PJC)
Roger Edmond	ABP	
Roy Kersey	DFDS	
Scott Lang	Frank Armitt	
Stuart McKenzie	Canals and River Trusts	
Stuart Scott	Rix (Bunkering)	
Tina Coffey	ABP	

1) WELCOME AND INTRODUCTION (AF)

- a) AF 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.
- b) The housekeeping arrangements for the mission were explained, and the agenda of the meeting and the minutes of the last meeting were made available.

2) APOLOGIES FOR ABSENCE

- a) Apologies were received from:
 - i) Darran Rogers CRO Ports
 - ii) Gwen Lancaster MCA
 - iii) Hugh Patience SMS
 - iv) Ian Spikings ABP
 - v) Jon Holmes ABP
 - vi) Kevin Sargeantson New Holland Bulk Services
 - vii) Martin Barker P66
 - viii) Martyn Boyers Grimsby Fish Dock Enterprises Ltd
 - ix) Mike Bill MCA
 - x) Nick Dodson Trinity House
 - xi) Philip van Wijnen P&O
 - xii) Robert Scott ABP
 - xiii) Stephen Horton ABP
 - xiv) Tom Jeynes ABP
 - xv) William Heaps ABP

3) MINUTES OF PREVIOUS MEETING HELD ON 28 NOVEMBER 2014

- a) Brian Rolfe from Finnlines asked a question with regard to the PNPf deficit shortfall which ABP would bear after collection of the 15% surcharge in 2015.
- b) PC responded to this and advised Brian of this information.
- c) It was agreed that the minutes were a true and faithful record of what was discussed. Roy Kersey seconded the minutes as being a true and faithful record.

4) WORKS IN PROGRESS /PLANNED PROJECTS

- a) **HES (AF)**
 - i) Introduction of new names and roles and new marine dept.
 - ii) Management and admin relocated to GY
 - iii) Overall traffic numbers and trends
 - iv) New Director Humber
 - v) Tetney Sealine replacement project – Nick Pengelly confirmed this was delivered on time and within budget.

- vi) Survey Craft
- vii) Dong
- viii) Pipelines
- ix) ABLE Development CPO exercised
- x) Pilotage Directions closed 01.11.15 and should be in force by January 2016, subject to legal paperwork.
- xi) Confirmed Pilotage, Boarding and landing, and Conservancy charges will be increased by 0.8%.
- xii) Hull City Council are still keen to pursue the Hull Cruise Terminal.

b) Grimsby (PC)

- i) Dong Energy – Expanded structure and developments, with life expectancy for up to 25 years.
- ii) Car trade expanded, with the Timber Shed at GRT being demolished to create more space.
- iii) Delighted to confirm that the Accommodation Barge has now been scrapped.
- iv) New lock gates at South Side Alexandra Dock for 24/7 access for pleasure crafts and to provide less clashes with commercial vessels.
- v) There have been talks regarding the ‘Ross Tiger’ being lifted out and preserved at the Heritage Centre
- vi) Sea Defences have been upgraded and full completed. The West side not quite finished.
- vii) No pollution incidents were reported.

c) Immingham (GH)

- i) Incidents –
 - 5 relatively serious impacts to E & W lead in jetties has resulted in review of vessel approaches to Immingham Dock and re-issuing of instruction on Immingham Dock approach procedures - Notice to Pilots/PECs 6/2015.
 - 2 incidents with Ro-Ro vessels impacting the IOH finger pier whilst backing down to Berth 1. - ABP looking at additional fender at end of pier.
 - 1 barge broke away from barge buoy and temporarily grounded. Did not inform VTS or Dock of incident which could have been critical had the incident resulted in pollution or contact with IOT. – Need to inform both Dock and VTS of all incidents.
 - 1 vessel crew member suffered injury after rope jumped off drum end – care needs to be taken with ropes as they can kill.
 - ABP Mooring staff again were subjected to being struck by heaving lines – MCA Safety Notice 2/15
 - 1 vessel master arrested for being drunk in charge - prosecuted and serious fine imposed.
- ii) Graham Hodge Dock Master from Jan 2015, Martin Gough became Marine Training Manager. Matt Booth left to HES Pilotage and Peter Stickland joined as Deputy Dock Master.
- iii) Immingham Renewables Terminal (IRFT) – HinT1 now operational, with second phase operational from Easter 2016.
- iv) New Container crane for ICT due 1st quarter 2016
- v) New cranes sourced for HinT 2

- vi) Sunk Dredge Channel (SDC) is entering a period of heavy siltation and is requiring an increasing level of dredging to maintain required depths.
- vii) Grimsby, Goole Hull & Immingham have now been granted the powers of Harbour Direction by the government which allows for directions to be issued for ships: within their harbour, entering or leaving their harbour. Harbour directions may relate to:
 - (a) the movement of ships;
 - (b) mooring or unmooring (including casting and weighing anchor);
 - (c) equipment (including nature and use);
 - (d) the manning of ships.
- viii) Draft Harbour directions are being drafted and full consultation will be made with port users in line with the agreed guidance/code of conduct.

d) Hull (MC)

- i) New lock gates at King George Dock.
- ii) Mike Dunn has left ABP and was replaced by Mark Collier. A new ADM is needed.
- iii) 12 months comprehensive work being carried at No.5 quay middle.
- iv) GPH well on the way and people working closely on this project.
- v) Incident regarding a drunken master on board the vessel 'Skagen'.
- vi) The last small paddle steam boat 'Viola' is to be showcased as visitor attraction.

e) Goole (MC)

- i) Incidents – Serious incident of a leisure craft. Safe systems of work being put in place.

f) Personnel (MG)

- i) Following my change in role from 1st January 2015 I have been working to complete the ABP Marine apprenticeship programme which is a 4 year scheme designed to give our future Dock & Harbour Masters the core skills & background knowledge that they will need. I am also developing a Marine Pilotage apprenticeship scheme to train our pilots of the future.
- ii) **Class of 2012** - These 4 marine apprentices have just completed and been awarded their Higher National Diploma in Shipping & Maritime Studies. This is an HND that was developed especially for the marine apprenticeship scheme. They will be returning to Immingham on Monday 7th December to start their final year of the apprenticeship scheme.
- iii) **Class of 2014** - All 5 apprentices started their 2nd year in September doing the Diploma course at South Tyneside College. All have settled in well and are awaiting the results of their first set of assessment papers. They will be returning to college after the Christmas break and are expected to be completing their Diplomas in July 2016.
- iv) **Class of 2015** - 4 apprentices started in Immingham on 1st September, and have settled in well, in part, as they spent time / were mentored during the first week with the other 2 group before they went to college. This group have now

completed their basic marine knowledge training and all safety inductions. They are now on shift work with the duty marine teams at Immingham.

- v) **Pilotage Apprenticeship Scheme** - This scheme has been developed to train ABPs marine pilots as a way of supplementing those pilots recruited & trained the traditional way. Typically Pilots are highly qualified mariners that have taken the decision to come ashore. This supply of personnel is becoming scarce due to the decreasing number of people going to sea. This apprenticeship is targeting those that have completed their Officer cadetships and gained the Officer of the Watch certificate. The structure of the 2 year Pilotage apprenticeship scheme has been finalised and will consist of 3 phases:

- (1) Phase 1 is to be completed on the Humber in months 1 to 3 inclusive. The training programme will be made up of Company and interdepartmental inductions and a number of safety courses.
- (2) Phase 2 is to be completed in ABP's South Wales ports in months 4 to 20 inclusive. The apprentices will be undertaking trips with pilots, ship modelling and ships bridge simulator training to gain both the required level of practical ship handling skills and the underpinning knowledge required under the National Occupational Standards. The final composition, detail and structure of this phase are currently being finalised.
- (3) Phase 3 is to be completed during months 21 to 24 (maximum) in the HA area in which they are to be assigned to work to enable the HM in that area to issue their first authorisation. The level of supplementary training required to gain the required level of local knowledge will be at the discretion of the respective HM / POM.

The recruitment process for the pilotage apprenticeship scheme is underway to recruit 3 apprentices to start the apprenticeship in February 2016.

- vi) ABP is intending to recruit apprentices for both schemes on an annual basis; the recruitment will be regional to fill future anticipated positions for Marine staff and Pilots in all its ports.

g) HST (AF)

- i) No significant updates.

h) TRENT AND HAVENS (AF)

- i) Trade figures and Whittons depths. – Whittons is particularly shoal and there have been some buoy moves to maintain the depths. Nearly every two weeks there have been course alterations.

i) HCC RIVER HULL (PCu)

- i) Peter Curry is the main contact point. He informs that there will be between 5 and 10 years major environmental works on River Hull which will have an impact on river usage. He is hoping to set up Stakeholder Meetings after Christmas. Over the next 6 months there will be a restructure, including job cuts for operating the bridges but assures that everyone necessary will be informed.

j) TUGS (AF)

- i) Five tug companies continue to operate on the river, Svitzer, SMS, John Dean, Richard Harvey and Acasters of Goole.
- ii) Graham from SMS confirmed that they have 8 tugs in operation, 3 in Hull and 5 in Immingham. They have sold the Englishman which is being replaced by a 50T tug which is to be renamed Englishman.

5) Port Marine Safety Code (PMSC) Compliance (CJ)

- a) As part of the PMSC, in March this year ABP confirmed compliance with the Port Marine Safety Code to the MCA, for all the ports in the Group as signed by the Duty Holder, the Chief Executive, James Cooper.
- b) Locally, our annual internal audit of our PMSC compliance, by PJC (the “Designated Person” for Humber Estuary Services) & William Heaps. 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.
- c) We are in the process of transferring our incident recording procedures into one reporting system called MarNIS (a tool for recording Risk Assessments and Accident and Incident investigation), and is used throughout the ABP group (and also by a number of other Harbour Authorities around the country). We have always used MarNIS and find a very powerful asset; however we are keen to ensure we use it to its fullest potential and of course continually improve the way we operate.
- d) As part of our SMS we report to the ABP board confirming that the Key Performance Indicators set by the Board are met, which this year has been increased from reporting every 4 months, to every 2 months.

6) Agents Online (CJ)

- a) Most agents now seem to be quite well versed with the use of Agents Online, with very few reported glitches.
- b) After some significant changes that were presented at last year’s meeting, this year there have been very few changes to report on AOLn. One very positive move forward is the fact that field changes that have been made by ABP now shown in yellow in the Notification within AOLn, to highlight to the agent changes we have made.
- c) The development of the National Single Window and CERS3 continues at a slow rate within a number of government departments (Home Office / DfT / MCA). It has now become clear that there will be at least two “single windows” that vessel owners and agents must submit data to in future, and there may even be some duplication of the data that is sent to the two portals. There may be the potential for confusion and a danger that ports will no longer have access to information they are statutorily required to have access to. There is no clarity as to the future role ports will play in transmitting the data, and we still seem to be some way off agreeing formats and technical details. The ports industry as a whole is keeping pressure on the Government and ABP continues to attend relevant meetings.

7) HUMBER.COM (CJ)

- a) Humber.com continues to be a popular site and receives on average over 2100 visits a day, on average over 380 of which are first time visitors.
- b) The most popular page which can be accessed externally is our high and low water predictions with 132 530 hits through the year and internally is the pilot order list with 221 876 visits in the last year by pilots looking to see what their next job is.
- c) We are at the start of a project to makeover Humber.com, which is aimed to be complete by the end of Q1 2016, and will bring the website in line with the aesthetics of the group ABP website. This will also allow us to redesign the structure of humber.com to make it more user friendly and hopefully it will make your experience of the site more streamline and make it easier to use.

8) Conservancy

- a) We have issued 123 Notice to Mariners this year so far, a larger number than last year which is a reflection of both the amount of project work ongoing within the Estuary and also indicates how dynamic the Upper Humber has been having made 53 buoy moves to identify the best channel available.
- b) Our Survey craft have been out on 470 occasions resulting in the 720 surveys. In a joint operation with Hull University our multibeam surveys have been enhanced by higher resolution equipment being used.
- c) 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, we are currently in the Development Consent Order process, and attending hearings with the Examining Authority.

9) Environmental Matters (on behalf of Tom Jeynes)

- a) 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.
- b) With regard to our conservancy function, it's worth bearing in mind that the Maintenance Dredging Baseline Document is a live document 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 so if any estuary users anticipate any significant changes to dredging activity, it would be useful if they could let us know.
- c) Updated River Basin Management Plans have now been submitted to Defra Ministers for review – these are the documents by which we comply with the Water Framework Directive.
- d) The second cycle River Basin Management Plans for achieving objectives under the Water Framework Directive have been submitted to government Ministers for sign off – and will be signed off in December 2015. These plans have statutory standing

when finalised and all statutory bodies must have regard to them (including Harbour and Port authorities). These were consulted on earlier in the year but we had no material concerns for the implications on our ports. For good measure we will carefully review the final plans when signed off in December and summarise the key aspects we ought to be aware of.

10) VTS REPORT (CW)

a) HMCC Update

- i) CW updated everyone on the progress of the VTS relocation. Pictures and a video were shown of the current state at Spurn Point and CW reiterated how vital the move to Grimsby is.
- ii) As presented last year, the plan is to build a new tower in Grimsby, to house both the Grimsby Assistant Dock Master's and the VTS function in a combined building. In the last 12 months, we have gone through a detailed options appraisal, looking at all the viable alternatives and ensuring we are making the best decision for VTS for the future.
- iii) Our reliance at Spurn has always been based on three elements:
 - The structural integrity of our 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
- iv) On certain tides and during daylight hours only, we still operate a Land Rover service – for resupply of stores and occasional staff transfer. However, the majority of staff will travel to and from Spurn via pilot launch.
- v) Having satisfied ourselves and the ABP harbour and owners boards, we have obtained full approval for this project and we are looking for the facility to be operational by April 2017.
- vi) The new tower, to be called the Humber Marine Control Centre (HMCC) and this will be located between Grimsby Royal and Fish Docks, as shown on the slide.
- vii) The HMCC will be four storeys high and will house Grimsby Dock Masters, VTS and lock head staff, as well as providing future facilities for VTS Data Centre and launch crews. A slide of the new tower was shown and it was pointed out where all departments would be located.
- viii) In addition to the building of the HMCC, we continue to support the Yorkshire Wildlife Trust in their aim to build a Visitor Centre at the Warren. This building, as well as providing for an interactive learning experience for members of the public, will house a new scanner for VTS Humber, which is needed for effective radar coverage in the area between Spurn and the Humber Gateway Windfarm - when we withdraw from the present VTS tower. A slide of this location and where the radar is situated was shown.
- ix) The planning application for this building will be submitted to East Riding of Yorkshire council next month.

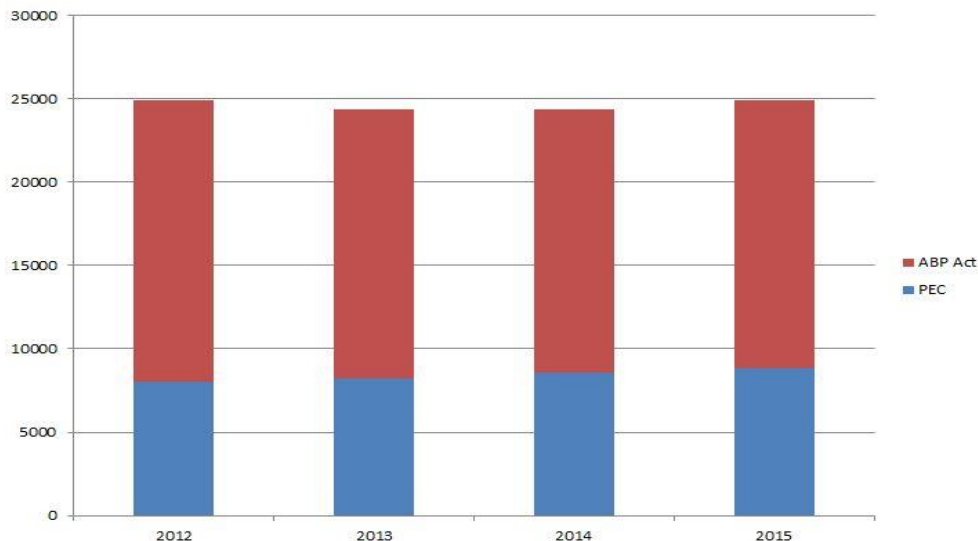
b) Overview of VTS Equipment on the Humber

- i) The HMCC project will naturally coincide with the 10 yearly VTS upgrade of equipment, which is due in 2016. As part of the approval for the HMCC, we will also be upgrading the VTS equipment to the new Kongsberg Norcontrol C-Scope system.

- ii) This is to increase our resilience as a VTS; part of this upgrade will include a second VTS suite to be located in the Grimsby Port Office East side, which, should there be any interruption to the new tower, means that VTS can make a seamless transfer to the back-up centre.
- iii) This secondary VTS facility can also be used as a simulator suite, where interactive scenarios can be played out for the training of new staff and well as the continuous professional development of our more experienced operators.
- iv) It is also planned that the Marine Response Centre will move from Immingham to Grimsby when the VTS upgrade takes place.
- v) As you are aware, the management function of HES has now moved to the Port Office in Grimsby.

c) Commercial Shipping Movements

- i) 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:



d) Incident Statistics

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

	2012	2013	2014	2015
Bridge Jumper	7	15	13	8
Man Overboard	2	1	4	0
Close Quarter (Near Miss)	12	6	10	10
Contact with Floating Mark	6	3	5	4
Contact with Structures	74	73	76	63
Failure to report to VTS	1	7	1	0
Groundings (Fail to complete passage this tide)	11	9	10	10
Groundings (Off in the same tide)	47	29	49	43
Pollution	19	11	8	9
TSS Contravention	3	3	5	2
Ship Defect	196	247	196	189

ii) **Close Quarters**

As with last year, there were 10 close quarters incidents recorded to the end of October. All of these incidents are investigated by the harbour authority and recommendations made to prevent recurrence in the future. One example is a situation which developed between two Crew Transfer Vessels to the north of the inner traffic separation scheme – en route to their respective offshore wind areas.

e) **Emergency Response**

i) HUMEX 2015

- (1) HUMEX 2015 took place on 17th September this year and involved a spill of oil off the Immingham Oil Terminal, which was coming from the Habrough Drain.
- (2) The main purpose of this year's exercise was to train new members of the Incident Management Team as well as provide some practical experience of dealing with equipment. To this end, the team was split into two, with one team familiarising with equipment from the Tier 2 Contractor response vehicle, with the other team seeing a demonstration of dispersant spraying capability from a pilot launch.
- (3) It was a useful exercise and several learning points were noted.
- (4) A further point on emergency response is that our oil spill contingency plan, Humber Clean, has now been amended and is with statutory consultees for comment, prior to seeking re-approval from the MCA early next year.

f) **Any Other Business**

- i) There have been some staffing changes within VTS over the last year with Shane Winterton moving on to another position in September.
- ii) CW also informed the group that he himself will be leaving ABP at the end of this year and would like to thank you for the support you have all given in the role during the five years as VTS Manager.
- iii) Stewart Taylor who is presently employed as VTS Operator at Spurn will be the replacement for this job role and unfortunately he couldn't be here today.

11) Pilotage Report (APS)

- a) Andrew Swift has taken over from Andrew Firman as Deputy Harbour Master & Pilotage Operations Manager from January 2015, with Matt Booth joining the team as his Deputy.
- b) APS gave a report on pilotage figures for the year to end of November 2015 and comparisons to same period last year:
- c) Pilot & PEC Acts Nov – Nov comparison – VLS acts down due to reduction in Coal trade.

	2013-2014	2014-2015	Change
ABP Acts	15801	15723	-0.4%
VLS Moves	1242	1096	-13.32%
Non-VLS Moves	14559	14627	0.46%
PEC Acts	8563	8646	0.96%
Total Movements	24364	24369	0%

- d) Currently on the Humber there are 163 valid PEC holders broken down by class as follows:-

Current PEC Holders

Class A	105
Class B	35
Class C	18
Class D	5
Total	163

- e) We have 110 full time pilots employed at the end of 2015 compared to 109.5 at the end of 2014.

PILOTS	2014	2015
VLS	21	22
1 st	35.5	35.5
2 nd	28.5	26
3 rd	21.5	23.5
Total	106.5	107
Trainees	3	3
Total	109.5	110

During 2015, one pilot and one trainee have left the service and one part-time pilot has retired.

There are 3 trainee pilots included in the figure of 110, a figure that will increase in the New Year as two are due for their exam any time and one further in February 2016. We are due to recruit a further Pilot, start date TBC. We are also looking to recruit further trainees in 2016.

- f) Due to spurn not being viable, Pilots have been relocated to Hesslewood Hall but still retain a muster station at Port House, Hull. Boarding and landing is now through Grimsby and with the location at Hesslewood it means Pilots can get anywhere on the River within 30 minutes.
- g) Annual PEC renewals on the North and South Bank will now include 'C' class PEC holders. Maintenance dredgers will now need a Class C PEC. Most have already been examined, hence why Class C Figures are up. This is so that we are all ready for when new Pilotage Directions come into force.
- h) The move to Grimsby by HES is still ongoing. Pre PEC chats and VTS chats are now taking place mainly in Grimsby.
- i) Pilot ladders are continually challenged and we are working closely with the MCA to make the river safer. Ships are challenged and Masters are now asked to confirm that the Pilot ladder is properly constructed, in good condition, recently inspected and is rigged as per IMO requirements.
- j) On 24.01.15 'Loch Rannock' parted her mooring lines at at Tetney Monobuoy due to failure of the mooring system. This caused a light crude oil spillage of 1 cubic metre which naturally dispersed.
- k) On 20 July 2015 there was an incident with a car carrier 'Morning Pride' which landed heavily on a mooring platform at IOH. This caused a 7m dint and punctured the hull.

This was due to poor communication so this has been reiterated. They are also looking at putting extra fenders for more protection.

- l) Green Port Hull project at Hull has been challenging to keep running whilst the constructions take but I would like to thank all that have been involved.
- m) Heaving Lines were brought up at the Harbour Masters Conference and the fact that there are still issues surrounding this. Pilots have been taking a notice issued by the MCA on board with them.
- n) Whittons have proved challenging. Surveys are being carried out charts are being produced to show best channel route. We are currently having quarterly meetings with Stakeholders at Goole. An e-mail will go out to all Trent & Goole agents with any changes or news updates.

12) Safety Update (CD)

- a) Christine Darwent reported that with recent incidents and current security levels, there will be an increase in stop / searches of persons / vehicles. Although there is lack of space to security to safely pullover vehicles, this is being reviewed. Co-operation is being requested.

13) Any Other Business

- a) AF Advised of the uplift in charges for 2016 which are increased by 0.8% from 01 January 2016. This is in line with the published Retail Price Index (RPI) figure for September 2015.
- b) PJC discussed the incident 'Hoegh Osaka' which occurred on 03 January 2015 and the lessons learnt from this incident. A full evacuation was done within 6 hours, no pollution and the Port of Southampton remained fully operational throughout. A number of meetings have been held and the case is still ongoing but based on the information available, lack of stability and lower GM may have been the cause. The MAIB investigation report should be with us by January 2016. A number of learning points have been raised internally from this as below:
 - Pilots are to report to VTS the total number of persons on board for evacuation purposes.
 - Risk assessments to be carried out and Port Emergency Plans should also be reviewed.
 - As part of the MPX, Pilots should ask the Master to confirm that the vessel has adequate stability after allowance for any free surface effect.
 - Local agents and cargo superintendents should be encouraged to keep shipmasters fully up-to-date with any changes to cargo loading plans and provide final loading plan as early as possible prior to departure.
 - Drug and alcohol testing of pilots should be carried out following significant incidents.
 - Incident Response Action cards to be created as it was found call out procedures within the Port Emergency Plan was not easily accessed.
- c) James Cooper is very supportive regarding Marine Safety and Safety Meetings are being held once every 2 months and that risk scores throughout the group are to be reduced.
- d) Our Port Director John Fitzgerald has now left and Simon Bird has now taken his place.

- e) PJC confirmed what MC mentioned, that a derelict and abandoned trawler, 'Viola' will hopefully be brought back from the remote South Georgia island to its home, the city of Hull, 100 years after she sailed to take up her part in World War. SMS Towage, have put together a team of maritime engineers and salvage experts to try and achieve this.
- f) PJC also informed that Martin Szakal was also holding regular Liaison Meetings with regards to Flood Updates.
- g) Chris Hughes from Humberside Police introduced himself and his team as the Maritime Protection team. The team is centrally funded for Counter Terrorism around Critical National Infrastructure and has a Dedicated Security Post linking Firearms Officers and Marine Team who are dedicated to Humber Port Region. They also have trained search officers. They have a 10 metre rib with a cap and have tactical capability to deploy to incidents. They are currently operating from Hull Marina. They can also use the facility at all weather terminal KGD although this does hinder the time to get out to the river. He confirmed the Maritime Threat is currently graded as low. There are no concerns that funding for this will end.

14)Date of Next Meeting

The 15th Humber Liaison meeting will be hosted on the North Bank of the Humber in November/December 2016. The venue has yet to be confirmed.