

Minutes for the 17th Humber Liaison Committee Meeting

Friday 30th November 2018

10:00 for 10:30

Ergo, Bridgehead Business Park, Boothferry Road, Hessle.

Present:

Name	Organisation	
Andrew Firman	ABP	(AF)
Amanda Viljoen	ABP	
Andrew Swift	ABP	(AS)
Antony Jones	ABP	(AJ)
Catherine Jefferson	ABP	(CJ)
Grant Fotheringham	ABP	
Graham Cudbertson	ABP	(GC)
David Webb	ABP	
Ian Spikings	ABP	
Martin Clark	ABP	
Mike Abbey	ABP	
Mark Collier	ABP	(MC)
Simon Brett	ABP	
Stirling Scott	ABP	(SS)
Sally Lovett	ABP	
Tina Coffey	ABP	
Tom Jeynes	ABP	(TJ)
Captain	Pride of York	
Darran Rogers	CRO Ports	
Darren Dodsworth	UKD	
Neal Keena	APT	
Stuart McKenzie	Canals and Rivers Trust	
Matthew Taylor	Clarkson Port Services	
Shaun Casey	Collett Marine	
Nathan Gearing	Cory Brothers Shipping Immingham	
Kevin Draper	Dan Shipping & Chartering Immingham	
Roy Kersey	DFDS Seaways	
Gordon Cruikshank	GB Grimsby	
Marc Wilson	Global Shipping Ltd	
Marc Waddingham	Graypen	
Kim Harrop	Humber Work Boats	
Simon Howarth	Humber Yawl Club	
PC Lee Davies	Humberside Police	
PC David Holden	Humberside Police	
PC Mark Breeze	Humberside Police	
Sgt Jonathan Allen	Humberside Police	
Glenn Stones	JH Whitaker Tankers	
Matthew Scarr	Maritime Bunkering Ltd	
Stuart Scott	Maritime Bunkering Ltd	
David Fuller	MCA	
Lesley Copeland	MCA	
Suzanne Slade	MCA	

Nick Brambles
Paul Holland
Gary Shields
Nick Pengelly
Peter Curry
Nick Allen
Kees Joore
Joseph Anderson
William Wye
Carl Jorgensen
Phil Cowing
Phil Bailey
Alastair McFadyen

MMS Ship Repair
New Holland Dk (Wharfingers)
Osprey Shipping Limited
P66
River Hull HM
Rix Shipping Hull
Stena Line Holland
Trinity House
UK Dredging
Grimsby Fish Dock Enterprise
Hull City Council
Svitzer Tugs Humber
P & O

1. WELCOME AND INTRODUCTION (AF)

- a. AF introduced himself and welcomed delegates to the meeting. The purpose of the meeting was explained that it allowed the 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 Ergo were explained, no fire drill was expected. The agenda of the meeting and the minutes of the last meeting were made available.

2. APOLOGIES FOR ABSENCE

- c. Apologies were received from:
- | | | |
|-------|-----------------|---------------------------|
| i. | Chris Green | ABP |
| ii. | Dan Parker | ABP |
| iii. | Lucy Parker | ABP |
| iv. | Mark Frith | ABP |
| v. | Martin Bardle | ABP |
| vi. | Matt Booth | ABP |
| vii. | Peter Wilkinson | ABP |
| viii. | Simon Bird | ABP |
| ix. | Tony Lewis | ABP |
| x. | Stewart Taylor | ABP |
| xi. | Martin Walton | Canals & River Trust |
| xii. | John Kearton | Eimskip Islands EHF |
| xiii. | Darren Carter | Finnlines |
| xiv. | Richard Smith | Finnlines |
| xv. | Adam Collins | Humber Work Boats Limited |
| xvi. | Allan Harvey | Humber Police |
| xvii. | James Doyle | J. R. Rix & Sons Ltd |

xviii.	Richard Harvey	Marine Services (Gy) Ltd
xix.	Gwen Lancaster	MCA
xx.	Richard Jackson	MCA
xxi.	Captain	Pride of Rotterdam
xxii.	Philip Van Wijnen	P & O
xxiii.	Joe Barker	PD Port Services – Immingham
xxiv.	Alexander Mckinlay	PD Shipping & Inspection Co
xxv.	Brian Eaton	Selvic Shipping Ltd
xxvi.	Chris Mckinnon	Siemens
xxvii.	Cindy Watson	Sutcliffe J & Son (Gy)
xxviii.	Chris Lattimore	Thor Shipping & Transport UK Ltd
xxix.	Trevor Harris	Trinity House
xxx.	Andrew Ellis	Unifeeder AS
xxxi.	John Hunsley	John Good Shipping
xxxii.	Matthew Taylor	Clarkson Port Services
xxxiii.	Shaun Casey	Collett Marine
xxxiv.	Nathan Gearing	Cory Brothers Shipping Immingham
xxxv.	Paul Haste	Dan Shipping
xxxvi.	Adam Chandler	Dan Shipping & Chartering Immingham
xxxvii.	John Swinburn	DFDS
xxxviii.	Scott Lang	Frank Armitt & Son Ltd
xxxix.	Richard Platts	Kesrel Liner Agencies Ltd
xl.	Mike Bill	MCA
xli.	John Antony Smith	Mechsmith Marine

3. MINUTES OF PREVIOUS MEETING HELD ON 1st DECEMBER 2017

It was agreed that the minutes were a true and faithful record of what was discussed. No comments were made. Agreed by Peter Curry.

4. WORKS IN PROGRESS /PLANNED PROJECTS

a) HES - (AF)

- Regional up-dates. Boarding and Landings were suspended for 3 days due to the “Beast from the East” – a sustained period of easterly winds in March. Adverse weather procedure were put in place. PEC’s were still moving. One incident (Celtic Spirit). Vessel was outbound and unable to bunker due to weather. As a result this vessel was sent to the Hawke Anchorage. Celtic Spirit had one anchor, however Class risk control measures were not put in place by the vessel. The vessel subsequently dragged anchor in the adverse weather into two vessels also at anchor, who did not have their engines ready. Incident resulted in a MAIB investigation, of which the report was published on 31 October 2018.

- From a Harbour Authority point of view we have put into place an adverse weather checklist to consider all options available. One strand of this is increased communications with stakeholders. It has also been determined that the holding ground at Hawke Anchorage is no longer good in strong Easterly winds.
- Whittons Shoaling – significant build-up of material in the Upper Humber. Working with Goole and Trent agents regarding surveys.
- Pilot Service Challenges – First year had to delay movement of ships due to unrested pilots. More pilots are now being employed. Moving an average of 47 ships a day. Following the “Beast from the East” an average of 72 ships were moved in a day.
- New Survey Launch due in March 2019.
- Project works – Hornsea Offshore Windfarm Project 1. Whilst works were ongoing within the compulsory pilotage area it had a significant effect of the numbers of pilots available, using up to 5 pilots in a 24 hour period.
- Sunk Dredged Channel Dredging – this is constant and pro-active work, especially given recent shoaling. Sunk Dredged Channel meeting to be held next month and more details can be obtained following this.
- Riverside Quay – Historically there were three services. HES have offered the RSQ pilot boarding service to any under length that take a pilot for upriver from RSQ. Only 5 vessels have used the Pilot Boarding station this year, therefore it is proposed that the service will be stopped at a date yet to be confirmed.
- Standing Notice to Mariners to be reviewed, to bring into line with best practice. Changes will be proposed and put into out to consultation.
- Spurn Point – ABP are giving back responsibilities to Yorkshire Wildlife Trust. Spurn Jetty to be sub-let to RNLI.
- Removal of tide boards at Chalderness due to issues with access etc. Currently consulting with Ferriby Yacht Club. Tidal information is available through VTS.
- Since 2014 there has been a decrease in defective pilot ladders.
- Issues with weighted heaving lines, charge issued of £1000 for each weighted heaving line. 71 dangerous heaving lines have been reported as being used in the Humber Ports. £30,000 from fines ring-fenced for charitable causes in the Humber Region. Charities listed below, however any other suggestions most welcome.
 - Grimsby & Cleethorpes Sea Cadets
 - Hull Sea Cadets
 - Immingham Seafarers
 - Hull Seafarers
 - RNLI
 - Humber Rescue
 - Immingham Sea Cadets – this was proposed at the meeting and accepted.

b) Personnel (AF)

- Henrik Pedersen is the new Chief Executive of ABP, taking over from James Cooper who left in the summer.
- Gary Wilson will be the new Head of Marine Humber from 10th December 2018.

c) Grimsby (AJ)

- Grimsby has seen an increase in the car carrier vessels this past year.
- Wind Farm traffic and port requirement is currently expanding.
- The coal jetty has been demolished, but 2 piles are still yet to be removed which is hoped to be completed by the end of the year.

d) Immingham (AJ)

- The official opening of the new flood gates at Immingham was carried out by Secretary of State for Environment, Food and Rural Affairs of the United Kingdom Michael Gove. The flood gates would drastically reduce impact as a result of the flooding experienced in 2013. The flood gates can be operated on the spring tide.
- Seeing the larger Car carriers now
- From 01 December 2018, Immingham Bulk Terminal returns to the control of ABP.
- Safety – Had in excess of 20 weighted heaving lines. All charges have been paid when issued and there have been no repeat offenders at Immingham.
- The work boat 'The Progress' will undergo a refurbishment in the new year.

e) Hull & Goole (MC)

- SEJ remains steady and are looking to increase berth occupancy into 2019.
- HCT cranes arrived timely and we are seeing an increase from 5 to 15 sailings per week.
- Alexandra Dock, Werner Quay has undergone dredging and stone bed installation (Simon Stevin), in preparation for a busy period during Q1/2 2019 (120+ vessels) being component deliveries and Sea Jack vessels for load out.
- Albert Dock, will be saying goodbye to the Sealion vessels. Toisa – they will have all departed by the end of December 2018, being sold around the world. Sealion Shipping are having two new vessels built with their preferred location being the Humber.
- Goole has seen a steady flow of trade and has proved challenging at times. Working with agents to achieve the maximum drafts we can.
- Boatage Company's (Agents employ) - We hold bi-monthly meetings with all the boatage companies and any comments/concerns can be fed back via your respective companies, or you are welcome to attend the meetings.
- 21 Lock closures carried out for Hull and Goole. These were planned maintenance closures.
- Repair works to our infrastructure are on-going and constant. We are currently working on the West leading jetty at KGD and work at SEJ is on-going. Victoria Lock approach is due to start early in 2019 as is the South Pier.

f) HST

- New G9 vessels arrived at HST in April 2018 and these are the largest short sea Ro-Ro vessels in the world with 8000 lane meters of cargo. Before their arrival, trials were

conducted at HR Wallingford in conjunction with ABP to determine any limitations and berthing restrictions. In addition to accommodate these vessels, additional bollards have been installed on the berth. Trials were also conducted at HR Wallingford with Stena with regards to the use of berth 5 for Stena Transit-Transporter when berth 2 is occupied.

g) TRENT AND HAVENS (AF)

- No specific happenings to report this year.

h) HCC RIVER HULL (P Cowing)

- 2018 YTD shipping figures
 - Veg Oil Barges – 234 craft, 105 011 tonnes.
 - Derv/Gas Oil Barges – 18 craft, 6858 tonnes.
 - Numerous workboat and crane barge movements connected with the flood defence
 - Usual leisure craft to/from Beverley and Driffield, mainly in the summer.
- No major marine incidents
- River flood defences
 - Work continues as per programme. It will continue in phases over the medium term with priority areas addressed first. Contractor Bam Nuttall liaising closely with barge operators and HA to minimise disruption.
- Arctic Corsair
 - Likely to be moved to Albert Dock in April 2019 and then back to a new home in the middle dry-dock between Drypool and North Bridge when ready in 2020.
- New Port Safety Plan
 - Has been written, consulted on and will be formally adopted in the coming weeks. Has been designed to deliver a level of PMSC compliance appropriate to smaller harbours and includes a defined Harbour Board and Designated Person (Pete Curry).
- Rive Hull Emergency Plan
 - Currently being updated and will be consulted on and reissued in the New Year.
- Hull Cruise Terminal
 - East of Sammy's Point is the preferred location; simulation trials have been carried out with HES in South Tyneside College and acceptance parameters agreed; hydrodynamic survey to be carried out in the coming weeks with ABP Mer involved; HCC Project Team to report back to HCC before year end with feasibility plan; if HCC decide to proceed the berth could be delivered by 2022.
- Tidal lagoon plan
 - Conceptual plan has been aired in the last few months and portrays a long open horseshoe shaped breakwater extending into the Humber from above Albert Dock to a position of KG Dock. Tim Rix and Paul Hatley have been involved in some early development of the concept. PC has pointed out the potential conflict with the proposed Cruise Terminal and existing dock entrances in terms of reduced

manoeuvring room and changed river dynamics and advised them to make early contact with HES.

- Hull Trinity House
 - Continue to be members of the Port Welfare Committee; active supporters of the TH Academy and Welton Waters Activity Centre; still a pilot authority for North Sea Pilots. Pilot Kevin Vallance is taking a leading role in pilot ladder safety – particularly the construction and safe-rigging of ladders. Tells PC there have been a further two incidents in Liverpool very recently and he reports he is receiving good feedback from a number of Humber Pilots.

i) Tugs (Phil Bailey – Svitzer)

- Svitzer – focus daily on safety. Using initiatives and campaigns within the company. Identify any issues and reaffirm safety. Reminders given that if unsafe practises being carried out, have the authority to stop. Svitzer use a 'Take 5' programme. Operational and contractual changes. Two business units currently being brought together as one, and they also have a cadet training programme.
- Svitzer currently have eight tugs on the Humber, seven in use and recruiting to man the eight tug.
- SMS – not in attendance at the meeting, but they currently have eight tugs available on the river.

5. Environmental Matters (TJ)

- ABP has a statutory duty to know about the Humber in a morphological sense. Historical estuary changes and comparisons, which is still evolving over time.
- Donna Nook has between 2000 and 3000 grey seal pups born every year.
- Hydrodynamic forces which can change quickly over the centuries. On the Holderness coast line villages have been lost to the sea having reclaiming the land. Trying to find patterns and facilitate movements on the Humber Estuary. Accretion and erosion. Map depths of the sunk dredge channel. Sea levels are due to the lunar cycles.
- Inner Estuary – sweep zones. Variability and shift 10 – 20 year cycle. Issues seeing due to the complex tidal and fresh water influence.
- Human intervention. Reclamation, being used for farm land. The future changes of the climate and weather have a roll to play. We know the sea levels will rise but to what extent. The next 100 years could see a 50cm rise. Rainfall patterns in the Humber being isolated. Has a fresh water input and tidal influence. Sediments forming and move around particularly the Whittons.
- Humber Estuary Services has access to the best Hydrographers in the country. Having access to computers to model changes in the river. Have use of the most flexible dredge equipment.
- Nature will always have the upper hand. Always strive to make the Humber as predictable as possible.

6. Port Marine Safety Code (PMSC) Compliance

- There has been an update to the Guide to Good Practice document, which was released in February 2018.
- In March HES completed an annual 2 day internal audit which covers our Environmental, Safety, Security and Marine responsibilities. In line with previous years we were given several 'Best Practices' along with a few minor 'areas for improvement'.
- HESMEP has been updated this year.

7. Conservancy

- We have issued 187 Notices to Mariners so far this year, this is an increase of 17% at this time last year, which is a reflection of how dynamic the Upper Humber has been with 120 Shoal Water Warnings issued – up to 10% on the previous year and as a result we've made 29 buoy moves to identify the best channel available in comparison to 20 within the same period last year.
- We have had 630 surveys completed through the year. We now expect our new survey vessel during Q1/2019. This is a Catamaran hulled vessel with the same specifications as the Humber Sounder launched during 2016.
- Hornsea Windfarm Projects:
 - Hornsea 1 has completed the intertidal works ahead of schedule.
 - Hornsea 2 Currently undergoing geophysical surveying. This will follow the same corridor as project 1 to the south of the Humber TSS.
 - Hornsea 3 Has submitted an application for consent to develop the wind farm. This route will head south and make land just to the west of Cromer.
 - Hornsea 4 Pre-application process for a Development Consent Order. This route is expected to head directly east and make land to the south of Bridlington.

8. CERS3 (GC)

Statement from Richard Jackson MCA:

By the end of the year we hope to have released a new version of the CERS Workbook (V1.2.3) A Beta version is currently with ports for testing with their ICT systems. The workbook incorporates much of the feedback that the MCA received from the satisfaction survey. Some features include;

- The glitch with the ISSC validation date has been corrected.
- The validation on the 'Ship Type' field on the vessel page should now prevent external links in this field.
- The consignment information does not need to be repeated for consignments with the same number, saving users a lot of data entry.
- The Waste tab has been amended.
- Validation Override functionality has been streamlined and tabs are set to include by default.

ABP will notify all stakeholders of the new workbook prior to its inception date. We have been contacted by MCA regarding non-conformance of some agents and/or vessels who fail to upload a workbook. The Humber, along with other ports and Harbour Authorities across the country, have been asked to generate a weekly notification within our system to notify MCA which vessels are failing to upload CERS workbooks.

9. Emergency Response (GC)

a) Humber Clean

- HUMEX 2018 took place on 13th November and involved a simulated 5mt heavy fuel oil spill exercise off the Immingham Bulk Terminal following a bunkering incident. In line with our three yearly MCA requirement, this incident ran a practical element running in tandem with the table top exercise which was controlled from our Marine Response Centre in Grimsby. Several stakeholders were involved including our tier 2 contractor Adler & Allan, HMCG, Whitakers, Svitzer, APT and the Police Marine Response Team.
 - The contingency plan was tested involving a full check of stakeholder emergency contacts.
 - In the event of an incident we ask you please notify us immediately if your organisation changes any contact details in order that we can maintain an efficient list.
- HESMEP – The Humber Estuary Serious Marine Emergency Plan was updated earlier this year. This plan forms part of our marine safety management system and is distributed to stakeholders, Pilots and PEC's.
 - Most updates relate to the relocation of VTS and Datacentre to Grimsby as well as emergency contacts. It is vital that any emergency contact updates from stakeholders are passed on to us.

10. Agents Online / Change of Agency

- Earlier this year we amended our system in order to comply with GDPR. Now we have further updated our system for online registration.
- By logging onto Humber.com, highlight Estuary Information and then select the Agents Online Login Request, which will allow you to complete a form. This form will be sent through to Marine Administration who will subsequently contact the requesting agency manager to confirm that all requests are legitimate before processing the registration.

11. VTS REPORT (AF)

- New VTS centre (HMCC) has been open 15 months and working well. Different working roster and fully staffed. VTS have been undergoing training.
- Statistics – collision with structures increased January to March due to adverse weather conditions.
 - Groundings were mainly Whittons.

- We have seen a decrease in pollution.
- 237 vessel defects were pro-actively reported.

	2015	2016	2017	2018
Bridge Jumper	8	4	4	4
Man Overboard	0	1	2	0
Close Quarter (Near Miss)	10	8	5	6
Contact with Floating Mark	4	10	1	6
Contact with Structures	63	35	59	67
Failure to report to VTS	0	2	2	0
Groundings (Fail to complete)	10	7	7	8
Groundings (Off in the same tide)	43	11	17	25
Pollution	9	3	7	3
TSS Contravention	2	10	0	1
Ship Defect	189	127	245	237

12. Pilotage Report (APS)

SS gave a report on pilotage figures for the year to end of November 2018 and comparisons to same period last year:

- Ship moves - up by 62
- Pilot moves - up by 224
- PEC moves - down by 162 ships

	2016-2017	2017-2018	Change
ABP Acts	16,909	17,133	1.31%
VLS Moves	1,031	1,039	0.77%
Non-VLS Moves	15,878	16,094	1.34%
PEC Acts	8,564	8,402	-1.93%
Total Movements	25,473	25,535	0.24%

- Current PEC Holders:-

Class A	110
Class B	29
Class C	33
Class D	6
Total	178

- There were 151 PEC renewals this year, which again were done on both the North Bank and South Bank. This is a good opportunity to discuss issues on the river and obtain valuable feedback from the PEC's.

a) Pilot Numbers

PILOTS	2017	2018
VLS	22	22
1 st	37.25	34.25

2 nd	23.25	25.25
3 rd	25	28
Total	107.5	109.75
Trainees	12	3 live by year end 1 January 2 February 2 March
Total	119.5	

- 2018 saw the roll out of pilots PPU the Navigational software.
- Several Pilots courses were delivered in South Shields.
- Regular meetings, Towage, APT and SNRC.
- Matt Booth tested new pilot PPE.

13. Incidents

a) Norderau

- The Norderau was proceeding to Flixborough under the guidance of an experienced pilot.
- Heavy snow showers were encountered at a critical point whilst rounding Trent's Training Wall, result in zero visibility. As a result situational awareness was lost by the bridge team. A combination of wrongly applied helm orders did not help.
- The laden vessel took the ground on the west side near Trent Ness Light.
- An attempt to re-float was made 24 hours later but unsuccessful. An additional attempt was made 24 hours afterwards (using increased tug resources) and this proved successful. Owners contemplated and instructed a salvor to prepare a lightening plan.
- The ship was aground for 72 hours.

b) Celtic Spirit

- During one of the exceptional weather periods of severe easterly winds focussed our collective minds on 01 March 2018. Pilot Boarding and landing had been suspended.
- Three vessels had been brought up in the Hawke anchorage. Coincidentally, two vessels were owned/operated by the same company, with a third party vessel anchored between them.
- A combination of severe easterly gales and spring flood current caused one vessel to drag its anchor. This vessel forewarned by VTS Humber (and also by the adjacent third party vessel) but the crew were insufficiently prepared to deal with the situation, and the vessel dragged and collided with the vessel adjacent to her, then went on to collide with her sister company vessel soon after. Her chain cable had parted and she had been operating with only one anchor, so was in a very prone condition.
- The MAIB were involved in one of their thorough and professional investigations, and published their report on 31 October 2018.
- No recommendations were made by the MAIB to ABP Humber's Marine Operations in light of actions taken.

c) Upper Humber Shoaling

- A video was shown of the changes to the Upper Humber channels over a time lapse 4 years.
- As a Harbour Authority we monitor this area continuously. A lot of man hours with Hydrographers are put into producing soundings, charts and buoy moves.
- Subsequent buoy moves are restricted to four over each high water. Survey boats in position on new buoys. Notices to mariners promulgated to all pilots and agents.
- On 29 July 2018, three ships grounded on one tide as a result in a significant changes of depths available within the channel. All deeper ships ordered up over the next tide were cancelled.
- Hydrographers revised clearances and completed another set of buoy moves. During the period of change it is estimated that 91,000m cubic material deposited over a very short stretch of the channel, further strengthening the position of the inability to be able to dredge this area.

14. Any other business

- AF advised all stakeholders that planned uplift for Pilotage and Conservancy Charges as of 01 January 2019 would be 3.3%.
- Simon Brett (ABP) gave a brief overview of the Port Service Regulations, due to come into force in March 2019.

15. Date and venue of Next Meeting

The next meeting will take place on the South Bank in December – Venue and date to be confirmed.