

Minutes for the 15th Humber Liaison Committee Meeting

Thursday 01 December 2016

10:00 for 10:30

Hallmark Hotel, Ferriby High Road, North Ferriby, HU14 3LG

Present:

Name	Organisation	
Alex Randall	Kettlewells Goole	
Amanda Viljoen	ABP	(AV)
Andrew Firman	ABP	(AF)
Andrew Swift	ABP	(AS)
Ben Godby	Seaway Logistics Ltd	
Ben Kollen	P&O	
Catherine Jefferson	ABP	(CJ)
Dale Casson	Carlbon Shipping Ltd	
Dan Parker	ABP	(DP)
Darran Rogers	CRO Ports	
Darren Dodsworth	UKD	
David Bowles	MCA	(DB)
David Farrow	Sextant Shipping	
David Parkinson	BWML Hull	
Dean Booth	PD Ports Trent	
Gareth Chandler	Carlbon Shipping Ltd	
Grant Fotheringham	ABP	(GF)
Gordon Cruickshank	GBA	
Ian Brodie	New Holland Dk(Wharfingers)	
Ian Spikings	ABP	
Jim Crosskell	Old Ferry Wharf	
Joe Besch	Samskip	
John Swinburn	DFDS	
Jon Bush	ABP	
Keith Dunn	All Freight	
Ken Ellis	Leafe & Hawkes Hull	
Kevin Draper	Dan Shipping & Chartering Ltd Hull & Immingham	
Kevin Hartley	ABP	
Lee Bolton	Svitzer	
Lucy Parker	ABP	
Lukasz Drucis	Flixborough Wharf	
Marc Waddingham	GP Shipping Hull	
Marc Wilson	Global Shipping	
Martin Stallard	BWML Hull	
Matt Booth	ABP	
Matthew Winney	SMS Towage Ltd	
Melvyn Smith	RMS Humber	
Neal Keena	APT	
Nick Allen	Rix Shipping Hull	
Nick Pengelly	P66	
Nicki Jessop	Rix (Bunkering)	
Paul Haste	Dan Shipping & Chartering Ltd Hull & Immingham	

Paul Holland	New Holland Dk(Wharfingers)
Peter Curry	River Hull HM (PCu)
Peter Stickland	ABP (PS)
Peter Yates	Waverley Shipping
Richard Smith	Finnlines
Rob Turner	RMS (Europe] Goole
Shane Winterton	P66
Simon Lee	Svitzer
Stewart Taylor	ABP (ST)
Stuart McKenzie	CRT
Stuart Scott	Rix Shipping
Tina Coffey	ABP
Tom Jaynes	ABP (TJ)
Vincent Muir	Dan Shipping & Chartering Ltd Hull & Immingham
William Wye	UKD

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) Alan Nagle MCA
 - ii) Chris Limb Limb Shipping
 - iii) Chris Mackinnon Siemens
 - iv) Darren Carter Finnlines
 - v) Graham Hodge ABP
 - vi) John Hunsley John Good Shipping
 - vii) Josh Rose ISS
 - viii) Kim Harrop Humber Work Boats
 - ix) Mark Collier ABP
 - x) Martin Barker P66
 - xi) Mike Bill MCA
 - xii) Nick Dodson Trinity House
 - xiii) Noel Tomlinson Lincoln & Hull Marine Contractors Ltd
 - xiv) Paul Holcombe Yorkshire Shipping
 - xv) Rob Langton MMS Ship Repair
 - xvi) Robert Scott ABP
 - xvii) Roy Kersey DFDS
 - xviii) William Heaps ABP

3) MINUTES OF PREVIOUS MEETING HELD ON 27 NOVEMBER 2015

It was agreed that the minutes were a true and faithful record of what was discussed. Peter Curry 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 within the Department. .
 - Phil Cowing has retired due to ill health
 - Martin Gough has retired with Amanda Viljoen taking over the role as Apprentice Manager
 - Chris Ward has left as VTS Manager with Stewart Taylor taking over the role.
- ii) Relocation of VTS Tower – HMCC at Grimsby (To be discussed in detail by ST)
- iii) Launch of Humber Sounder – 11/11/16 – Looking for a second Vessel in 2017
- iv) RNLI and YWT liaisons continuing in conjunction with the withdrawal of Spurn
- v) Green Port Hull (AS to discuss)
- vi) Tide & Weather Project
- vii) Two MAIB/MCA Investigations (To be discussed further by AS)
- viii) Revised Pilotage Directions in force from January 2016

b) Grimsby (AF) on behalf of PC

- i) No.1 Quay taken over by Dong as of January - 25 year lease
- ii) Steps at GY, design, quote and engineer been out to look. ABP Mer completed study for East floating berth.
- iii) Grimsby River Terminal Junction has been changed and fender panels being repaired.
- iv) Demolition work started on East side and ABP have purchased former Tioxide site.
- v) Fish Dock Road to be redesigned so 2 way traffic. Repointing work going on as part of a rolling programme, along with new informative signs around the Docks.
- vi) No pollution incidents were reported.

c) Immingham (PS)

- i) No major incidents this year to report.
- ii) Container Crane – Henderson Quay – New crane operational.
- iii) New flood gates – re-route corner of road on East side near MCC – next few months will be starting piling works – will be lock closures but try to minimise disruptions and limit delays as much as possible, in particular ferry schedule – will take 10 months to 1 year.
- iv) Harbour Directions and Byelaws are being reviewed at present.

d) Hull & Goole (GF)

- i) Alex Dock tidal survey planned – no closures organised at present – Capital dredging done, divers out as obstruction found to the East of the bell mouth at 2.70m.
- ii) In fill planned to quadrant section on the West approach jetty, to achieve a continuous line to the lock.
- iii) Inner gate back in service after new anchorages have been fitted, the temporary anchorages have been removed.
- iv) Repointing the walls in the lock is on going and will continue until the works are complete.
- v) There have been 25 locks closures this year to date so hoping for a reduction in 2017.

- vi) Shore based Port infrastructure is planned for 2017.
- vii) Fresh water has been reinstated at Goole as there had been a demand for this.

e) Personnel (AV)

- i) Introduction to the group by the new Apprentice Manager, Amanda Viljoen. Updates on ABP Marine Operation Officer Apprenticeships & ABP Marine Pilot Apprenticeships given as follows.
- ii) The Marine Operations Apprenticeship scheme, which is the only one of its kind in the country, is based around the National Occupational Standards for Port Operations and is designed to give those interested in working in a marine environment the opportunity to learn about shipping and port operations, while working for the UK's leading port operator.
- iii) The scheme was developed in 2012 when ABP identified a need to bring young people into the industry and train them to a high standard. The course is designed to give hands-on training in all aspects of our port's marine operations and offers exciting career opportunities, within ABP's 21 ports
- iv) The first group of Marine Apprentice taken in 2012 consisted of a group of four. Three of which completed the scheme and have gone onto full time employment with ABP is the following roles:
VTSO (Southampton); ADM (Grimsby); and Hydrography (Hull).
- v) The company currently employs 11 marine apprentices, 5 of which were appointed in 2014 and are embarking on their 3rd year which consists mainly of secondment to various business areas within ABP, including VTS, Data Centre, hydrography and many more.
The 2015 group consist of 4 apprentices who are half way through an exciting and challenging Professional Diploma in Shipping and Maritime Studies course being run at South Tyneside College.
- vi) Our newest group was recruited and started in October 2016 consisting of 3 Marine Apprentice's, they have successfully completed the Local Port Services course and embarked on their first taste of shift work at the end of November.
- vii) Thanks to the success of the original Marine Apprenticeship Scheme, ABP launched a Marine Pilotage Apprenticeship Scheme, taking on 3 OOW (unlimited) in 2015. They are entering into their second year of training. The training and authorisation procedures are consistent with the Marine Pilotage National Occupational Standards, meets the sections of Marine Pilotage within Port Marine Safety Code Guide to Good Practice and they are also consistent with the principles of IMO Resolution A960.
- viii) ABP has begun the recruitment of 4 more OOW (unlimited) pilot apprenticeships to start on their journey in February 2017.

f) HST

- i) Darran Rogers informed the group that they are undergoing a full review of operations and layout of the terminal. New vessels are due at the end of 2017 giving an increase of 60–70% to trade.

g) TRENT AND HAVENS (AF)

- i) Lukasz Drucis updated the group that they are maintaining the same level of business and that Grove Port and PD Ports have integrated.

h) HCC RIVER HULL (PCu)

- i) Peter Curry confirmed that traffic had been constant and looking to bring in more vessels through the Ashcourt Group.
 - ii) The Bridging Operations Team has been cut from 22 to 9 members of staff.
 - iii) EA have approved major flood protection work, which will be starting next year. Meetings are ongoing for this and stakeholders will be heavily involved.
 - iv) A firework display will be held to celebrate the start of the Hull City of Culture 2017, Sunday 01 January 2017 at 2017 hours.
- i) TUGS (SL & MW)**
- i) Simon Lee stated that Svitzer currently have 8 Tugs on the River, 1 out for repair and due back end of December. Also looking to purchase another, taking the fleet to 10. Had a meeting with Emergency & Fire Services and it has been confirmed that the RAF will no longer provide transport to vessels on the River.
 - ii) Matthew Winney from SMS confirmed that they currently have 9 Tugs operational on the River but this will be up to 10 in the next few weeks. The 'Haima' has been renamed the 'Superman'. The new tug 'Hamra' has arrived into Albert Dock and will be undergoing some work until operationally ready. This will become the new 'Serviceman', with the old 'Serviceman' becoming the 'Iceman'.

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

- a) In April this year, all the Humber Ports, including HES were externally audited by KPMG to determine our continuing compliance with the PMSC. The report was published in July and all actions closed out successfully prior to the action dates, which have in turn been fed back to the Board.
- b) Many of you may already know that Phil Cowing retired at the end of September after many years of service with ABP. From a PMSC aspect this meant a change in our Designated Person, with the role currently being filled by William Heaps. A new Marine Advisor to the Board has been appointed, Mike McCartain, who will be learning more about the Humber marine business in due course.
- c) You may be aware that in early November a new version of the Port Marine Safety code was published. An overview of the changes as stated by the Dept. for Transport states:
 - i) Additional advice for non-statutory harbour authorities and the introduction of 10 principles designed to assist organisations to focus on the issues they should be considering to ensure compliance.

They have also added colour and photos as well, to try and jazz it up slightly. A copy is available at the back of the room for those interested in having a look, or alternatively it can be found at the gov.uk website.

6) HUMBER.COM (CJ)

- a) For those regular users of Humber.com you may have noticed a significant change to the website earlier this year, when the website was "reskinned" and brought in line with the ABP's corporate branding. From a local point of view the requirements we insisted upon where the ability to access the website from mobile devices and tablets to assist users on the river using the website on the go. The website went through thorough testing before "going live", and there were very few reported issues with it after this had happened.

- b) The home page has been made more user friendly with the most used links being readily accessible from the front page, and the photos have also been changed to bring the site more up to date.
- c) There is currently a significant project ongoing within the company at all levels which aims to streamline processes that are used throughout the group. One of the impacts which will be seen directly by our stakeholders within the near future is the change in the presentation of the Tide and Weather. The changes will not be significant as we have requested like for like within the parameters of the project, however the presentation may be slightly different. The hope is that as the software that currently provides the tidal data is unsupported, there will be less downtime when tides are unavailable for our website users.

7) Emergency Response (CJ)

- a) Humber Clean
 - i) The HES Oil Spill Plan, Humber Clean was reapproved earlier this year by the MCA and we were further granted the continuation of our approval by the MMO to use dispersant on the river.
- b) HUMEX 2016
 - i) HUMEX 2016 took place this year on 06 October 2016 and involved a collision between a commercial vessel making approaches to Albert Dock, Hull and a Rix bunker barge approaching the Old Harbour, Hull. The collision resulted in approx. 80m3 of Gas Oil being spilt into the river before the bunker barge was recovered to Albert Dock.
 - ii) The main purpose of this year's exercise was to test the newly approved Humber Clean OSCP, test the call out system implemented within ABP and test the Marine Response Centre (MRC) Equipment.
 - iii) It was a useful exercise and some important learning points were noted.
- c) Exercise Grey Seal 2016
 - i) Last week (22-23 November) saw HES host the MCA National Oil Spill Contingency Exercise, Grey Seal. This, as the name suggests is a national exercise held every three years to test United Kingdom's National Contingency Plan for responses to Marine Pollution from Shipping and Offshore Installations.
 - ii) The scenario involved the collision of an oil tanker bound for the TMB and the outward bound Pride of Hull about 30 miles SSE of the Humber Estuary with approx. 4000m3 of crude spilling into the North Sea.
 - iii) ABP and a number of stakeholders from the river, along with national agencies were involved with the exercise and it provided a useful insight into the processes and operations involved in an incident of that scale.

8) Conservancy (CJ)

- a) We have issued 147 Notice to Mariners this year so far, up 19% to this point last year, which is a reflection of how dynamic the Upper Humber has been with 84 Shoal Water Warnings issued and as a result we've made 55 buoy moves to identify the best channel available.
- b) Our Survey craft have been out throughout the year resulting in the 631 surveys. As previously mentioned our survey fleet has been bolstered by the recent addition of

the Humber Sounder, a catamaran hulled vessel which will allow us greater stability in inclement weather.

- c) There are a couple of significant infrastructure projects that have been approved this year by the Secretary of State which ABP have been involved in:
- i) River Humber Gas Pipeline Replacement Project by National Grid – plan to place a new pipeline under the Humber at Thorngumbald, which will be achieved by deep directional drilling and will have little impact on river traffic – APPROVED.
 - ii) Hornsea Offshore Wind Farm (Zone 4) - Project Two – by SMart Wind Limited - the intention to expand the offshore windfarm off the East Coast which has been APPROVED with changes made to the original application submitted.

Environmental Matters (TJ)

- d) 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 as we have a duty to support the Humber Management Scheme. The following topics were discussed
- e) Ecology Management
- Oxygen sags effecting the population of fish
 - Decline in bird population
 - External pressures such as climate change
- f) Ballast Water Management Convention
- In force as of 08 Sept 2017 that all vessels should have a ballast plan on board and to maintain up to date treatment records in order to combat the migration of invasive species. Look at exemption route and course deviations. A survey by the MCA may be carried out on vessels if needed.
- g) Brexit – potential implications for the UK's Maritime Environment
- ABP to seek legal advice as rapidly evolving and need to determine whether we operate as a single market or outside as European policy wouldn't apply if opt to leave. If we then trade with EU, environmental legislation has to be adhered to.
 - ABP are committed and ensure continuity as a Harbour Authority to adhere to any legislation in place.

9) VTS REPORT (ST)

a) HMCC Update

- i) Update on the VTS relocation. 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.
- ii) 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 now travel to and from Spurn via pilot launch.
- iii) 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 seen a lot of change.

- iv) Having satisfied ourselves and the ABP harbour and owner boards, we have obtained full approval for this project and we are looking for the facility to be operational by July 2017.
- v) 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.
- vi) The HMCC will be four storeys high and will house Grimsby ADM's, VTS and lock head staff, as well as providing future facilities for VTS Data Centre and Launch Crews.
- vii) In addition to building the HMCC, we're working to support the YWT in their aim to build a Visitor Centre at the Warren. The building, as well as providing for an interactive learning experience for members of the public, it was planned to house a new scanner for VTS Humber, which is needed for effective radar coverage in the area between Spurn and the Humber Gateway Windfarm.
- viii) The planning application for this building was submitted to East Riding of Yorkshire council however, it was decided by the Yorkshire Wildlife Trust to take us off the planning permission to aid a potential successful planning application.
- ix) At present we are currently planning on replacing the existing scanner and antennas at our current VTS Location.

b) Overview of VTS Equipment on the Humber

- i) The HMCC project is coinciding with the 10 years VTS upgrade of equipment, which is due now. I have Factory Acceptance Testing for the new equipment in February in Norway. As part of the approval for the HMCC, we will also be upgrading the VTS equipment to new Kongsberg Norcontrol C-scope system. On top of all this we will be changing our radios from Zeetron to Cyfas. Cyfas currently supply services to HMCG, Police, and Fire Brigade and have worked closely with Kongsberg Norcontrol on many projects.
- ii) Part of this upgrade will include a second VTS suite to be located in the Grimsby Port Office East side, the plan is to have this operational first which will then allow me to train the VTS staff on the new equipment, which, should there be any interruption to the new tower, means that VTS can make a seamless transfer to the back up centre. This will increase our resilience
- 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) 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: as per the slide.

	2013	2014	2015	2016
Bridge Jumper	15	13	8	4
Man Overboard	1	4	0	1
Close Quarter (Near Miss)	6	10	10	8
Contact with Floating Mark	3	5	4	10
Contact with Structures	73	76	63	35

Failure to report to VTS	7	1	0	2
Groundings (Fail to complete passage this tide)	9	10	10	7
Groundings (Off in the same tide)	29	49	43	11
Pollution	11	8	9	3
TSS Contravention	3	5	2	10
Ship Defect	247	196	189	127

ii) **Close Quarters**

There were 8 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.

d) **Any Other Business**

- i) There have been a number of staffing changes within VTS over the last year with Chris Ward leaving and ST taking up the position as VTS Manager. Three long term AHM's retire from VTS however due to them all being on job share only one position needed to be back filled. One of our own Marine Apprentices has also been employed as a VTSO who is proving to be a real asset to the team.
- ii) There has also been an update to the VTS SOP's and SMS, and a number of liaison visits with cruising associations have taken place to make them aware of the importance of reporting to VTS, this is continuing.
- iii) Two VTS staff have been put through their V103/2 Supervisors, took on three members of staff which one has just started his training.
- iv) The team is working closely alongside HMCC Project Manager Chris Bowers in order to ensure when we deliver the HMCC, MRC & back up VTS we deliver a quality product for us all to be proud of.

10) Pilotage Report (APS)

- a) APS gave a report on pilotage figures for the year to end of November 2016 and comparisons to same period last year:
- b) Pilot & PEC Acts Nov – Nov comparison – VLS acts down due to the down turn in the use of coal as an energy source.

	2014-2015	2015-2016	Change
ABP Acts	15723	15868	-0.92%
VLS Moves	1096	1025	-6.48%
Non-VLS Moves	14627	14843	1.48%
PEC Acts	8646	8713	0.77%
Total Movements	24369	24581	0.87%

- c) There were 160 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 get valuable feedback from the PEC's. Class C numbers are up to reflect that dredgers now need a PEC.
- d) Current PEC Holders

Class A	99
Class B	31
Class C	38
Class D	6
Total	174

- e) There are currently 108 authorised Pilots and 5 trainees, giving 113 on payroll. We will be increasing the number of Pilots by 3. Interviews are ongoing. Of the 5 trainees, 2 will be live by year end, 1 in February, 1 in April and 1 in May.

PILOTS	2015	2016
VLS	22	21.5
1 st	35.5	37.5
2 nd	26	24
3 rd	23.5	25
Total	107	108
Trainees	3	5
Total	110	113

f) Incidents:

- i. 03.12.15 – City of Rotterdam and Primula Seaways – This is under investigation with the MAIB and the MCA. After our own investigation we issued General Notices to Pilots, PECS and VTS, highlighting the pinch points on the River and reinforcing the collision regulations. Further guidance may be given after the MAIB report is published. No one was injured.
 - ii. 11.03.16 – Stena Scotia contacted the HST in poor visibility, damaging herself and the end of No 1 and 2. We reassessed the PEC and guidelines were sent regarding manoeuvring in poor visibility should wait for visibility of more than 100 metres when the current is strong. Improvements have been made to the bridge wing displays.
 - iii. 19.05.16 – Collision between Petunia Seaways and The Peggotty in dense fog. The incident is under investigation by MAIB and MCA. We have issued a Notice to Pilots and PECs giving general awareness and guidance when navigating in restricted visibility, along with the MCA Marine Guidance Note MGN 369. The VTS Manager has been liaising with boat clubs and Marinas to promulgate lessons learnt. Again no one was injured and the 2 crew were taken off with a pilot boat.
 - iv. 10.08.16 – Northsea Logic made contact with the PI Pile on the Eastern Edge of the IOT. The vessel had left Immingham lock on the flood tide. When abeam of IOT 3, the Master changed the steering position from the Starboard bridge wing to the centre. Steering was lost for 2 minutes with the rudder at starboard 20°. Eventually control was restored but the vessel made contact. Notice to Pilots and PECs were issued to raise awareness that controls should not be changed at a critical time. This has been covered in 2011 and 2013.
- g) The first of the two vessels for Green Port Hull arrived over the weekend (shown on slides). They are a different design than originally planned and simulations exercises were carried out for both designs. These were hoped to be operational for 24hrs but the first was 36hrs.
- h) HES won the Group ABP ‘Being a Good Neighbour’ Award for our dealings with Hull Children’s University and the Regal Lady. This consists of 5 trips over 5 days with approx. 350 children. This is the third year that we have backed them.

11) Agents Online and CERS3 (CJ and MCA)

- a) Up to this point in the year there have been no changes to AOLn from the Agent's point of view, however there are a number of changes planned in the New Year as a result of the implementation of the CERS3 workbook and reporting system.
- b) At this point it would be good to welcome David Bowles of the MCA to the stand to explain a bit more about CERS3, what it represents, why the changes have been brought in and what this means for you as agents.
 - At present VTM Legislation states arrival/departure notifications, port waste and security regulations are reported through CERS as an uploaded document.
 - The change will be made in order to capture everything electronically and in a readable format (no document uploads) with no new reporting requirements. This will be a specific XML format to transfer to central SSN system (XML Guide available) and will be implemented across the EU, deadline June 2015.
 - Since Ports were already reporting through CERS, it didn't make sense to change that flow of information but we needed to avoid double reporting, so that ports didn't have to re-enter information given by agents, and agents didn't have to log in to multiple systems or send multiple document.
 - A Single XL Spreadsheet with tabs for each reporting element means that all voyage information is contained in the same place. Completion of vessel and voyage information copies across to other tabs, to avoid double inputting of the basic information. Security, Waste, and Hazmat information can be submitted via e-mail to PFSOs, Terminal Managers, and Port Authorities all in one e-mail transaction. The Workbook can be retained and amended for submission to next port of call, avoiding the production of an entirely new document
 - CERS can extract the data from the Workbook in a simple upload process, so whoever compiles the data in the first instance, whether Agents or Vessel, can enter it into the Workbook once, and no further data entry is required along the reporting chain.
 - Known Issues at present are file size and Hazmat. Production of a 'stripped down' version of the Workbook should be ready for new year and we are also investigating ways to make it easier to change from submitting a PDF to entering each line of consignment.
 - The Workbook replaces all other methods of reporting (aside from the Workbook, the only other thing you need to report is FAL 5 & 6 through the NMSW). It will be the same at every UK port (although there may be slightly different ways of submission as each have their own ICT system)
 - The information, and this format, is European wide.
 - All ports on their own timetables, but should be ready by March 2017 latest
 - MCA happy to conduct some training visits in the new year and Joe Besch asked whether this would be to individual Companies as all work differently and on different computer systems such as Microsoft and Apple.
 - Any information about how this process – particularly Hazmat – is handled elsewhere in Europe would be helpful.
 - Contact details given for Richard Jackson and email cers3@mcga.gov.uk with queries on workbooks. MCA to liaise direct with agents and feedback given to Catherine Jefferson/Graham Cudbertson.
 - Questions were to be asked at the end.

- c) From an ABP point of view we have made adaptations to AOLn:
- i) Adding a new notification
 - ii) Uploaded workbook showing indication of information you are likely to see
 - iii) Ship Details tab with uploaded information from workbook
 - iv) Voyage Details tab with uploaded information from workbook
 - v) Cargo Details tab
 - vi) Resources Details
 - vii) Billing Details tab with uploaded information from your login
 - viii) Notes tab
 - ix) Scheduling Tab
 - At present VTM Legislation states arrival/departure notifications, port waste and security regulations are reported through CERS as an uploaded document.

12)Any Other Business

- i) AF advised of the uplift in charges for 2017 for Pilotage, Boarding and landing, and Conservancy charges will be increased by 2% as of 01 January 2017. Uplift for this year will not be known until Head office advise towards Q4.2017.
- ii) The group as a whole were unhappy with lack of communication from MCA regarding CERS3 and DB was going to take this information back with him. He stayed behind to answer any questions.
- iii) Joe Besch asked for an update on National Maritime Single Window. David explained that this has now been launched as a pilot. During this pilot stage, only General Declarations (FAL 1), and Passenger/Crew manifests (FAL 5 &6) can be submitted. The information provided will be available only for Customs and Security/Immigration purposes by Border Force and Her Majesty's Revenue and Customs (HMRC). Richard to send out an update when known outcome.

13)Date of Next Meeting

The 16th Humber Liaison meeting will be hosted on the South Bank of the Humber on 01st December 2017. The venue has yet to be confirmed.