Humber Management Scheme
FAQs - Ports, harbours and commercial shipping

Industry and nature in harmony in one of Europe’s great estuaries
Key organisations and involvement in EMS management

Associated British Ports (ABP), through the offices of Humber Estuary Services (HES) is the harbour authority for those parts of the Humber, Ouse and Trent as defined in The Humber Navigation Byelaws 1990, the Humber Harbour Reorganisation Scheme 1966, the Humber Conservancy Acts 1852-1907, and the Ouse (lower) improvement Act 1884. This legislation gives the conservancy authority powers for the regulation of the river and traffic in it.

The main role of HES is to provide safe navigation for all craft sailing within the confines of ABP-HES harbour jurisdiction and to provide an efficient pilotage service under its remit as Statutory and Competent Harbour Authority. ABP is the beneficial owner of most of the bed and foreshore of the River Humber by virtue of a 999 year lease from the Crown Estate dated 1/1/1869, and bed and foreshore of the rivers Ouse (Skelton Railway Bridge) and Trent (Old Stone Bridge, Gainsborough) 1872.

ABP is also the port operators and harbour authority for the ports of Hull, Grimsby, Immingham and Goole.

Associated Petroleum Terminals (APT) is the harbour authority for the 3 facilities which it manages; Immingham Oil Terminal, Immingham Gas Jetty and South Killingholme Jetty.

Canal and River Trust (CRT) is main role is as Harbour Authority and as Competent Harbour Authority for pilotage and have responsibility for navigation on the River Ouse from 100 yards below Goole (Skelton) Rail Bridge to Barlby above Selby beyond the Humber Estuary European marine site and upriver of the south side of the stone bridge at Gainsborough on the River Trent (also beyond the marine site limits).

Crude Oil Terminals (Humber) Ltd. is the Harbour Authority for the Tetney marine facilities.

C.Ro Ports (formally Humber Sea Terminal) exercises jurisdiction as a harbour authority for its jetty premises together with so much of the river as lies within the area of water adjacent to those premises and which is bounded by an imaginary line, 100 metres from the jetty premises.

These organisations participate in the Humber Management Scheme as they are all listed as Relevant Authorities who have the powers to discharge their statutory functions to ensure site compliance with the requirements of the Habitats Directive

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1 Crude Oil Terminal (Humber) Ltd, is owned by Phillips66 which also owns and operates an oil refinery; a multiple product transfer, storage and loading facility; a coke product transfer, storage and ship loading facility and LPG product transfer, storage (underground) and ship loading/offloading facilities.
Overview of activity

a) Humber Ports

Ports of Grimbsy, Immingham, Hull and Goole

ABP is the owner and operator of the Ports of Hull, Goole and Grimsby and Immingham and combined handle 60 million tonnes of cargo a year, nearly a quarter of all tonnage passing through the ports of England.

Grimsby and Immingham combined form Britain’s busiest port, handling more than 30 million tonnes of energy related products, almost 650,000 cars and 500,000 Ro-Ro and Lo-Lo units per year.

The Port of Hull handles nearly 10,000 million tonnes of cargo per year including containers, Ro-Ro freight as well as paper, steel and bulk cargo, as well as over a million North Sea passengers. Also home to Green Port Hull, Britain’s largest offshore wind turbine production plant.

The Port of Goole is the UK’s most inland port, located nearly 50 miles from the open sea, and handles 2 million tonnes annually.

Immingham Oil Terminal, Immingham Gas Jetty and South Killingholme Jetty

APT operates and manages 3 marine terminal facilities on the south bank of the River Humber, providing services to the 2 oil refineries at Immingham:

- Immingham Oil Terminal, a 7-berth complex handling Crude Oil and other petroleum products on vessels ranging in size from 500 to 300,000 tonnes SDWT.
- Immingham Gas Jetty, a single berth site handling Liquefied Petroleum Gas (LPG) and other petroleum products on vessels up to 55,000 tonnes SDWT.
- South Killingholme Jetty is also a single berth facility handling LPG and other petroleum products on vessels up to 60,000 tonnes SDWT.

C-Ro Ports

HST carries out the import, export and transportation of unitised, bulk and general cargoes via two Roll on/Roll off berths and three Lift on/Lift off berths at North Killingholme Haven.

Crude Oil Terminal

The Crude Oil Terminal, importing in excess of 8 million tonnes of crude oil through the Tetney Monobuoy, an offshore discharge facility. The crude oil is then pumped, via an underground pipeline to ConocoPhillips Ltd’s Humber Refinery.

b) Vessel movements:

On average there are around 26,000 commercial vessel movements in the Humber Estuary every year. This has been consistent over the past 5 years. This is managed by HES throughout the estuary on a continuous basis.
c) Dredging:

**Maintenance dredging**

Maintenance dredging is required to ensure commercial and recreational vessels can safely navigate through the estuary, ports and marinas. It is the harbour authority’s responsibility to undertake maintenance dredging to maintain clear and safe passage for vessels. Maintenance dredging is takes place on an ad hoc approach depending on local conditions and necessity. Dredging disposal takes place within the estuary, often next to a dredged site, to ensure the sediment budget of the Humber remains in equilibrium.

ABP HES has responsibility for the maintenance dredging of the Humber Estuary and prepares the Humber Baseline Document as part of the Dredging Protocol. The baseline document is prepared every 3 years with the next approval by the MMO due by late 2014. Individual Harbour Authorities have responsibility for dredging their respective ports, harbours and marinas and apply for individual marine licenses to do this.

**Capital dredging**

Capital dredging is undertaken to create new or deeper channels or berth pocket and is associated with new port of infrastructure. This would be subject to a Habitats Regulations Assessment.

d) **Maintenance of structures - Jetties, wharfs etc**

Harbour Authorities carry out this activity, which includes a range of maintenance and repair works, from painting to replacement of worn out structures. Intensity is moderate and is done on an ad hoc basis to meet demands. Some major works could be considered as plans and projects under the terms of the Habitats Regulations. If there is any doubt, this can be assessed in conjunction with the Competent Authority.

e) **Ploughing and Bed Levelling**

This activity entails pulling a heavy steel plough over the riverbed to smooth irregularities. It is carried out by the responsible authority throughout the estuary and the Rivers Ouse and Trent. This has only been required on six tides in the last five years. It is light with perhaps six runs per tide on a strictly as needed basis.

f) **Spillages from vessels and harbour installations**

This activity is impossible to predict in terms of the location and polluter. The intensity depends on the size of the spill.

The main plan in place to deal with an oil pollution incident in the estuary is the Humber Clean. However, there are a wide variety of plans and groups in place which deal with emergency responses as highlighted in diagram 1.
g) Movement of Floating Marks

Buoys and floats are used to mark the best available navigation channels (not Rivers Ouse or Trent). These channels, particularly those in the Upper Humber, beyond the Humber Bridge, are constantly moving and can necessitate many movements annually.

h) Navigation lighting

Lights on buoys, banks and other structures are operated on a continuous basis to ensure safe movement of shipping. ABP is the Local Lighthouse Authority.

i) Liquid effluent discharges

Harbours and ports are required to have consents in place for any discharges which are made.

j) Ballast water

Currently there are no statutory responsibilities with regards to the discharge of ballast water within the Humber Estuary. Following the UN Conference on Environment and Development (UNCED) in 1992, the International Maritime Organisation (IMO) initiated negotiations to consider the possibilities of developing an internationally binding instrument to address the transfer of harmful aquatic organisms and pathogens in ships ballast water. The International Conference on Ballast Water Management for Ships was held in London in 2004 where the Ballast Water Management Convention (BWM) was adopted.
The BWM Convention will enter into force 12 months after ratification by 30 states, representing 35% of the world merchant shipping tonnage. As of March 2013, 36 states have ratified the Convention, representing 29% of the world merchant fleet tonnage.2

k) Discharge of effluent at sea from ships

Regulated under MARPOL 1973/78.

l) Hydrographic surveys

This takes place throughout the estuary on a continuous basis, more frequently in the upper estuary - intensity is dependent on the area within the estuary. Quarterly depth surveys are carried out by Humber Sea Terminals at North Killingholme Jetty.

Threats, management and gaps in management

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<tr>
<th>Threat</th>
<th>Current Management</th>
<th>Gaps in management</th>
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<tr>
<td>Spillages and subsequent resulting in an introduction of synthetic and non-synthetic compounds</td>
<td>The Humber Clean Plan outlines the response to oil spills. This is managed by ABP.</td>
<td>A summary of what emergency plans are in place and are coordinated will be produced (HNP).</td>
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<tr>
<td>Discharge from docks and docked vessels resulting in the introduction of synthetic and non-synthetic chemicals</td>
<td>Management is regulated through MARPOL and outlined in the in Harbour and Port Authority Operations Manual and Port Waste Management Plan. Harbours and Ports should have consents in place for any discharges.</td>
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<tr>
<td>Discharge of ballast water resulting in the introduction of non-native species</td>
<td>There are currently no regulations within the estuary to control the discharge of ballast water. However, due to the turbidity of the water, many vessels choose not to unload and uptake ballast within the Humber. New legislation may result in a tighter control over ballast water discharge. Begin to</td>
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2 http://www.imo.org/OurWork/Environment/BallastWaterManagement/Pages/BWMFAQ.aspx
<table>
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<th>Threat Scenarios</th>
<th>Actions</th>
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<td>Loss of designated features due to development of ports</td>
<td>All development has to go through a Habitats Regulations Assessment.</td>
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<tr>
<td>Removal of designated feature and re-introduction of synthetic chemicals as a result of maintenance and capital dredging</td>
<td>ABP produces a maintenance baseline document as part of the maintenance dredging protocol which is reviewed every 3 years and approved by the Marine Management Organisation (MMO). Capital dredging schemes require a licence from the MMO and need to go through the Habitats Regulations Assessment.</td>
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<tr>
<td>Vessel transits, navigational lighting, movement of visual markers, hydrographic surveys and maintenance of structures could cause disturbance to birds.</td>
<td>HES monitor this on a regular basis</td>
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**Monitoring**

Humber Estuary Services undertakes regular monitoring of activity within the Humber EMS
## Contacts

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<thead>
<tr>
<th>Tom Jeynes, Sustainable Development Manager - Humber</th>
<th>Associated Petroleum Terminals</th>
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<tr>
<td>Associated British Ports Port Office Cleethorpe Road Grimsby DN31 3LL Tel: 01472 359181 <a href="http://www.abports.co.uk">www.abports.co.uk</a></td>
<td>Queens Road Immingham South Humberside DN40 2PN Tel: 01469 570300</td>
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| Humber Sea Terminal Simon Group Ltd Clough Lane North Killingholme DN40 3LX Tel: 01469 540381 |

## References

[http://www.tide-toolbox.eu/pdf/reports/Pilot_project_Humber_estuary.pdf](http://www.tide-toolbox.eu/pdf/reports/Pilot_project_Humber_estuary.pdf)
About the Humber Nature Partnership
The Humber Nature Partnership aims to deliver the sustainable management of the Humber Estuary and its surroundings, providing an environment in which new and existing businesses can grow alongside the enhancement of the estuary’s wildlife riches.

Our work includes:
- Delivering the Humber Management Scheme
- Providing ecological services
- Supporting economic growth
- Engagement and communication
- Ensuring high quality evidence and data exists

We have delivered projects with industry such as wetland habitat creation and woodland management work. We have also delivered range of research and data gathering projects such as ornithological surveys in the South Humber Gateway area to extensive work to understand the impact of recreation on Humber protected birds. We also deliver a range of education and awareness raising projects such as producing codes of conducts and signage. We aim to work in partnership on the delivery of projects and are always open to hearing new project ideas.

We offer the following skills and expertise:
- Partnership working
- Expertise in ecology and planning
- On site wildlife management
- Managing contracts
- Awareness raising and engagement
- Event organising
- Negotiation and conflict resolution