

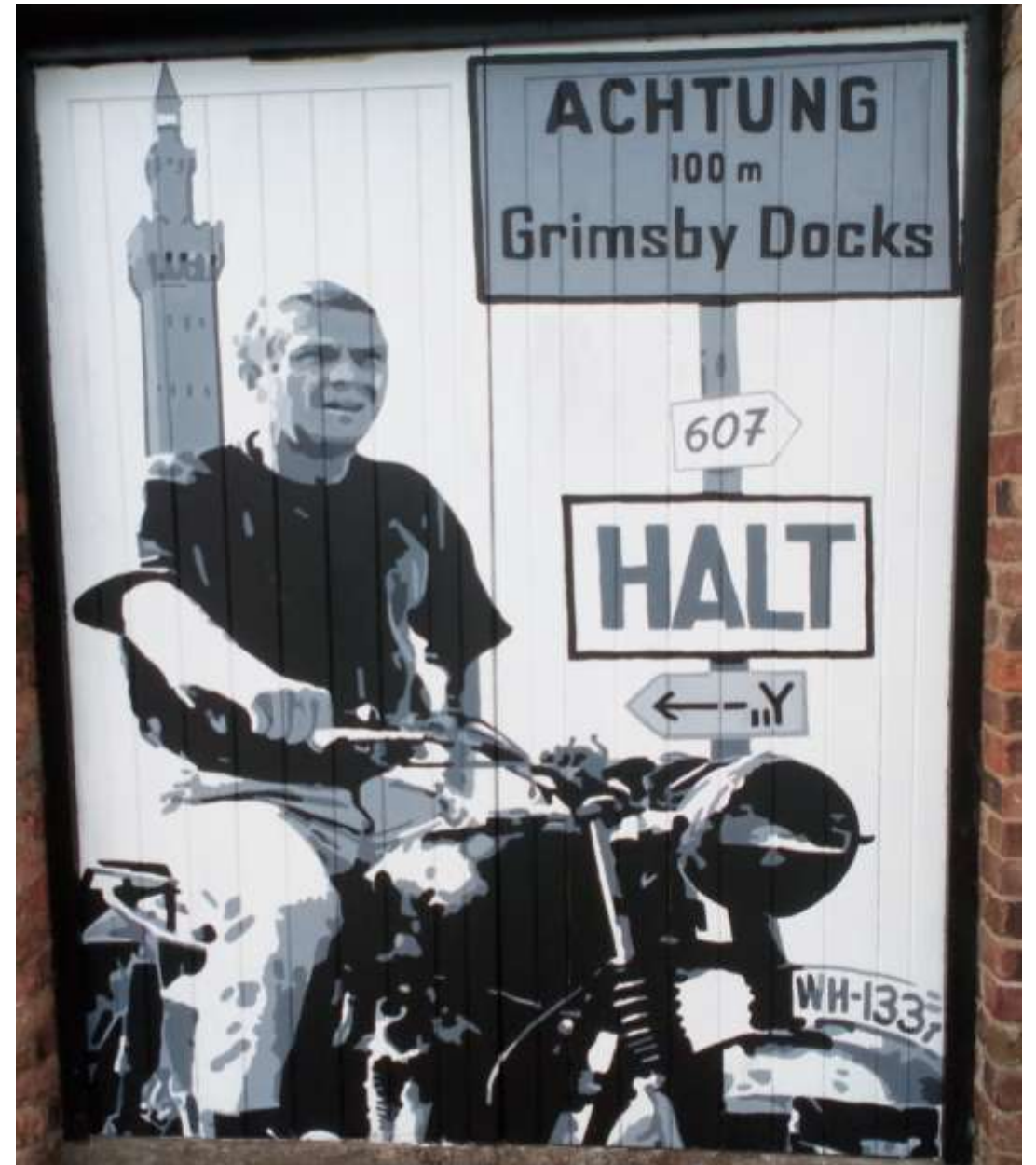


# Commercial shipping and port operations in the Humber – 5, 10 & 25 years from now

**Tom Jeynes**

Sustainable Development Manager

26 November 2019



# Key challenges – short and long term

- Investing in the right infrastructure to match macro-economic and societal trends
- Repurposing legacy infrastructure
- Sustainable growth
- Operational parameters altered due to climate change and adaptation
- Operational parameters change due to technological advances in cargo types and shipping
- Ports mirror the global economy
- Ports represent an ongoing story of adaptation to and anticipation of forces/drivers beyond our control
- In order to survive and grow in a changing world ports need to adapt and innovate





TRADE MARK OF COMPANY

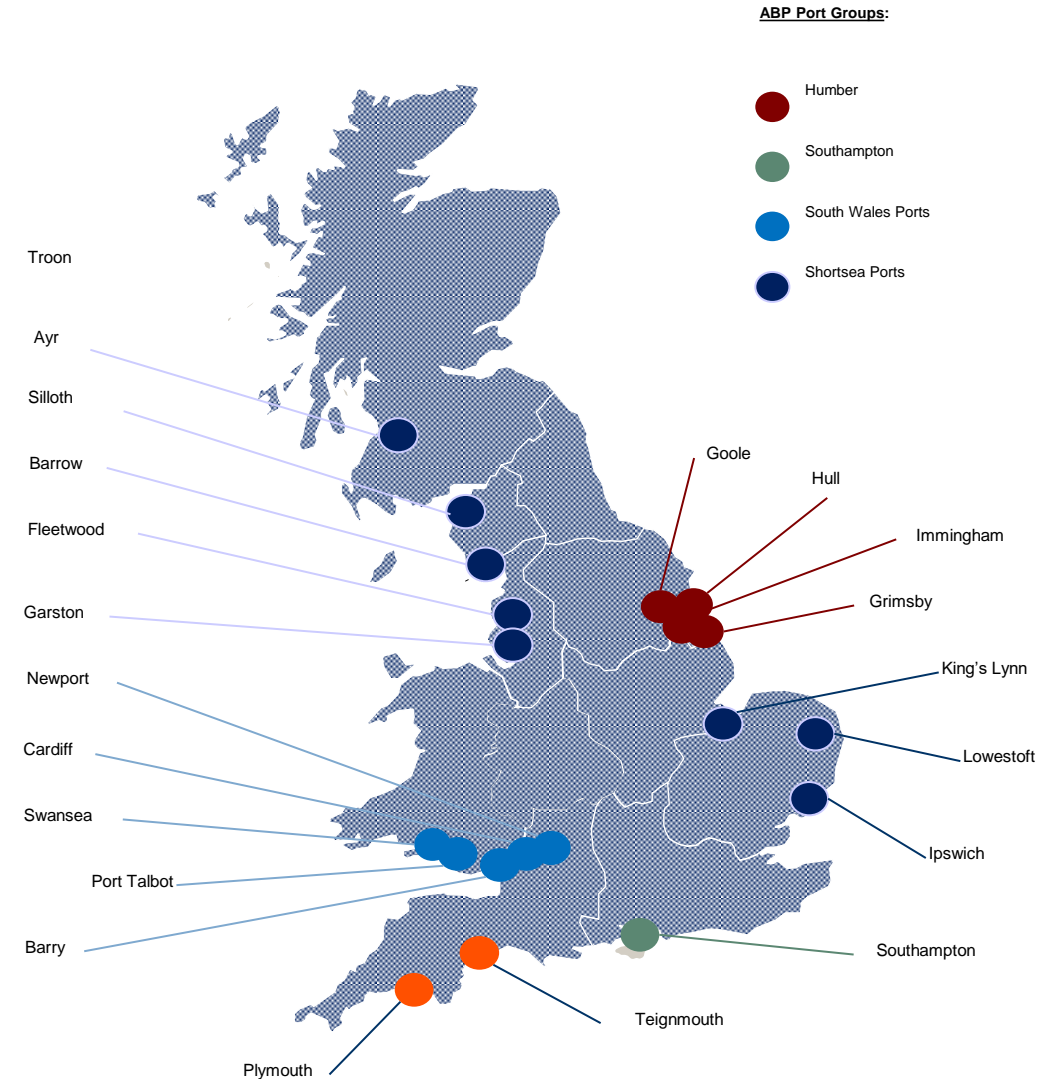
# THE HUMBER

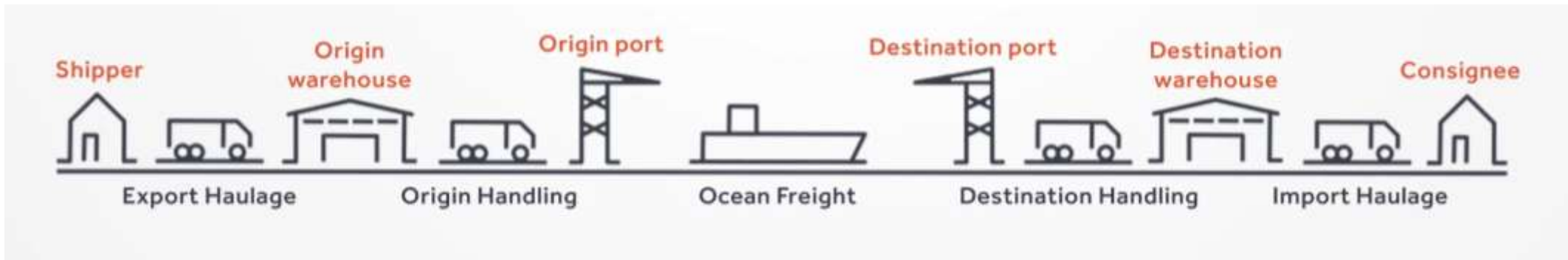
SAILINGS TO AND FROM ALL PARTS OF THE WORLD  
HULL - BRITAIN'S THIRD AND CHEAPEST PORT  
GRIMSBY - WORLD'S PREMIER FISHING PORT  
IMMINGHAM - DEEPEST DOCK ON EAST COAST  
ADJACENT HOLIDAY RESORTS - CLEETHORPES AND WITHERNSEA  
LONDON AND NORTH EASTERN RAILWAY

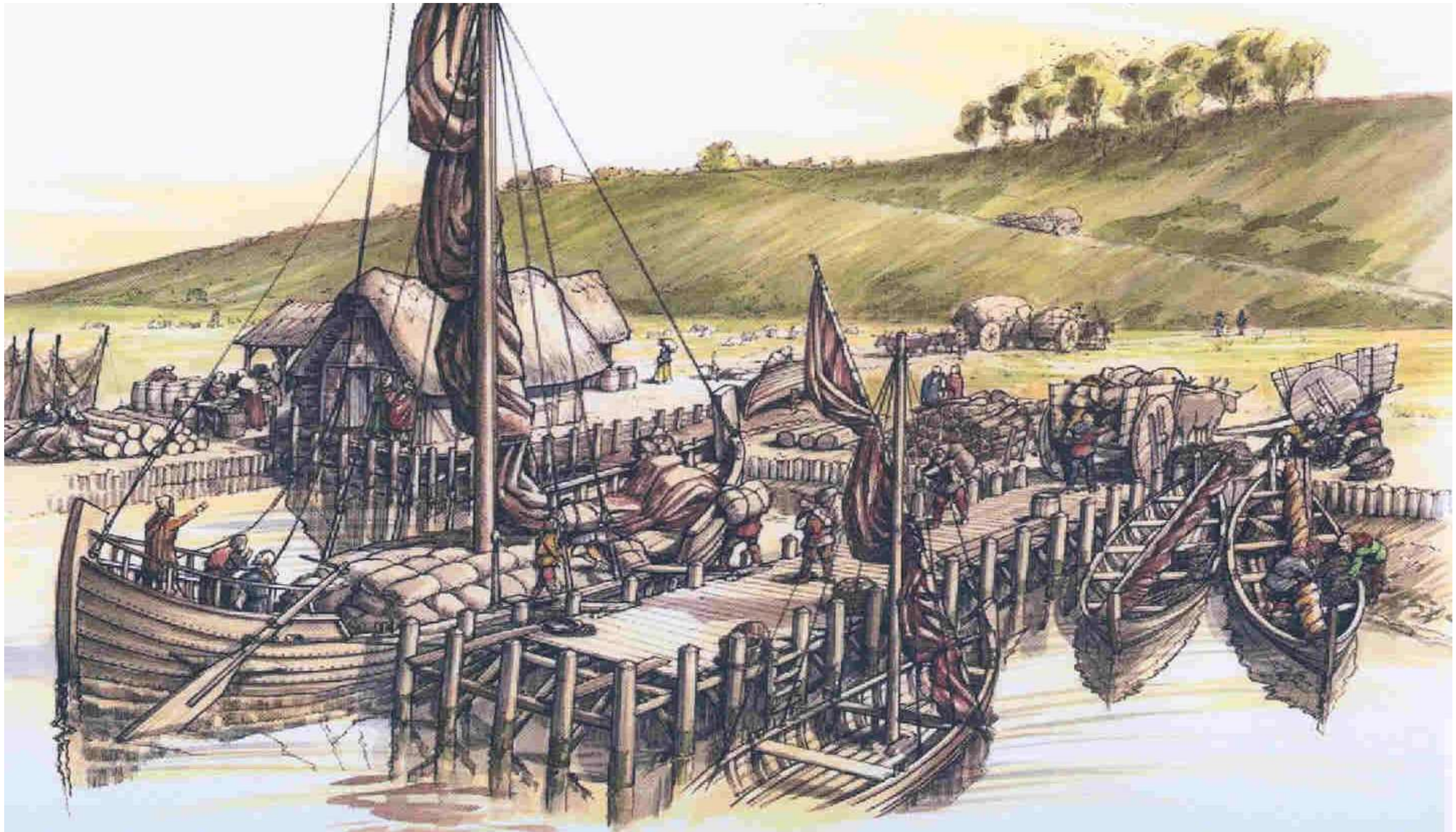
**GW RAILWAYANIA AUCTIONS**

# The Humber is the UK's trading gateway

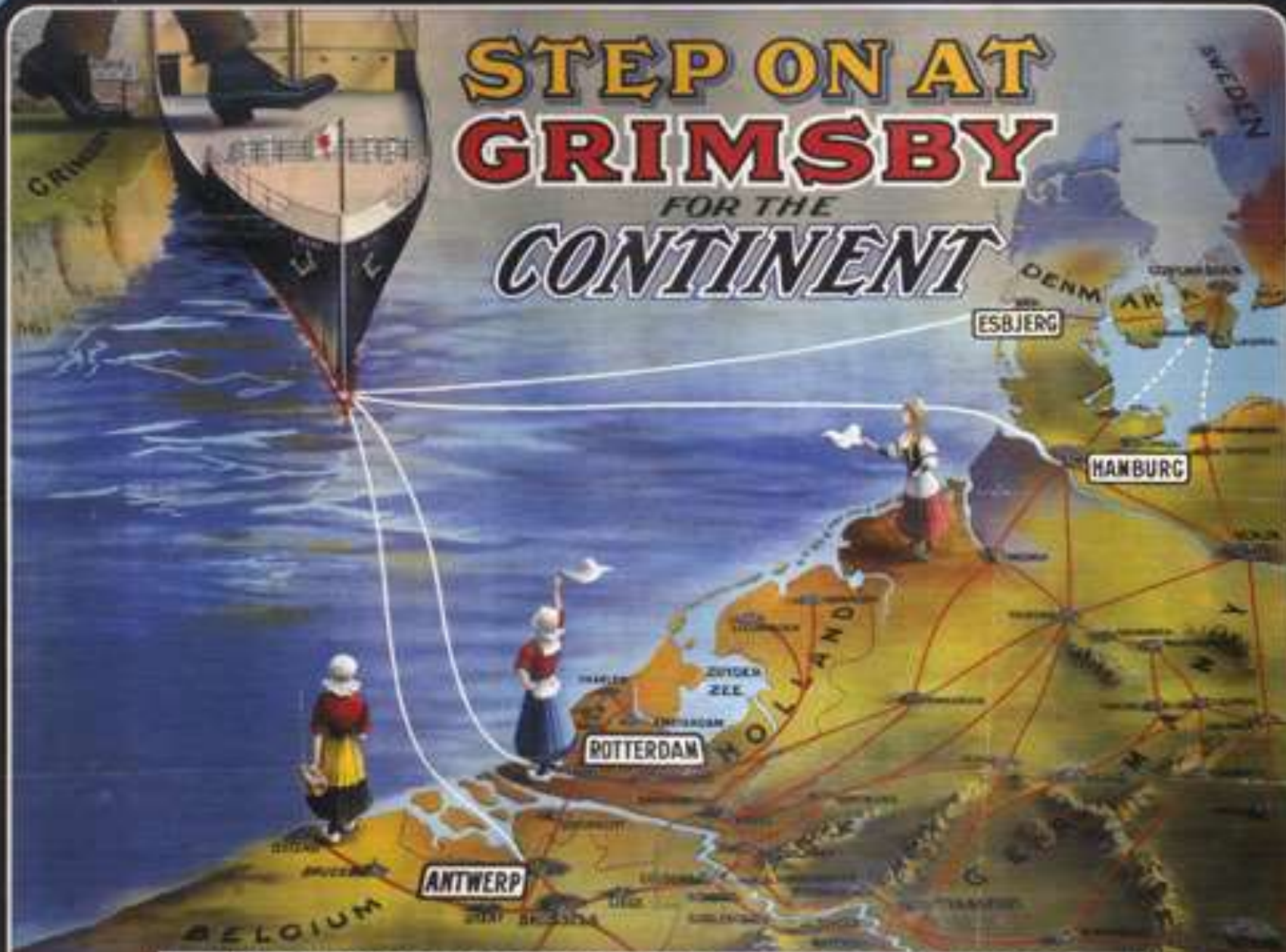
- ✓ The front door of the Northern Economic Powerhouse
- ✓ Handles 16% of UK maritime trade – more than 55 million tonnes of cargo (2017)
- ✓ Circa 40,000 shipping movements per annum
- ✓ Over 100 services per week to Europe - links with deep sea carriers
- ✓ Widest range of cargo types and port services in UK
- ✓ Offers 20 competing port operations
- ✓ Strong connectivity to UK market
- ✓ Pipeline of major investment in port infrastructure





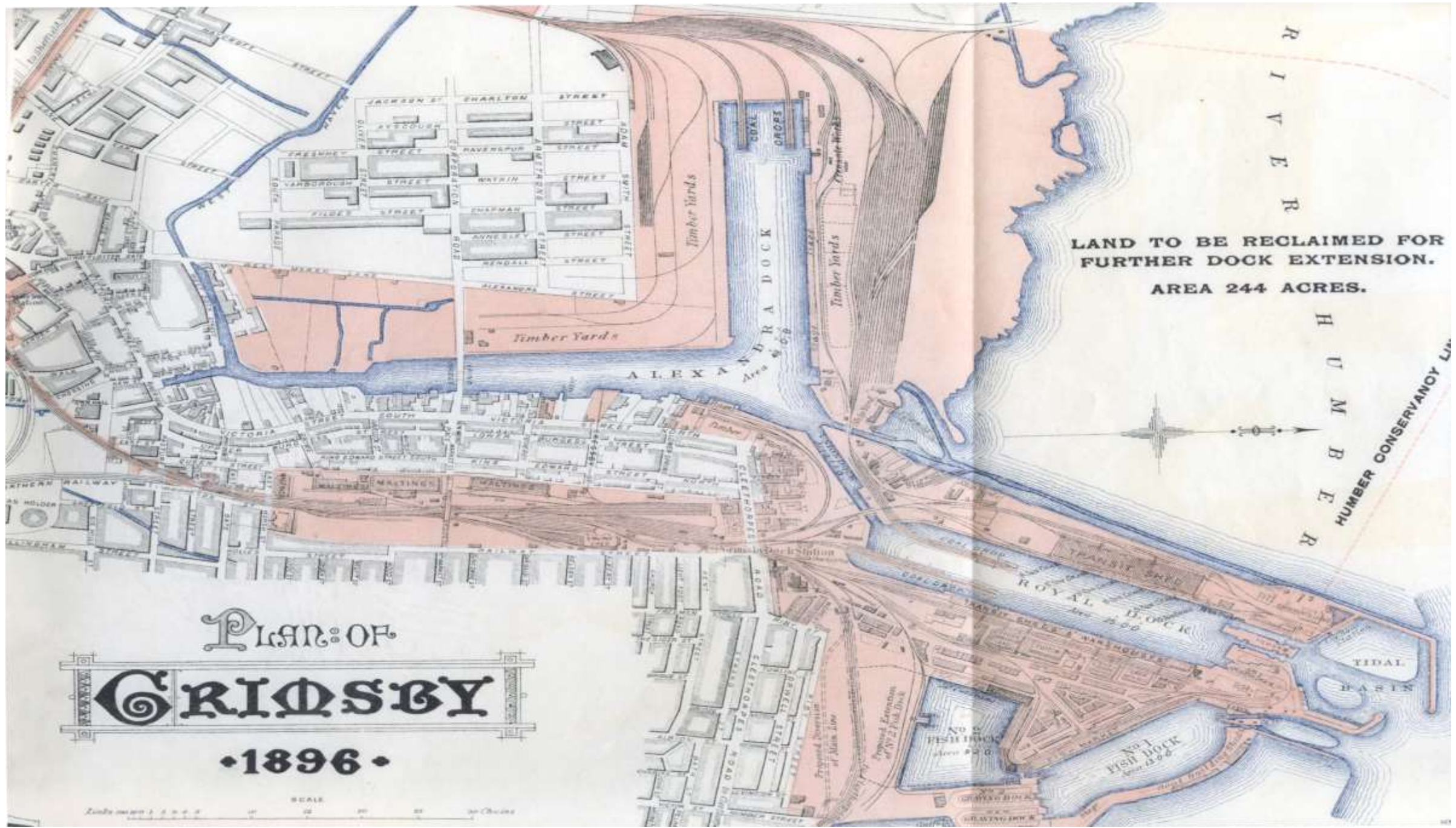


# STEP ON AT GRIMSBY FOR THE CONTINENT



**THROUGH FARES BY NEW SALOON STEAMERS  
INCLUSIVE CHARGES FOR INDIVIDUAL TRAVEL AND CONDUCTED PARTIES**

*For Particulars apply to any Great Central Station or Agency, Dean & De Witts Offices and Postoffice, Grimsby Dock. B.M. FAY, General Manager*



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LAND TO BE RECLAIMED FOR  
FURTHER DOCK EXTENSION.  
AREA 244 ACRES.

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HUMBER CONSERVANCY L.

PLAN OF

# GRIMSBY

• 1896 •

SCALE  
Length in feet 0 100 200 300 400





# THE PORT OF HULL AND ITS FACILITIES FOR TRADE.



N. E. RY. DOCK OFFICES, VICTORIA SQUARE.

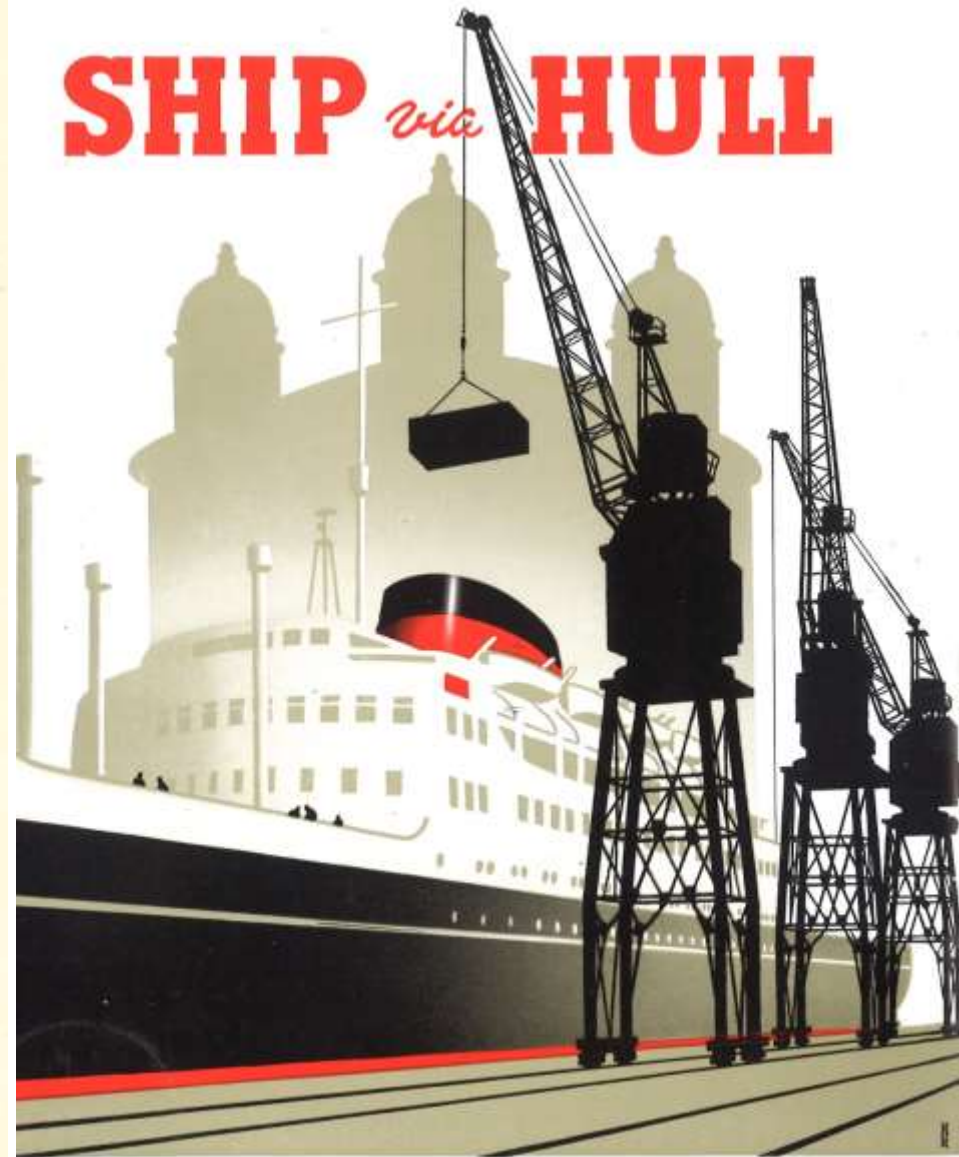
## THE DOCK, RAILWAY, AND CANAL FACILITIES.

THE PORT OF HULL, taking the values of the imports and exports as a basis of comparison, ranks as the **THIRD PORT IN THE UNITED KINGDOM**, and is followed by Glasgow as the fourth, Manchester as the fifth, and Southampton as the sixth.

The values of Hull imports and exports for 1905 were as follows:—

Imports...	£32,545,886
Exports, British and Irish ...	£15,901,644
Ditto, Foreign and Colonial ...	£5,101,042
	<hr/>
	£53,548,572

An Increase over 1904 of ... .. £2,590,449



FOR FULL INFORMATION APPLY TO  
THE CHIEF DOCKS MANAGER, DOCK OFFICE, VICTORIA SQUARE, HULL,  
Telephone: 27171

# ENGLAND'S LATEST PORT

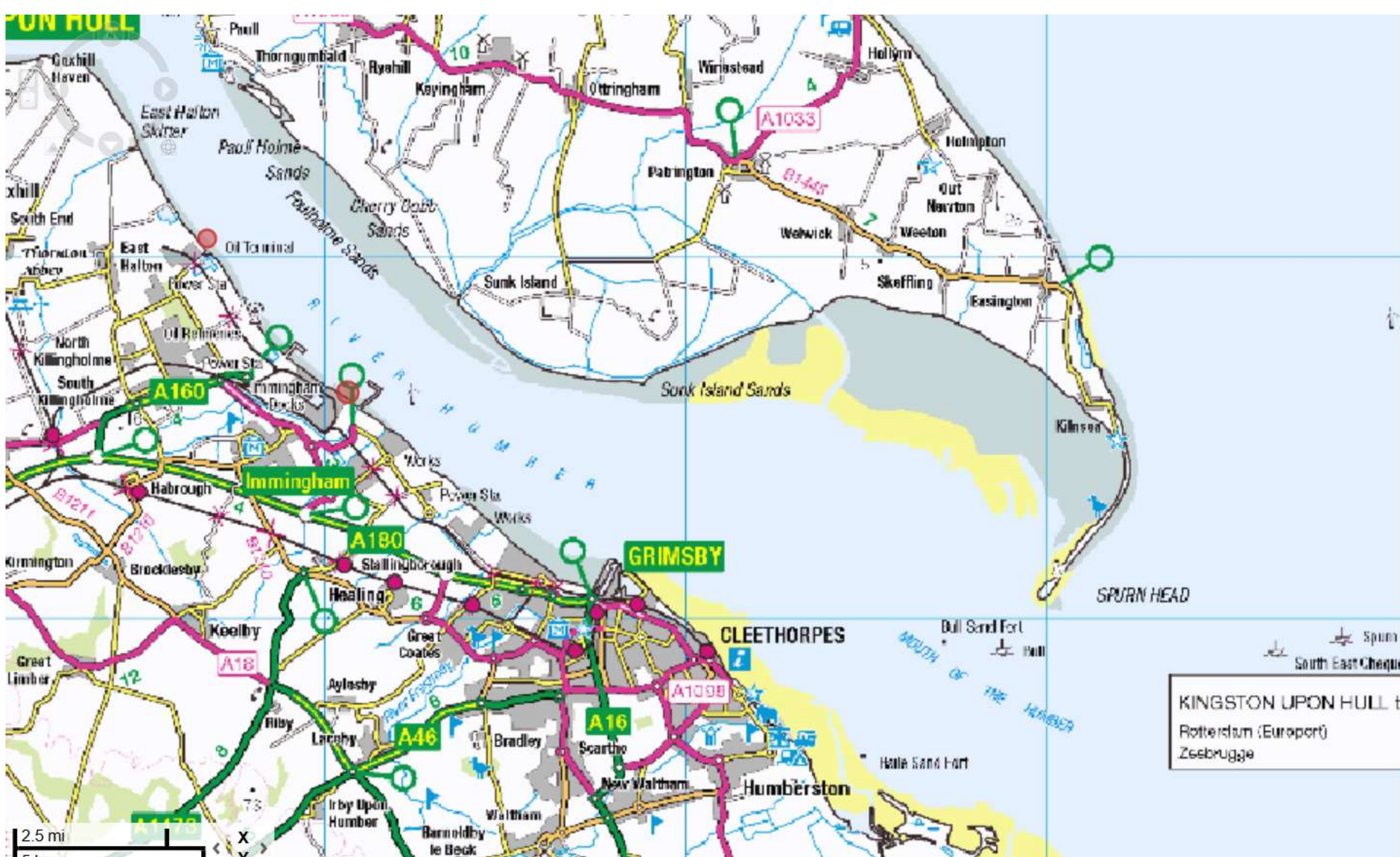


**IMMINGHAM** (*Grimsby*)  
**DEEP WATER DOCK**

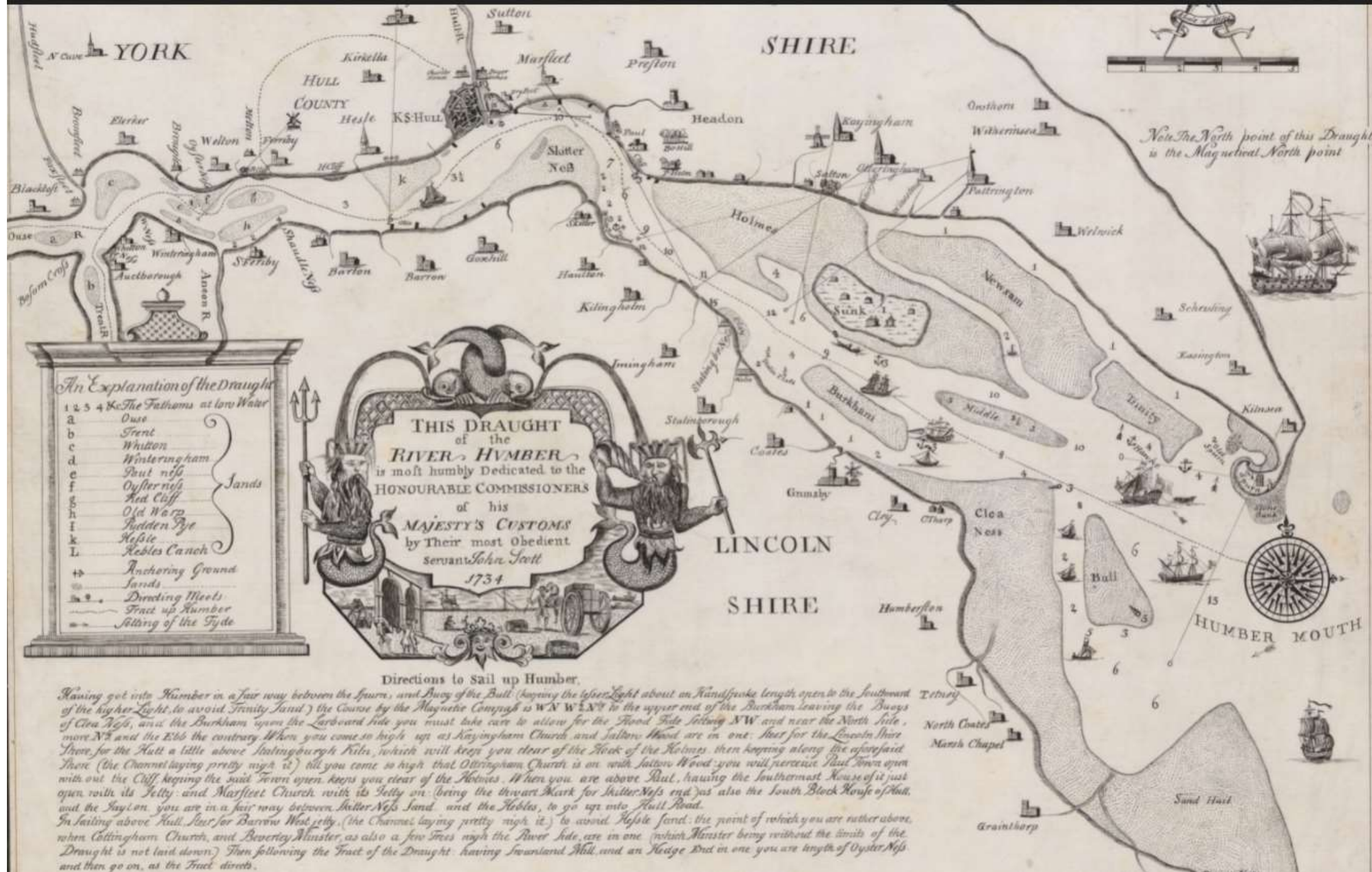
**COALING JETTY**  
WITH INDEPENDENT HOIST  
FOR BUNKERING VESSELS  
AT ANY STATE OF THE TIDE

*For information apply to G. C. Goods Agents or Port Master, Immingham Dock, Grimsby.* SAM FAY  
Gen. Manager





KINGSTON UPON HULL to	
Rotterdam (Europoort)	11 hrs
Zeebrugge	13 hrs



Now The North point of this Draught is the Magnetic North point

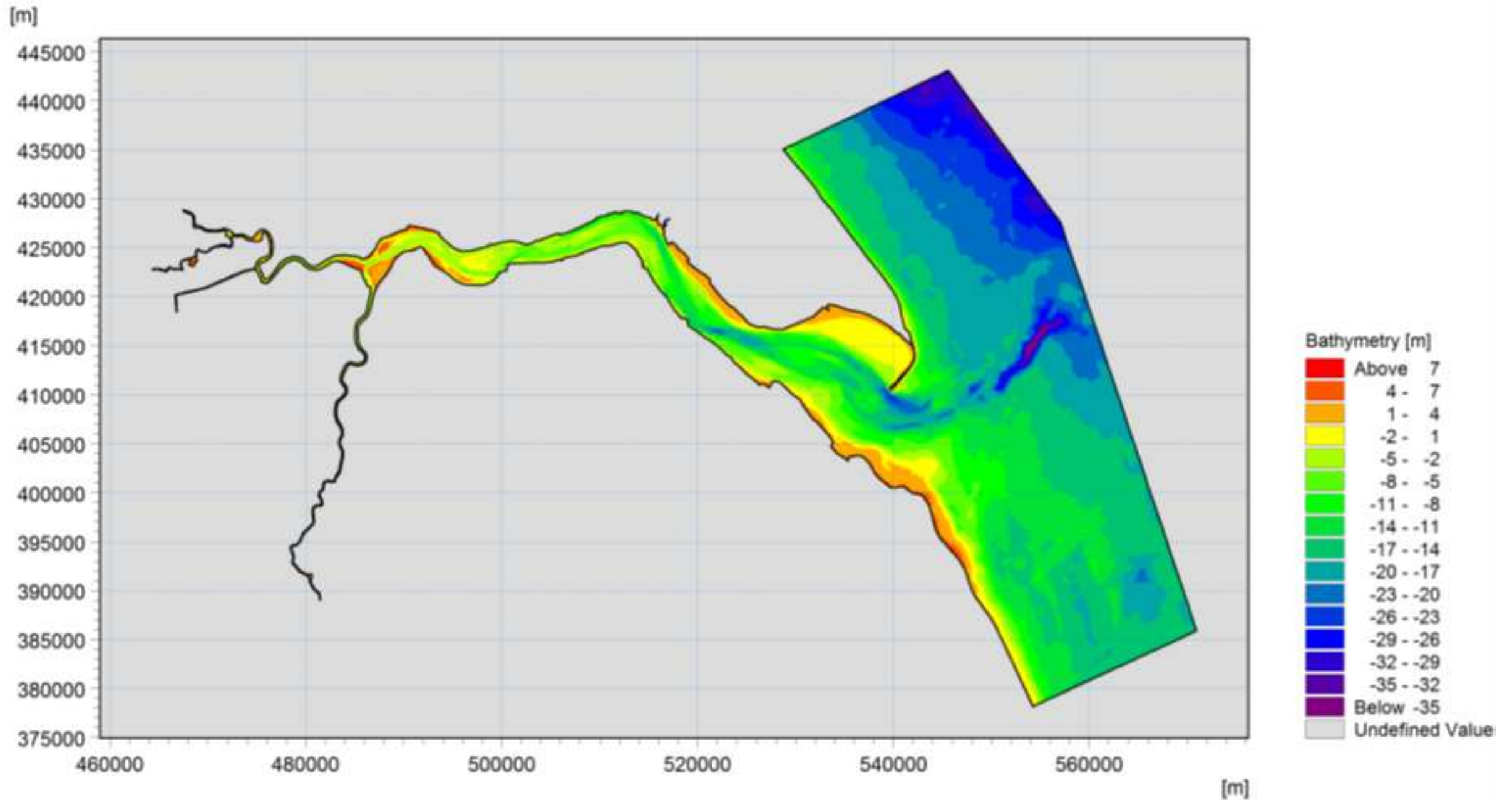
*An Explanation of the Draught*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
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**THIS DRAUGHT**  
 of the  
**RIVER HUMBER**  
 is most humbly Dedicated to the  
 HONOURABLE COMMISSIONERS  
 of his  
**MAJESTY'S CUSTOMS**  
 by Their most Obedient  
 servant **John Scott**  
 1734

**Directions to Sail up Humber.**

Having got into Humber in a fair way between the Spurn, and Buoy of the Bull, (keeping the light about an Handspoke length open to the Southward of the higher Light, to avoid Trinity Sand) the Course by the Magnetic Compass is  $WNW \frac{1}{2} N$  to the upper end of the Burckham leaving the Buoys of Clea Ness, and the Burckham upon the Starboard side you must take care to allow for the Flood Tide falling  $NW$  and near the North Side, move  $N$  and the Ebb the contrary. When you come so high up as Kayingham Church and Saltow Wood are in one: Steer for the Lincolnshire Shore for the Hull a little above Stalingborough Kils, which will keep you clear of the Hook of the Holmes, then keeping along the aforesaid Shore (the Channel laying pretty near it) till you come so high that Ollingham Church is on with Saltow Wood you will perceive Paul Town open with out the Cliff, keeping the said Town open keeps you clear of the Holmes. When you are above Paul, having the Southmost House of it just open with its Telly: and Marfleet Church with its Telly on: (being the third Mark for Slutter Ness end) as also the South Block House of Paul, and the Saylon, you are in a fair way between Slutter Ness Sand, and the Hables, to go up into Hull Road. In sailing above Hull, Steer for Barrow West Jetty, (the Channel laying pretty near it) to avoid Kepsle sand: the point of which you are rather above, when Coltingham Church, and Beverley Minster, as also a few Trees near the River Side, are in one (which Minster being without the limits of the Draught is not laid down) Then following the Tract of the Draught having Swanland Mill, and an Hedge But in one you are length of Oyster Ness, and then go on, as the Tract directs.







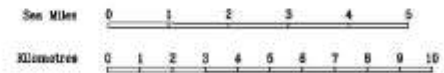
ASSOCIATED BRITISH PORTS  
RIVER HUMBER APPROACHES  
HUMBER SEAWARD LIMITS

NOT TO BE USED FOR NAVIGATION



NOTES

1. Pilotage Directions 2010 Sec. 1.3
2. Admiralty List of Radio Signals Vol. 6
3. British Transport Act 1970 Sec. 4
4. ABP Act 1987 Sec. 12 (c)  
British Transport Act 1970 Sec. 4

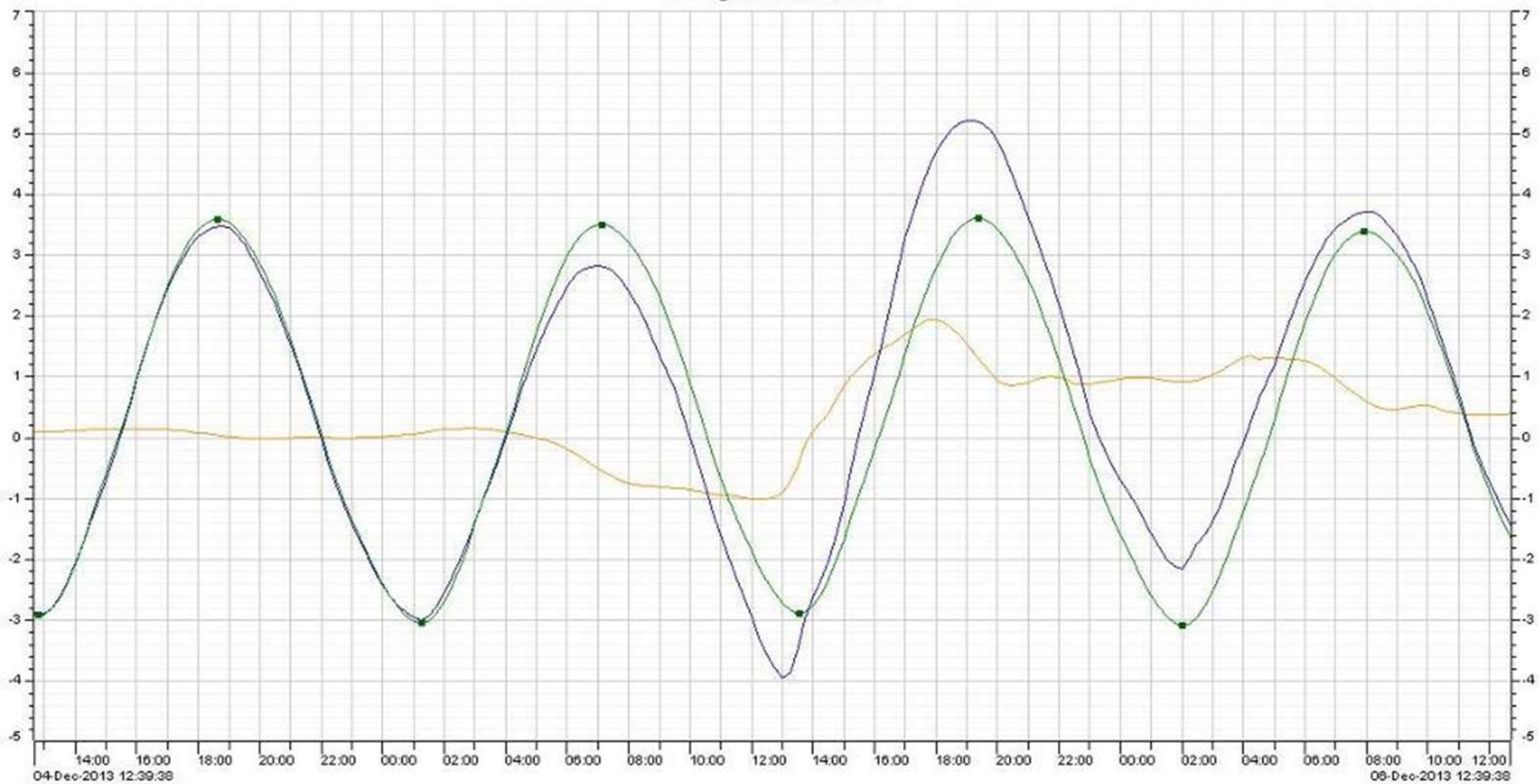


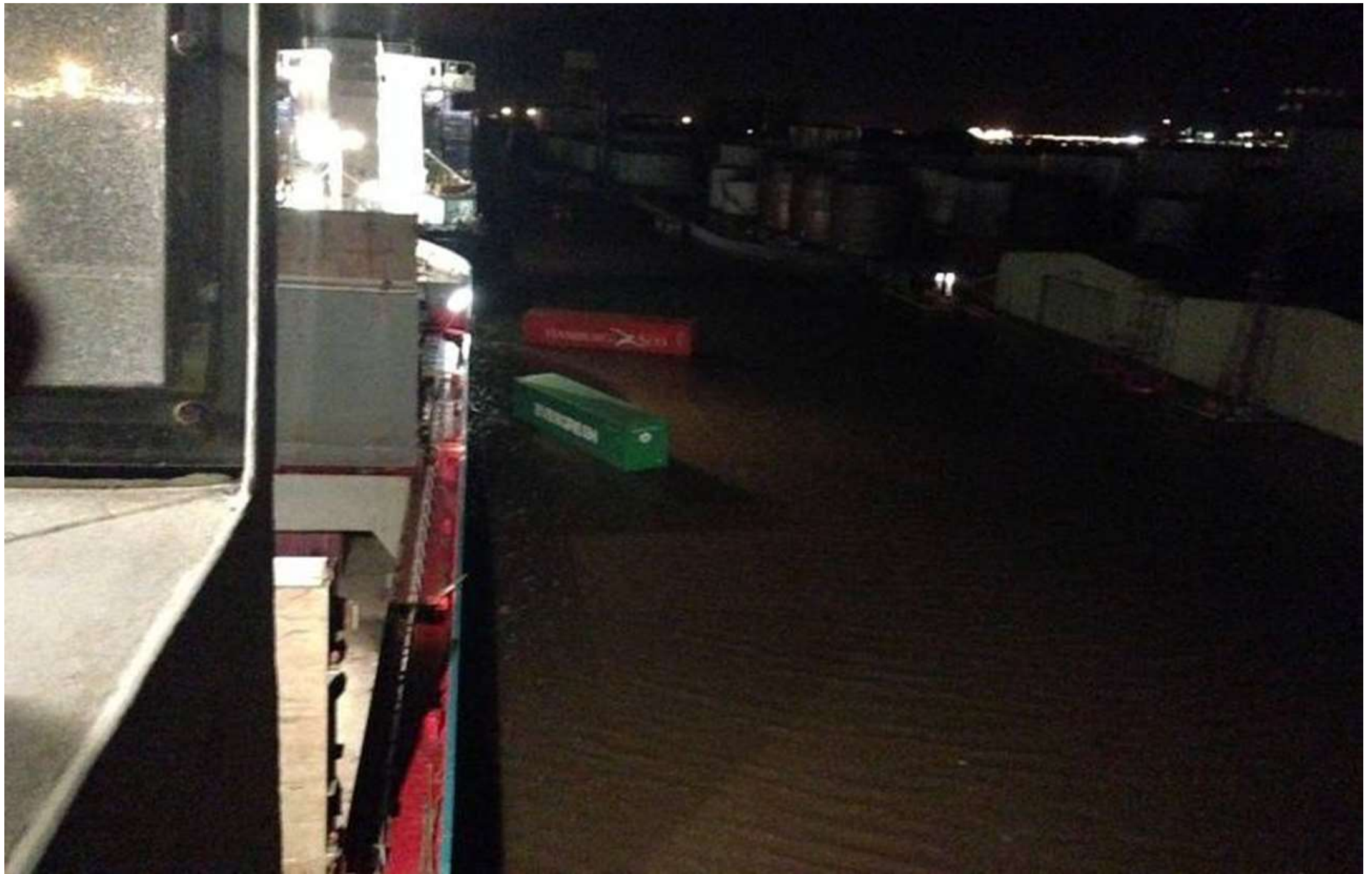






Immingham Tidal Levels





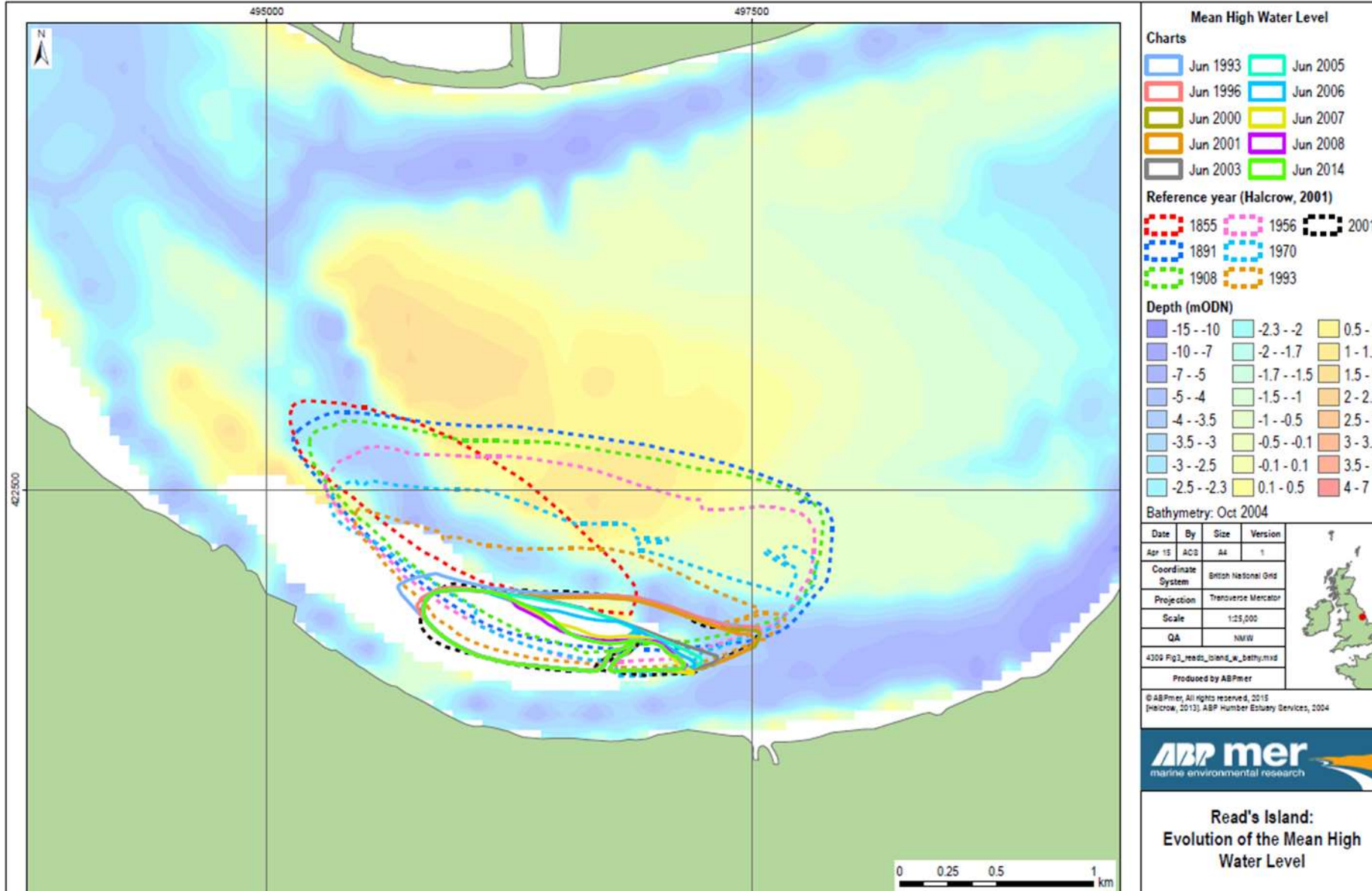






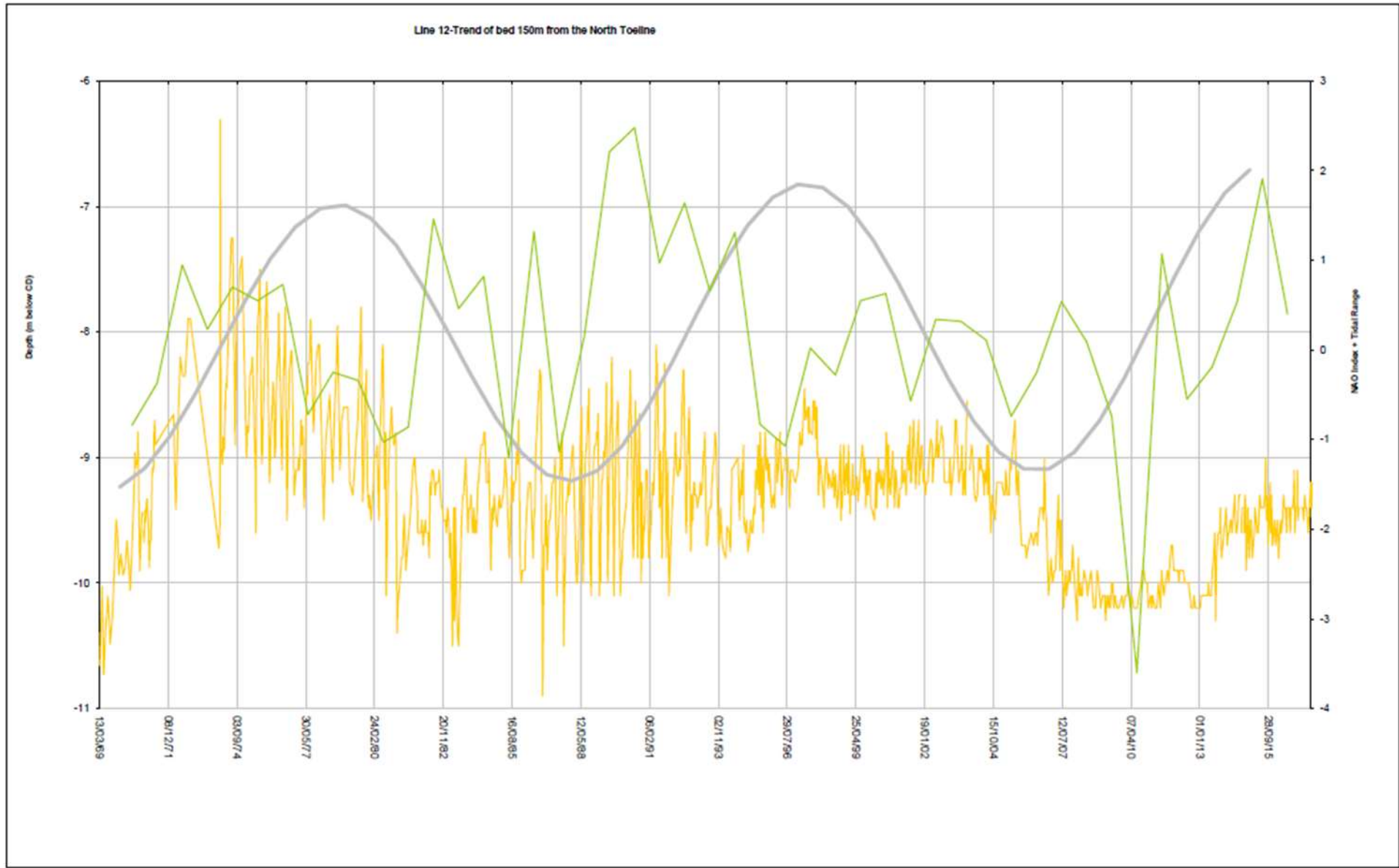






Minimum depth on 150 m main channel toeline since capital dredge in 1969 (yellow)

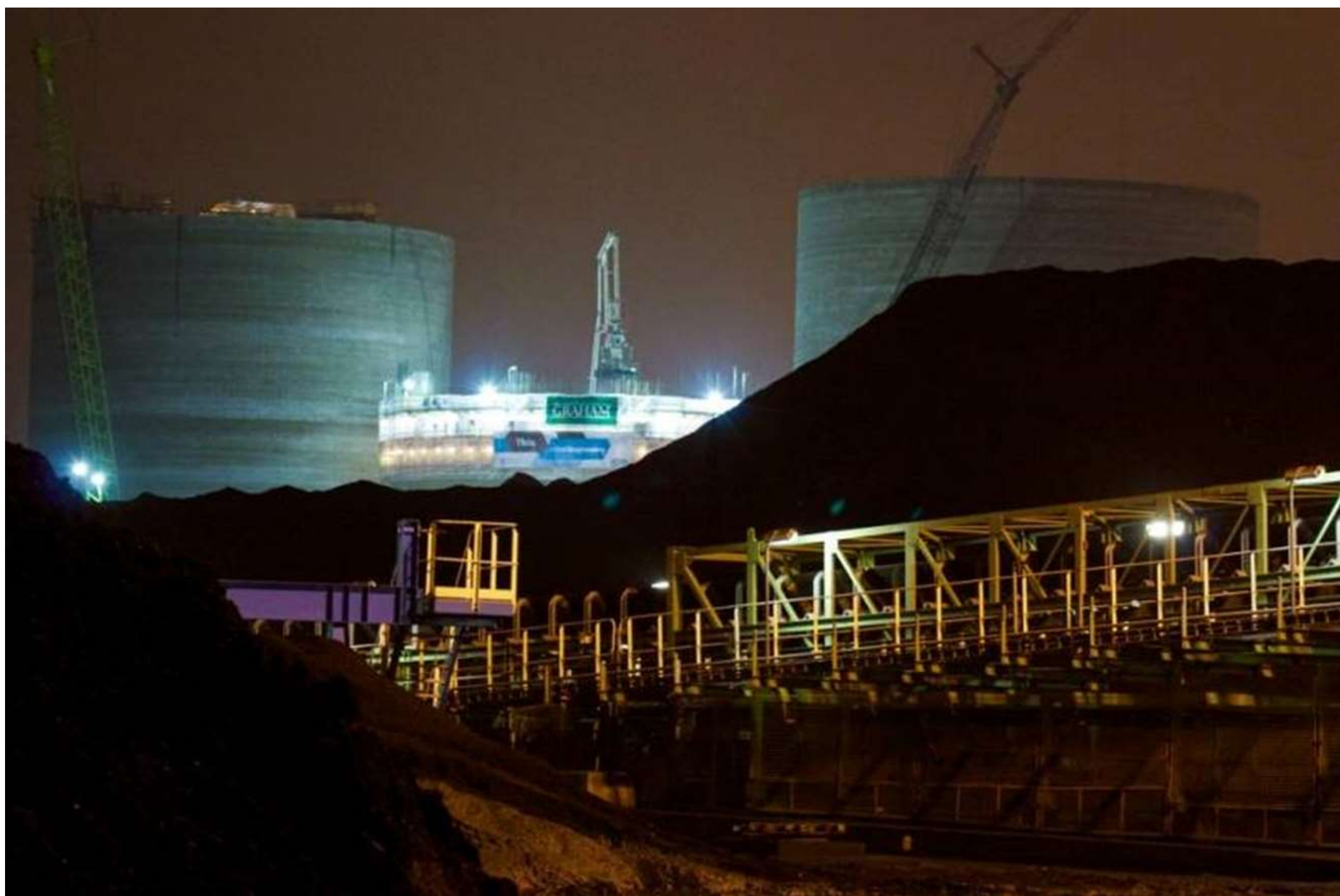
Lunar Nodal cycle in Black/ north Atlantic Oscillation in green



# Immingham Renewable Fuels Terminal

- ✓ UK's largest terminal dedicated to biomass handling with 6Mt p.a. capacity
- ✓ Investment of c.£130m
- ✓ Conveyor systems to silo storage facilities and rail load out
- ✓ New dedicated rail load out facilities
- ✓ Explosion / fire detection systems
- ✓ 200kt storage capacity in 8 silos
- ✓ Two dedicated continuous ship unloaders installed

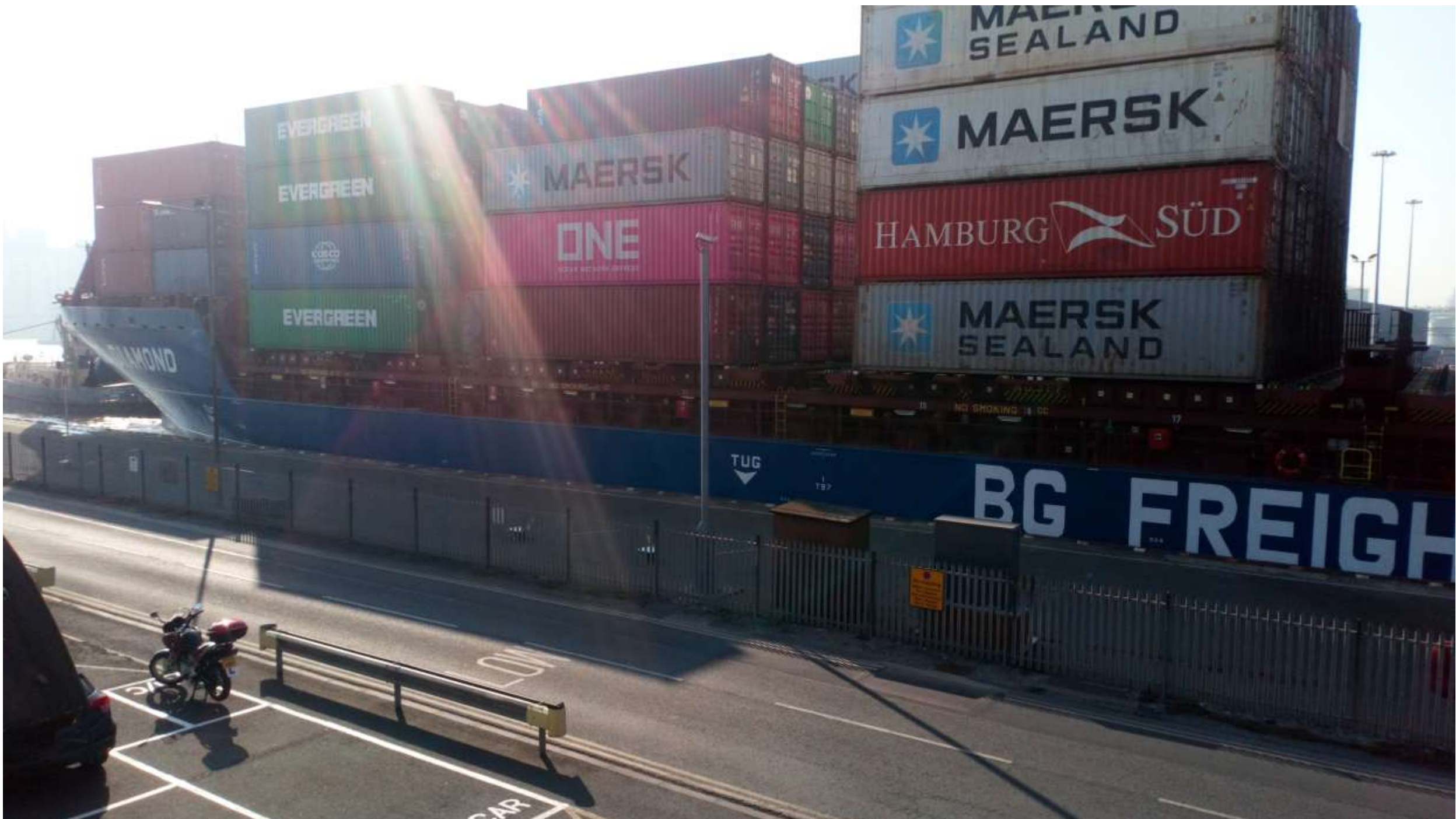












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CORCO

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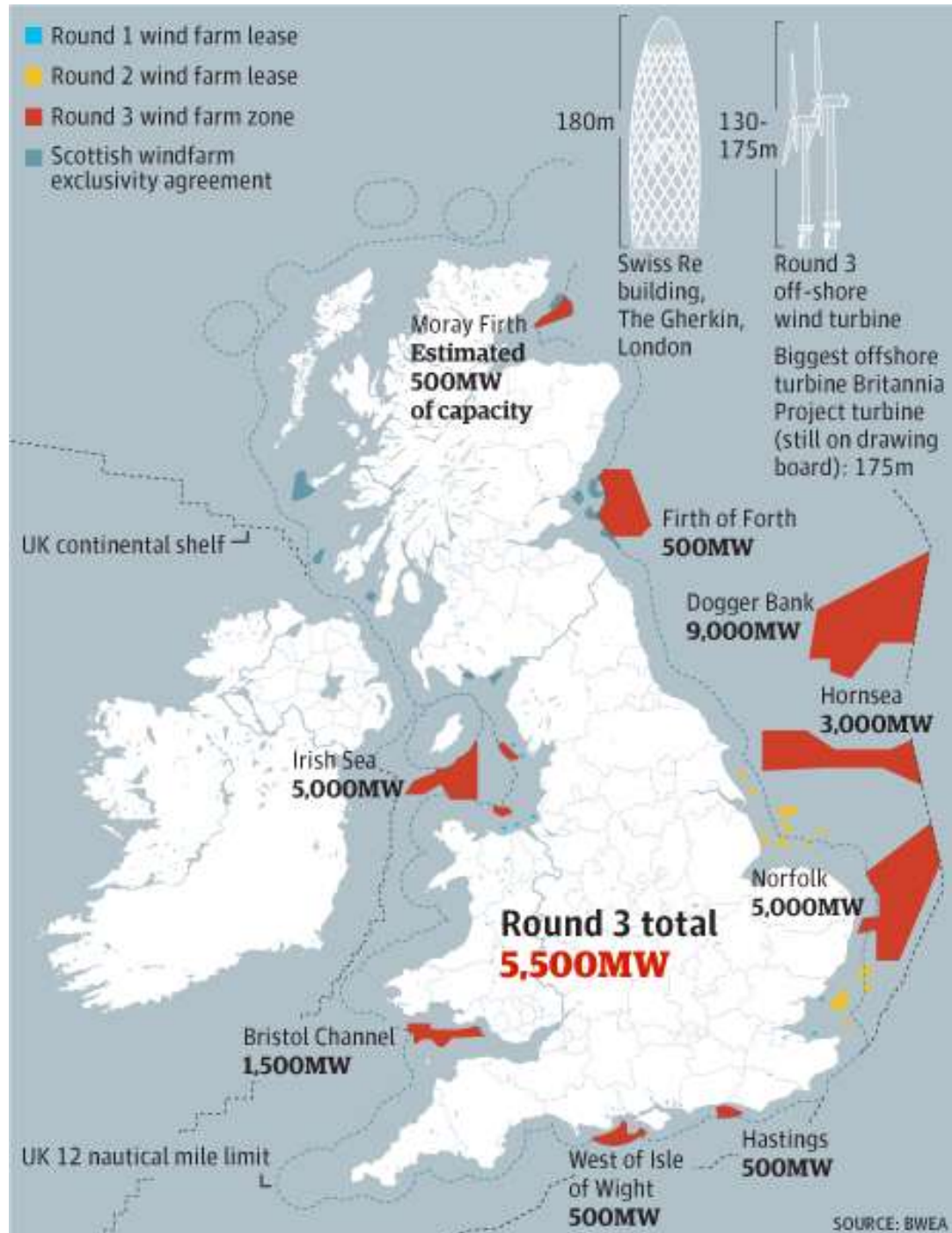
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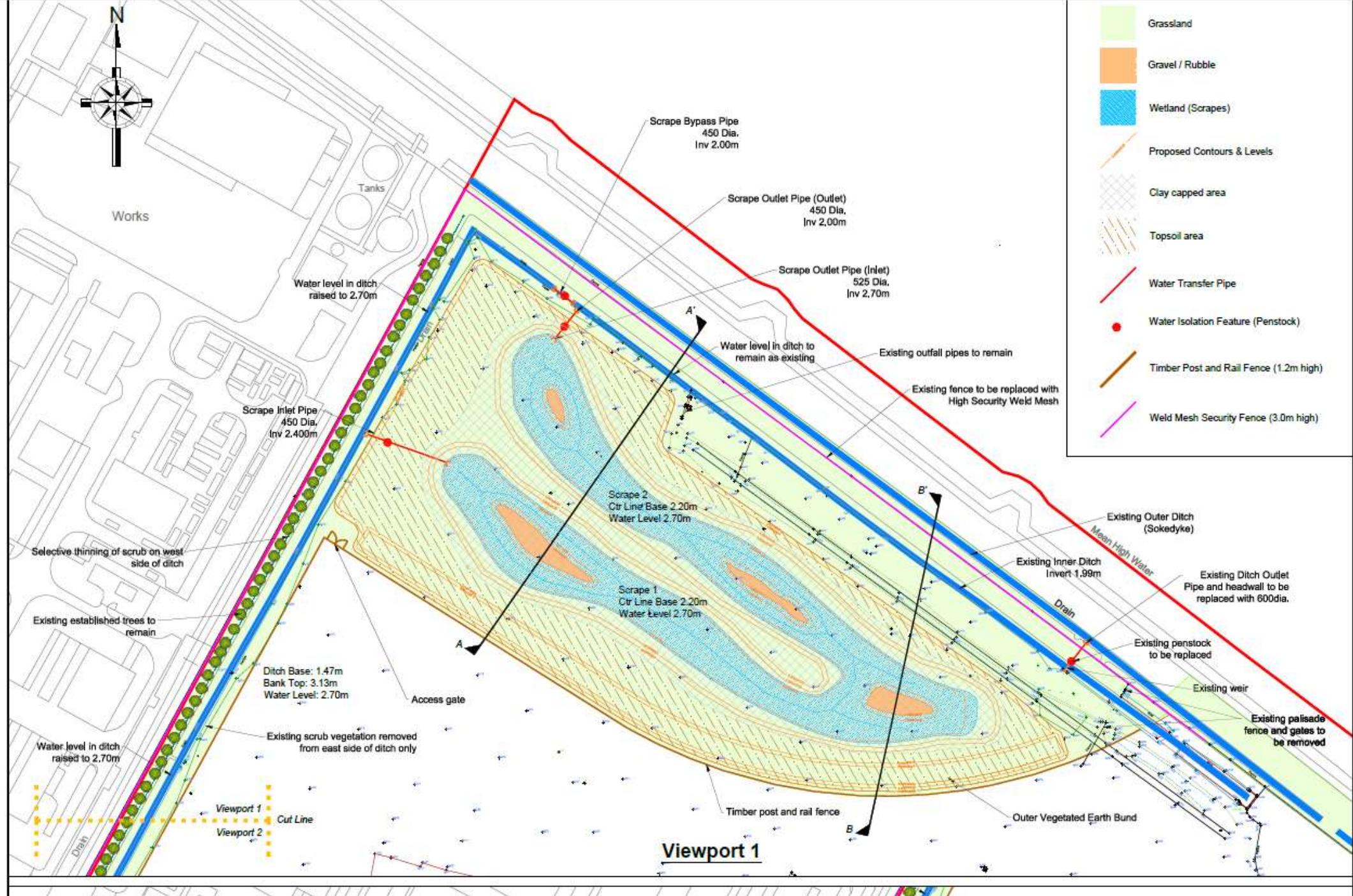












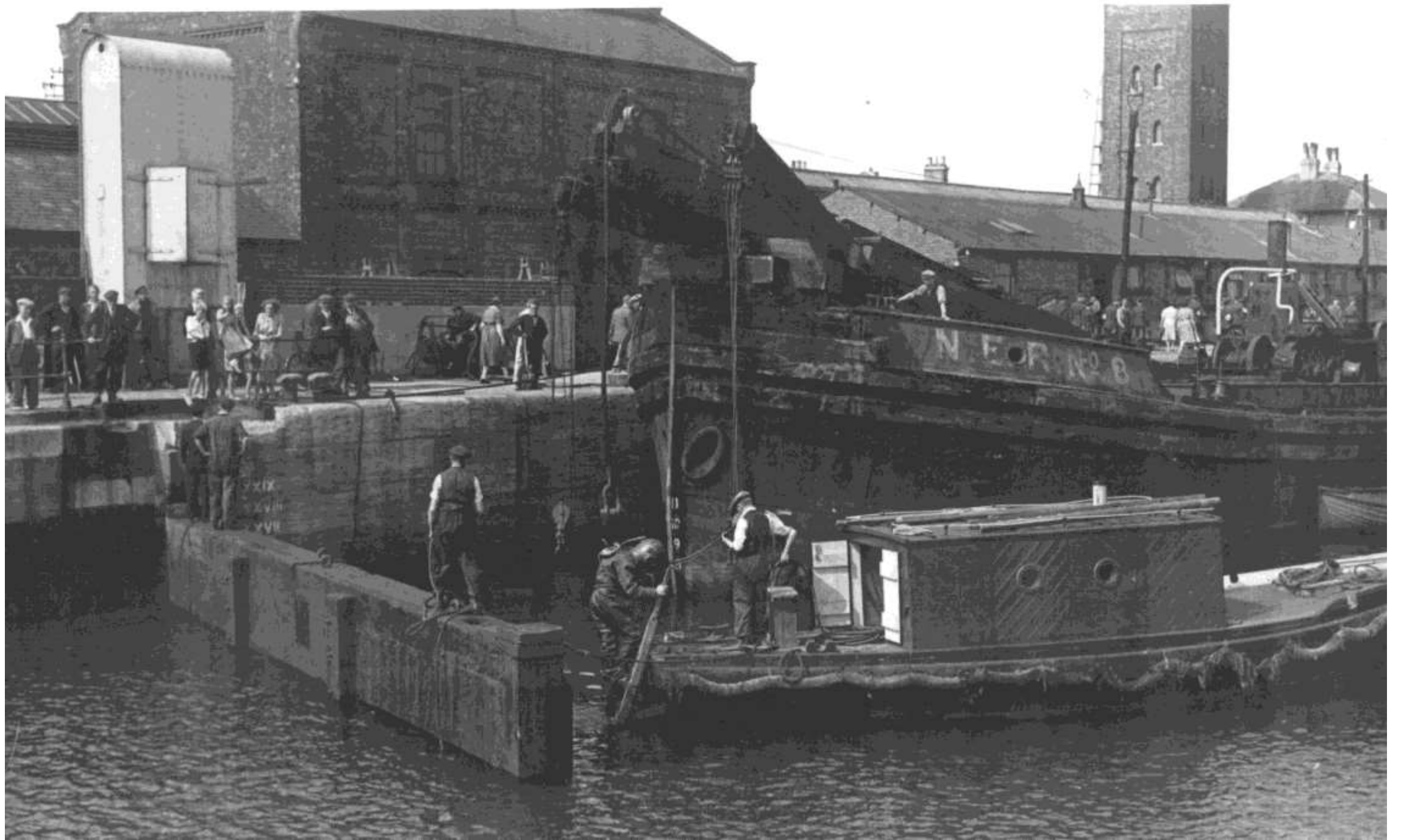














Ro-Ro



Lo-Lo



Vehicles



Paper



Steel



Timber



Agribulk



Grain



Fresh Produce



Liquids



Solid Fuel



Project Cargo



CAP FERRAT



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ABP ASSOCIATED BRITISH PORTS GOOLE

FAST SAM



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DFDS SEAWAYS

MXX GERMANIA

MIRACULO SEGUROS



# DFDS HOLLANDIA SEAWAYS On Her Way To Northern Europe

October 24, 2019

Following a successful hand-over to DFDS, three out of six mega freight ferries have now been delivered to DFDS.

Danish-flagged HOLLANDIA SEAWAYS is now on her way to her new home on the North Sea.



© DFDS



ULSTEIN  
PX 121

VOS PATIENCE

ULSTEIN

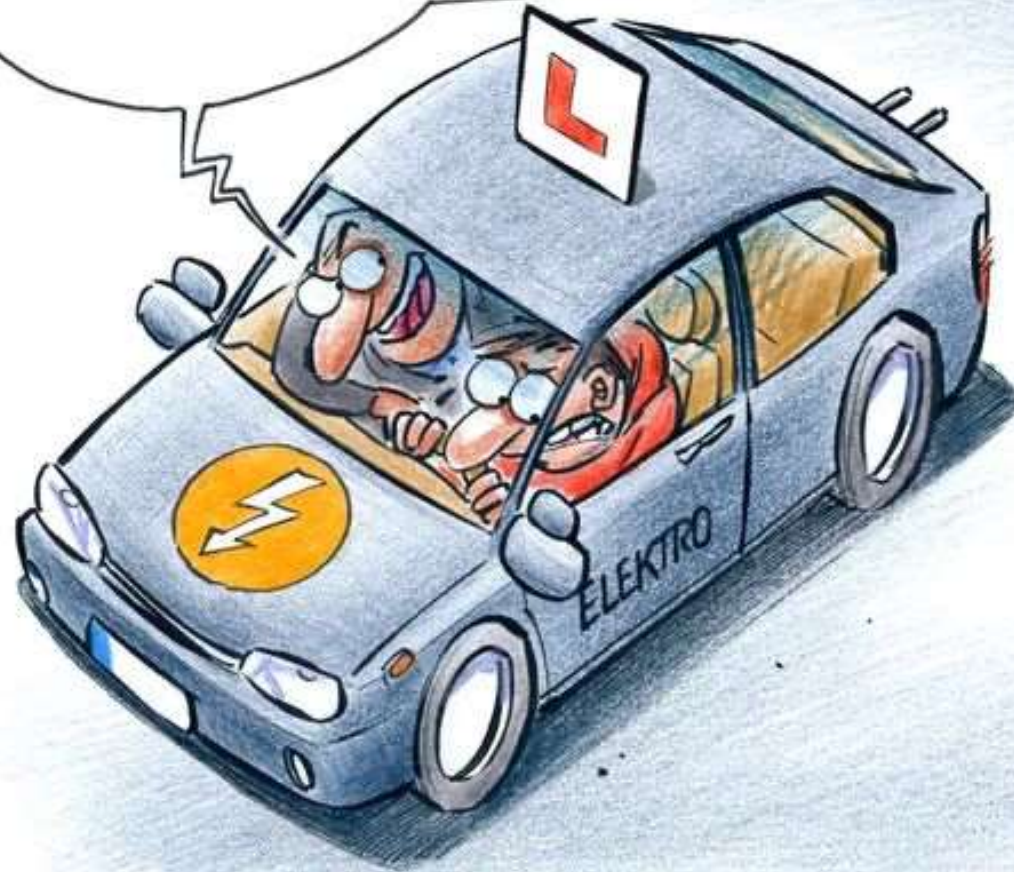
ULSTEIN

ULSTEIN



66018

AND THE LAST TASK IN  
THE EXAM IS TO PARK  
IN THE PLUG.



Gatis  
Sluka  
SLUKA2017



ROBERT THOMPSON

"You're right, son, coal is better"



- The outlook of the ports sector;
- Infrastructure and developing smart ports - next steps for interoperability, technology, innovation, future-proofing and decarbonisation;
- International trade post-Brexit, customs and competitiveness;
- Priorities for UK ports; and
- Next steps for the UK ports





