

GREAT YARMOUTH PORT COMPANY LIMITED

Community & Marine Liaison Committee

Minutes of Meeting held on Tuesday, 5th May 2015
Conference Room, EastPort UK House

Acting Chair: Bruce Coupland, General Manager, Great Yarmouth Port Company Ltd (GM)

Present: David Broad, Cruising Association (CA)
Richard Card, Norfolk & Suffolk Boating Association (NSBA)
Adrian Vernon, Broads Authority (BA)
Tony Wright, Gardline
Trevor Harris, Trinity House
Pat McNamara, Harbour Master, Great Yarmouth Port Company Ltd (HM)

Secretary to the Committee: Cheryl Hughes, Great Yarmouth Port Company Ltd

Apologies: Eliza O'Toole, Great Yarmouth Port Company Ltd (Chair)
Brian Wilkins, RYA

The GM conveyed the Chair's apologies and undertook the role of Acting Chair.

1. **Minutes & Matters Arising from Previous Meeting**

The Minutes of the meeting of 2nd February 2015 were agreed and signed by the Acting Chair and Secretary.

ACTION: None.

2. **Update on Port Activities**

The GM gave a brief report on recent Port activities.

Vessel Numbers as reported to DfT – These are well ahead of last year.

Cargo Figures – These are running at a similar level compared with the same period last year. The aggregates sector is doing well and the results of last year's good harvest continue to keep this sector buoyant.

Dudgeon Offshore Windfarm O & M Base – This is on track for the second half of 2015 with the Company having already commenced their local recruitment process, by advertising for seven Technicians.

Bridge Lifts - The Report (attached) shows the highest number of bridge lifts over the last few years being well ahead of 2013 and 2014. In April, there were forty-one lifts most of which were for leisure craft and this could possibly be attributable to the problems at Mutford Lock,

Haven Bridge – Maintenance work is virtually complete, with just small painting works outstanding. The project was slightly extended, with the additional work required by Norfolk County Council, now almost complete.

Breydon Bridge – Maintenance work on the hydraulic system could possibly result in "downtime" later this year. In response to a question from the CA, the GM confirmed that there would be a Notice to Mariners, as required.

Website – EPUK has a new website which will be effective from Wednesday, 7th May. The CAMLC Minutes will be uploaded to the Stakeholders section.

ACTION: None.

3. Update on Navigational Safety

The HM updated Members on navigational issues.

CERS & FAL Directive – The deadline for both Directives was set as June of this year, but it has become apparent through the Government Departments dealing with it, the DfT and MCA, that this deadline will not be met. The relevant departments are now communicating and although they have entered into dialogue, this will not provide enough time to meet the deadline as required by the European Directive. The consequences for the Port are the same as in the last twelve months and the Port's position is unknown.

Environment Agency Quay Works Adjacent to River at Berth 28 – Work is now complete and it is understood that the Environment Agency intends to start on the next phase of planned works for flood protection in June or July of this year, with another phase taking place next year. A Notice to Mariners will be issued during the course of the next two weeks highlighting the details and navigational risks.

Port Marine Safety Code – Following the last audit, the Port received a good compliance report.

Dredging – The HM reported that a water injection dredging campaign in the Outer Harbour had recently been completed. In response to a question from the NSBA, the HM confirmed that he had received an approach from the Broads Authority in connection with the use of the dredger on Breydon Water. He had contacted the MMO and was awaiting further advice from them. The HM confirmed that there was the possibility of using the same dredger that did the Port work perhaps with a temporary Licence, particularly as the dredge quantity could be less than 500 cubic metres. The date of commencement for the Port dredging was still not confirmed. It was suggested by the BA that this could be dealt with by both the Port Company and the Broads Authority and asked that the Broads Authority be contacted if there was any development.

Berth 21a Signage – In response to a question from Gardline, the HM confirmed that a notice to berth 21A would be installed as soon as it was available.

ACTION: None.

4. Matters Raised by CAMLC Members

Review of Facilities in Port for Leisure Craft – This matter was raised by the NSBA. It was reported that river craft using the Port were either doing so when in transit along the coast or for access to the Broads with Great Yarmouth being the obvious natural gateway.

The NSBA referred to a recent visit to the Broads by a flotilla of Dutch Yachts which, due to better facilities, had stayed over for a few days in Lowestoft before entering the Broads via Great Yarmouth. A request was made that the Committee reviews the facilities available in the Port to explore how the situation could be improved, whilst remaining fully aware of the Port's commercial operations. The CA referred to the newly opened Seafarers Centre which could provide internet access and comfort to leisure craft users of the Port, but the main issue would still be safety.

This had been looked at some years ago and since that time the Broads Authority had installed waiting pontoons upstream of Haven Bridge and downstream of Breydon Bridge but there still remains a requirement for facilities within the port itself close to Haven Bridge. There are a number of funding schemes available and it was suggested that an exercise takes place to look at the practical and financial possibilities.

The HM reported that this was looked at previously by Jamie Campbell, a representative from a yachting magazine when he was looking to investigate this issue in relation to such a scheme receiving Grant Aid etc. The HM said that it was not a wise move to have commercial shipping operating opposite visitor yacht facilities but agreed, if Berth 24 was now non-operational that this could be reviewed again. At the time of the last review ships were still operating from Berth 24. Brineflow's intentions for this site are currently unknown. *(Post-meeting note: since the meeting Brineflow advise that they intend to bring berth 24 back into commercial operation)*

The Port had previously commissioned a review on pontoon systems and two options were presented. The first was for a pontoon between the two bridges where the Broads Authority has since installed one and the second was a pontoon system on South Quay to be used for transitory vessels and vessels that wished to make an overnight stay in Great Yarmouth. Mr Campbell was preparing to look to Europe, GYBC and private companies for funding but it is understood that this petered out. It was the CA's

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recollection that due to the issue of leadership of the project, the window for applying for the tranche of funding, was missed. The Port Authority did sponsor the technical specification for that pontoon and this could still be valid. The HM informed the Committee that this work was undertaken by Hallett Consultants, but the financing of such a scheme had not been confirmed and the potential income from increased facilities for yachts was minimal.

The GM said that additional availability for small river craft would have to be on South Quay which falls under the auspices of Great Yarmouth Borough Council.

The CA and NSBA believed that any pontoon facilities would be better than none and they are looking for a willingness to re-visit the issue. They will approach GYBC for positive encouragement and enquire if Jamie Campbell would be willing to look at this project again. Gardline said that it could be worthwhile looking into this, but realistically, the Port does not lend itself to having these facilities for small craft.

The GM said that as far as GYPC is concerned, there would be no objection to the scheme being re-investigated but GYPC is not able to offer resources.

It was suggested by the NSBA that David Broad would be the ideal candidate for this investigation, being a regular small craft user of the Port.

Mr Broad agreed to act as coordinator and make the initial approaches to the relevant parties. The outcome of these initial investigations could then be reported back to the next CAMLC meeting.

Retirement of Harbour Master – At the suggestion of Mr Wright, the Committee's thanks were recorded to Pat McNamara for all the excellent service he has provided to the Port of Great Yarmouth and to the many Mariners he has assisted, wishing him well for his retirement

5. Date of Next Meeting

The date of the next meeting is scheduled for Monday, 5th October and Mr Card submitted his apologies in advance.

Signed
Chair (Acting)

Signed.....
Secretary