

Community & Marine Liaison Committee

Minutes of meeting held on Monday 3rd October 2011
Conference Room, EastPort UK House

- Chair: Eliza O'Toole, Great Yarmouth Port Company
- Present: Paul Self, Norfolk Constabulary (PS)
Richard Wynn, Trinity House (RW)
Richard Packham, GYBC (RWP) (left just prior to end)
David Broad, Cruising Association (DB)
Mark Baxter, ASCO (MBa)
Martin Broom, Royal Yachting Association (MB)
Richard Card, Norfolk & Suffolk Boating Association (RC)
Mike Gouldby, Great Yarmouth Port Users Association (MG)
Tony Wright, Gardline (TW)
Russell Leggett, Great Yarmouth Chamber of Commerce (RL)
Adrian Vernon, Broads Authority (AV)
Eddie Freeman, GYPC (EF)
Pat McNamara, GYPC (PMcN)
- Notes: Jill Hardy, GYPC (JH)
- Apologies: Blair Ainslie, SeaJacks
David Waters, Perenco
Androulla Smith, Peterson SBS

The meeting commenced at 1800 hours with the Chair welcoming returning attendees and those new to the meeting.

1. Minutes & Matters Arising from Previous Meeting

The Chair confirmed the draft minutes of the previous meeting had been circulated and agreed prior to being displayed on GYPC's website.

There were no matters arising other than those already itemised on the Agenda and the minutes of the previous meeting were agreed as a true and accurate record and signed by the Chair and Secretary.

2. Update on Port Activities

The Chair invited Eddie Freeman, CEO to provide an update on port activities.

EF reported the economy remains challenging from a ports perspective but Q2 trading had been better than expected with no sign of the summer doldrums which historically affects ports.

Against the economic backdrop, Q2 trading was ahead of expectations set against interesting analysis.

1. Outer harbour comfortably outperforming traditional river port activity and on several occasions full to capacity. This is excluding the vessels involved in the outer harbour civils works.
2. The port of GY remains competitive and not expensive when compared on a like for like basis. The river is structured as always with minor upward increments.
3. The businesses' capacity to respond rapidly to new business opportunities has been proven with successful trading year to date.
4. There has been further consolidation in the offshore support sector. Larger vessels are now using Great Yarmouth and the major wind farm projects based in the outer harbour continue satisfactorily whilst providing an excellent shop window for further opportunity in this sector.

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EOT confirmed traditionally ports are at their quietest during August and September but this period has seen the highest activity since GYPC's involvement. EF reconfirmed that the increased volume is trading only and not traffic associated with the civils works. He also confirmed that this is a direct result of the outer harbour. EOT agreed and advised that prior to the construction of the outer harbour, the port had not been expected to increase its volume.

DB asked if there was a timescale for new civils works. EOT advised that with an infrastructure asset, this is one activity where work rarely stops and as new clients are attracted to the port further development will take place over time, including the southern reclamation area.

TW asked if the outer harbour has already been at capacity on some occasions, what were the plans for the old caravan site on South Beach Parade. EOT noted the berths had been at capacity not land although ultimately successful ports are always land hungry.

On the subject of a joined up offering and as discussed at the last meeting in relation to decommissioning activities, RL asked if EF was aware of the appointment of James Gray as Inward Investment Director for the Norfolk and Suffolk's energy sector. EF advised he has known James for some considerable time and felt that the appointment of a champion for the area was long overdue. Other areas such as the Humber are around 5-7 years ahead of this region, particularly with regard to offshore wind. EOT advised the award of Enterprise Zone status was very positive, and enhanced inward investment opportunities as demonstrated by the positive feedback already received.

ACTION A regular update along these lines would be given at all subsequent CAMLC meetings.

3. Update on Navigational Safety including Port Marine Safety Code (PMSC)

The Chair invited Pat McNamara, Harbour Master to provide his update.

PMcN confirmed the PMSC and HAZMAT reviews have been received. There were two issues raised by the audit namely the Designated Person appointment and the lack of tug towage guidelines for tug operations. Both had been resolved satisfactorily.

The DP appointment was now an independent consultant and towage guidelines have now been inserted into the PMSC.

The HAZMAT review highlighted the need to continue to thoroughly review the Risk Assessments. In the consultants opinion the assessments had f duplication and required a reduction to a more succinct style and format. This risk assessments have been reviewed at length which has seen their number reduce from 65 to 35.

PMcN advised that following the delay caused by the work involved with HAZMAT, the Deputy Harbour Master will be arranging a number of consultations to review the work completed. This should take place by the end of October 2011.

EOT asked PMcN to update the meeting with regard to the Breydon Water and Lower Bure navigation marks and signage from the last meeting. PMcN confirmed missing stakes and markers on Breydon Water have now been replaced and a number of markers repainted. General warning signs have been revamped or renewed where necessary.

EOT asked PMcN if the port signage subcommittee discussed at the last meeting will be formed in Q1 2012 as agreed. PMcN confirmed it would.

DB apologised for being unable to attend the previous meeting but wanted to say how successful he felt the visit by EOT to Breydon Water and the Lower Bure had been with the vast majority of items being dealt with. AV agreed saying he it was a useful exercise for all concerned. EOT concurred.

MB agreed that much has been improved but raised the question of the underside of the Vauxhall Bridge as discussed at the last meeting. PMcN confirmed exchanges have taken place with the Trust who own the bridge and have received funding. They have taken on board PMcN's advice with regard to the poor state of repair of the timber levellers. Progress is however proving difficult as in order to carry out the repairs, suspended scaffolding would be required which would necessitate closure of the bridge. Initial requirement for was a six week closure during the summer months. This has now been reduced to a possible four day full closure in May 2012 followed by partial closures. Concerns were raised by several members about the timing of such closures. EOT proposed when the Trust's plans are formulated, PMcN should have a consultation meeting with relevant members (RYA, Cruising Association, NSBA, etc).

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ACTION:

- 1 DB to provide JH with a suggested list participants for PMSC consultations.
- 2 Consultation meetings to be arranged by Deputy Harbour Master re PMSC.
- 3 PMcN to form a port signage subcommittee in Q1 2012.
- 4 Consultation to be held with relevant members regarding Vauxhall Bridge repairs once owner's plans are formulated.

4. Matters raised by CAMLC Members

- a) Cruising Association – Great Yarmouth & Breydon Water Safety Measures
Covered earlier in meeting.

- b) RYA – Update on Breydon Water & Lower Bure Maintenance
Covered earlier in meeting.

MB raised the condition of the height gauges on Vauxhall Bridge. PMcN confirmed these had been renewed.

- c) RYA – Update on provision of pontoons at Town Hall Quay

In RP's absence, EOT offered his apologies that no further progress has been made on this matter owing to the officer concerned being on long term sick leave and subsequently leaving the Council. RP is looking for resources to take this project forward and will report at the next meeting. This will also include a report on the current situation regarding available funding.

ACTIONS: None.

5. Any Other Business

RC asked whether GYPC, although not responsible, could do anything about the condition of Marina Quays and the shallow water. PMcN advised GYPC dredge into its own berths but on private berths dredging is not undertaken within 10m as this is the owner's responsibility.

7. Date of Next Meeting

The Chair thanked all for attending and confirmed the date of the next meeting as Monday 6th February 2012 at 1800-2000 hours.

The Chair proposed future meetings be held at EastPort UK House which was agreed by all present. Free parking was available, plus coffee.

Should any member wish to raise any item prior to the next meeting, or advise items for inclusion on the next Agenda, please do so through the Secretary.

The meeting closed at 1905 hours.

Signed
Chair

Signed.....
The Secretary