

Community & Marine Liaison Committee Minutes of meeting held on Monday 4th February 2013 Conference Room, EastPort UK House

- Chair: Eliza O'Toole, Great Yarmouth Port Company
- Present: Richard Card, Norfolk & Suffolk Boating Association
David Beckett, Great Yarmouth Port Users Association
Adrian Vernon, Broads Authority
David Broad, Cruising Association
Tony Wright, Gardline
Glenn Hurren, ASCO
David Waters, Perenco
John Morse, GY Chamber of Commerce
Trevor Wainwright, GYBC
Jane Ratcliffe, GYBC
Jamie Frater CEO, Great Yarmouth Port Company
Pat McNamara Harbour Master, Great Yarmouth Port Company
- Apologies: Martin Broom, Royal Yachting Association
- Secretary to the
Committee: Jill Hardy, Great Yarmouth Port Company

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

There were no matters arising from the last meeting and the Chair noted that required actions regarding bridge lifts had been completed. The NSBA, Broads Authority and Cruising Association asked that their thanks be minuted for the positive manner in which GYPC staff had responded to this matter and the improved lines of communication.

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 the CEO to provide an update on port activities.

The CEO advised following a review of 2012 port activity, against a backdrop of the continuing global recession, GYPC achieved an increase in overall vessel entries to the Port of nearly 7% over 2011. The outer harbour has witnessed an increase in cargo tonnage of nearly 22% whilst the river has seen a reduction of some 13.5%. Notwithstanding the reduction, the river has nevertheless seen 3,448 vessel entries versus 355 into the outer harbour. It is worthy to note that the amount of vessel calls in the river in 2012 was the highest number of calls recorded since records were kept in 1985.

GREAT YARMOUTH PORT COMPANY LIMITED

As part of GYPC's on-going commitment to health, safety, quality and the environment, it has recently updated its ISO 9001 and ISO 14001 accreditations and is aiming to achieve ISO 18001 by July 2013.

Looking forward to 2013, GYPC see further investment in the port which is uniquely able to offer the combined river and outer harbour in one holistic package, the benefits of both facilities being located in one port is much sought after by those looking to service their offshore and import/export businesses from our region. Whilst difficult trading conditions continue, GYPC is not complacent and the Management Team is very focussed on promoting the ports assets to customers in the UK, Europe, and Asia and beyond.

The next 2 to 3 years are however going to remain challenging as opportunities in offshore wind are still some 2 to 3 years away and O&G decommissioning timelines remain uncertain. Ongoing efforts to secure new business to the port, both from the offshore sector as well as seeking new opportunities to increase general and project cargo will continue and a number of clients are looking to extend their footprint within the port estate. The CEO reassured all that no stone will be left unturned in GYPCs endeavours to grow the port business.

The Chair confirmed that a full year end review had been published in the Port Community section of the website and this will be done annually each January. Feedback from the review had been positive however criticism in the media continues owing to unrealistic public expectations. The Chair continued that investment decisions on offshore wind farm projects are delayed with developer's programmes slipping for several reasons including Government approvals, macroeconomic issues such as fluctuating confidence levels in the UK and European energy policies together with the stability of government policies regarding support for renewable energy.

GYPUA asked if quay loading in the outer harbour was ruling out decommissioning work. The Chair confirmed with suitable load spreading on the quay, we can and have handled industry common tonnages for this sector. The Chair reconfirmed that where prospective customers have business plans requiring minimum specified quay loadings then these can be discussed with the CEO as part of commercial arrangements in the usual way for such activities.

The Broads Authority asked if a passenger ferry service could operate from the outer harbour. The Chair advised that this is possible in physical terms, however there is no market demand and none foreseen. If an approach by an operator was however made to the Port then the Port would of course welcome that and enter into appropriate arrangements at that time. With regard to RO/RO ferries, GYPC consider that the global financial crisis has made an already difficult market even more problematic. In the long term it is anticipated the market will improve and GYPC will revisit with operators any requirements they may have which can be efficiently serviced from GY.

The NSBA raised the subject of poor road infrastructure and no rail connection to the port. The Chair advised that OWF activities for example are not importing or exporting through the port. It is effectively transshipment so no burden on inland transportation routes. As the port doesn't handle containers, there is no demand for rail use. The port has not received any complaints about road capacity from its customers and landside capacity is not anticipated to be a restraint on trade through the port in the medium to long term.

Gardline added that Great Yarmouth's most valuable asset is its current customer base making it a leading area in O&G and requested the port does not lose this focus. They were delighted with the positive changes the new CEO has made in relation to pricing and the positive reaction received to the new CEO.

GREAT YARMOUTH PORT COMPANY LIMITED

Perenco advised cost is not the only issue as service levels are an important factor. The GY Chamber reinforced co-operative working to benefit the area. The Chair felt the positive media surrounding the appointment of the new CEO should be built upon and that the port, port users and the local business community should be seen as one rather than divided as this would benefit the area in overall terms.

3. Update on Navigational Safety

FAL Directive (Facilitation of Maritime Traffic)

There has been no further progress with the FAL directive.

Security

Under Government security requirements the Port is required to have in place approved security plans that comply with the government and EU requirements. As part of this process the Port has a Security Committee made up of representatives of the various Berth Operators in the Port. This has satisfied requirements since the inception of the security regime in 2004. Following further intervention from the EU however, the UK Government has been gradually enforcing a new requirement in the UK to set up Port Security Authorities.

Dredging

During December 2012 and January 2013 a dredge campaign was carried out in the River Port pursuant to the new river maintenance MMO licence.

New Marine Navigational Equipment

By the end of 2013, navigational equipment will have been installed on the caissons. The Chair confirmed there would be considerable investment during 2013 in marine navigational equipment on the newly installed caissons.

ACTIONS: None

4. Matters raised by CAMLC Members

GYPUA : NCC proposals for the third river crossing

GYPUA raised the issue of the third river crossing potentially affecting business in the river and briefly outlined the history of this issue.

The Chair understood that the detail design had not been commissioned, however once it was then the Port would be fully consulted at the time and its views integral to the design. Levels of vessel traffic and activity would at that time be taken into consideration. She firmly believed that the highway authority would not do anything to negatively affect the ports viability and had expressed its intent as had the borough council to work closely with the port to determine the type of design necessary to enable the ongoing efficient utilisation of the river port. It was however too early to be determining the precise spans of bridges to accommodate vessel traffic as the bridge may not be designed for some 10 or more years and by that time vessels dynamics may have changed. Future proofing of the bridge in design terms would of course be a pre-requisite however it was unrealistic to contemplate that either the highway authority or the borough council would impose a bridge that did not accommodate port traffic to the requirements of the Port.

GREAT YARMOUTH PORT COMPANY LIMITED

5. Date of Next Meeting

The Chair thanked all for attending and advised the date of the next meeting would be confirmed at a later date. *Note: Tuesday 7th May 2013.*

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 Committee Secretary.

Signed
Chair

Signed.....
Secretary