

Community & Marine Liaison Committee

Minutes of meeting held on Monday 6th June 2011
Supper Room, Great Yarmouth Town Hall

- Chair: Eliza O'Toole, Great Yarmouth Port Company
- Present: Mark Baxter, ASCO (MBa)
Anne Baxter, ASCO (ABa)
Cliff Murison, Peterson SBS (CM)
Adrian Vernon, Broads Authority (AV)
Martin Broom, Royal Yachting Association (MB)
Stuart Ward, Port Users Association (MG)
Tony Wright, Gardline (TW)
Paul Self, Norfolk Constabulary (PS)
Richard Wynn, Trinity House (RW)
Richard Packham, GYBC (RWP)
Eddie Freeman, GYPC (EF)
Pat McNamara, GYPC (PMcN)
- Notes: Jill Hardy, GYPC (JH)
- Apologies: Blair Ainslie, SeaJacks
Mark Wells, Norfolk & Suffolk Boating Association

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 accordingly by the Chair and Secretary.

2. Update on Port Activities

The Chair welcomed CEO of GYPC, Eddie Freeman to the meeting to provide the update on port activities.

EF advised despite sluggish economic recovery and a market where confidence remains low, GYPC had a better than expected Q1 trading.

River trade was in line with expectation whilst traditional offshore business reflected a slower Q1 compared with 2010.

Overall expectations for 2011 fall below those of 2010; however we continue to market our facilities and manage the opportunistic market to best effect whilst remaining competitive overall. Indeed, the activities in the outer harbour at the present time in offshore renewables demonstrate how successful the team has been. Much effort has been spent on putting GYPC and Great Yarmouth on the renewables map resulting in two major contracts being won which will see two outer harbour berths fully occupied through to the end of 2011. One with foundations for Lincs offshore wind farm and the other with topsides for Sheringham Shoal.

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Feedback to date is very complimentary which bodes well for ongoing initiatives.

EF expressed that as a port we can only do so much and inward investment for the sector as a whole must be a Regional effort. EF welcomed the Enterprise Zone bid initiative in this respect as a stride forward in putting this Region on the renewable map for inward investment by that sector.

The Chair outlined a recent press release which will see further investment in the port in terms of extending the breakwaters to improve conditions for smaller vessels. Works are anticipated to start later in the summer period. Trials with fenders have proved successful operationally particularly with smaller vessels and the Yokohamas are working extremely well. Once the civils works are completed conditions in the outer harbour will be even more favourable to a wider range of vessels than originally anticipated would use the harbour.

AV asked if the breakwater works will restrict access to the outer harbour. PMcN (GYPC's Harbour Master) advised that the reduction in width will have no navigational impact on the vessels operating at the harbour. Simulations had been carried out and large vessels, including RORO will not be affected.

CM raised the ports prospects in connection with decommissioning. EF advised that there are differing opinions on the timeframe for decommissioning work, the most recent of which suggest the window is closer, particularly in view of Perenco's recent acquisition of BP assets. Concern was expressed at the lack of level playing field commercially between the UK and the Continent in respect of the application and interpretation of environmental laws which appear to be applied more stringently in the UK therefore making the Continent more economically attractive to operators in this sector. However, there is a large market opportunity for the Region which by way of a collective effort locally, could benefit Great Yarmouth. A champion to coordinate the collective supply chain effort was currently lacking to enable the optimisation of collective efforts to achieve market share for the Region as a whole.

The Chair confirmed decommissioning activity remains part of the port's overall business plan and something GYPC would like to see in the port. The market appears confident that the relevant environmental framework is as streamlined as it can be in the UK. GYPC welcome engagement regarding decommissioning activities as part of the collective effort, with EF being the point of contact.

ACTION A regular update to be provided by the Chair at all subsequent CAMLC meetings.

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

The Chair invited GYPC Harbour Master. Pat McNamara to provide an update.

PMcN advised the meeting that good progress continues to be made regarding the review of the PMSC. An exhaustive internal review had taken place during April at which time a number of areas were identified that required the updating of procedures and processes.

Upon completion of this work, the second phase was entered into which was an external independent compliance review. The report from this process is still awaited. However, verbal close-out indicated compliance with the Code with two areas requiring attention, namely the appointment of an appropriate designated person and the qualification standard of one of the operational staff. It is worthy of note in this context that the appointment of designated persons throughout the ports industry is an area of some confusion following the recent guidance promulgated by the MCA.

Following receipt of the compliance report, GYPC will call a stakeholders consultation meeting towards the end of July/beginning of August.

In conclusion, feedback so far has been extremely positive with all major compliances being met or exceeded.

EF reiterated that at the close-out meeting, the external auditors had been highly complementary in their feedback of the Harbour Master and his Team.

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The Chair confirmed that CAMLC members with objectives relevant to PMSC would be invited to the formal stakeholders meeting and she supported early meetings with, for example, the boat safety management group to discuss the report.

ACTION:

- 1 Dates of formal stakeholder meeting and early meetings to be circulated.

4. Matters raised by CAMLC Members

a) NSBA – Great Yarmouth & Gorleston Sailing Club

MB had raised concerns regarding the Club's lease. The Chair confirmed that a long lease had been offered by the port together with more favourable conditions than the previous landlord GYPA offered. She commended the proposals to the Club and awaited their feedback.

b) Broads Authority – Temporary Channel Marking

The Chair thanked AV for arranging a boat trip to Breydon Water and the Lower Bure earlier in the day. As a non-mariner this had proved extremely useful to The Chair. As discussed during the trip, the Chair confirmed to the meeting that a programme of works has been authorised which will include:

19 signs to be replaced.

12 navigation marks to be repainted.

8 navigation buoys and associated fixings.

12 navigation piles to be replaced.

Posts	3
	31
	35
	5
	39
	18
	20
	26
	34
	44
	58
	W85

c) RYA – Breydon & Lower Bure

1. Missing & broken navigation posts

See above.

2. Cleaning of height gauge boards

The Harbour Master confirmed this has been completed.

3. Large warning sign on Cobholm side going downstream.

The Harbour Master advised this sign is not of a professional standard and will be updated and replaced. RW confirmed that signage should be simplified, big and bold giving instructions only.

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The Chair confirmed safety is the ports number one priority and welcomes professional guidance.

The Harbour Master confirmed the lower reaches of the Bure and Yare are over-signed which is confusing to many. He confirmed a signage replacement programme has been instigated which will rationalise, update and remove those which are no longer relevant.

The Chair recommended a subcommittee be formed at the start of the New Year to discuss further. This was agreed and seconded by AV and RW.

4. Red arrows on two bridges (tired and worn)

The Harbour Master confirmed these have been rectified.

ACTIONS:

- 1 Drawing will be circulated (once numbering issues resolved internally) showing post locations.
- 2 Port signage subcommittee to be formed Q1 2012.

5. Any Other Business

The Chair advised that during the earlier boat trip, ownership of the lay-by jetty at Breydon Bridge had been raised. The Chair confirmed that this is not in the ownership of GYPC. The Harbour Master advised it was originally owned by the then Ministry of Transport.

MB raised the condition of the timber levellers underneath each beam of the Vauxhall Bridge. The Harbour Master will write to the charity which owns the bridge pointing out the deteriorating timbers with regard to marine safety and will stress this should be a priority.

The Chair advised that regarding the issue of Waiting/Visiting Pontoons discussed at the previous meeting where it was agreed GYBC would put together draft funding proposals for European funding, the officer responsible has regrettably been on long term sick leave. The Chair has asked GYBC to follow up this item and once the up to date position is known by the Chair, members will be advised.

7. Date of Next Meeting

The Chair thanked all for attending and confirmed the date of the next meeting as Monday 3rd October 2011. 1800-2000 hours. 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 1850 hours.

Signed
Chair

Signed.....
The Secretary