

Community & Marine Liaison Committee  
Minutes of meeting held on Tuesday 8<sup>th</sup> February 2011  
Council Chambers, Great Yarmouth Town Hall

- Chair: Eliza O'Toole, Great Yarmouth Port Company
- Present: Richard Packham, Great Yarmouth Borough Council (GYBC - Welcome & introduction only)  
Tim Howard, GYBC (TH)  
Mark Baxter, ASCO (MBa)  
Cliff Murison, Peterson SBS (CM)  
Adrian Vernon, Broads Authority (AV)  
Mark Wells, Norfolk & Suffolk Boating Association (MW)  
Martin Broom, Royal Yachting Association (MB)  
Mike Gouldby, Port Users Association (MG)  
David Broad, Cruising Association (DB)  
Russell Leggett, GY Chamber of Commerce (RL)  
Ivan Crane, Unite (IC)
- Notes: Jill Hardy, Great Yarmouth Port Company (JH)
- Apologies: Blair Ainslie, SeaJacks  
Paul Self, Norfolk Constabulary  
Martin Johansen, Stema Shipping (UK)

Meeting commenced 1805 hours.

1. Welcome & Introduction

RWP welcomed CAMLC members to the inaugural meeting and introduced the Chair.

1.a. Procedural Matters

The Chair confirmed Terms of Reference as previously provided to all Members, and introduced JH as CAMLC's Secretary, and point of contact including for provision of agendas and minutes.

2. Update on Port Activities

The Chair confirmed the outer harbour construction was nearly complete with the south beach area yet to be developed into wharves. Originally designated with the RO/RO market in mind, development of this area will be dependent upon the market returning to pre global financial crisis conditions. RO/RO remains an opportunity for GYPC driven by location of the outer harbour. The industry remains depressed and over-subscribed in tonnage terms. GYPC maintains a "watching brief" with a view to stepping up marketing efforts once the economy/industry sector allows.

The Chair further advised that all ports are down on tonnage with "UK plc" expected to be down approximately 100 million tonnes in 2010 which represents approximately 12% of the UK market.

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Flexibility is paramount and GYPC needs to be able to react nimbly to market conditions.

Since the start of partial operations in the outer harbour, trade focus has changed due to the aftermath of the global financial crisis which led to the suspension of the port's container terminal tenant's activities owing to the disproportionately negative impact of the downturn on the niche part of the container trades to be serviced from the outer harbour (short sea shipping/feeder). A consequence of this was ability of the outer harbour to accommodate the higher than anticipated positive growth in smaller vessels using the outer harbour (being however too large for the river), a feature primarily of the burgeoning offshore wind sector attracted to the outer harbour owing to its proximity to some of the UK's largest licensed fields.

The Chair further outlined GYPC's core trading sectors as:

- Offshore SNS oil and gas and renewables;
- Agribulk (fertilisers and grain) Gleadalls now operational from the outer harbour;
- Roll on/Roll off – continuing a watching brief;
- Decommissioning – a present and future prospect;
- Containers – not now but remains capable;
- Aggregates – Stema now operational from the outer harbour;
- General – which is ongoing.

The Chair advised river trade is up since the 2007 transfer of the port to GYPC, and the downward trend has been reversed. Now the river has two offshore bases when in 2007 there had only been one.

The Chair confirmed the port will be used by MT Hojgaard as a base for the installation of foundations on the Lincs offshore wind farm (OWF) and discussions are presently underway with other OWF operators.

Whilst the economic situation in UK and large parts of Europe remained challenging, further capital investment in the outer harbour is under consideration. Customers primarily from the offshore wind sector have observed that the conditions in the outer harbour for some vessels is less ideal than desired and requested modifications to meet more frequently and with greater certainty new operational considerations of that sector including related to vessel sizes. Whilst the amount of sea state activity in the outer harbour is in accordance with modelling conducted prior to the construction of the harbour, the increased use by smaller vessels and operations which require less movement mean that modifications are necessary. As a result of this, GYPC intends to reduce sea state activity in the harbour by decreasing the permeability of the harbour mouth by reducing its overall navigable width by iro 50 metres. This reduction would be by way of extending the existing breakwaters on their existing alignment, within the existing outer harbour configuration.

The Chair also advised that alternative fendering (yokohamas) had been installed as a trial which has resulted in positive feedback from vessels over the current fendering primarily suitable for bigger slab sided vessels. GYPC are now considering extending fender replacement in the outer harbour.

The Chair concluded the update by reiterating notwithstanding the economic situation remains challenging, the outer harbour is successfully attracting new tenants and users, and further investment in the harbour is actively being considered.

The Chair asked if CAMLC members would like a regular update on port activities included in future meetings. All concurred.

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

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

The Chair updated CAMLC on Port Security and advised that security in ports is now governed by statute and is applied by the International Ship and Port Facility Security Code (ISPS). There are various requirements outlined in the code which require ports to appoint port facility Security Officers and draw up security plans that comply with the code. Ports are also required to control access and to monitor the activities of people within the port area and the ships with their cargos. This security function is discharged by GYPC's Port Operations Manager for shore based activities and by the Harbour Master and Deputies for marine based activity.

With particular reference to maritime activities, the discharge of this duty is vested in the Harbour Master (HM) and his appointed Deputies. In practice the HM and his staff risk assess the marine operations within the port and apply or follow procedures and processes to ensure that activity is as safe as is reasonable practicable.

The Chair updated as to activities undertaken in respect of navigational marking which has recently been upgraded in the port following new procedures initiated with regard to the Port Marine Services function. The upgrade includes:

- New and improved stop lights that comply with the IALA recommendations of traffic signals in ports.
- Re-siting and replacement of the port's fog signal to reflect its usage by small craft rather than shipping.
- Illumination of the breakwater sections.

The PMSC underwent a major review in 2008 consequent on the construction of the Outer Harbour. A further review is presently underway and this will be reported under item 3 at further CAMLC meetings including with a stakeholder meeting on this topic included together with the scheduled June CAMLC meeting.

DB, acting in his dual roles with the Cruising Association and lead member on navigational safety for the Broads Authority said he looked forward to seeing in detail the ports PMSC and requested a greater interaction between the Broads Authority and GYPC.

AV concurred that having access to the PMSC review conclusions would be beneficial to the Broads Authority.

So that the CAMLC could remain a vehicle to provide an overview of port activity and exchange information, represent ideas and proposals between its members with relevance to operations in the port, it was suggested and agreed that if necessary sub-committees could be established for specific interests which would not necessarily be of interest to all members.

#### ACTIONS:

- 1 PMSC stakeholder review meeting to be held on 6 June being the next scheduled CAMLC meeting. The HM would be requested to be present.
- 2 Sub-Committees were agreed to be established where there was sufficient interest in a specialist area.

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## 4. Matters raised by CAMLC Members

### i) Broads Authority – Temporary channel marking on Breydon Water

AV outlined the Broads Authority's concerns regarding channel marking on Breydon Water. During the winter, existing posts degrade and are replaced with temporary markers followed by permanent replacements each spring. His concern is that the temporary markers may not be adequate.

DB and MW both reported that there were areas on Breydon Water where it was possible to run aground while still apparently in the marked channel.

#### ACTIONS:

- 1 The Chair will investigate this matter with a view to finding a practical solution.
2. Chair agreed to seek Harbour Master's comments on this.

### ii) Cruising Association – Waiting/Visiting Pontoons

DB outlined a 2006 proposal for better facilities for visiting vessels to encourage European visitors thereby promoting economic development and tourism revenue for the county. GYPA had contracted a feasibility study. The scheme involved replacing existing moorings at South Quay with pontoons and a further pontoon upstream on the other side of the river at Berth 22X. The initial report produced in 2006 suggested a cost of £200k for the South Quay pontoon and £100k for the Berth 22X pontoon. Through various factors, including funding problems, the proposal has not progressed. TH advised that this proposal had not been discounted totally but had been "parked".

TH offered to lead on this item and to provide the next CAMLC meeting with a presentation of work done already and a draft funding proposal by GYBC for European funding. MW advised that whilst European funding appears to be potentially available for this project, the deadline for application was the end of July. It was noted the next CAMLC meeting was scheduled for the 6<sup>th</sup> June which TH considered should provide sufficient time for a funding application to be developed, should the project specifications and scope be ready to move forward.

MB welcomed the resurrection of this proposal as it has been discussed for many years. Initially there had been reservations concerning safety issues with commercial vessels in the river. The Chair noted this was the preserve of the HM whose advice would be required as to where it may be possible to safely locate pontoons in the river away from commercial vessels.

MG advised that despite initial thoughts that commercial vessels would move further down the river this is not happening and with the advent of the smaller, faster OWF vessels, commercial requirements of the river should not be compromised by pleasure craft plans.

TH, with the reception of vessels from the sea and river in mind, advised the yacht station has been fettled reasonably well and GYBC is looking to develop the Marina Quays site with a partner or by direct sale, again with a view to making Great Yarmouth more attractive to visiting vessels.

DB felt that revenue opportunities could be looked into as at present harbour dues are not paid by visiting small craft. He felt that with mooring facilities the collections of such dues would be viable.

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AV offered to provide a the Chair with a tour of the Broads using one of the Broads Authority's navigational launches so that a greater understanding could be gained. The Chair welcomed this offer.

## ACTIONS:

- 1 TH to lead on the project and co-ordinate necessary inputs with a view to presenting on status and issues to CAMLC on 6 June, together with a draft funding proposal for European funding application.
- 2 The Chair to arrange with Broads Authority undertake site visit of Broads to obtain a better understanding of issues arising.

## 5. Any Other Business

AV asked for clarification of GYPC's obligations in the context of its predecessor, GYPA. The Chair advised that effectively GYPC has the same powers, obligations and functions as GYPA although by a different legal mechanism (partly contractual) to that of GYPA. GYPA is the landlord of the Port holding a 99 year residual lease interest and it also retains non-delegable duties which GYPC carries out on its behalf. For all practical intents and purposes GYPC is no different to GYPA. The proposed HRO transfer order application would affect the transfer of non-delegable duties from GYPA to GYPC if the Order was approved.

IC introduced himself as the new representative from Unite Trade Union and raised the questions of job creation by the outer harbour. The Chair updated CAMLC as to the NCC Scrutiny Committee meeting earlier in the day, where it was expressed by the Managing Director of the Borough Council and the Head of Economic Development at NCC that the most appropriate time to conduct a survey of jobs created (both direct and indirect) would be 5 years from when the investment was first made. GYBC and NCC gave a commitment to the Scrutiny Committee to do this using their recognised and established formula. The Chair also referenced that the Minutes of the Scrutiny Committee would be published on NCC's website where a record of the discussion on this aspect would be found. TH advised that the outer harbour is a long term project and would be benefitting the economy of Norfolk for many decades to come

IC felt it was vital to create more interest in the facility and inform the community of good news. The Chair advised that she would be delighted to do subject to complying with confidentiality requirements sometimes requested by customers.

TH expressed the Council's support for the meeting, welcoming the interaction with the various groups represented and thanked the Chair for establishing CAMLC. He supported that CAMLC should be an overview forum with a forward focus on a broad span of work.

## 7. Date of Next Meeting

The Chair thanked all for attending and confirmed the date of the next meeting as Monday 6<sup>th</sup> June 2011. 1800-2000 hours.

The meeting closed at 1940 hours.

Signed .....  
Chair

Signed.....  
The Secretary