

Community & Marine Liaison Committee

Minutes of meeting held on Monday 6th May 2014
Conference Room, EastPort UK House

- Acting Chair: Bruce Coupland, GM, Great Yarmouth Port Company
- Present: Richard Card, Norfolk & Suffolk Boating Association (NSBA)
Stuart Ward, Great Yarmouth Port Users Association (GYPUA)
Adrian Vernon, Broads Authority (BA)
Nigel Williams, Gardline
David Broad, Cruising Association (CA)
Brian Wilkins, RYA
Pat McNamara Harbour Master, Great Yarmouth Port Company
- Secretary to the Committee: Jill Hardy, Great Yarmouth Port Company
- Apologies: Eliza O'Toole, Great Yarmouth Port Company
Tony Wright, Gardline

The meeting commenced at 1805 hours with GYPC's GM introducing himself as the Acting Chair and passing on the Chair's apologies. The newly appointed representative for the RYA introduced himself and was welcomed by the Acting Chair and members.

1. Minutes & Matters Arising from Previous Meeting

The minutes of the previous meeting were agreed and signed by the Acting Chair and Secretary.

ACTION: None.

2. Update on Port Activities

The Acting Chair introduced himself by saying he was entering his 8th week in the position of General Manager. He gave his thanks to GYPC's senior management in helping him settle in and to the efforts of his predecessor, Jamie Frater for the excellent groundwork in building relationships within the port community. He had been meeting port users and businesses in the area and was optimistic for the future even if 2014 could prove to be a difficult year.

Overall vessel calls in 2013 were down on 2012 and in the first quarter of 2014 vessel calls were also slightly down over the same period last year. This could be attributed to the bad weather in January and February as calls in March were up.

There has been a large number of serious enquiries concerning offshore wind developments including O&M facilities. Decommissioning enquiries continue and are being actively pursued. Interest in RORO appeared to have fallen away but could be accommodated if required. Interest from jack-up vessels has increased.

ISO accreditations 9001, 14001 and 18001 are in force with most prospective customers requiring these to be in place and up to date.

Accidents on port premises in 2013 had fallen by 27% on 2012. Reportable incidents had also shown a marked decrease. The Acting Chair was very keen to ensure that this trend continued as he saw it as an important management tool. Good H&S meant performance and operational benefits in the short and long term.

The CA asked if the figures provided were for the overall port. The Acting Chair confirmed this and advised that outer harbour activity had been down but was now picking up.

ACTION: None.

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3. Update on Navigational Safety

The Harbour Master outlined the new Dock Regulations which after being under review for circa 8/9 years have been issued and are fundamentally the same but with guidance updated. A spin off from this is safe access for general commercial and leisure craft in relation to ladders and pontoons. .

The HSE had also published on their website guidance and opinion on the use of vertical ladders for access and egress to craft. That opinion stated that there is no safety reason why vertical ladders could not be used as a viable means of getting onto and off a vessel. The guidance did state that if a quay were to be renewed, repiled or replaced then a review should take place as to the best means of providing access. The HM advised Members present this document can be viewed on the HSE website.

The HM commended the Broads Authority on the revamped navigation marking and facilities that had been installed downstream of Haven Bridge.

The HM reported incidents/accidents have been low on the marine side and updated the meeting on the reconstruction of berths north of the Alicat berth as being ongoing by the Environment Agency.

The HM confirmed that the Port Security Authority has been established and approved by the DfT.

The GYPUA raised the question of sand bank movement and the availability of sounding information from the spring surveys. The HM advised that where previously surveys outside the port limits were conducted by the Hydrographer and were readily available in rough form immediately following the survey, this was no longer the case since the MCA had assumed responsibility for those surveys. It was likely to be about October before the results of those surveys became known. The HM did point out that there was often feedback from local craft and Trinity House carried out bathymetric surveys near to the banks in order to confirm the correct positioning of their buoyage setup.

ACTION: None.

4. Matters raised by CAMLC Members

With no items pre-advised by Members, the Acting Chair asked Members present if there was anything further they would like to discuss.

4.1 The CA confirmed the notification system for bridge lifts was back to normal although the NSBA advised there had been a couple of hiccups. They also raised the question of the review meeting which was postponed pending the appointment of the RYA representative to the Committee. With this now resolved it was agreed the review should take place towards the end of September, at the end of the leisure season but prior to the next CAMLC meeting in October. The CA advised the previous Acting Chair had provided the meeting with bridge lift graphs and statistics which had proved useful and it was agreed these would be provided at the meeting.

4.2 The BA advised they are looking at taking the lease of the North Quay by Acle Road Bridge from GYBC and are looking to redesign the ladders and replace the lifebuoys. The HM advised that there were various quays in the Port, including North Quay, where the GY Port had life rings installed and these were being phased out. He remarked that the new Dock Regulations no longer specify a life ring (these are prone to theft and vandalism) and GYPC are planning to phase these out in port owned areas over the next 9 months, replacing them with torpedo buoys. The BA asked if an informal cooperation can take place with regard to BA owned quays as they are still 'finding their way' which the HM was happy to agree to.

4.3 AV offered any Member who would like to look at the work already done on Breydon the opportunity to go on-board the BA launch.

4.4 The RYA representative gave a broader introduction and advised part of his role is to monitor and review the BA. One issue that has been raised is that of a backlog in dredging on the Broads and it had been suggested that an effective way of handling this backlog could be to use water jetting on the ebb tide in the lower Bure so that it flows out to sea.

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The HM opined that most of the sediments in the upper reaches of the Port area and the Broads are generated from land sources in the Broads area. Sediments in the GY River Port area tend to be sand penetrating from the sea at the entrance area, giving away to silts further upriver. Water injection dredging (WID) forces the silt into suspension for circa 48 hours or more with the silts gravitationally running into lower areas and WID in any quantity in the Broads would cause him concern as it was likely that any material put into suspension would gravitate to the River Port area. The HM said that this had not been discussed internally. Gardline registered their concern that river berth depths must be maintained. David Broad, under his BA role, confirmed a trial had been successful in moving silt but left obstructions on the bottom. The HM said that his recollection of the trial carried out on the Lower Bure was that it had not been successful. David Broad said that the BA has a licence for disposal at sea and since their takeover extensive surveys had been carried out and they are investigating this matter although mooring was an issue that was raised more frequently than dredging. It was agreed this was a matter for discussion outside of CAMLC.

ACTION: Acting Chair to provide bridge lift statistics.

5. Date of Next Meeting

The Acting Chair thanked all for attending and advised the date of the next meeting as Monday 6th October 2014 commencing 1800 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 Committee Secretary.

The meeting closed at 1855 hours.

Signed
Chair

Signed.....
Secretary