

GREAT YARMOUTH PORT COMPANY LIMITED

Community & Marine Liaison Committee

Minutes of meeting held on Monday 7th October 2013
Conference Room, EastPort UK House

Acting Chair: Jamie Frater, Great Yarmouth Port Company

Present: Richard Card, Norfolk & Suffolk Boating Association
Stuart Ward, Great Yarmouth Port Users Association
Adrian Vernon, Broads Authority
Tony Wright, Gardline
Richard Wynn, Trinity House
David Broad, Cruising Association

Apologies: Eliza O'Toole, Deputy Chair, Great Yarmouth Port Company
Pat McNamara, Harbour Master, Great Yarmouth Port Company
David Waters, Perenco
Colleen Walker, NCC

Secretary to the
Committee: Jill Hardy, Great Yarmouth Port Company

The Acting Chair welcoming returning attendees.

The Cruising Association through Mr Broad reported that Mr Martin Broom had sadly passed away. The Acting Chair and all present wished to convey their condolences to the family and to recognise the significant contribution Mr Broom had made to the marine sector and CAMLC.

1. Minutes & Matters Arising from Previous Meeting

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

2. Update on Port Activities

2.1 Vessel calls

During the first 9 months of the year, the river handled 2176 vessel calls overall which is down 10% on the same period in 2012. This was primarily due to a reduction in coal and fertiliser cargoes.

Offshore PSV vessel calls remained strong with 1451 calls in the first 9 months against 1379 handled during the same period in 2012, an increase of 5%.

For the same period the outer harbour handled 111 vessel calls compared to 258 calls in the same period in 2012. When tugs and barges directly related to offshore wind contracts accommodated during 2012 are stripped out however, the actual figure for 2012 was 94 vessel calls.

PSV vessel call graph was circulated at the end of the meeting by the Acting Chair.

GREAT YARMOUTH PORT COMPANY LIMITED

2.2 Cargo Tonnage

During the first 9 months of 2013 the port handled 295,650 tonnes of cargo compared to 294,669 tonnes in the same period of 2012 which is a small increase of 0.5%. In terms of cargo, grain, timber and minerals were slightly above expectations with fertilizers slightly below expectation.

Cargo tonnage graph was circulated at the end of the meeting by the Acting Chair.

2.3 Business Outlook

The business outlook for the rest of the year remains flat in line with the economy. There has been a large number of requests for proposals/tenders received, primarily relating to offshore wind projects and expectations are to see an upturn in the next 2 years in this particular sector. An upturn in decommissioning activity over the next 3 years is also predicted and this mix of traditional and renewable offshore energy is expected to drive growth.

The Acting Chair gave a brief outline of the offshore wind sector and the suitability of the outer harbour for marshalling and installation projects with the river supporting long term O&M contracts. Competition in this sector is fierce, not only from East Coast UK ports but also the Continent.

Norfolk & Suffolk Boating Association felt the report was quite encouraging compared to other UK ports.

2.4 General Matters

As part of GYPC's ongoing HSEQ commitment the Company has recently updated its ISO 9001 and ISO 14001 accreditations and is aiming to achieve ISO 18001 by December 2013. Post Meeting Note: This was achieved.

2.5 Civil Works

The Cathodic protection works in the outer harbour and river is expected to complete by the end October 2013. Post Meeting Note: the works were completed prior to Year End 2013.

Work will commence in Q1/14 to demolish the old Atlas office block and repair the roof on Atlas warehouse number one. In addition, the former Pactiv building adjacent to EastPort UK House is also planned for demolition during Q1/14.

Members agreed the demolition programme together with the proposed development at the former Bunns site are positive contributions towards the regeneration of the South Denes peninsula to attract new business and inward investment.

2.6 Promoting the Port

Through a joint marketing initiative GYPC are working closely with the GYPUA to promote the Port, GYPUA members and the areas enviable supply chain. To date this has seen GYPUA members logos being included on port leaflets and discussions are underway to maximise future marketing opportunities including possible collaboration at major offshore energy conferences and exhibitions.

The Cruising Association welcomed this initiative. Gardline felt that following the demise of GYMI and joint marketing with EEEGR, the Great Yarmouth brand had become diluted so welcomed also the aforementioned initiative.

GREAT YARMOUTH PORT COMPANY LIMITED

3. Update on Navigational Safety

3.1 Security

TRANSEC, the security arm of the Department for Transport, are now pushing ahead with the process to set up Port Security Authorities in UK ports. This has now become a priority issue in order to avoid legal proceedings by the EU.

Great Yarmouth, originally earmarked for 2014 is now planned to complete by year end 2013. The Port Security (Port of Great Yarmouth) Designation Order 2013 went through Parliament unopposed and meetings are planned with TRANSEC at the end of October to progress the Port Security Plan. It is anticipated that this will be completed this month and an inaugural meeting of the Port Security Authority will be held towards the end of November or the beginning of December. Thereafter a new Plan will be submitted to Government for approval. Post Meeting Note: The port security plan was complete by year end 2013, however due to workloads TRANSEC postponed meeting until mid-January 2014.

This requirement sits with all Port Operators who have an ISPS designated berth and all parties will share the statutory duties and responsibilities inherent in this new requirement. To date the support and assistance from port facilities within the port has been poor but we will continue to assist and support users to achieve the requirements of HM Government.

The Cruising Association asked if this would have any bearing on civilian navigation through the port. The Acting Chair advised there would be no impact.

3.2 FAL DIRECTIVE (Facilitation of Maritime Traffic)

With nothing further to report on this item since the last meeting of CAMLC, the Harbour Master requested via the Acting Chair that this item be removed from the Agenda. This was agreed.

3.3 Dredging

A water injection operation took place in the outer harbour during September to maintain operating depths.

The Acting Chair advised siltation in the outer harbour appears to have reduced following the narrowing of the heads. The Broads Authority asked if there was any sign of it entering the river. The Acting Chair confirmed there was not.

The Broads Authority advised it would be dredging in Breydon Water and would look to discuss possible ways of co-operating with the port in relation to mutual use of equipment, etc.

3.4 Outer Harbour Navigation Marks

The outer harbour entrance caisson capping works have been completed and installation of the navigation equipment is expected to complete by the end of November 2013. Post Meeting Note: this project is now complete as of Year End 2013.

GREAT YARMOUTH PORT COMPANY LIMITED

3.5 Bridge Lifts

The Acting Chair circulated bridge lift graphs produced by GYPC's Port Operations Manager. The Norfolk & Suffolk Boating Association advised the bridge lift emails had recently ceased. The Acting Chair agreed to look into this as a matter of urgency. The Norfolk & Suffolk Boating Association reminded the Acting Chair a review of bridge lifts had been agreed and was due now. The Port CEO to arrange accordingly.

4. Matters raised by CAMLC Members

The Acting Chair reported no items had been raised by members prior to the meeting. Matters need to be advised in advance by CAMLC and in accordance with the Constitution.

4.1 Harbour Revision Order

The press article that the HRO was rejected by the High Court in a judicial review was raised by members. Post Meeting Note: the press report was factually and legally incorrect. The Port however as a matter of policy like most businesses, does not respond to press articles, whether accurate or inaccurate. Any change to the status of the MMO decision as reported by it on its website, would also be reported there by the MMO.

4.2 Local Plan Core Strategy

It was also raised the Local Plan Core Strategy seems to run at odds with future port activity with such items as riverside housing developments and the third river crossing. Acting Chair advised that the Port's position in respect of the Third River Crossing is as per discussed in previous meetings over last two years and remains unchanged.

Post Meeting Note: the Chair has advised the following which replicates what GYBC advised at CAMLC previously: NCC as Highway Authority and Inward Investment facilitator, has advised the Port that NCC will not interfere with nor prejudice river traffic or commercial activities including opportunities for maximum use of the river port. NCC expresses that its intent is to support the port in its commercial efforts and not to engage with any activity that would prejudice the vitally important role of the river port in Great Yarmouth and the wider region. NCC has assured the port that it remains aware that it has invested public funding into the Port and therefore would not wish to prejudice the benefits that may be generated from that to the local economy over time as a result.

4.3 Visiting Pontoons

The Cruising Association confirmed it would like to reinstate the issue of pontoon installation at the Town Hall Quay but was happy to wait until the port had increased its business and was in a position to help with funding. The Acting Chair reminded the Meeting that whilst the port has no responsibility to provide recreational pontoons, it is open to approaches by the Council which has expressed that it may consider doing so subject to no impacts on overall river use and the availability of grant funding to the Council for the costs involved.

GREAT YARMOUTH PORT COMPANY LIMITED

4.4 Future Meetings

Members present suggested that members may wish to provide a brief report/update to the Committee on relevant issues and felt this may improve attendance at CAMLC meetings, particularly from GYBC and NCC representatives. Post Meeting Note: the terms of reference of CAMLC are set out in the CAMLC Constitution which governs CAMLC. Any proposal complying with the Constitution is welcome.

It was also suggested timing of the meeting may be preventing attendance by some members. Post Meeting Note: the timing of the meetings starting at 1800 was to enable attendees from those who have business commitments in the working day. NCC and GYBC Members had requested meetings to start at 1800. Council Meetings are often in the evening to avoid interference with working day commitments.

5. Dates of Next Meetings

Meeting Schedule for 2014 are:-

Monday 3rd February 2014;
Tuesday 6th May; and
Monday 6th October.

Unless otherwise advised, start time is 1800.

Signed
Chair

Signed.....
Secretary