

# **REPORT FROM GHT TO STAKEHOLDERS**

**MAY 2015**



## **PORT MARINE SAFETY CODE**

Like all harbour authorities, GHT has a duty to comply with the nationally agreed standards for safe marine operations within its waters set out in the Port Marine Safety Code and its associated Guide to Good Practice. Our Safety Management Plan, which is regularly reviewed and updated, sets out the procedures which must be followed in order to comply with these criteria. An external independent audit is carried out every year to ensure that compliance with the PMSC is maintained and the results of this review are reported to the Board by GHT's Designated Person. Any issues raised by this review are addressed and amendments made to procedures as appropriate. The latest edition of GHT's Safety Management Plan is published on our website.

A detailed performance review of compliance with the PMSC is available on pp 7-8.

As Duty Holder, we, the Trustees, are required by the Maritime and Coastguard Agency to formally certify our continuing compliance with the standards required by the Port Marine Safety Code at three yearly intervals. We authorised the Chairman to sign the Statement of Compliance on our behalf at our meeting on 16 January 2015 and this has been submitted to the MCA.

We are pleased to report that there have been no incidents or emergencies in the Gloucester Harbour in the last twelve months.

## **NAVIGATION**

The quarterly PANAR reports to Trinity House on the aids to navigation maintained by GHT continue to show 100% availability.

Work has been undertaken on the Charston Light to improve the structure and reduce maintenance risks. A new lantern, mounting post and solar panel have been fitted on the top of the lighthouse; corroded steelwork has been replaced and the batteries relocated inside the lighthouse so that it is no longer necessary to climb ladders to access them.

## **PILOTAGE**

Our new pilot is continuing his pilotage training and has been authorised as a second class pilot licensed to pilot ships within his level of expertise. He will be authorised for increasingly larger ships as his experience grows over the next few years.

The port of Sharpness has had another busy year and trade continues to be buoyant. Ships pay for pilotage and conservancy according to the size of vessel and the figures in the table below show the monthly totals and annual average over the last two years. Cargoes have included cement, fertiliser, scrap metal, minerals and grain.

<b>Piloted Vessel Movements to and from Sharpness Dock</b>					
2013/14			2014/2015		
Month	Ship Numbers	DWT	Month	Ship Numbers	DWT
April	30	86,465	April	33	115,920
May	37	106,484	May	26	93,795
June	33	111,293	June	27	93,044
July	33	98,960	July	35	119,148
August	23	85,269	August	33	96,222
September	26	83,998	September	29	97,986
October	25	88,693	October	31	108,733
November	35	116,361	November	28	83,234
December	24	73,226	December	27	99,053
January	38	126,747	January	23	76,068
February	31	114,417	February	30	110,839
March	32	114,835	March	27	106,015
Monthly average:	31 ships	101,267 dwt	Monthly average:	29 ships:	100,005 dwt

## **FINANCE**

AB members who are interested in the details of GHT's finances can find annual reports and accounts going back to the financial year 2000/2001 on GHT's website. We hope to make the Report and Accounts for 2014/15 available after the Trustees' meeting in July.

We aim to break-even each year but anticipate that we shall have made a small operating surplus this year because of the continuing buoyant level of trade. As our income is almost entirely dependent on the level of shipping coming to Sharpness, we tend to err on the side of caution when forecasting our income and expenditure for the coming year. However, we feel reasonably confident about the anticipated level of shipping for 2015/16 and have retained our harbour dues at the same level for another year, though the situation is always kept under careful review.

## **STAKEHOLDER BENEFIT**

The Department for Transport's guidance to trust ports, which, unlike public companies, have no shareholders, recommends that they identify their stakeholders and offer a 'benefit' as if they were shareholders. Having been in

the fortunate position of generating modest surpluses in recent years, we have carefully considered the best way of using these funds to benefit our stakeholders.

We believe that accurate information on the harbour area is useful for all its users and we recognise that GHT has a duty to survey its harbour regularly and find the best navigable channel. The last hydrographic survey was undertaken in 2000 and we believe that it is now time to update this information. We have, therefore, agreed to commission a new hydrographic survey of the navigable channel and immediately adjacent areas to be undertaken in spring/summer 2015. The more sophisticated surveying techniques developed in recent years will improve the quality of the information gathered and discussions have already taken place with the UK Hydrographic Office on survey requirements and relevant chart revision/presentation.

### TIDAL LAGOONS

There has been considerable recent publicity about plans to develop tidal lagoons to generate renewable energy. We have had several interesting meetings with Tidal Lagoon Power (TLP) a company which is developing plans to build tidal lagoons in the Severn Estuary and elsewhere. These are seen as less obstructive than a full barrage and more efficient as power can be generated on the incoming and outgoing tides. They harness tidal energy by capturing water within a man-made structure which is then released through sluices to drive the turbines.



© Tidal Lagoon Power

Outline of the proposed lagoon between Cardiff and Newport

In the Severn Estuary, planning for a lagoon in Swansea Bay is well advanced and in-depth studies are being conducted on potential schemes at Cardiff Bay and Newport. Although TPL claims it will not drive through development at any cost, we are concerned about the impact of the Cardiff Bay scheme and more particularly any development on the Welsh Grounds near Newport and within the Gloucester Harbour. Any reduction in water levels would have a significant effect on navigation and the viability of Sharpness as a port. These potential schemes are at an early stage and we welcome the opportunity to comment on the data being produced by on-going modelling so that problems can be identified at an early opportunity.

## HARBOUR NEWS

The Severn Bore continues to attract lovers of extreme sport. Two well-known television presenters were filmed by different companies attempting to ride the Bore, while Red Bull set up an intriguing and very well-organised race where teams of university / Olympic standard rowers were filmed attempting to out-row the Bore over a 7 km route between Longney and Stonebench. In the event, half the teams made it to the finish line ahead of the Bore, while the rest trailed along behind.



Many locations in Gloucestershire are used as the backdrop for successful film and TV productions. This year, GHT became marginally involved in two major productions.

Scenes from the BBC's adaptation of Wolf Hall were shot in a number of locations in Gloucestershire. Our involvement came when the banks of the Severn near Minsterworth were chosen to represent the sixteenth century Thames. Several scenes showing a barge powered by a team of rowers carrying assorted dignitaries such as Cardinal Wolsey, Thomas Cromwell and Anne Boleyn were shot in this undeveloped area. As always, hours of set-up and filming resulted in just a couple of minutes of screen time.

The filming of scenes for the new film of 'Alice Through the Looking Glass' in Gloucester Docks was a much more public event. The arrival of a number of tall sailing ships, which came up the Severn Estuary into Sharpness and then along the canal to Gloucester for the shoot, generated a lot of local excitement. These ship movements had to be carefully planned around the normal commercial traffic but all arrived safely and in time for the start of filming.



## GHT STAFF

Katrina Douglas, who worked as our Finance Officer for more than seven years, decided to leave us at Christmas in order to spend more time exploring the French canal system with her husband. In her place we have welcomed Susan Hill, who has many years' experience working as an AAT for a number of clients.



© Mike Nash

The Esseniya passing under the Severn Bridge inbound to Sharpness



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# GLOUCESTER HARBOUR TRUSTEES

## PORT MARINE SAFETY CODE

### ANNUAL PERFORMANCE REVIEW 2014

#### PMSC Audit - Statement of Compliance

The Gloucester Harbour Trustees aim to undertake and regulate marine operations in order to safeguard the harbour, its users, the public and the environment and comply with the requirements of the Port Marine Safety Code.

- The independent audit undertaken by C F Spencer Ltd on behalf of GHT's Designated Person confirmed GHT's continuing compliance with the PMSC.
- The audit made a number of administrative observations, which have now been addressed, but did not identify any non-conformances.
- The Trustees, as Duty Holder for the Gloucester Harbour, therefore, formally authorised the Chairman to sign the Statement of Compliance on their behalf at their meeting on 16 January 2015 and this has been submitted to the Marine and Coastguard Agency.

The following performance review summarises the main activities of GHT's marine operations.

#### Marine Reports

- There were no shipping incidents in the Gloucester Harbour area during the year.
- Notices to Mariners are issued to interested parties when required. They are emailed direct to an established list of relevant organisations and displayed on GHT's website.
- GHT continues to engage with organisations which have an interest in marine issues, such as yacht clubs, environmental bodies and local councils, through its Advisory Body.

#### Vessel Movements

- During 2014 there were 554 commercial vessel movements through the harbour area, 370 of which were general cargo vessels visiting the port of Sharpness, with the remainder (184) being generated by aggregate dredging activity within the harbour area. The table below shows the number of cargo vessel movements (excluding local aggregate dredging) over last ten years and demonstrates a steady level of activity which has not required significant changes to the Trustees' safety management plans.

2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
351	328	397	391	380	377	293	387	344	357

- The main cargoes carried were cement, fertiliser, animal feed, grain, minerals, and scrap metal.
- A sand dredger operates in the Harbour area.
- Leisure craft based at several small sailing clubs operate regularly within the harbour. In addition, approximately 500 leisure craft movements each year are undertaken by vessels transiting the harbour via Sharpness Dock.

## Pilotage

- Pilotage is compulsory for all vessels over 30m loa.
- The pilotage service is provided by the self-employed pilots, authorised by GHT as the competent harbour authority, who make up the Gloucester Pilots Partnership LLP (GPP). GPP organises pilotage on a day-to-day basis on behalf of GHT in consultation with the Harbour Master.
- There are currently three first class pilots and one second class pilot who is continuing to gain experience and work towards more senior qualifications.
- A suitably qualified pilot has been available to deal with all booked commercial movements during the year. There were two occasions when an off-duty pilot was called out to take a ship when several movements were booked for the same tide.
- Boarding and landing services are provided by the pilot boat operated by the Bristol Port Company.
- Pilotage services are also available to recreational vessel owners if requested.
- PECs have been issued to the two masters of a sand dredger operating in the harbour. These are reviewed annually. 184 acts of pilotage under a PEC were undertaken during 2014.
- The Harbour Master, the Pilots, CRT staff and the port operator regularly discuss navigational issues.

## Conservancy / Aids to Navigation

- A pilot watch radar system with three stations in the estuary and a base station in Sharpness was installed for the protection of navigation following the construction of the Second Severn Crossing. This continues to work well.
- Software problems were identified at one of the stations during the year but these have been rectified by the manufacturer of the system.
- The base station records each vessel's track which can provide useful information in the event of an incident.
- The maintenance of the Aids to Navigation is undertaken under contract. This includes a routine maintenance programme as well as responding to emergency call-outs.
- The availability of the Aids to Navigation (lights, buoys, beacons, daymarks, fog signals) for the last year has been as follows:

Category	No. of A to Ns	Availability	GLA Requirement
1	1	100%	99.80%
2	42	100%	99.00%
3	56	99.98%	97.00%

## Pollution

- There have been no reports of incidents of pollution in the harbour area during the year.
- The MCA agreed to reclassify GHT as a C/D category port for the purpose of its Oil Spill Contingency Plan. An audit of the plan was undertaken during the year and the comments made during this visit have now been implemented.
- The Harbour Master and a Senior Pilot, both qualified as 4p on-scene commanders, attended an exercise undertaken by the Bristol Port Company.