

REPORT FROM GHT TO STAKEHOLDERS

MAY 2016



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 triennial Statement of Compliance on our behalf at our meeting on 16 January 2015.

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



The Wilson Hook leaving Sharpness

NAVIGATION

The Trinity House inspectors are satisfied with the performance of the aids to navigation maintained by GHT. These continue to show nearly 100% availability (well within the targets set by Trinity House) with only a few minor outages during the year which were quickly rectified.

Narlwood Beacons



One of the beacons held in place by the new struts

One major project undertaken this year was work on the Narlwood Beacons. These are the responsibility of Magnox as they are situated in the tidal reservoir at Oldbury, but they had been giving cause for concern for some time.

The underwater chains holding the towers in place had become worn over time which allowed the towers to sway and fail to act adequately as navigation marks for shipping. Maintenance of the chains was difficult and dangerous with nil visibility underwater.

We proposed installing struts fixed to concrete blocks which would hold each tower in place and be easier to maintain when necessary. Magnox agreed to fund this work which was undertaken over several weeks during the summer.

PILOTAGE

We now have four First Class pilots, as our newest pilot has completed his training and was granted his First Class licence at the end of March.

As some of our most experienced pilots move towards retirement, we are aware of the need for succession planning. In the Gloucester District, it takes about four years for a pilot to become fully qualified and the search for suitable candidates with the right experience to become an authorised pilot has begun.

Ideally, it is hoped to make an appointment by the end of 2016 / early 2017 with a view to the completion of the initial training of the successful recruit by the summer of 2017.

FINANCE

Stakeholders 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 2015/16 available after the Trustees' meeting in July.

The port of Sharpness has had another busy year and trade continues to be buoyant. Ships pay GHT for pilotage and conservancy according to the size of vessel measured by their dead weight tonnage (dwt). 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.

Piloted vessel movements to and from Sharpness Dock					
2014/15			2015/2016		
Month	Ship Numbers	DWT	Month	Ship Numbers	DWT
April	33	115,920	April	31	115,201
May	26	93,795	May	30	93,555
June	27	93,044	June	28	109,864
July	35	119,148	July	24	87,380
August	33	96,222	August	26	91,443
September	29	97,986	September	32	106,813
November	28	83,234	November	23	85,230
December	27	99,053	December	19	70,537
January	23	76,068	January	22	76,066
February	31	110,839	February	19	74,383
March	27	106,015	March	26	99,144
Monthly average:	29 ships	100,005 dwt	Monthly average:	26 ships:	93,207 dwt

We aim to break-even each year but anticipate that we shall have made a small operating surplus this year, in spite of the slow-down in trade in the second half of the year, which was partly due to global economic factors but more especially the wet winter weather. 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 2016/17 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.

One scheme to which we gave the go-ahead was a new hydrographic survey of the navigable channel and immediately adjacent areas which was undertaken during May last year. The more sophisticated techniques developed since the last survey in 2000 have improved the quality of the information gathered. The data was passed to the UK Hydrographic Office and included in the latest editions of Admiralty Charts 1166 and 1176 published on 3 December 2015.

HARBOUR NEWS

Red Bull held its second 'Outrow the Bore' event in August. This was again a very well-organised race in which eight teams of university/Olympic standard rowers from Britain and abroad were filmed attempting to outrow the Bore over a 7km mile route between Longney and Stonebench. None of the teams was able to outrow the Bore this year, but Oxford Brookes held out longest and won the race for the second year running.



An extreme fund-raising event by local swimmer, Kevin Brady, attracted a lot of local media attention. He set out to swim the length of the Severn from its source on Plynlimon in mid Wales to Severn Beach near the Second Severn Crossing, a 220 mile challenge which took him a month to complete. GHT's Harbour Master was able to give him and his support team some safety advice on tackling the final tidal section of journey.



Euphoria on reaching the end of the journey at Severn Beach

Ahead of the release of the new Star Wars film, Stormtroopers were seen riding the Bore, while SARA gave a properly equipped Darth Vader a lift up-river under the Severn Bridge.



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GLOUCESTER HARBOUR TRUSTEES
PORT MARINE SAFETY CODE
ANNUAL PERFORMANCE REVIEW 2015

Marine Safety

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 (PMSC).

GHT aims to adopt best practice and incorporates the requirements of the PMSC within its Safety Management System. It has undertaken a formal marine risk assessment and the methods adopted to control risk take into account relevant legislation, minimum standards and human factors. These policies and procedures are reviewed on an on-going basis and amended when appropriate.

PMSC Audit - Statement of Compliance

- The annual independent audit undertaken by C F Spencer Ltd on behalf of GHT's Designated Person confirmed GHT's continuing compliance with the PMSC.
- The triennial Statement of Compliance was signed by the Chairman on behalf of the Trustees as Duty Holder on 16 January 2015 and submitted to the Maritime 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 as appropriate with organisations which have an interest in marine issues, such as yacht clubs, environmental bodies and local councils.

Vessel Movements

- During 2015 there were 555 commercial vessel movements through the harbour area, 324 of which were general cargo vessels visiting the port of Sharpness, with the remainder (231) 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. A gradual increase in the average size of vessels visiting Sharpness over the same period has been noted.

2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
328	397	391	380	377	293	387	344	357	370

- 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 four first class pilots. Consideration is being given to succession planning to cover the anticipated retirement of the older pilots.
- A suitably qualified pilot has been available to deal with all booked commercial movements during the year. There were two occasions in 2015 when an off-duty pilot had to be called out to take a ship when several movements were booked for the same tide, and one occasion when an off-duty pilot was put on standby but was not required.
- 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. 231 acts of pilotage under a PEC were undertaken during 2015.
- 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.
- 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	2	100%	99.80%
2	42	99.99%	99.00%
3	56	99.82%	97.00%

Pollution

- There have been no reports of incidents of pollution in the harbour area during the year.
- The Harbour Master attended an exercise undertaken by Canal & River Trust staff on their Oil Spill Contingency Plan (OSCP) which covers Sharpness Dock.
- GHT continues to contact organisations listed in its OSCP at regular intervals to ensure that details remain up to date.