

# REPORT FROM GHT TO STAKEHOLDERS

## MAY 2017



# **Welcome to the latest update on the work of the Gloucester Harbour Trustees.**



## **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. We have recently introduced a new hazard assessment system which has enabled us to assess and rank risks more effectively and monitor the actions taken to mitigate them. 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.

Appendix A gives a detailed performance review of compliance with the PMSC.

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.

## 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**

The remedial work undertaken last year to stabilise the Narlwood Beacons has not proved as effective as had been hoped. A proposal to replace the structures with new towers, which would be much more stable and require less routine maintenance, is being considered by Magnox.

- **Pilot Watch Radar System**

The future of the PWRS is being reviewed by Highways England (HE) as part of the process of taking responsibility for the Second Severn Crossing at the end of the Concession Period towards the end of 2017. Improved navigation equipment on board ship and the availability of small portable units which can access up-to-date charts and AIS/GPS information have led to ongoing discussions with HE on the best way forward to ensure the continued safety of ships navigating through the Second Severn Crossing.



## 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 2016/17 available after the Trustees' meeting in July.

The port of Sharpness has had another busy year and trade continues to be buoyant. Cargoes have included cement, fertiliser, scrap metal, minerals and grain.

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. Even so, we have been able to keep our harbour dues at the same level for the past four years. However, the effects of inflation have finally caught up with us and we have, therefore, agreed to raise our dues by 2p per DWT with effect from 1 April 2017. We shall continue to keep the situation 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 aim to find the best way of using these funds to benefit our stakeholders.

Recently, we have concentrated on some of our 'behind the scenes' activities to improve the quality of the information we make available. For instance, a lot of effort has gone into updating the tidal information at Sharpness so that trends can be identified and specific tide heights predicted to manage passages on particular tides more safely.

Another project to improve communication with stakeholders has been a revamp of our website [www.gloucesterharbourtrustees.org.uk](http://www.gloucesterharbourtrustees.org.uk) to give it a new look and, hopefully, make it easier for readers to navigate around the pages on both computers and mobile phones. It contains a wide range of information for leisure sailors and commercial vessels, as well as people with a more general interest in the Harbour. We would encourage people to sign-up to receive email news and updates.

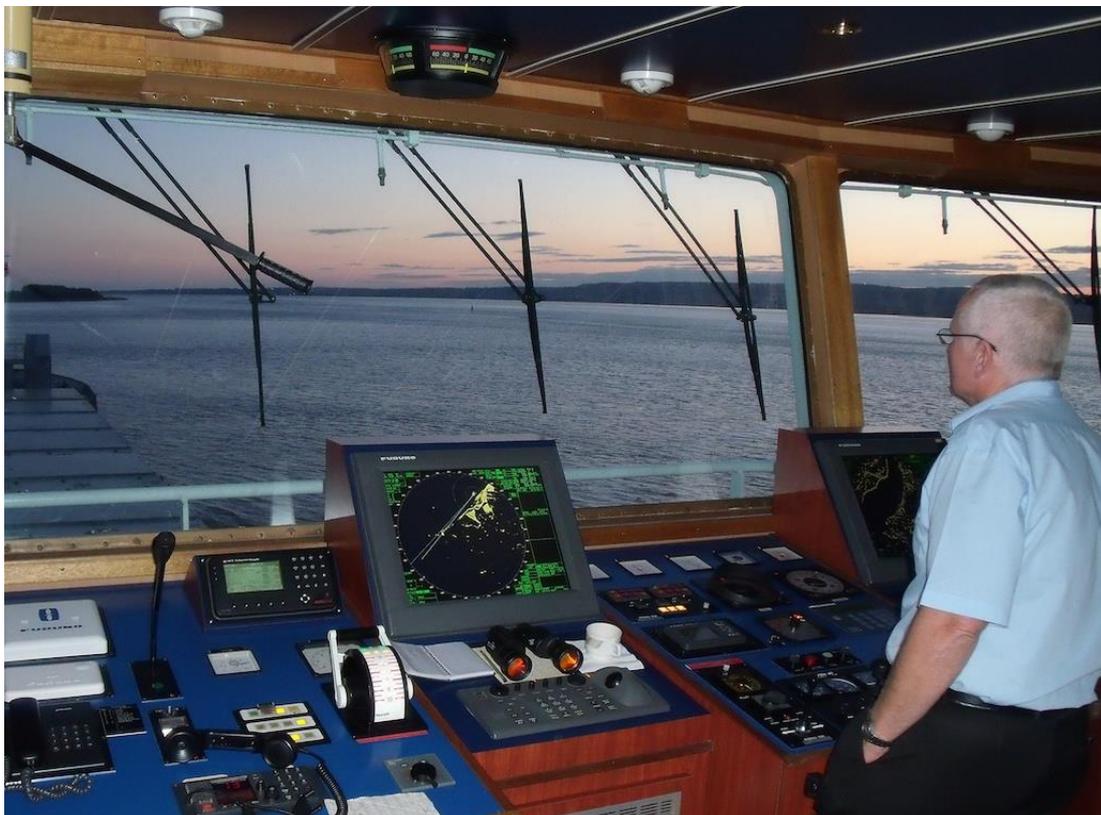
### **STAKEHOLDER SUMMARY**

- **Investment in Hazman software to improve risk assessment**
- **Investment in software associated with the tide gauge to improve tidal prediction**
- **Improvements to the website to make it easier for users to access relevant information**

## PILOTAGE

There are currently four first class pilots, but our longest-serving pilot, Bill Payne, will be retiring at the end of June 2017. In his place, we are delighted to welcome Brendan Richardson who began training on 1 April with a view to receiving his first licence at the beginning of July. Brendan comes to us having gained a wealth of experience as a pilot on the Tees and we hope that he will quickly become familiar with the Severn Estuary. We wish Bill all the best in his retirement after eighteen years' service as a Gloucester pilot.

During the year the 'Monika Muller' and the 'Eva Maria Muller' which have been bringing cement to Sharpness several times a month since 1999 sailed from the port for the last time. The contract has now passed to another company and we are seeing regular visits from ships such as the 'Reggedijk' and the 'Isseldijk' which are all considerably larger than those which have visited Sharpness in the past. Working practices are regularly reviewed to ensure that these larger ships can enter and leave the dock safely.



A pilot's eye view of the Severn Estuary

# HARBOUR NEWS

## Lydney Ring Trip

Each year, when there is a suitable tide, Lydney Yacht Club organises a trip from Lydney up the Severn to Gloucester and then returning via the Gloucester Sharpness Canal. This year a number of Trustees joined the flotilla of small boats in GHT's workboat and thoroughly enjoyed the experience which gave them the opportunity to see the river from a completely different perspective.



Setting Out



Providing Assistance



In Gloucester Lock

## Red Bull Cliff Dive From Chepstow Castle

In September, Red Bull organised a spectacular cliff dive from the walls of Chepstow Castle into the Wye by former Olympic diver Blake Aldridge. GHT, as the relevant navigation authority, gave advice to help ensure that this event took place safely.



## PORT MARINE SAFETY CODE

## ANNUAL PERFORMANCE REVIEW 2016

**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 2016 there were 504 commercial vessel movements through the harbour area, 293 of which were general cargo vessels visiting the port of Sharpness, with the remainder (211) 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. There has been a steady increase in the average size of vessels visiting Sharpness from 2,814 dwt in 2007 to 3,596 dwt in 2016.

<b>Year</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
No of vessels	391	380	377	293	387	344	357	370	324	293
Average DWT	2,814	2,903	2,721	3,241	3,101	3,146	3,311	3,439	3,596	3,596

- The main cargoes carried were cement, fertiliser, animal feed, grain, and minerals.
- 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. One of the senior pilots will be retiring in June 2017 and a trainee has been appointed who will start working towards his first licence from April 2017.
- A suitably qualified pilot has been available to deal with all booked commercial movements during the year. There was one occasion in 2016 when an off-duty pilot had to be 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. 211 acts of pilotage under a PEC were undertaken during 2016. A PEC has also been issued to an experienced local boat operator to enable him to bring his vessel to a berth further up the river on a regular basis.
- 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	99.98%	99.00%
3	56	99.80%	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.