

# NORTHERN IRELAND FISHERY HARBOUR AUTHORITY

## Minutes of Ardglass Port Users Meeting held on Friday 30 July 2010 in the NIFPO Office at 14.30hrs.

### Present:-

<b>NIFHA</b>	Terry Jarvis (Chairman of meeting), Chris Warnock (CMW - Chief Executive), John Smyth (Harbour Master - HM), David Lindsay (DL - Project Manager)
<b>EHOs</b>	Bill Doyle (BD), Andrew Pearson (AP)
<b>NIFPO</b>	Dick James (DJ)
<b>Marina</b>	Fred Curran
<b>Port Users</b>	K Mullan (Sea Mourne), S Shiels (Nimrod), A Smyth (Val-G),

### 1. Welcome and Apologies

The Chairman welcomed all those present.

Apologies had been received from the Authority's Chairman, Margaret Andrews, from Members Ian Morris and Roy Teggarty and from Councillor Dermott Curran.

### 2. Minutes of Meetings held on 31 July 2009 and 25 March 2010

These were approved.

### 3. Matters Arising (not on the agenda)

#### Fish Market – Food Premises Approval

The fish market was given full approval for the 'receipt, chilled storage, display and wholesale auction of fishery products' by Down District Council on 7 January 2009. However the Authority was not notified by the date of the last port users meeting in July 2009.

#### Road Flooding (outside harbour estate)

This was due to a blocked drain which was cleared by the Roads Service.

#### 2009 Balancing Charges for Electricity and Water

All 2009 electric and water balancing charges have been paid. However a written objection to these charges under Section 7 of the Harbours Act has been submitted to DARD by the two POs. This objection is being handled by a procedure specified in the Act.

### 4. Health and Safety / Port Marine Safety

#### On-Shore Health and Safety

A summary sheet detailing key Health and Safety issues was circulated and explained (see attached). Port Users were requested to follow the Code of Practice for Safe Working and all other signage and rules for the safety of personnel around the harbour. Details are given in the Port User Information Booklet copies of which are circulated annually to all vessel owners.

The requirements for fork lift trucks were emphasised i.e. that they must be fully inspected annually by a competent authority, insured and only driven by trained and certified drivers. The need for periodic recertification of drivers was also noted.

Port Users were reminded about the need to carry out risk assessments and take special precautions on the slipways in Kilkeel and Portavogie. The Health and Safety Executive are treating the slipways as 'building sites' and therefore it is important that basic safety rules are followed especially for tasks such as 'working at height'.

Details of the Authorised Contractor Scheme were also circulated and explained.

In a response to a query from Dick James it was agreed that Naval Architects and similar specialist advisors need to be 'authorised' under this Scheme.

#### Port Marine Safety

An updated Safety Advice Notice for Ardglass was circulated. For the safety of all vessels it is essential that the general directions given in the Safety Advice Notice and in the Bye-Laws and any 'special directions' issued by the Harbour Master are obeyed by all Port Users.

The CEO advised that the Port Marine Safety Code had been updated by the Department of Transport in October 2009. Accordingly the Authority is updating its Marine Safety Management System to take account of the new guidance. This will include updated plans for Emergency and Oil Pollution Response. (Action NIFHA)

The CEO also advised that the Authority is required to investigate all marine accidents within harbour limits to determine the causes and whether or not an offence has been committed. These accidents must be reported to the MAIB. The collision in Ardglass on 22 June 2010 between the Sea Mourne and the Silver Dee is currently being investigated. (Action NIFHA)

## **5. Environmental Issues**

#### Waste Management

Details of what was 'hazardous' and 'non-hazardous' waste were circulated and explained along with the costs of removing waste which have increased significantly in recent years. An environmental audit of the three harbours has been completed and recommendations for improvement have been made. The Authority plans to consult with the industry on ways of improving the environmental performance of the harbours and on reducing waste disposal costs.

It was confirmed that the Authority will collect and dispose of galley waste, waste oil and waste oil filters. However, it is the responsibility of the Vessel Owner to dispose of all other waste e.g. vessel gear, paint tins, oil drums etc.

#### Waste Oil and Filters

A notice was circulated to vessel owners and skippers regarding the correct disposal of waste oils and filters. The need for good environmental practice was explained, noting particularly that if the harbour was polluted then it could not be dredged.

#### 'Redding Up' Rules

These were circulated and the local EHO, Bill Doyle, advised that the washing of any fishery product in harbour waters is a breach of the Food Safety / Hygiene Regulations which rendered the product 'unfit for human consumption'. The EHOs have the powers to seize any product washed in

harbour water without testing it and to prosecute the vessel owner. In addition the vessel owner will have to pay to have the product destroyed.

The Authority advised that it intended to take a stronger line on the dumping of prawn tails and fish waste in the harbour which was a breach of the Bye-Laws. The skippers present explained the problems from their point of view and that it was difficult to make the effort to go back to sea to wash the product and dump the waste when they saw other vessels reding up in the harbour. While accepting this the Authority could not guarantee to prosecute every offending vessel and that if the problem continues it was inevitable that only a few offenders would be prosecuted.

The Chairman emphasised the serious repercussions that any prosecution for washing prawns in harbour water could have for the industry and appealed to vessel owners and skippers to follow the rules for the benefit of all port users.

#### Vessel Repairs in Ardglass

Guidelines on vessel repairs in Ardglass for vessels either afloat or dried out were circulated and discussed and skippers again emphasised the need for a 'drying out' berth.

While understanding this need the Authority explained that a marine construction licence and planning permission would now be required for such a structure and that the environmental regulations would greatly increase the cost due to the need to collect all paint and oily wastes. It would also be difficult to justify from the economic point of view as there was spare slipway capacity in both Kilkeel and Portavogie.

The CEO assured the meeting that Ardglass vessels will be treated fairly in terms of the 'first come first served' booking procedures for the slipways.

## **6. Operational Issues**

#### Berthing

The HM confirmed that the herring boats would be landing in the second half of August and that he would use the notice board to keep Port Users informed. It was agreed that the skippers of the herring boats are willing to work with the regular vessels to minimise any disruption. (Action HM)

The HM again requested that the fishmarket berths are kept free at all times in line with the Bye-Laws. As the harbour is now at full capacity the Harbour Master must be consulted before any new vessels are brought into the harbour. Decisions will be based on the 'Safe Berthing Plan' which is available for inspection in the office. (Action Port Users)

#### Fishmarket

Day to day operations are working reasonably well.

It was agreed that dogfish for bait would be put in the chill and iced rather than being left on the landing bay at the fishmarket quayside. (Action Port Users)

#### Ice Supplies

Thanks to the out-of-hours attendance of the HM supplies of ice were generally satisfactory.

There have been no bids to purchase the Ardglass ice plant and the CEO confirmed that the Authority would only continue to run the plant on an economic basis and that without significant investment by the private sector that plant will eventually 'wither and die'. The Authority believes

that there is still a business opportunity for the private sector to use the existing building and to take advantage of EFF Grant Funding to update some of the plant equipment.

**The CEO appealed to the local industry to reconsider the position as urgently as possible.**  
(Action Port Users)

#### Quayside Power and Water Supplies

David Lindsay advised that a new trial bollard for electricity and water would be installed towards the end of August. This will supply electricity or water on the basis of a reusable pre-pay electronic card which can be credited in the HM's office. If testing of the bollard is successful further bollards will be purchased for quayside supplies. (Action NIFHA)

It was also explained that unit costs for electricity and water will be higher as they will include the cost of providing and maintaining the bollard.

#### Security Cameras

DJ reported that the PO had been refused a grant to upgrade their security camera system which was currently not working.

DJ will meet with the HM to discuss the option of re-installing an upgraded system in the HM's office. (Action HM)

The CEO advised that the cameras in Killeel had been particularly useful in sorting out operational problems e.g. boxes of fish which have gone missing in the fishmarket.

## **7. Capital Works**

A schedule of current and proposed capital and minor works projects was circulated and explained by DL.

Key points on current projects were as follows:-

#### Lighting Upgrade

This project is well advanced in Ardglass where the new columns are already installed and working.

Port Users commented that they were satisfied with the new level of lighting.

#### Rock Armour Upgrade

This project is substantially complete and included the filling-in of voids in the rock armour and repairing sections of quayside where there had been undermining.

#### Ardtole Light

Work has started on the design and build contract to install a new navigation light on the Ardtole light.

The contractor has given a 5 year warranty on the light and work should be completed by mid August at the latest.

Key points on proposed projects were as follows:-

### Refurbishment of Fishmarket

Consultation meetings involving Port Users, salesmen and the POs have taken place and a design brief is being prepared with a view to submitting a grant application in early October. Two options are being considered – refurbishing the existing structure or alternatively a complete rebuild. Consideration is being given to improved temperature control and to providing improved washroom, toilet and shower facilities.

### Waste Reception Facilities

The baseline environmental survey has indicated a need to upgrade the waste reception facilities in Ardglass. To date no design work has been done on this.

### Maintenance Dredging

The need for this will be determined by a hydrographic survey. This will be done once a new datum point has been installed at the harbour. (Action NIFHA)

## **8. Any Other Business**

### Equality, Good Relations and Disability Duties

The CEO summarised the Authority's statutory Equality, Good Relations and Disability duties.

Port Users reaffirmed that for safety and capability reasons the industry did not employ disabled persons – it is an able bodied and physical occupation which often requires working in difficult conditions.

The CEO advised that the Authority was very mindful of its responsibility for these duties and where possible facilities for disabled visitors to the harbours were being provided.

Port Users requested that the flag on the Milligan factory is removed. (Action NIFHA)

No other issues were raised on these matters.

The meeting closed at 4.30 p.m. with the Chairman thanking everyone for their attendance and useful contribution.