

## **Minutes of Kilkeel Port Users Meeting held in the Nautilus Centre, Kilkeel on Friday 12 November 2010 at 2.00pm**

### **Those present:-**

**Port Users:-** Hubert Annett, Jack Cowden, Des Cunningham, Norman Douglas, Roy Edgar, Robert Kane, Norman McBride, Michael McGreevy, Trevor McKee, Wesley Newell, Conor Sloan and Andrew Rooney.

**NIFPO:-** Judith Farrell

**ANIFPO:-** Alan McCulla, John Cassidy

**NMDC: -** Councillor William Burns  
Stephen Cooper

**KDA: -** Pamela Houston

**NIFHA:-** Terry Jarvis - Board Member - Chairman of Meeting  
Margaret Andrews - Board Member (Chairman of Authority)  
Ian Morris - Board Member  
Roy Teggarty - Board Member  
Chris Warnock (Chief Executive - CEO)  
Michael Young (Harbour Master - HM)  
David Lindsay (Project Manager)  
David Smyth (Assistant Project Manager)

### **1. Welcome and Apologies**

The Chairman welcomed everyone to the meeting. Apologies were offered from NIFPO for Dick James.

### **2. Minutes of Meetings of 20 November 2009**

These had been circulated to all attendees as requested and were agreed by the meeting.

### **3. Matters Arising**

#### Pontoon Access Ramps

Anti-slip strips have been installed on both the upper and lower ramps.

#### List of Authorised Contractors

This is kept in the Harbour Master's office.

#### Slipway Lighting

New lighting has been installed between cradle no. 2 and cradle no. 3.

### River Debris

NIFHA formally requested a grille on the river below the bridge but the Rivers Agency has refused to consider this due to the historical flooding risk.

### Berthing Plan

A berthing plan has been drawn up and is available in Harbour Master's Office.

All other Matters Arising will be dealt with under the relevant agenda item.

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

### Health and Safety Practice (onshore)

A general update was given on the following issues:-

- Permit to Work form required for certain high risk activities
- Authorised Contractor Scheme – all contractors must be insured and use certified equipment
- Slipway working - specifically hazards from 2-pack paint and working at height and also coordination between adjacent slipway cradles
- Fork Lift truck use and the dangerous practise of carrying passengers noting that insurance will be invalidated by this
- using the fishmarket davit cranes correctly

The increased use of 'cherry pickers' on the slipway was noted and the Authority thanked vessel owners and repair contractors for their safer approach to 'working at height'.

### Port Marine Safety

#### Navigational Safety - New Safety Breakwater

The Marine Safety Advice Notice for Kilkeel had been updated following consultation with port users. This advises vessels to proceed with extreme caution at the harbour entrance when winds are force 5 and above from an Easterly to South Westerly direction.

A business case on the proposed Safety Breakwater is being undertaken by DARD. While this report is yet to be finalised the option of an enhanced safety management system at the entrance is being considered as an alternative to the NIFHA and Port User preferred option of a new breakwater. The key issue is the assessment of risk. If an enhanced safety system is recommended the Authority will consult with port users on its design.

#### Navigation Lights

The CEO confirmed that quarterly returns were now being submitted to the Commissioners of Irish Lights (CIL) on the performance of navigation lights at all harbours.

#### Pots and Creels at Harbour Entrance

Dangerous deployment of pots and creels in the approaches to the harbour entrance is continuing to be a serious and regular problem. One port user reported that it is happening on a daily basis. NIFHA have jurisdiction up to 500 yards out but beyond this limit it is for Fisheries Officers or MCA

to take action. DARD Fisheries Officers and the Harbour Master are managing the situation as far as possible, however the Harbour Master stated that most creels they have pulled up are unmarked and therefore it is impossible to identify the culprits. Any gear pulled up is confiscated.

Alan McCulla suggested that the issue should be publicised through the local press.

(Action NIFHA)

#### Floating Work Pontoons

Following recent risk assessments it is the Authority's view that the use of floating work platforms is dangerous at present and that only pontoons with proper 'type approval' should be used and lifejackets worn at all times. Some port users felt that it was not necessary to buy new pontoons. Alan McCulla asked for the Authority to provide information on 'type approved' work pontoons.

(Action NIFHA)

#### Accident Reporting

The meeting was reminded that all accidents must be reported to NIFHA who in turn are required to report them to the MAIB.

#### Towing Operations

The Authority requested that the Harbour Master's approval is obtained for all vessel towage operations within harbour as required by the Bye-Laws.

(Action Vessel Owners)

### **5. Environmental Issues - Waste Management**

The CEO updated the meeting on the Authority's waste management procedures confirming that the Authority will collect galley waste, waste oil and waste oil filters provided these items are in sealed containers and left carefully on the quayside. Port Users were requested to advise the Authority staff when there is waste to collect. Removal of all other types of waste is the responsibility of vessel owners.

The Authority reported that it had completed an environmental audit and recommendations for improvement included the following:-

- pollution of harbour from waste engine oil
- the effectiveness of the slipway sump system needs to be improved
- vessel refuelling – a Code of Practice exists but needs to be enforced

A vessel Fuelling Code of Practice dated July 2010 was circulated.

The HM reported that the Health and Safety Executive have expressed an interest in refuelling operations and may make a surprise visit to the harbour in the near future.

The CEO reported that the NIEA have imposed a Prohibition Order on vessel break-up at Kilkeel. No decommissioning or vessel break up can take place until this Order is lifted and proper licences obtained by anyone proposing to decommission a vessel.

#### Redding up

NIFHA emphasised that it is against harbour Bye-Laws to dump fish waste in the harbour and the Redding Up Rules dated May 2010 were circulated.

The EHO emphasised that washing prawns in harbour water is a breach of the Food Safety Regulations and he explained his powers to seize and destroy a catch suspected of being washed in harbour water. Catch must only be washed in sea water or potable water.

Port Users asked for more taps to be installed on the South Pier to make it easier to wash catch in potable water. The Authority noted this and said that it had concerns that additional berthing along the South Pier could block the narrow entrance to the harbour.

H. Annett complained about sewage overflowing into harbour and that Northern Ireland Water seemed to be let off lightly compared to the port users. NIFHA confirmed that the sewage problem had been actively pursued with NIW for a number of years and that as a result an extensive project had been commissioned by NIW to address the problem. At this point NIFHA introduced the designer and the contractor who will be undertaking the work.

#### South Quay Sewer Upgrade Works

MacAdam Design made a presentation on the proposals for the upgrade of the sewage pumping station, the installation of a new emergency overflow pipe into the sea outside the harbour boundary, the works timescale and the resulting traffic disruption.

The works will commence on Monday 15 November 2010. While laying the new main along the South Quay road there will be single lane traffic with traffic light control. Access to the quayside will be maintained.

During the work on the Quay Brae the road will be closed for a two week period starting 10 January 2011 and then for a seven week period starting 7 February 2011. Some concerns were expressed about this total closure and BSG the main contractor said it would look at the suggestion made by a port user to secure the works to allow the opening of the road at night.

Port Users commented that the overflow outlet would be subject to silting up due to sand drift on beach. MacAdam Design advised the meeting that these issues had been taken into account.

Concerns were also made about available car parking during the works and Alan McCulla suggested that KDA should consider allowing free car parking during the works as a goodwill gesture. Pamela Houston said that KDA would consider this. (Action KDA)

MacAdam Design agreed to provide a timetable for the project. (Action MacAdam Design)

## **6. Operational Issues**

### Dredging

The CEO updated the meeting on the recent trials using the Kilmourne with a hired in digger and driver which had proved successful. It was confirmed that funding had been applied for to upgrade the propulsion system and confirmation of funding was expected soon. This project will have a long lead time due to the availability of components and due to the procurement rules.

A dredging survey had been carried out at the harbour entrance. Port Users asked if this could not be done by local vessels. It was explained that a special type of sounder is required with measurements taken on a close grid and related to an established datum. However it is possible that a local vessel could provide some useful data and this needs to be investigated. (Action NIFHA)

### Berthing

NIFHA reported that some berthing at the quayside adjacent to the pontoons is blocking pontoon access for smaller vessels. Vessel owners were requested not to berth more than 2 abreast at this point.

Port Users suggested that laid up vessels should be moved and berthed in one tier to allow better use of the quayside for working vessels. NIFHA agreed to review this. (Action NIFHA)

It was also noted that the corner berth at the Harbour Master's office is best suited for laying stern on to allow working at nets, but this has been obstructed for a long time by vessels under repair. NIFHA agreed to look into this. (Action NIFHA)

### Pontoons

A request was made that a berth holder should be able to allow another vessel to berth in his berth by agreement. The Authority explained that this was not permitted in order to retain control over the berthing arrangements. It was suggested that if a request was made in writing that a temporary transfer may be permitted. NIFHA will review its policy on this. (Action NIFHA)

It was noted that the policy in many commercial yacht marinas is that if a berth is empty the marina operator reserves the right to re-let the berth without recompense to the berth holder.

### Fishmarket

NIFHA reminded the meeting that there is a Code of Practice for the fishmarket which must be adhered to.

The EHO advised that a Food Standards Agency audit may take place between January and March 2011 in advance of a proposed European Commissioner visit in 2012.

Port Users queried why the staff were working in the evenings at the market and had been instructed to monitor landings. It was explained that staff were present principally to ensure the safe operation of the market and to stop vessels berthing at and blocking the fishmarket which was a persistent problem. It was explained that staff routinely monitor landings to check that all landing dues are paid and that there was nothing new in this. DARD audit reports require that checks must be made to ensure all landing dues are charged and paid. However as DARD cannot release information they hold on landings without a vessel owners permission, NIFHA has no choice but to be more active in this respect.

AMcC noted that fishermen were suspicious that they were being accused of not declaring landings. NIFHA again explained that it was responding to an audit report recommendation and that it was a normal part of business. It was noted that on occasions the Authority had to chase up landing dues on cargoes loaded directly to lorry.

### Ice Supply

The CEO confirmed that the Authority was continuing the process of trying to sell the ice plants and advised that supplies of ice were not guaranteed. The Authority is endeavouring to keep the plants running on an economic basis but it was inevitable that there would be breakdowns and disruption to supplies. It was noted that DARD is supportive of the Authority's approach on this matter.

Port Users requested more availability of manpower to cover delivery failures out of hours.

## Slipway

Lesley Girvan complained that the ban on shot blasting was causing great problems to owners of steel boats like himself. The CEO regretted that the Authority was not in a position to offer a shot blasting facility for reasons of Health and Safety, environmental protection and the problem of damage to the cradles and surrounding vessels. The CEO repeated that the Authority was prepared to allow a trial in Portavogie if a suitable method statement was agreed with a competent contractor. No proposal had been submitted but the offer was still open.

(Action Vessel Owners)

## **7. Capital Works**

DL summarised the future plans and priorities for Kilkeel (see Appendix 1).

- **Upgrade of Lighting** – completed.
- **Refurbishment of Net Stores** - completed.
- **Upgrade and refurbishment of the fishmarket, welfare facilities and roof drainage** – Works underway and on schedule to complete before Christmas. Chill room would be out of operation from 20/11 until 13/12. FLT access to market would be via ramp at east end.
- **Upgrade of South Quay Sewage System (N.I. Water)** - The Contractor is to maintain pedestrian access to the quayside as a minimum at all times and there should be no restrictions on berthing.
- **Phase 3 - Quay Wall Repairs** - plans were outlined regarding the intended works.
- **Future Projects being considered**
  - navigational safety management / advice system
  - relocation of the small vessel slipway;
  - Meeny's Pier condition survey;
  - South Quay Road upgrade;
  - Security camera upgrade and extension of system to South Quay.

## **8. Equality and Good Relations, Disability Action Plan**

The CEO summarised the Authority's statutory duties in respect of Equality and Good Relations as well as the new duties in respect of Disability. It was explained that the Authority needed to comply with these duties in order to be eligible for grant funding.

Port Users were satisfied with the procedures that were in place and the actions that were being taken.

## **9. Any Other Business**

### Port User Advisory Group

A McCulla requested that this Group is convened as soon as possible. The CEO advised that the delay was due to the slow progress on the Breakwater Business Case. A McCulla thought that it

would be useful to make a start as there were other issues that could be discussed. This was agreed.

(Action NIFHA)

The meeting closed at 5.00 pm with the Chairman thanking all present for attending and making a useful contribution.