

Newhaven Port User Group Meeting

1430hrs Thursday 15th May 2025

The Enterprise Centre, Denton Island, Newhaven, BN9 9BA

AGENDA

1. Welcome and Introductions/Apologies
2. Approval of Previous Meeting Minutes 2nd May 2024.
3. Actions from previous meeting
4. Matters Arising not covered on agenda.
5. Terms of Reference and Membership Updates
6. Port Masterplan update
7. Statutory Harbour Authority/Competent Harbour Authority/Port Security Authority
8. Marine Safety Management System/Port Marine Safety Code
9. Incidents and Exercises
10. Notice to Mariners
11. Vessel Traffic figures, Commercial, Fishing, Recreational, DFDS
12. Harbour Works/Dredging update
13. Consultation Groups/Meetings
14. Marine Planning/Environmental
15. Updates from member organisations present
16. AOB.

The meeting should conclude around 1615hrs.

Tea, coffee, water and biscuits will be available throughout.

Next meeting date: 13th November 2025 TBC.

Stephen Tindale

Capt. Stephen Tindale
Harbour Master and Pilot

Newhaven Port User Group Meeting Minutes – 1430hrs Thursday 14th November 2024

Venue: - Newhaven Enterprise Centre, Denton Island.

Attendees: -

Steve Tindale, Harbour Master & Pilot, NPP. (ST).
Dave Collins-Williams, Port Manager, NPP. (DCW).
Szymon Kordacz, LCT Support/DFDS.
Thomas Levett LCT
Maurice Elford, Newhaven Yacht Club.
Ian Lambert, Newhaven & Seaford Sailing Club. (IL).
David Miller, SubSearch Marine.
Susi Miller, SubSearch Marine & Fairways Marine Brokerage. (SM).
Joseph Howe, FM Conway.
Andy Wells, Cargo Flow Agency.
Jules Nicholson, Sussex Police.
Reece Gibson, Freight Express Seacon.
George Dean, Freight Express Seacon.
Julia Johnson, Fine Marketing
Alex Probyn, ESFRS
William Fergie, Britannia Beaver
Mick Carter, NCI

Apologies: -

Annie Swann, Sink Oar Swim Boats Ltd
David Foster, Marico Marine
Caroline Reynolds, Sussex Police
Sharon Dorman, East Sussex County Council
Izabela Kennedy, East Sussex Resilience and Emergencies Partnership
Russ Levett, Newhaven Marina
John Simcock, Sussex Boat Trips
Dave Guy, Newhaven Fish & Flake Ice Society
Jim Skinner, Friends of Tide Mills

Welcome

ST as chairman welcomed all to the meeting and noted that this was his first PUG that he was chairing, ST proceeded to give a brief self-introduction. The agenda was then reviewed and ST reminded those present that this group has existed for 14 years to enable a forum for consultation and exchange between all stakeholders in the Port and it is a requirement under the PMSC for Harbour Authorities to consult with their stakeholders. The list of apologies listed above was read out. ST used a PowerPoint presentation throughout the meeting.

Minutes of last meeting held 2nd May 2024

These were accepted as being a true record and approved.

Actions Arising

None.

Matters Arising not covered on this agenda

Nothing arising.

Terms of Reference and Membership Updates

Available on the Port website (www.newhavenport.com) and copies were included in the meeting notes. There are now 45 organisations represented and 102 individuals on the PUG email distribution list. ST asked if there was any other person or organisation that had been omitted from the group or if any amendments were proposed to the TOR's, to which there were none raised. ST said he could be contacted anytime if any member of the group had suggestions.

Port Masterplan Strategic Objectives Update

ST advised that the Port Master Plan (PMP) had been refreshed in 2024 from its original 2012 version. This was published in August 2024 and was available in a hard copy to all those present as well as being on the website. ST noted that the PMP is a strategic document outlining plans for how the port will grow and develop over time. 60 stakeholders were invited to participate in the Port Masterplan development and of that 60, 39 organisations are part of this Port User Group.

Part of the standard Agenda Items for this group were to review and update on the objectives as laid out in the Port Master Plan. With a refresh of the Masterplan, there has been a refresh of the objectives. These are:

- Support further development of the Newhaven-Dieppe ferry route, increasing utilisation and continuing to focus on the customer experience;
- Continue investing in infrastructure to further increase the use of renewables throughout the port, both directly, in partnership with customers, and in partnership with renewable energy producers and local authorities to enable wider benefits beyond the port estate;
- Support the growth of trade through the port for: cargo by ship, tenancies within the port, and by attracting small cruise vessel calls;
- Support the continued development of the fishing and marine leisure sectors, and through partnership with operators ensure the highest standards are always maintained; and
- Bring further benefit to Newhaven by supporting cultural and leisure activity on the west bank of the river Ouse, the regional economy by increasing small cruise operators' awareness of local attractions, and over time, making the port more of a landmark for the town.

i. Support further development of the Newhaven-Dieppe ferry route, increasing utilisation and continuing to focus on the customer experience;

As part of this optimisation, we continue to carry out various works on the ferry terminal area. This includes:

The swinging plate project which is in its final stages of testing. The plate is used by the ferry to swing in the harbour when wind speeds are above the set limits, in addition the PEC holders onboard the ferry are audited twice a year including a swing on the plate.

The Canopy Cover for tourist traffic outbound has been completely renewed allowing for a better experience for those heading outbound on the ferry. We are currently planning to refurbish the Border Force canopy for inbound tourist traffic.

ii. Continue investing in infrastructure to further increase the use of renewables throughout the port, both directly, in partnership with customers, and in partnership with renewable energy producers and local authorities to enable wider benefits beyond the port estate

The installation of solar panels on the terminal and freight shed roofs was completed June 23, with the Shed 5 & 6 solar panels installed in February 24. We are now seeing the benefits of those. So far this has saved 61537kg of CO2 which is the equivalent of 3723.18 Trees planted. The next phase is for the installation of solar panels on the BCP with battery storage.

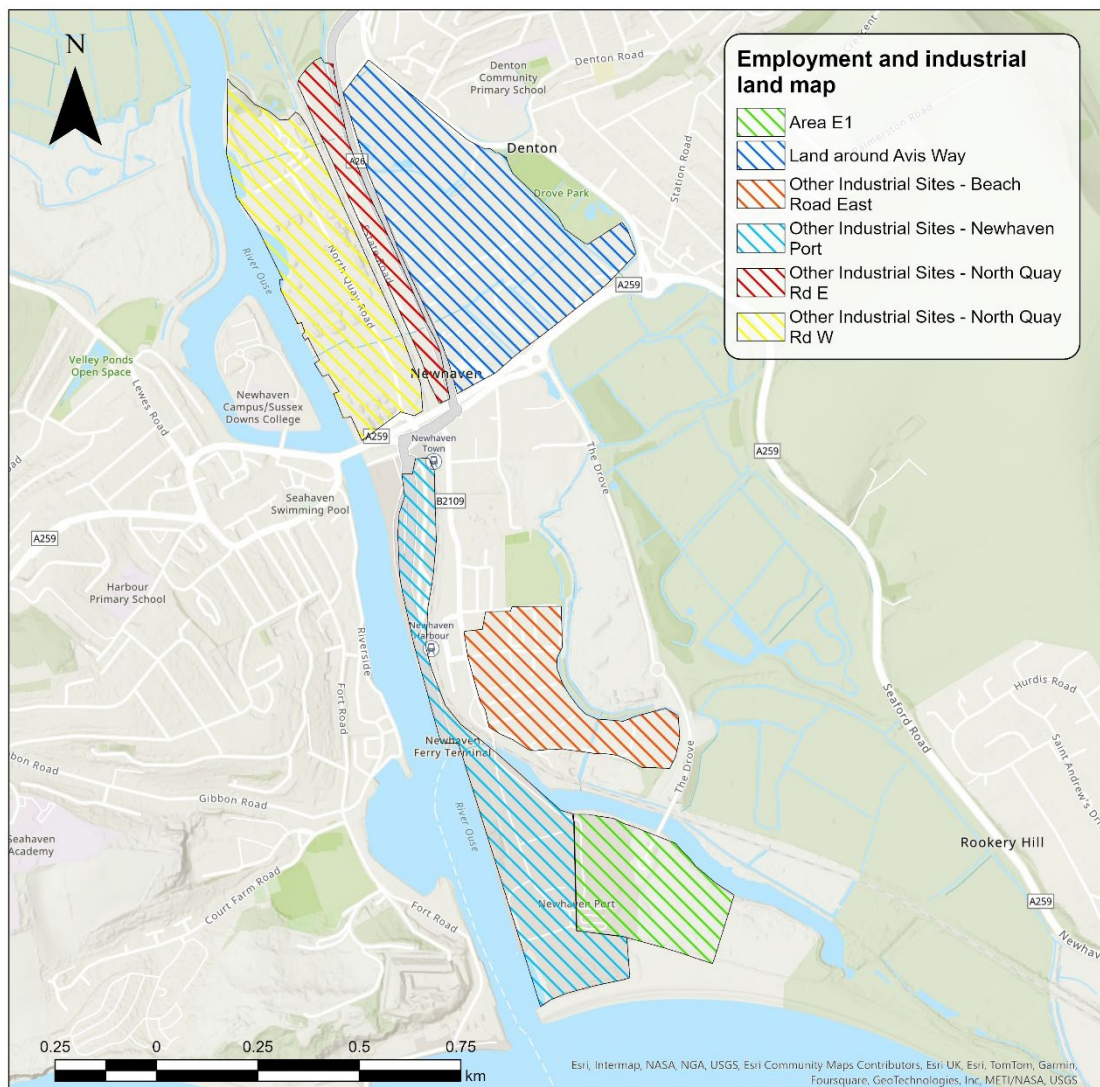


Figure 1 - Employment and Industrial land map around Newhaven Port showing area E1 in the south east

Area E1, as shown in Figure 1 is the 4 hectare site between the Port Access Road and the Nature Reserve that is earmarked in the local plan for Port expansion. We have already submitted a pre-planning application and received positive feedback from Council officers. We are now undertaking

all the surveys we need to do to submit a full planning application February next year. Nothing is set in stone, but it is likely that 1 hectare will be used for landscaping and buffer areas, 1 hectare for renewable electricity generation and storage and 1 hectare for new freight drivers facilities and parking and the remaining 1 hectare for warehousing, logistics and industrial units.

SM asked if there was any updates on the KSD development plans for the old port authority building. DCW updated with details regarding the planning developments, first time the planning decision was deferred was due to highways, second time due to worries regarding noise from the port raised by NPP and Bretts, the most recent deferral was at the request of the planning committee to consider reducing the scale of the project.

iii. Support the growth of trade through the port for: cargo by ship, tenancies within the port, and by attracting small cruise vessel calls;

We are continuing to look into ways to increase trade through the port. This is through development of the East Quay site. With the departure of Ripleys from East Quay we are looking to bring in alternative cargoes onto the quay. Currently this is by working with a company called Oree, who are looking to bring regular cargoes from Le Treport to Newhaven by Sail Cargo Ship carrying palletised cargoes.

In additional we are looking at alternative cargoes for Bretts and any project cargoes. The quay will be available as a multiuser site so that more types of cargoes can be handled with a time limit of 48 hours set on storage before shifting off site.

Bretts continue to carry out their operations on East Quay with around 2 ships per week on average and are looking to maximise the sea won aggregate that they bring in and then export approximately 40% by cargo train. Conways are continuing to operate from the North Quay No. 1 berth and have increased to around 3 ships per month. EMR have resumed exporting scrap metal through Newhaven once again, with 2 ships now having been to their North Quay No. 4 berth since September.

A video was shown of the East Quay which has been cleared of Ripleys scrap. There remains some damage to the quayside which is undergoing repairs ready for future operations, as shown in Figure 2.



Figure 2 - Photo showing condition of East Quay

iv. Support the continued development of the fishing and marine leisure sectors, and through partnership with operators ensure the highest standards are always maintained; and

The development of the new fishing stage on West Quay, called Stage 21 and is being funded via the Levelling Up Fund. The funding has been granted and the Government Grant Funding Application has been signed. We continue to work with our consultants Beckett Rankine and are looking to go to tender for the fishing stage in January next year. The current timeline is:

- January 25 – Go to Tender
- March 25 – Appoint the Contractor
- April 25 – Commence the Works
- November 25 – Complete the Works

The fishing stage will be where the current fishing stages 10 & 11 are.

IL asked if there was going to be a fish processing plant associated with the fishing stages. DCW responded that it had been established at the Bickerstaff site on New Road and it is Community interest company to manage the site. The processing plant is already up and running.

v. Bring further benefit to Newhaven by supporting cultural and leisure activity on the west bank of the river Ouse, the regional economy by increasing small cruise operators' awareness of local attractions, and over time, making the port more of a landmark for the town.

We are still looking to further develop these ideas and it is an ambition for the future. We will need to complete the refurbishments to East Quay before we can look to bring in any small cruise operators, however it is felt that Newhaven is ideally suited for small cruise to access the many tourist attractions in the immediate area and beyond.

Statutory Harbour Authority, Competent Harbour Authority, Port Security Authority and Local Lighthouse Authority.

Newhaven Port & Properties are the Statutory Harbour Authority, the Competent Harbour Authority, the Port Security Authority and the Local Light House Authority for Newhaven.

The Statutory Harbour Authority which covers the limits as shown in Figure 3 – under various legislation, primarily responsible for managing the safe movement of vessels and for conserving the harbour fit for use. Any comments or suggestions for improving the safe running of the harbour are always welcome. There is a lot of information available on the NPP website, which is currently going through a revamp. www.newhavenport.com



Figure 3 - Indicative image of the Statutory Harbour Limits

NPP are also the Competent Harbour Authority under the Pilotage Act of 1987, which means NPP set the rules for vessels requiring a Pilot. The Pilotage Committee meet in February each year unless a meeting is called for in-between. There are currently three authorised pilots, Senior Pilot Paul Heslop, Deputy Harbour Master and Pilot Dwain Rodgers and Harbour Master and Pilot Stephen Tindale. In addition to the pilots there are six Pilot Exemption Certificate (PEC) holders on the ferries as well as a number of PEC holders on the maintenance dredgers working out of Newhaven Port. The

Pilots and PEC holders are regularly audited, with the ferry captains having to do a departure swing as part of their audit.

The pilots continue use the simulator at Southampton Solent. The pilots have been using it for training purposes for the last 8 years. Its benefits are that the Pilots are able to train and practice in a safe but realistic environment and it is very useful for incident investigations, simulating new types of vessels and varying the weather and tidal conditions without the risk. This has also expanded to do further training with the coxswains in varying conditions.

The PV Pelorus, Workboat Magnus Musson and Survey vessel Triton are all running well and fully certificated. All Pilot boat crew qualifications and medicals are fully up to date and training is always ongoing. The newbuild pilot boat from Goodchild Marine in Great Yarmouth (the ORC 121 Pilot vessel) has been delayed until February 2025. She will be called "Seaxe" which originates for the Saxon term for Sussex.

As the Port Security Authority, NPP oversee the four Port Facilities within Newhaven, namely, Newhaven Port East Quay, Ferry Terminal, Conways and EMR. We hold bi-annual Port Security Authority meetings and an annual exercise to test the security plans of the facilities. Sam Bennet one of our Duty Officer in Port Control has recently taken on the role of Port Facility Security Officer for East Quay.

Newhaven Port Authority are the Local Lighthouse Authority on behalf of the General Lighthouse Authority (Trinity House). This means we install and maintain all navigation lights and marks with the permission of, and regular auditing from Trinity House. If anyone notices a navigation light or mark out of position, please report it to Port Control so we can action it. Last year we did a big repaint of the lighthouse and earlier this year we resprayed the East Pier Light.

Marine Safety Management System/Port Marine Safety Code

The Port Marine Safety Code (PMSC) is a national standard that sets out safety requirements for UK ports and harbours:

The PMSC aims to improve safety for everyone who works in or uses the UK port marine environment. It applies to all harbour authorities and other marine facilities.

The Marine Safety Management System is a living document based on the requirements of the Port Marine Safety Code. Our Designated Person under the PMSC is David Foster from Marico Marine, who continually assesses that we comply with the Code and reports that to our Board of Directors, who are collectively the Duty Holders.

There are monthly Teams meetings which I report everything that is going on. David Foster then produces reports for the Duty Holder every 2 months, which is in addition to the Harbour Master's monthly reports. We also have annual audits every April, the last one being on 16th April which went very well.

As part of the MSMS we have Navigational Risk Assessments (NRA) and Marine H&S risk assessments. These are regularly reviewed, by myself and Dwain using the Marico Marine HAZMAN IT based system. Port Control to risk as per our NRAs.

Port Control visits are ongoing for the PEC holders and we always encourage others to come and visit. We have had a few welcome visitors since the last meeting, especially noting the visits from the Gig Clubs, our Small Commercial Vessel Licence Holders and National Coastwatch Institution. Please let me know if you would like a Port Control visit. We just ask for a couple of days' notice and to limit each group to a maximum of 6 persons.

I do send any relevant safety or industry information that I receive from the MCA, MAIB or other organisations out to some or all members of this group for your interest or otherwise. We also put anything useful on the website.

The 2023 revised version of the "Code of Practice for Recreational Users" is available to download from our website and hard copies are available here today. The intention, as always, is to make sure we have a safe harbour for all users. We also have an endless supply of Signal cards for those who want some.

Any organisation organising events within the Harbour Limits, need to complete an event registration form at least 21 days before the event, together with a risk assessment. The registration form and a risk assessment template are on the website and in the Code of Practice booklet.

Under the Newhaven Harbour Revision Order 2016, NPP are able to licence commercial activities of small commercial vessels within the harbour. The following vessels and operators are presently licenced for commercial activities:

Coco Bay - Paul Burns - Maverick Boat Adventures
Lady Maverick 3 - Paul Burns - Maverick Boat Adventures
Maverick Jet Skis - Paul Burns - Maverick Boat Adventures
Illuminate - John Simcock - Sussex Boat Trips
Kestrel Warrior 7 - Anthony Collins - Kestrel Warrior Fishing Trips
Froya - Mike Clift - Seahaven Maritime Academy
No Excuses - Seb Rouse - Lagoon Watersports
Excalibur - Trevor Cutler - Cutts Marine
Buccaneer - Trevor Cutler - Cutts Marine
CM1 - Trevor Cutler - Cutts Marine
Njord Avocet - Njord Offshore
Windcat 10 - Windcat Workboats

Peter Leonard & Simon Thomas are also licenced for operations within the harbour.

That means that any other vessel operating in or from Newhaven and taking money for their services are acting illegally. Please report them to me immediately. We rely on the Marina, slipway and boatyards cooperation with this to keep us advised of any vessel that is in breach.

The Jet Skis did not cause too many issues this summer and we continue to monitor the situation. It would be prudent to note that all vessels and craft, under the Merchant Shipping Act Watercraft Order 2023, are bound by the COLREGS and Merchant Shipping Act.

ST asked if there were any comments before moving on.

Incidents, Training and Exercises

ST provided an update on the incident reporting procedures for Newhaven Port, with the current recording system under review. ST explained that one system records all the marine incidents in the harbour, whilst the other only includes incidents which are a risk to navigation and get reported in the Navigational Risk Assessments.

As per Figure 4, there were 27 incidents reported in 2024 spread across all categories. The number of anti-social incidents have fortunately continued to decrease, however, this may be due to under reporting, rather than a decrease in activity. During the summer months, NPP arranged for a security presence on East Pier which discourages anti-social behaviour and tombstoning. The trend of anglers deliberately casting at and/or over passing boats on both the East Pier and at West Pier/The Hope Inn areas appeared to of reduced. There have been two dedicated CCTV cameras setup to keep an eye on angling activity in the narrows. The biggest area of incident is recreational craft going against the signal. This is possibly due to a lack of understanding, so we continue to work with port user groups to encourage the appropriate training.

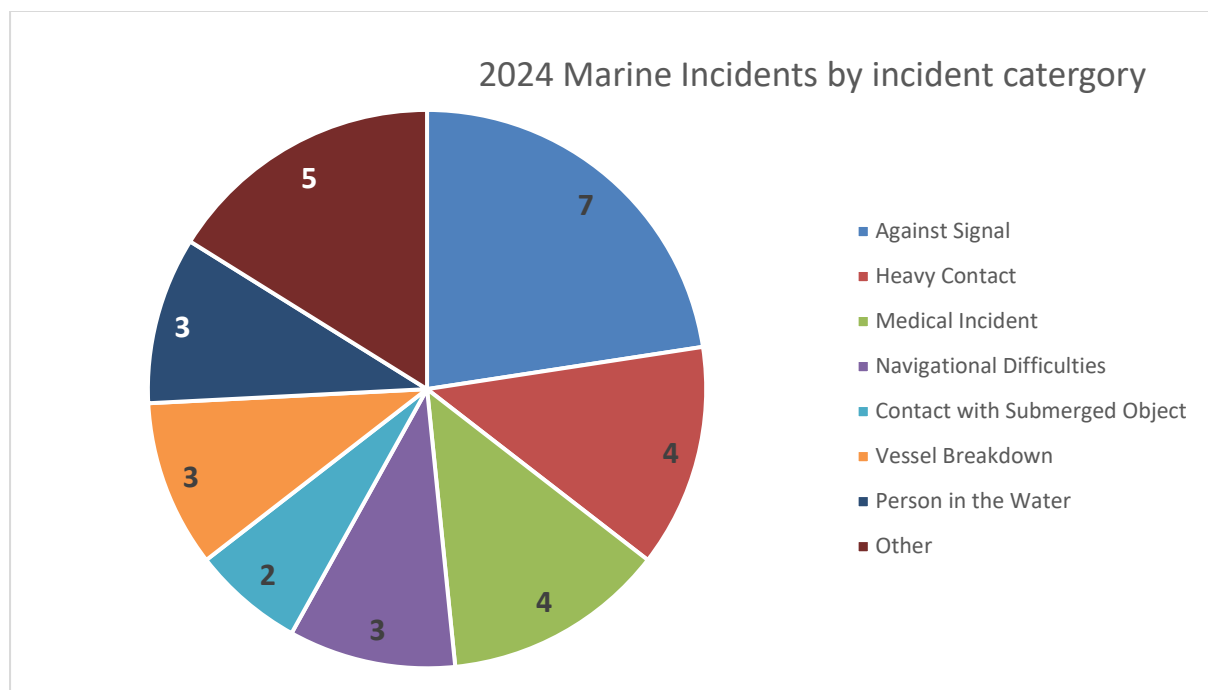


Figure 4 - Chart showing Marine Incidents in 2024

ST distributed records of Marine Incidents for 2022, 2023 and 2024 with the meeting notes. As per Figure 5, which shows all marine incidents since 2015, there was a reduction in overall incidents from 2022 and 2023, which are predominately in the Commercial Cargo, Ferries and Workboat Category and the Miscellaneous Category.

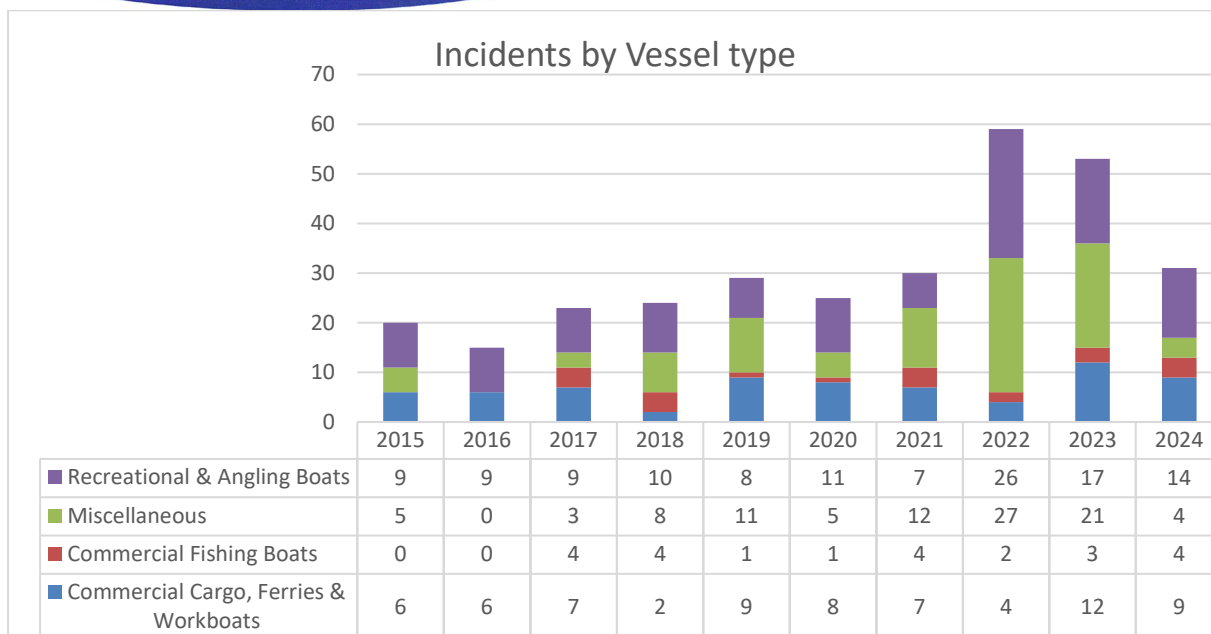


Figure 5 – Incidents by vessel type

ST asked that all port users continue to call incidents into Port Control so NPP can carry out their duties under the PMSC in investigating and reporting incidents where required. If incidents involve unlawful activity then action can be taken to identify the offenders by using CCTV and build up a picture for reporting to the Police. People should call 999 if someone is in danger. The more times incidents are reported, the more action that can be taken to apprehend the culprits. ST said that he continued to encourage the Marina, Simpsons and others to educate their customers to behave responsibly and follow the rules.

Anybody with feedback on the subject of incidents to contact ST.

Training and exercising of NPP staff is always ongoing and Seahaven Maritime Academy are used when appropriate. NPP held their annual man-overboard exercise in September which was well attended by staff. The 6 monthly oil spill exercises are continuing, with the last one in September and the next being a multi-agency exercise in May. The latest versions of the Newhaven Harbour Emergency Plan and Oil Spill Plan are available on the website. Full reviews of the plans occur annually. None of these plans absolve any other port business, operation or user of having their own emergency contingency plans. ST asked if there were any further comments before moving on.

Local Notice to Mariners (NTM)

These are available from the website or upon request to ST or Port Control. Copies are forwarded to all on the distribution list. Anybody not on the email distribution list and wishing to be, please let ST know. There have been 17 issued so far this year, with No.1 being the list of notices still in force from previous years.

Vessel Traffic Figures

The annual vessel traffic figures from 2006, up until late October 2024, were provided to the group as part of their meeting notes and these are included below in Figure 6 to Figure 8.

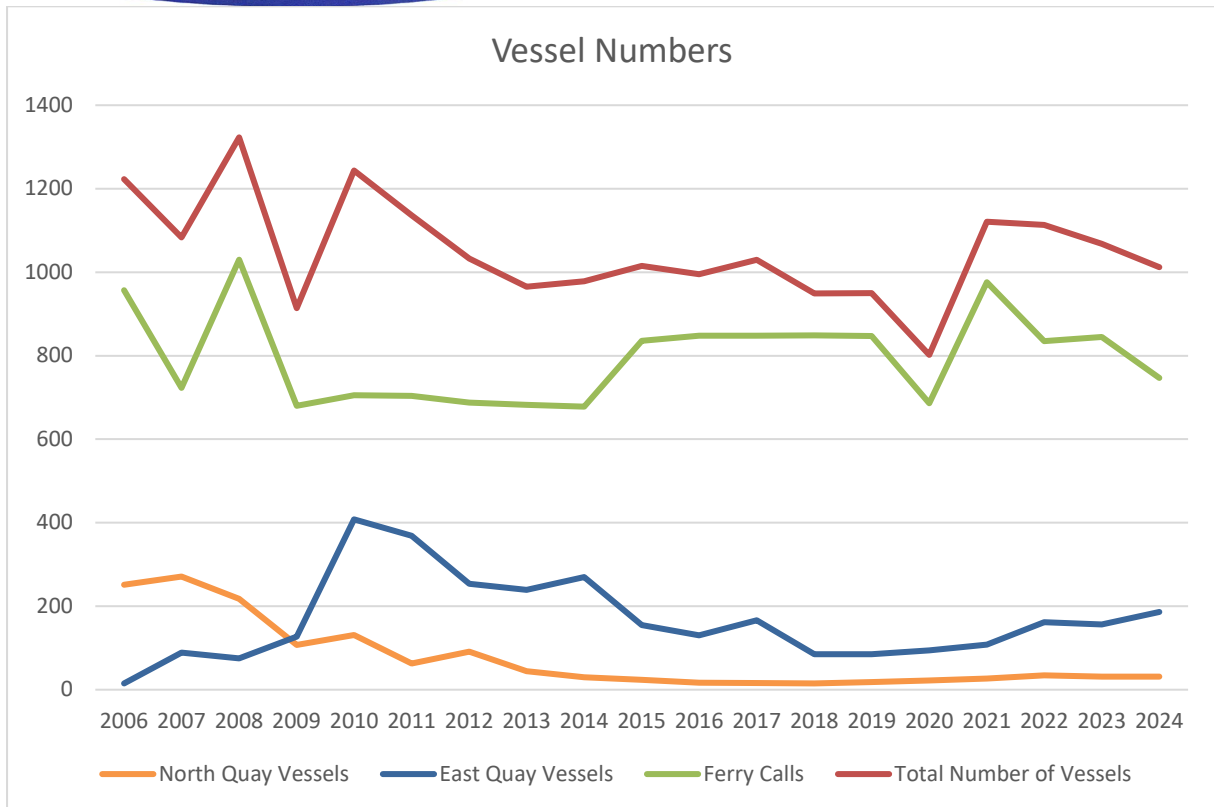


Figure 6 - Vessel numbers by Quayside

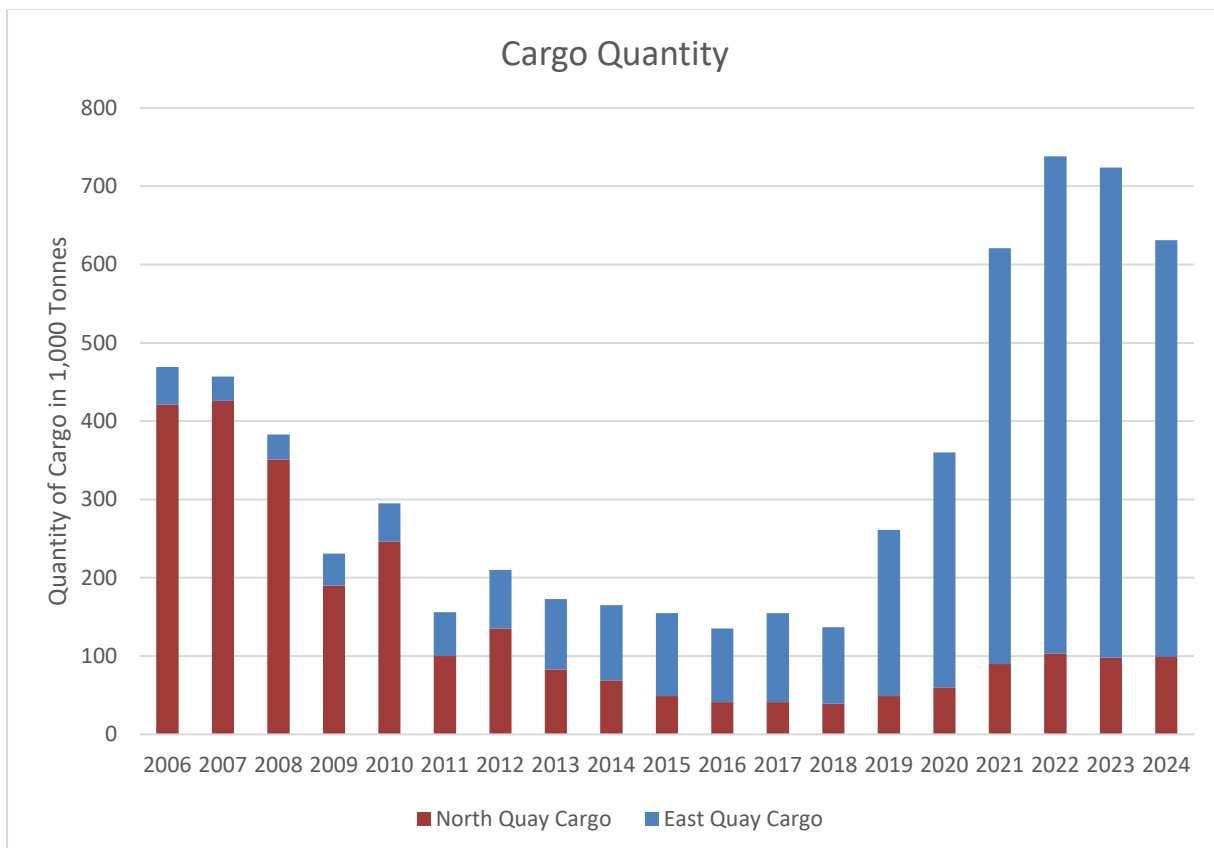


Figure 7 - Cargo Quantity in 1,000 tonnes by quay

Figure 6 shows the number of commercial vessels entering the port. It can be seen from Figure 6, other than ferry traffic, the trade within Newhaven Port, shifted from a predominant North Quay trade in 2006, to an increased amount of trade onto East Quay and a decline in North Quay. Figure 7 shows that cargo quantities declined from 2006 until 2011, where it was mostly flat until 2018. After which there was an increase in quantity of cargo through East Quay with the development of the Bretts plant.

In 2024, cargo remains on track to match or be slightly higher than 2023. North Quay Conways vessels continue to do well, with around three to four vessels a month up till the end of October 24 matching the complete number of vessels for the year end in 2023. There has also been two EMR vessels exporting scrap metal from North Quay since September.

Ripleys exports have now completely finished, whilst the aggregate onto East Quay is projected to be similar to that at the end of 2023, around 630,000 tonnes. The aim is to build this to 1,000,000 tonnes over the next few years.

Figure 6 shows that there was a slight drop in ferry vessel calls in 2020 due to COVID however, this was compensated for in 2021 by an additional ferry being laid on by the UK Government due to expected problems of Brexit. This returned to normal ferry calls in 2022 onwards.

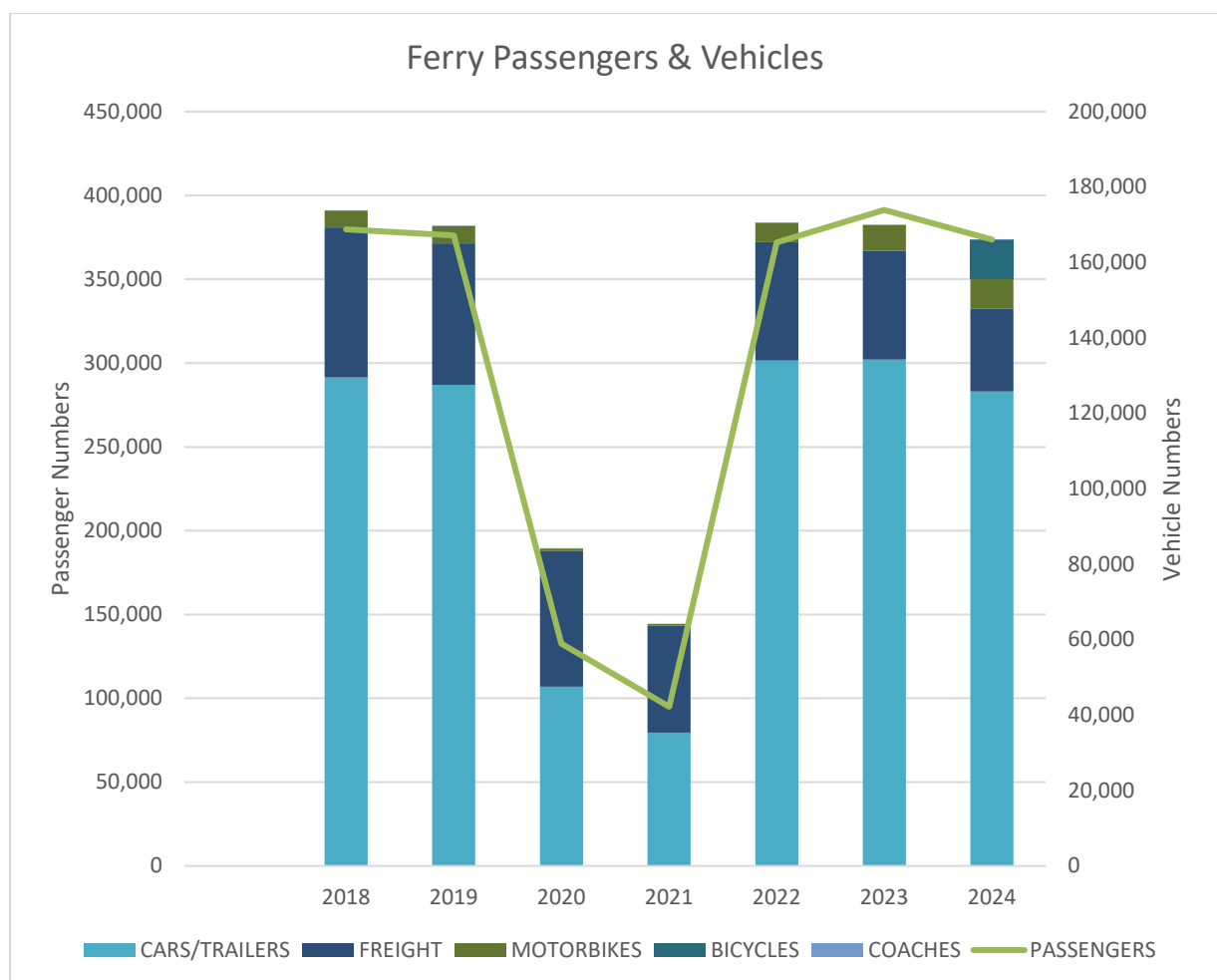


Figure 8 - Ferry Passenger and Vehicle numbers

Figure 8, shows that passenger numbers are roughly back to pre-covid levels, with tourist figures around 5% higher than 2023 numbers. Freight continues to remain below the pre-covid levels. The European Entry Exit System has been delayed until later in 2025, however this may prove to drive traffic towards Newhaven from Dover where there is greater anticipated delays.

Harbour Works and Dredging Updates

Planned Breakwater maintenance and repairs are ongoing each year. The “cutout” area just south of our offices was slowly eroding away. Contractors Jacksons and Beckett Rankine produced a new revetment to secure the area and prevent further erosion from the Land Development Area. The repairs to the swinging plate have already been covered. The port have refurbished one of the old Rampion pontoons and redeployed it as a new pilot boat berth, just south of No. 2 RoRo. This is in preparation for the new pilot boat and to allow the eventual removal of RoRo 2 along with the bailey bridge. The construction of the fishing stage 21 was covered earlier.

IL asked if there was any reason the northern part of the cut out was not included in the revetment development. DCW responded that it is due to the area not eroding. There was a plan to put a slipway in, however it was cost prohibitive. It also allows for vessels to be beached there and to get them out of the channel if necessary as well as launching oil spill equipment if required.

On dredging - since May, we had the dredger Sospan Dau here for 6 days in June and 3 days in October, the Causeway for nearly 2 days beginning of November, We have also had the Acamar for a total of 14 tides for bed levelling and removal of sediment from RoRo2 berth.

The planned marina works have now started, they have obtained a harbour works licence to carry out works within the marina until the end of March 25, which includes removing the current pontoons and dredging the marina.

Russ Levett sent the below update with a copy of the new layout shown in Figure 9 which shows the first phase of the marina works. This shows the new layout of pontoons, overlayed across the old pontoons. The plan is to complete this phase in Spring 2025 (Subject to weather and all the other associated possible issues!). Phase 2 would commence in autumn 2025 and cover the remaining pontoons at the southern end of the site.

All marine works are separate from the landside development but will compliment the development as it moves forward.

Access to new pontoon will be from the former A pontoon access area. This remains until completion of land reclamation in the area of the gravel car park on West Quay. The final access and new marina office building will be to the right of new E pontoon on the diagram.

In terms of schedule:

- Demolition of old pontoons and infrastructure (October/November 24)
- First 10 piles removed (by mid November 24)
- Dredging equipment arrives on site (mid-November). Transportation subject to weather.
- Dredging campaign (Start Mid/Late November 24 – finish January 25). 27,000 m3 in first phase. Giving a maintained depth in this area of -1.0m below CD.

- New pontoons/piles/services from February 25. All new pontoons apart from U basin walkway which will be refurbished and reused.

Russel offered to give a further update in person on the marina development plans at a future Port User Group meeting.

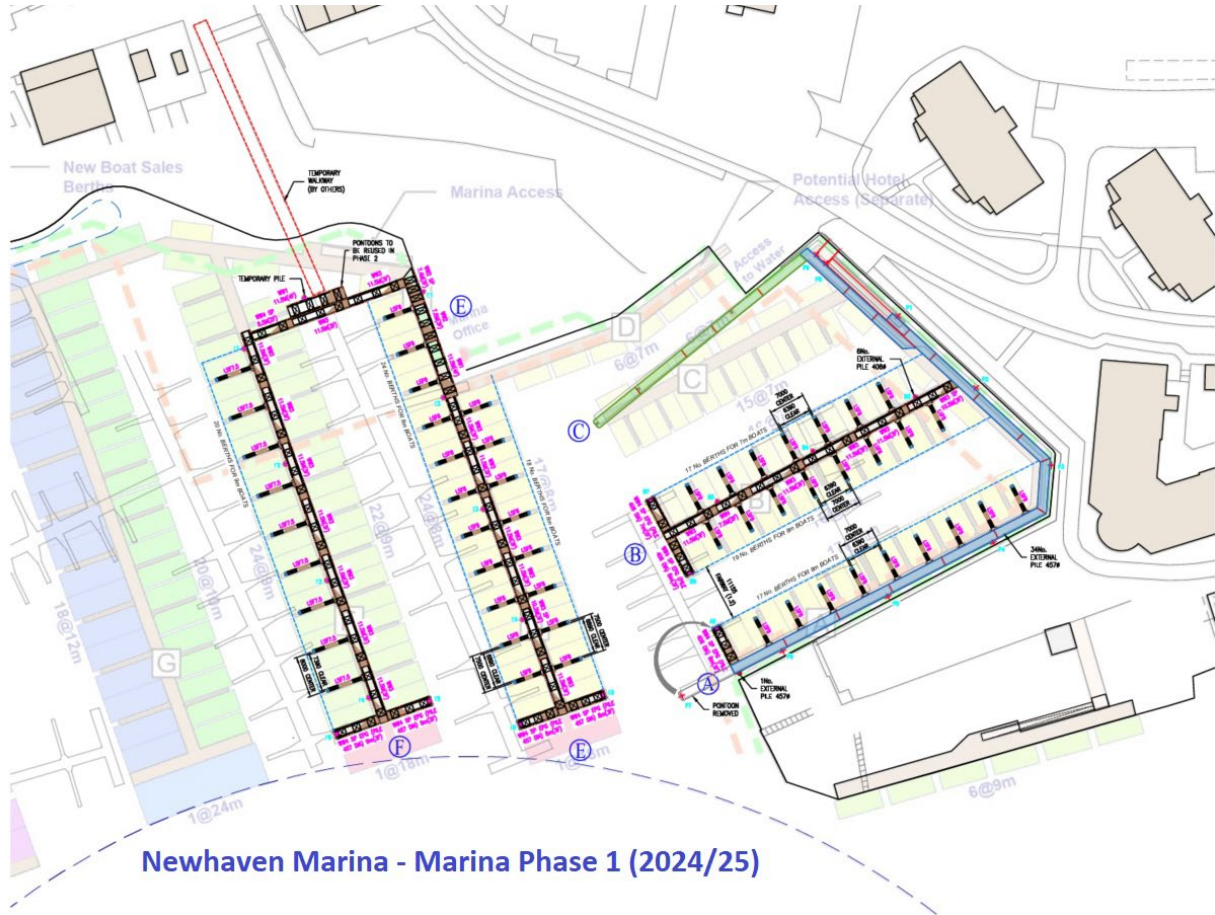


Figure 9 - Newhaven Marina Phase 1

Consultation Groups/Meetings

ST described how, as always, the Port continued to be extremely active in attending (either virtually or in-person) on a national scale, the various working groups and meetings of the British Ports Association, UK Harbour Masters, Port Skills & Safety, Government departments and agencies; as well as internal/local meetings such as H&S, Security, Maintenance, Pilotage, Ferry, Rampion, Fishermen, Police, ESFRS, MCGA, RNLI, Border Force, etc. ST provided an indicative list of such meetings held over the last 12 months with the meeting papers.

Marine Planning / Environmental

The MMO South Marine Planner did not attend and no written update had been provided. ST had nothing further to add.

Member Organisations Updates

There were no updates from any member organisations.

AOB

IL asked if there were any updates with the sale of the West Promenade and restaurant development to Lewes District Council? DCW replied that it was ongoing, planning permission had been granted, they are carrying out surveys currently, however the head of terms was still not agreed upon.

ST stated that the next meeting will be in May 2025. Venue and date TBC. He then proceeded to show a video of a pilotage act from a North Quay vessel outbound which was well received.

There being no further business, the meeting closed at 1520hrs.

ST**16/12/24**

Newhaven Port Users Group

Terms of Reference

- To satisfy the requirements of the Port Marine Safety Code and the Port Safety Management System in communicating and consulting with the maritime related stakeholders and port users.
- To ensure that an effective mechanism exists whereby information can be relayed between the Port Authority and its users, and vice versa.
- To ensure all parties can express their views on general and safety issues concerning the use of Newhaven Harbour.
- The Port Users Group will represent the broad spectrum of interests of all communities using the harbour for commercial and recreational purposes.
- The Harbour Master or his designated deputy will chair all meetings.
- Sub-groups may be formed with the same objectives and terms as this group.
- A forum for raising and discussing issues relating to the harbour and relative to the Port Authority.
- Members to act as non-statutory consultees on matters of harbour legislation, to include General Directions and Byelaws.
- Members will represent their own interests and that of their wider organisations and memberships.
- A vehicle for consultation with the Port Authority which contributes to meeting the requirements of the Port Marine Safety Code.
- Increase corporate knowledge of all events within the harbour.
- Review incidents that may have occurred and offer advice on preventing incidents.
- To promote a safety conscious attitude amongst all Port Users.
- Increase awareness of the Port Authorities obligations under various legislation.
- Promote positive and approachable attitudes amongst all users to create a better sense of community and understanding.
- The group will meet twice yearly or more often if required.

Newhaven Port Users Group - Current Membership

- Affinity Rowing Club
- Bickerstaff Fishing
- Brett Group
- Casper Port Agency
- Cory Brothers Agency
- Cutts Marine Services
- Denholm Port Agency
- DFDS/Transmanche Ferries
- East Sussex County Council/LDC Emergency Planning Team
- East Sussex Fire & Rescue Service
- EMR
- Fine Marketing
- FM Conway
- Freight Express Seacon Ship Brokers and Agents
- Friends of Tidemills
- Groupe Développement Normandie - Société
- Lacy & Middlemiss Ship Brokers and Agents
- LCT Support Services
- Lewes Pilot Gig Rowing Club
- Maritime & Coastguard Agency
- National Coastwatch Institution
- Newhaven & Seaford Sailing Club
- Newhaven Charter Boats
- Newhaven Deep Sea Anglers
- Newhaven Fish & Flake Ice Society
- Newhaven Gig Rowing Club
- Newhaven Marina
- Newhaven Marina Berth Holders Association
- Newhaven Pilotage Committee
- Newhaven Port Authority
- Newhaven Port Health Authority
- Newhaven RNLI
- Newhaven Scuba Centre
- Newhaven Town Council
- Newhaven Yacht Club
- Peter Leonard Marine
- Rampion Offshore Wind
- Rigden Group
- Seahaven Maritime Academy
- Simon Thomas/Lochin Marine
- Simpson Marine
- SinkOarSwim Boats
- Subsearch Marine
- Sussex Police
- Sustain Communications
- Sutton Workboats

- UK Border Force
- Veolia

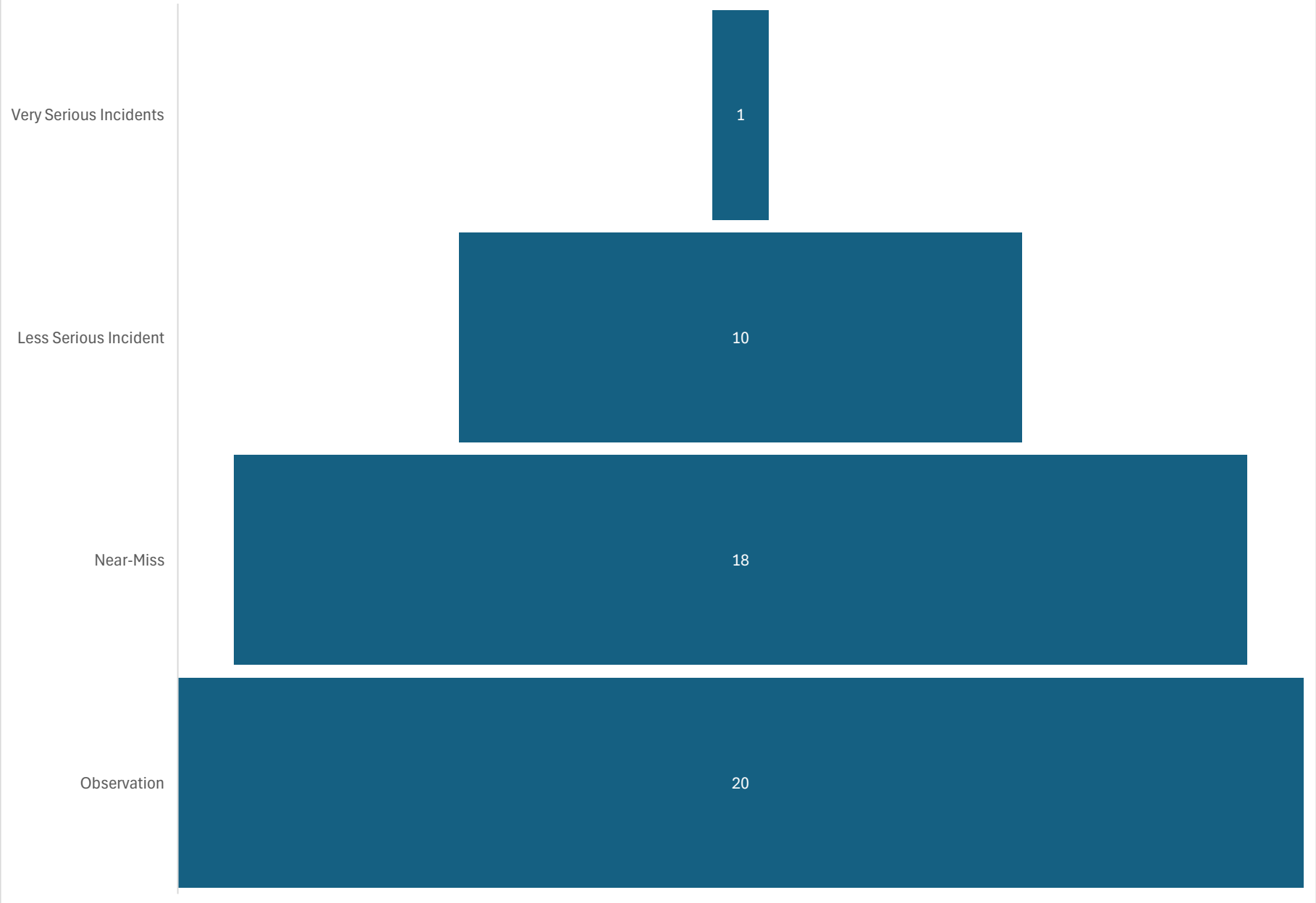
Incident Log

Date	Description	Marine / Shorebased	Incident
07/01/2024	Male with mental health problems jumped in river at The Ark, swam across to south of Marine Workshops and climbed riverbank at low water. NPP, Coastguard, Border Force, Police and SeCamb in attendance.	Miscellaneous	Person in the Water
19/01/2024	Gig Aurora entering against signal whilst C/F CDA departing. Verbal warning given by Port Control.	Recreational & Angling Boats	Against Signal
15/02/2024	C/F SVS requiring ambulance on arrival due to crewman needing urgent medical attention.	Commercial Cargo, Ferries & Workboats	Medical Incident
16/02/2024	7 stowaways/clandestines discovered on C/F SVS. All requiring medical attention. Major emergency services response on arrival of ferry.	Commercial Cargo, Ferries & Workboats	Medical Incident
21/03/2024	Britannia Beaver contact with Yoko Fender on departure swing	Commercial Cargo, Ferries & Workboats	Heavy Contact
22/03/2024	Contact between Pilot Vessel and Britannia Beaver causing damage to the Pilot Ladder.	Commercial Cargo, Ferries & Workboats	Heavy Contact
07/04/2024	Swing bridge failed to open	Commercial Cargo, Ferries & Workboats	Bridge Fault
10/04/2024	Person in water near lifeboat station. Coastguard attended.	Miscellaneous	Person in the Water
24/04/2024	Britannia Beaver loss of bow thruster and heavy contact with Fender Pile.	Commercial Cargo, Ferries & Workboats	Heavy Contact
22/05/2024	Windcat 10 entering with steering trouble. Navigated to Rampion pontoon without incident.	Commercial Cargo, Ferries & Workboats	Navigational Difficulties
25/05/2024	NGRC crew member slipped over on pontoon in Marina requiring ambulance and Coastguard assistance.	Recreational & Angling Boats	Medical Incident
25/05/2024	MY Ratty depart against the signal.	Recreational & Angling Boats	Against Signal
25/05/2024	MY Carpy departs against the signal. Owner came for Port Control educational visit.	Recreational & Angling Boats	Against Signal
28/05/2024	SY Border Reiver entering against the signal with SVS entering	Recreational & Angling Boats	Against Signal
04/06/2024	SY Gloria grounding on Western Bight. Pilot boat attended, however the SY Gloria restarted their engine and refloated with the tide prior to heading to the marina.	Recreational & Angling Boats	Navigational Difficulties
05/06/2024	Swing bridge failed to open	Commercial Cargo, Ferries & Workboats	Bridge Fault
30/06/2024	PWC crossing in front of the CDA.	Recreational & Angling Boats	Against Signal
04/07/2024	Yacht Alcedo anchored West of the Breakwater in freshening winds. Dragged anchor and made contact with the Breakwater. Sole person was winched off by helicopter with severe injuries.	Recreational & Angling Boats	Navigational Difficulties
07/07/2024	Britannia Beaver heavy contact with Fender Pile on East Quay causing splintering.	Commercial Cargo, Ferries & Workboats	Heavy Contact
25/07/2024	Swing bridge failed to open	Commercial Cargo, Ferries & Workboats	Bridge Fault
28/07/2024	Motorboat Seeker out of Newhaven made contact with an submerged object and started to sink. The skipper was recovered to a yacht and then transferred to the lifeboat. Vessel abandoned partially sunken. Pilot Boat responded later and made the decision to tow the vessel into No. 2 RoRo.	Recreational & Angling Boats	Contact with Submerged Object
02/08/2024	FV Christopher broke down in the narrows. She required towing by Windcat 10 and then berthed at Rampion Pontoon. Ordered to depart by Port Control and proceeded to the marina where the 2 persons onboard were taken into police custody.	Commercial Fishing Boats	Vessel Breakdown
06/08/2024	Report of person swimming from lifeboat pontoon to visitors pontoon. Police, ambulance and Coastguard in attendance.	Miscellaneous	Person in the Water
16/08/2024	Jet Ski entered against signal. SVS sounded whistle. Verbal warning given.	Recreational & Angling Boats	Against Signal

Incident Log

Date	Description	Marine / Shorebased	Incident
19/08/2024	FV Girt Macy with one unwell crew member, suspected heart attack. In to marina where they were met by the Coastguard and casualty removed by ambulance to hospital.	Commercial Fishing Boats	Medical Incident
16/09/2024	MV Emily broken down in the Narrows. Signal denied to CDA whilst the vessel was removed from the Narrows by the Pilot Boat.	Recreational & Angling Boats	Vessel Breakdown
18/09/2024	Person of interest reported on the ferry. Search of the ferry conducted. Port control requests pilot boat on the river to check the river. Investigations reveal person never boarded ferry.	Commercial Cargo, Ferries & Workboats	Other
20/09/2024	Vessel launched from Simpsons breaks down west of breakwater and drifts ashore.	Recreational & Angling Boats	Vessel Breakdown
23/09/2024	SY Elixir entering against the signal.	Recreational & Angling Boats	Against Signal
31/10/2024	Fishing gear reported in the entrance of the channel. Email sent to all fishers.	Commercial Fishing Boats	Contact with Submerged Object
13/11/2024	White Parachute flare launched by Inshore Lifeboat without any notification to Port Control.	Commercial Cargo, Ferries & Workboats	Other
15/11/2024	Razor Bill close to capsize due to possible sinking pontoon.	Commercial Fishing Boats	Other
16/11/2024	Barge Panary moored up alongside the fuel pontoon overnight. Too large for the berth and not securely moored for a North Quay vessel passing.	Recreational & Angling Boats	Other
19/11/2024	Sajeon entered with a large amount of fish caught in net and unable to be released at sea due to sea state. Fish released from net into the river.	Commercial Fishing Boats	Other
21/11/2024	Unattended fire next to BCP causing fire alarms to sound	Shorebased	Other
22/01/2025	Close passing of the Sospan Dau to Britannia Beaver when manoeuvring	Commercial Cargo, Ferries & Workboats	Collision
29/01/2025	Yellow Kayak was in difficulty after rescuing a squirrel. Elliot Paskins with Ian Young went to assist.	Recreational & Angling Boats	Navigational Difficulties
05/02/2025	On departure from North Quay the bridge barriers showed a fault that prevented the bridge from opening. The vessel proceeded to swing in the Northern Turning Basin and then returned to the berth. The vessel was able to depart later on the tide.	Commercial Cargo, Ferries & Workboats	Bridge Fault
05/02/2025	Loose rope caught around Magnus Musson prop whilst pushing on Britannia Beaver. MM lifted out at earliest opportunity and rope cleared.	Commercial Cargo, Ferries & Workboats	Contact with Submerged Object
06/02/2025	GT Vela inbound, Pilot calls for bridge early. Bridge fault with the barrier prevents the bridge opening. Approach aborted, swung in southern turning basin before returning to anchorage.	Commercial Cargo, Ferries & Workboats	Bridge Fault
10/02/2025	Gig John Carthew navigation lights not functioning. Informed by Port Control to check lights.	Recreational & Angling Boats	Vessel Breakdown
24/02/2025	Broken down truck at the south gate entrance blocking access. Port staff helped to shift the truck away	Shorebased	Other
08/03/2025	Fishing stage 10 pontoon partial capsize due to being caught up. Righted by the pilot boat	Commercial Fishing Boats	Other
17/03/2025	Bow thruster on Macdicken failed on entry. Vessel went to East Quay for repairs.	Commercial Cargo, Ferries & Workboats	Vessel Breakdown
03/04/2025	On arrival, forward head line came under tension prior to linesmen getting the line on the bollard. The line was let go and fell into the water. The line was then recovered and placed on the bollard.	Commercial Cargo, Ferries & Workboats	Other
04/04/2025	Hydraulic hose for the bow doors ruptured. Emergency Stop used and no oil escaped vessel.	Commercial Cargo, Ferries & Workboats	Vessel Breakdown
12/04/2025	PWC colliding with one another. Broken leg to one of the operators	Recreational & Angling Boats	Collision
18/04/2025	Gigs crossing the harbour without permission	Recreational & Angling Boats	Other
14/05/2025	Orange Rib out against the signal, moving north bound towards swingbridge with North Quay vessel on approach in the narrows.	Recreational & Angling Boats	Against Signal

Recorded Marine Incidents 2024 - 2025

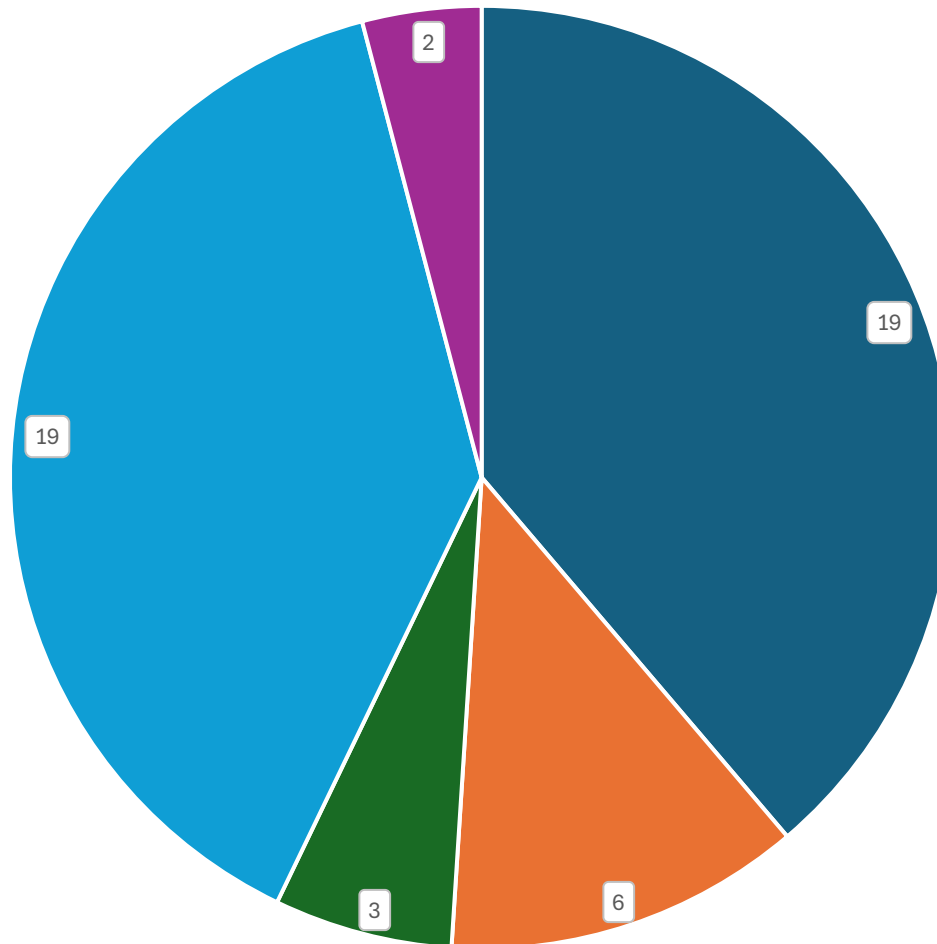


Years (Date)

Vessel

Count of Marine / Shorebased

Marine Incidents by Vessel Type 2024 - 2025



Marine / Shorebased

- Commercial Cargo, Ferries & Workboats
- Commercial Fishing Boats
- Miscellaneous
- Recreational & Angling Boats
- Shorebased

Vessel Years (Date)

Count of Incident

Marine Incidents 2024 - 2025



Incident

- Against Signal
- Contact with Submerged Object
- Heavy Contact
- Medical Incident
- Navigational Difficulties
- Other
- Person in the Water
- Vessel Breakdown
- Collision
- Bridge Fault

15/. 24/05/23 – Fishing gear in the approaches to Port causing concern. Several local fishing boats suspected. HM reminds all of the exclusion area.

16/. 24/05/23 – Hydraulic oil leak onboard C/F Seven Sisters at stern doors. Contained onboard by ship's crew.

17/. 25/05/23 – Youths on East Pier throwing stones at passing boats. Police called. No response.

18/. 31/05/23 – Youths on East Pier throwing stones at passing boats and throwing lifebuoys into river. Police called. No response. HM contacts Police and better responses promised.

19/. 04/06/23 – Boat "Mylow" broken down in Narrows. Solent CG launch Lifeboat but boat made its own way back to Marina. Lifeboat stood down.

20/. 05/06/23 – S/V Triton reports fishing gear within harbour approaches. MFV Bounty Hunter. HM verbal warning to Skipper.

21/. 10/06/23 – Youths on East Pier throwing stones at MV Britannia Beaver crew on mooring deck during arrival. Port Control Officer experiencing CCTV problems and footage unobtainable. Youths left scene before Police called. MV Britannia Beaver raised a Near-Miss report.

22/. 10/06/23 – Boat "Marlin" enters against the signal in front of C/F Seven Sisters. Marina informed to educate owner.

23/. 11/06/23 – Anglers on West Bank (The Hope Inn) casting at boat "Vitamin Sea". Vessel struck and person injured. Not reported to Port Control until too late to identify culprits. Simpsons Marine requested to obtain more info from boat owner. Police informed.

24/. 14/06/23 – Charter boat "Kestrel Warrior" reports anglers on west side have caused damage to engine casing. Nothing seen on CCTV to identify incident and NPP staff deployed to west side. No evidence found.

25/. 15/06/23 – MFV Bounty Hunter reported for fishing gear in the approaches. HM gave stronger verbal warning to owner.

26/. 17/06/23 – Boat "Emily" seen dropping off man and young girl at West Pier ladder. Had to scale the security fencing to get out of the compound. Marina informed to educate them.

27/. 18/06/23 – "Blue Rib" reports they pulled female out of the river. Taken to Simpsons slipway. Port Control called ambulance, Police and Solent CG.

28/. 19/06/23 – CTV "Njord Avocet" speeding in Outer Harbour. Verbal warning by Port Control and written warning by HM.

29/. 29/06/23 – Knife fight between freight drivers at Ferry Terminal freight parking area. Person injured. Dealt with by LCT/DFDS. Police and ambulance on scene.

30/. 01/07/23 – Boat “Emily” out of Marina against the signal and back into harbour against the signal. Delayed the departure of C/F Cote D’Albatre. No VHF radio. No understanding of the traffic signals. Formal written warning by HM for breach of byelaws.

31/. 07/07/23 - Small RIB against the signal whilst C/F Seven Sisters departing. Verbal warning from Port Control.

32/. 09/07/23 – Blue boat from Marina entered against the signal whilst C/F departing and then moored alongside a white boat at a “No Mooring” pontoon. Port Control notified Marina manager who took appropriate action including email to all berth holders on rules.

33/. 14/07/23 – LCT shoregang member fall from height on Ferry berth linkspan. MIRF 05/2023.

34/. 18/07/23 – Angling boat “Elsie May” entered against the signal whilst C/F Cote D’Albatre departing. Verbal warning from Port Control.

35/. 19/07/23 – Simpsons launched speedboat reckless behaviour within Seaford Bay buoys in breach of LDC Byelaws. Port Control and Simpsons Marine educated the owner. LDC notified and issued a written first & final warning to owner.

36/. 02/08/23 – Camper van fire on West Promenade. ESFRS and Police on scene.

37/. 11/08/23 – MV Britannia Beaver inadvertently dropped starboard anchor on approach to East Quay. 4 shackles paid out before stopping. Windlass technical failure. Repaired before departure and anchor recovered without incident.

38/. 12/08/23 – 2 persons fishing on Breakwater in adverse weather cause concern to NCI watchkeepers. Solent CG notified. Newhaven local CG responded to remove them.

39/. 19/08/23 – MV Gunerler at anchor, injured crew member medivac by CG helicopter.

40/. 20/08/23 – Red Jetski speeding and general nuisance in harbour. Banned by Simpsons Marine.

41/. 25/08/23 – C/F Seven Sisters lifeboat speeding in harbour and failed to respond to VHF calls. Email of concern to Master.

42/. 31/08/23 – Travellers (12x caravans) break into West Promenade car park and set up unauthorised encampment. Police called and on scene (cleared on 04/10/23).

43/. 03/09/23 – RIB “Illuminate” prop fouled by fishing lines from East Pier reckless anglers.

44/. 07/09/23 – 3x Jetskis speeding in harbour and against signal whilst C/F Seven Sisters departing. Failed to respond to Port Control. Simpsons Marine banned them. MIRF 06/2023.

45/. 14/09/23 – Maverick Jetski Safaris not following Port Control directions and unhelpful attitude on VHF. Warning email sent by DHM.

46/. 29/09/23 – C/F Seven Sisters close quarters situation with MV Britannia Beaver berthed alongside East Quay. MIRF 07/2023.

47/. 08/10/23 – C/F Cote D’Albatre laundry room fire whilst alongside ferry berth. MIRF 08/2023.

48/. 21/10/23 – Rowing boat “Pegasus” stranded on West Beach at low water in bad weather. Rescued via shoreside steps by NPP staff.

49/. 23/10/23 – Charter boat “Starfish” cardiac arrest onboard. Port Control arranged ambulance and NPP staff on arrival at Marina Visitors pontoon.

50/. 09/11/23 – Tipper Truck electrical fire in East Quay Shed. ESFRS attended with 3 appliances. Damage limited to truck.

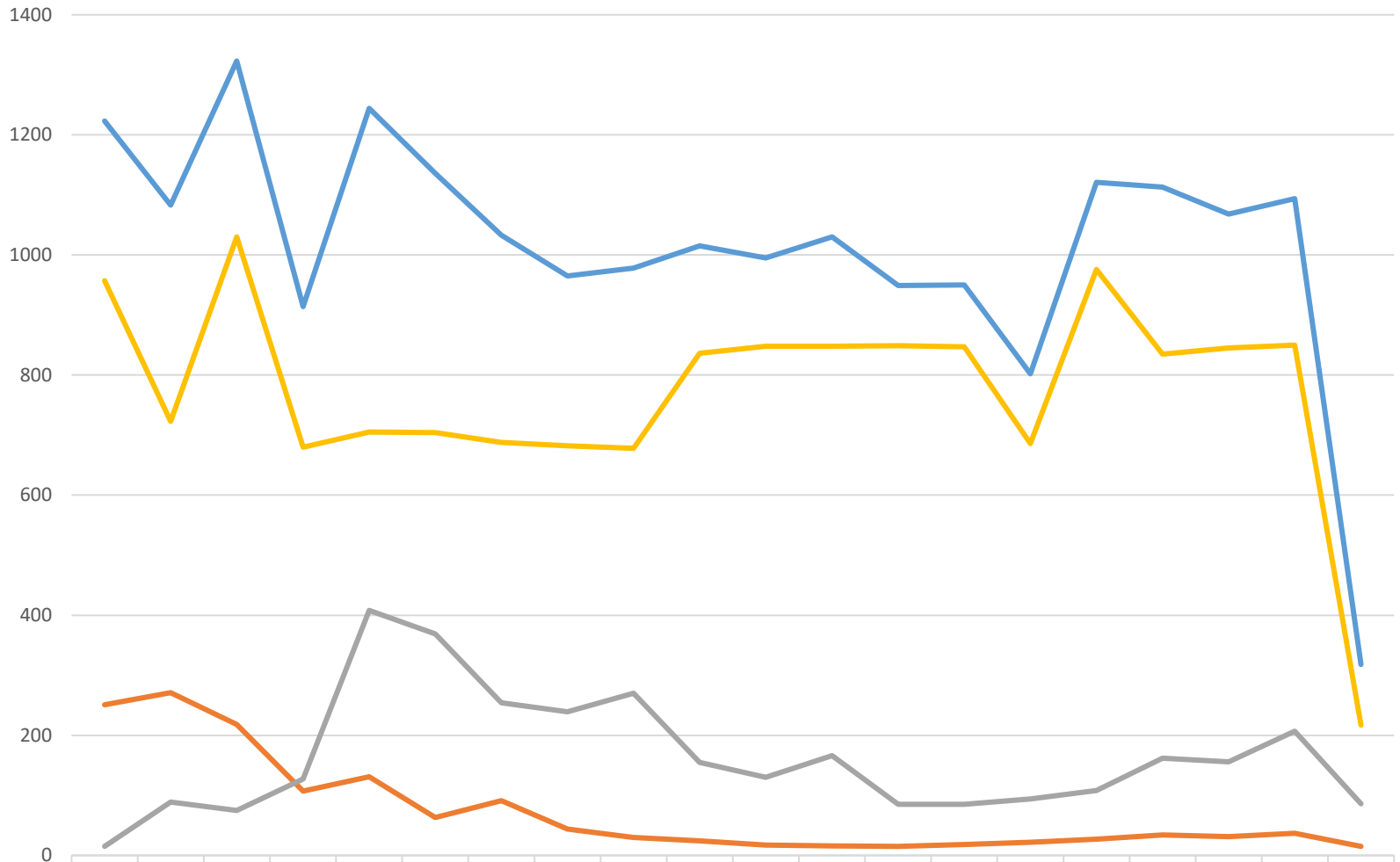
51/. 24/11/23 – Minor oil slick in river at Fishmarket Corner, investigated by Pilot boat who prop washed to clear. Suspect fishing boat bilges at West Quay but source vessel not found.

52/. 26/11/23 – Minor oil slick at West Quay, investigated by Pilot Boat who prop washed to clear. Suspect fishing boat bilges but source vessel not found. HM sent email to fishermen to check their boats and ensure compliance.

53/. 01/12/23 – LCT staff member heart attack incident at Ferry Terminal. SeCamb, Border Force, LCT staff and NPP staff attended and gave emergency medical care on site before transport to hospital in ambulance.

**Harbour Master
Newhaven
Correct as at 31/12/23**

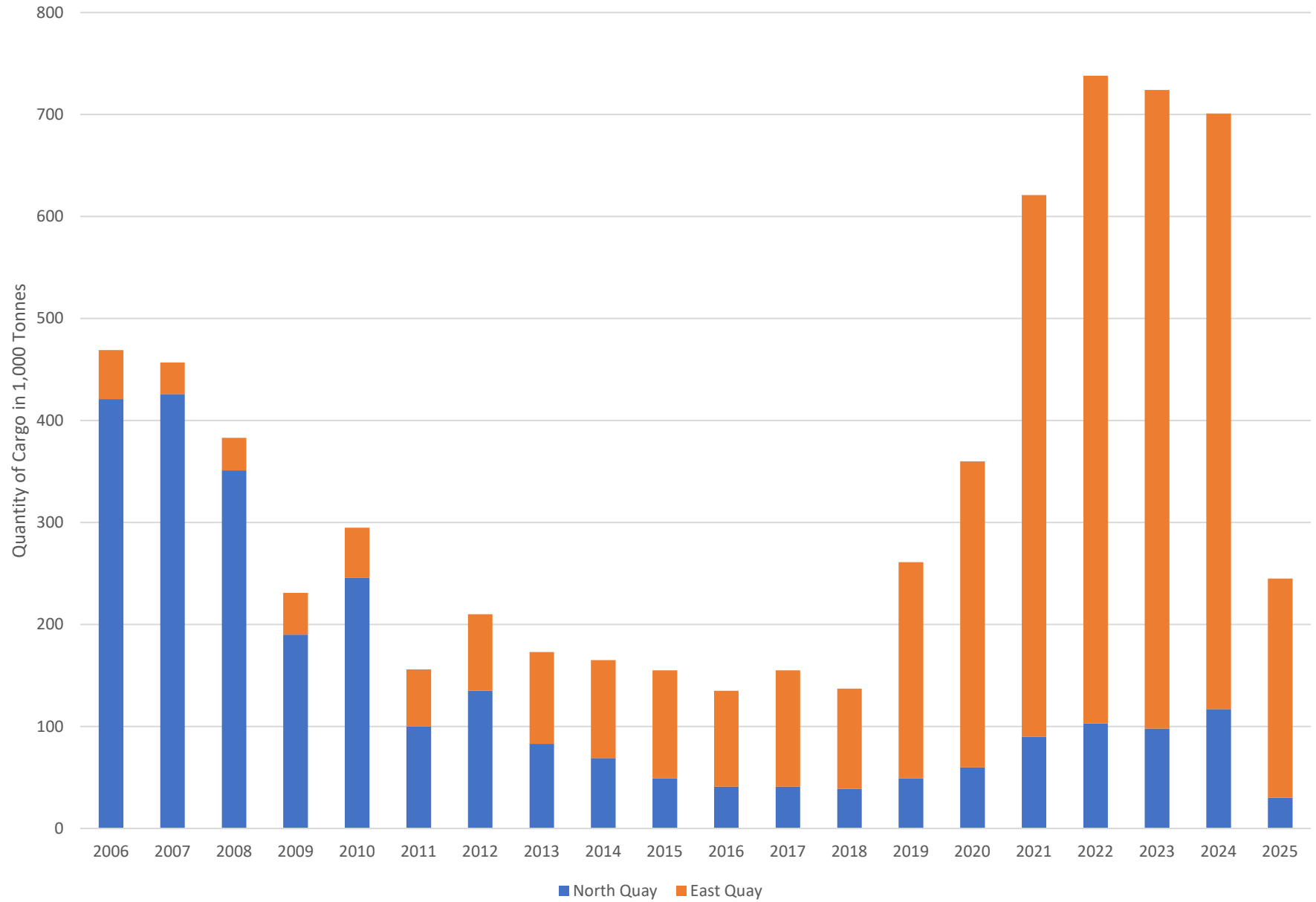
Vessel Numbers



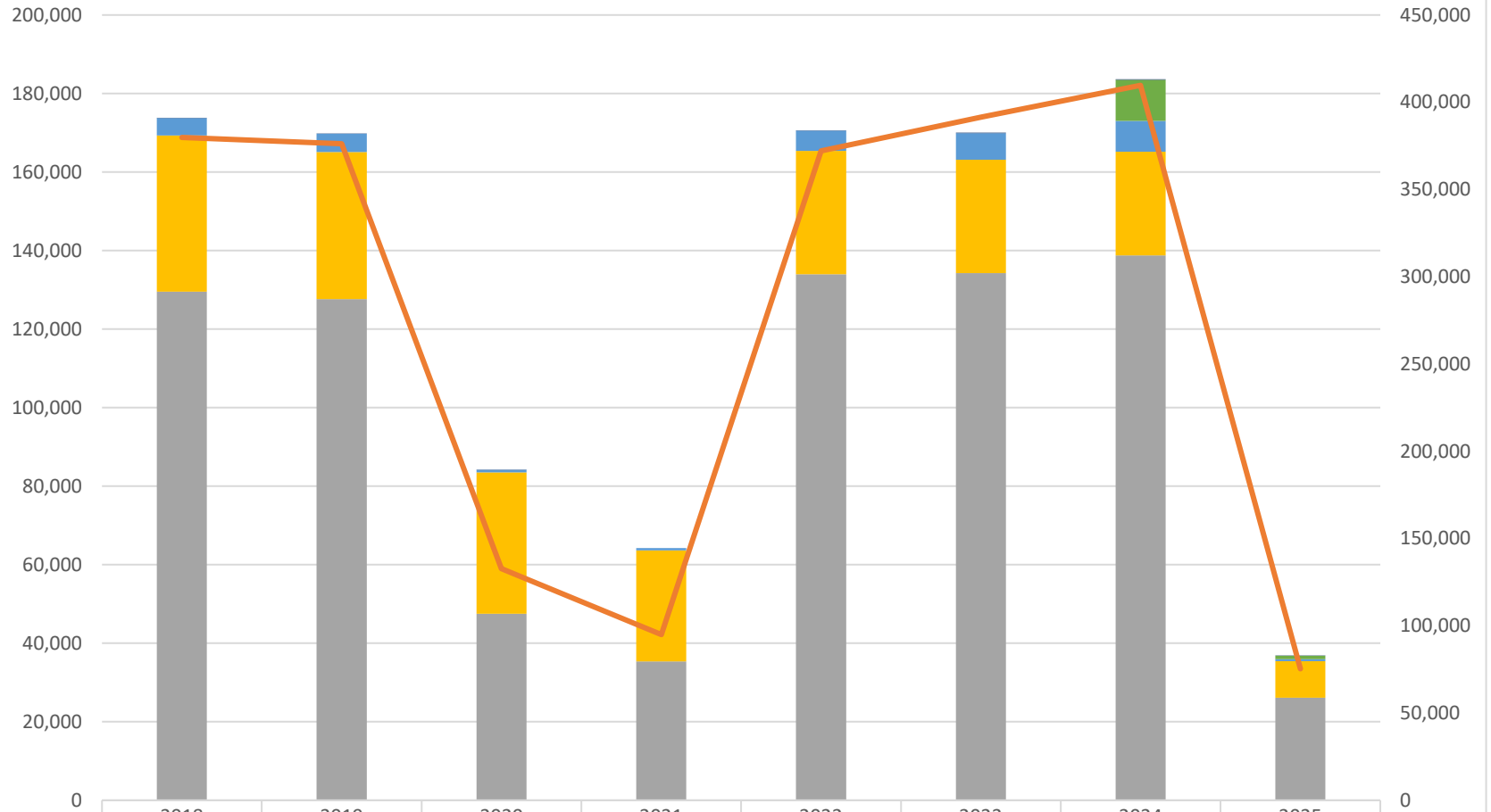
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
North Quay	251	271	218	107	131	63	91	44	30	24	17	16	15	18	22	27	34	31	37	15
East Quay	15	89	75	127	408	369	254	239	270	155	130	166	85	85	94	108	162	156	207	86
Ferry Calls	957	723	1030	680	705	704	688	682	678	836	848	848	849	847	686	976	835	845	850	217
Total Vessel Calls	1223	1083	1323	914	1244	1136	1033	965	978	1015	995	1030	949	950	802	1121	1113	1068	1094	318

— North Quay
 — East Quay
 — Ferry Calls
 — Total Vessel Calls

Cargo Quantity - Non Ferry



Ferry Stats



COACHES	71	84	8	0	34	128	151	52
BICYCLES							10,486	856
MOTORBIKES	4,472	4,632	648	553	5,154	6,785	7,874	474
FREIGHT	39,730	37,488	35,990	28,323	31,402	28,866	26,366	9,358
CARS/TRAILERS	129,571	127,620	47,523	35,346	133,986	134,258	138,776	26,102
PASSENGERS	379,758	376,186	132,702	94,972	372,055	391,379	409,698	75,349

CARS/TRAILERS
FREIGHT
MOTORBIKES
BICYCLES
COACHES
PASSENGERS