

**Answers to Additional Public Questions from Mr B Royce submitted to 4th December 2017
Board Meeting**

<p>Q1. Regarding recording of meetings.</p>	<p>The Littlehampton Harbour Board is not a local government body and is not required to follow local government policies and procedures. Unless formally approved by the Board the recording of its meetings is not authorised.</p>
<p>Q2. Re local consent for works.</p>	<p>The operational report submitted by the HM to the 18th Sep 17 Board meeting did not include consents granted after it was drafted. These consents (03/17 Mackley, River Road and 04/17 Volker Stevin, Arun View) have been included in the operational report submitted to the 4th Dec 17 Board meeting.</p> <p>Consents granted under the HMs delegated powers are approved by the Chairman in accordance with the Board’s SOP for issuing local consents.</p> <p>Given the number and nature of consents granted it is not thought necessary to publish all local consents. There would also be additional administrative burden in doing so. Where consents issued have an implication in terms of safety of navigation the HM will publish a Local Notice to Mariners.</p>
<p>Q3. Re insurance of LHB assets.</p>	<p>The LHB carries insurance for public liability on harbour infrastructure. Specifically, the West Training Wall is also covered for Marine Impact up to a First Loss limit of £150,000. Any claim would be made in the first instance through the Board’s insurers. Were significant damage to infrastructure involving a vessel to take place it is possible that the vessel would incur some costs.</p> <p>In the recent case with the SHETLAND TRADER the vessel was under Pilotage, there was no suggestion of negligence or mechanical failure, no damage to the vessel</p>

	<p>was reported and the minor nature of damage to the infrastructure has meant that the most cost-effective solution has been a repair conducted by LHB staff under advice from a coastal engineer.</p>
<p>Q4. Re Pilotage.</p>	<p>The requirement for a Pilotage Service is considered and kept under review locally by the Board.</p> <p>This year the reduced number of large commercial movements has meant that the Board have approved recommendations made by the Pilotage Sub-committee that the number of qualifying Acts to retain a pilotage endorsement should be reduced from 12 to 9. In addition, the number of Littlehampton Pilots will be reduced from 3 to 2.</p> <p>The Board is currently in talks with Tarmac management regarding the future financing of the Pilotage Service.</p> <p>To ensure LHB Pilots were able to achieve the minimum number of Acts this year two Pilots were onboard for the recent call made by the SHETLAND TRADER. Costs for this will be borne by the ship owner.</p> <p>There is currently no scope to issue PECs to Masters of vessels calling at Tarmac operated wharves, but this is kept under review.</p>