

ISSUE
#8



PORTlife



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INTRODUCTION

Welcome to another PORTlife, our biannual newsletter designed to keep you informed and abreast of Port activities and developments.

Overall business for the first half of the year has been challenging, given the ongoing economic conditions, however, the Port has continued to invest and diversify to broaden its portfolio of activities and cargoes handled.

The Operations side of our business has been very busy, with the quays filled not only with timber and steel, but also with pipes, glass, peat, sand, ash, woodchip and prefabricated accommodation units. The quick and efficient turnaround of the ships and cargo, combined with the excellent infrastructure, has been a major

attraction for the shippers and receivers, all wishing to keep costs to a minimum.

Our property portfolio remains good value for tenants and despite one or two departures during the course of the year, occupancy is still around 98%, with keen interest being shown in the vacant units.

We have worked hard to find a new operator for our oil terminal after Valero pulled out, and we are now in the final stages of agreeing terms with all parties and hope to see the terminal operational again before year end.

The Port over the years has always been closely associated with energy in one form or another, from a coal fired power station to the current gas powered one, and now we are continuing developments with renewable energy schemes. In particular we are working closely with Brighton Energy Co-Op with further expansion of solar panels. In addition, we are reviewing the possibility of a wind turbine to generate electricity for the pump house located on the Port.

We continue to follow our Port Masterplan, with land being sold in the West Arm and the funds reinvested in the East Arm, which is positioning the Port well for the future.

Feedback from our stakeholders is greatly appreciated and building strong relations locally and engaging with our community remains central to the Port. Therefore if you have suggestions or ideas for future developments or improvements, please do let us know on email or through our website.



Rodney Lunn
Chief Executive

SUPPORTING OUR STAKEHOLDERS

As a trust port we strive to not only be commercially viable, but also aim to be at the heart of our community. Ensuring good relations with our neighbours is therefore of considerable importance to us and we are committed to working in an open and transparent way to assist and support both local residents and businesses with any issues or concerns they may have.

In order to sustain the long term viability of the Port we have actively pursued a policy of diversification of different cargoes and port users to the benefit of the area. In a climate of great financial challenge, we are delighted to be able to accommodate such a broad base of port users providing substantial employment opportunities for the local area.

The Port has been in existence for over 250 years and throughout that time the mix of port activities have generated some degree of noise, and to a certain extent this is an inevitable characteristic of a thriving commercial port. Our public meeting once again proved to be an excellent forum for communication and it was clear that there are continuing problems with noise outside normal working hours in certain areas of the Port.



We keep operations that are within our direct control inside reasonable working hours and try to influence the independent operators to be considerate to their neighbours. Certainly, if it is the Port Authority causing a problem we will put it right and in other cases will work with the relevant council and the private operator involved to try and resolve any problems.

In most cases problems are resolved quickly with some minor adjustments. However, if this is not the case, please do liaise with your local councillor and local authority, whom have the power to investigate further.

DIVERSIFYING WITH EFFICIENCY AND EXCELLENCE



Alan Motterham
Commercial/
Operations
Director

It's been all hands to the pump at our Operations Division while the team have been adapting to the varying needs of our customers and their specific cargoes.

Recently we have discharged a ship full of building units that were then transported to London for student accommodation. We handled three cargoes of steel pipes, lined with concrete, that were used for a new water main in Surrey. Various other bulk cargoes have been efficiently discharged and in addition to this we have also unloaded two heavy lift transformers which were transported to the power sub stations, each weighing 112 tonnes each.

A new contract has been secured for the export of Kerbside Glass, of which our team has already loaded out four shipments so far. We are now receiving another type of glass that has ceramics mixed with it for shipment. Both these cargoes are set to continue throughout next year.

Imports of Furnace Bottom Ash have commenced for the Topblock plant in East Sussex and again this has been confirmed to continue throughout 2014. It is set to be a very busy second half of the year but thanks to our dedicated workforce and improved facilities we are confident that we can continue to deliver the highest level of service to all of our customers.



BEAVER'S IN ACTION



Sara Bassett
Finance Director



Over the summer we arranged an exhilarating sunset ride on our Tug Adurni for the Starboard Beaver Colony from 3rd Shoreham Sea Scouts. Rene Hawkes, Beaver Scout Leader commented "a great evening was had by all our 3rd Shoreham Beaver Scouts as they learnt how to drive the tug. I am not sure who was more excited to have a go, the Beavers or the adult helpers and leaders! It was

an unforgettable experience that helps further tie the bonds between Shoreham Port, the Sea Scouts and the local community. Thank you very much indeed to everyone who gave up their own time in such a cheerful manner to make it such fun. The trip will go towards the Beavers Marine badge and will help them to understand the important work carried out to ensure the smooth running of a port."



The 3rd Hove Beaver Scouts also visited the Port to work towards their environmental partnership badge. They helped to clear litter and debris from Southwick Beach and then sorted the rubbish the following week to work out what can be re-used, recycled or disposed of. The children showed such enthusiasm that the beach looked immaculate by the time they had finished. This not only improves the look of the beach but also helps to protect the many different species of wildlife that live along the coast. We are extremely grateful for the Beaver's hard work and look forward to welcoming them back to the Port soon.

FORGING LINKS OF STEEL



Tony Parker
Director of
Engineering

For thousands of years, coastal communities have built ships and sailed across the seas to trade, fish and colonise. As fleets expanded and multiplied, so too did the ports and harbours, needed to give shelter and a place to load and off-load cargoes.

From 300 years ago, the growth of empires, the colonisation of the New World and the corresponding spread and growth of world trade led to a huge expansion in the scale of port facilities. The depth of harbour waters, the height and length of quay walls and jetties and the size of warehouses and storage yards all grew equally massive to match the increasing numbers and size of ships.

At first the new facilities were built in the traditional ways from the traditional materials of timber and stone, but once the industrial revolution kicked in, the newly industrialised nations of Europe and America began increasingly to build their expanding facilities in the newest and strongest material available to them – steel! Here at Shoreham, in the 100 years or so between the mid-nineteenth and mid-twentieth centuries, over five miles of steel sheet pile quay walls were built. The new steel quay walls were strong enough to easily support the

cranes and goods stacked on the quays behind them and they could cope with a depth of up to 8 metres of water in front of them to take the new, bigger ships.

The new steel walls were expected to have a lifespan of as much as 100 years before they rusted away and everything in the port world was hunky dory for decades after. Then, about thirty years ago, a new and baffling threat began to spread through the western world. It seemed that any structure built of steel in salt water was being attacked by a steel-eating bug that could eat through a steel quay wall in just a few years. All of a sudden, nearly the whole of our trading infrastructure was under imminent threat of collapse.

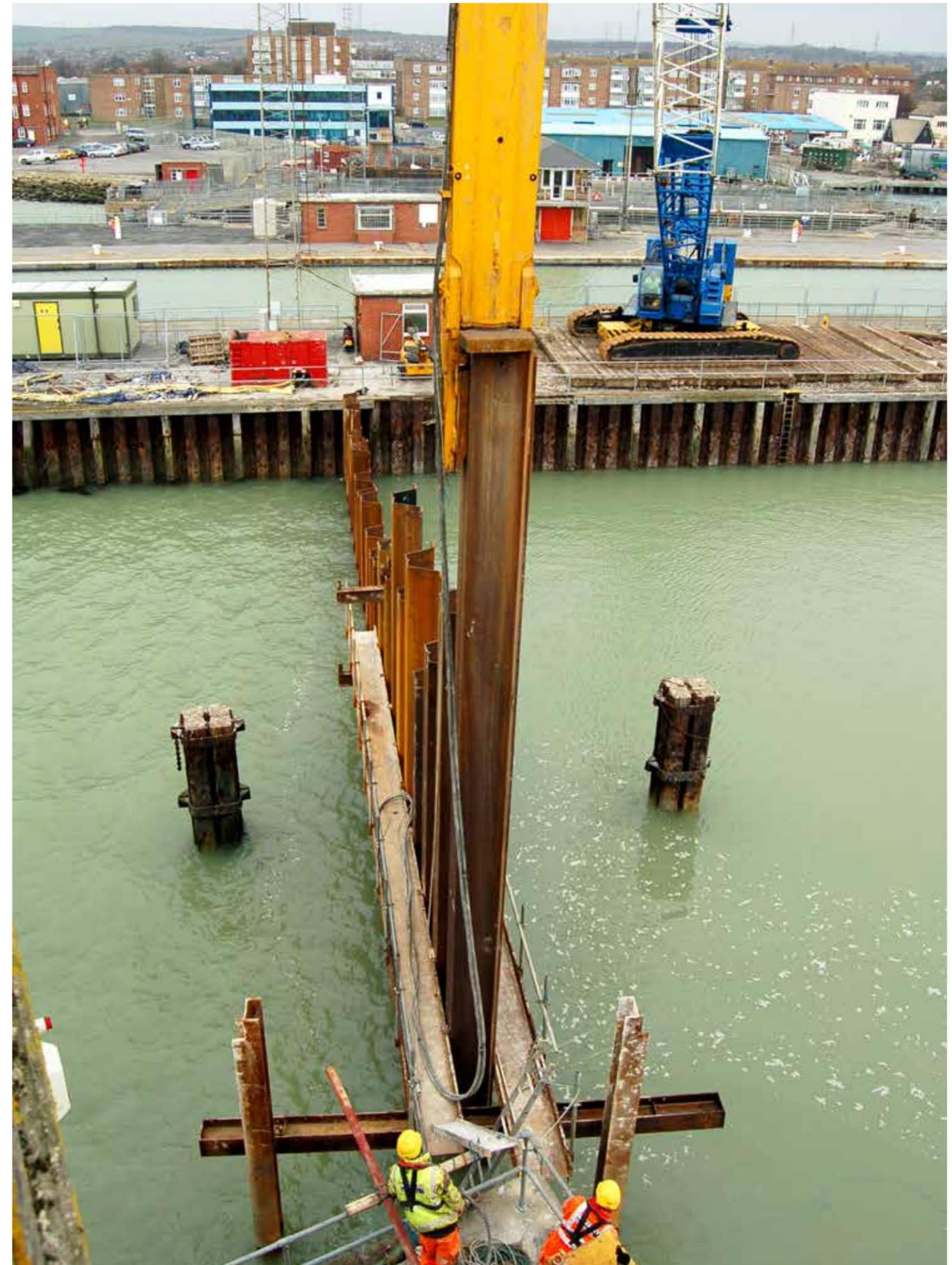
Solutions to the problem are available. Steel structures can be painted, though that is very difficult under water. Sacrificial anodes can be fitted or cathodic protection installed, but those are expensive and



complicated. Alternative solutions are urgently required. Steel companies, universities and engineers around the world have been working tirelessly to find those answers and here at Shoreham Port we have been at the forefront of the great effort.

One of our tenants at Shoreham Port is the largest steel producing company in the world, Arcelor Mittal, and they chose Shoreham to be one of only three ports in Europe to install a steel pile wall made of an experimental steel called AMLoCor designed to be super resistant to the steel-eating bug and, several years later, it looks as though they might have found the answer for new steel walls. We have also formed a partnership with the engineering department at the University of Brighton and Arcelor Mittal to promote and support further research into the nature of the problem and to find solutions to it.

That's excellent news for new walls, but what about our existing 8km of steel quay walls? We have been working with consultants Mott MacDonald, corrosion control company BAC and Manchester University to develop an innovative protection system called LATreat that uses electric currents to take metal salts out of sea water and deposits it in a protective layer on steel structures built in the water. We hope to install a large scale trial of the system later this year. However and whenever solutions are developed to the problem of rapid corrosion, we hope to be amongst the first to know!



PORT TO BE PART OF THE BRIGHTON BIOSPHERE



Paul Johnson
Safety &
HR Director

The Brighton & Hove and Lewes Downs Biosphere Partnership is applying for the whole block of countryside, towns and coast between the River Adur and River Ouse to become a UNESCO Biosphere Reserve, part of the worldwide family of 621 international sites of excellence.

The aim is to help nature so that we help ourselves. By looking after and increasing the rare wildlife of the Adur Estuary and Shoreham Beach and providing information and access for these areas, we hope to attract more visitors and new businesses to come here, and encourage local people to be more aware of and engaged with our special surroundings.

Shoreham Port intends to become a member of the Biosphere Partnership of more than thirty organisations, made up of bodies from the public, private, voluntary and educational sectors. In order to play a part in the ambitious plans to improve the local environment, economy and community. The Biosphere

is the world in which we live and share with other living things - the zone of life around our planet - for which UNESCO (the United Nations Educational, Scientific and Cultural Organization) is developing a global network of Biosphere Reserves which promote a balanced relationship between people and nature.

Individual port users can also show their support by signing up as a 'Friend of the Biosphere' to back the bid to the UN, receive e-news updates including access to events, ideas for local places to visit, and actions to take to appreciate and benefit our environment. Please see the Biosphere website www.biospherehere.org.uk for more details.



A DAY IN THE LIFE OF TIM HAGUE

“ One of my favourite aspects of the job includes the close contact with the commercial tenants of the Port's estate and building positive relations with them ”

Tim joined the team as Property Manager just over three years ago. He is the first point of contact for all of the Port's tenants and has worked hard to build relations and maximise the potential of the Port's property portfolio. We have an eclectic mix of properties at the Port ranging from small offices to 5,000sqft industrial spaces and Tim handles the vast range of enquiries about our portfolio. Much of Tim's time is spent negotiating terms with tenants for the purposes of rent reviews, lease renewals and new lettings, drafting leases and valuing property. Tim also deals with the sale and purchase of land and buildings within the Port.

Another aspect of Tim's role is working closely with Peter Davies, Development Director, assisting with projects relating to the redevelopment of areas of the Port. A highlight for Tim's time here so far was successfully qualifying as a chartered surveyor in 2012. Tim's favourite aspects of the job include the close contact with the commercial tenants of the Port's estate, building positive relationships and learning about the varied industries that have chosen to operate from the Port.

His background prior to this role was as an Acquisitions Surveyor in central London and then as a Surveyor dealing with office, retail and industrial space in Brighton. Working for Shoreham Port was a new challenge for Tim and he was attracted to working in an exciting diverse environment. Outside of work Tim is a keen runner and can often be spotted on the seafront of Brighton and Hove running or doing the required daily trudges with his Labrador 'Piper'.

TENANTS INVESTING AND CREATING LOCAL JOBS



Our tenant community continues to flourish and over the last few months there has been much investment and expansion from our tenants.



Brighton and Newhaven Fish Sales, and the popular Fish retail outlet, based at Aldrington Marina have made a huge financial commitment by insulating, refrigerating and recladding their main building in order to guarantee the quality and freshness of their products.

renewing its lease for a further term. Since moving in they have installed a large bike repair workshop facility, improved the office/kitchen facilities and recently installed a new mezzanine level. This summer they recruited Josh, the latest addition to their team of mechanics.

Just across the road is Quayside House, a multilet business centre which accommodates the headquarters of Shutterly Fabulous, a well-known local company distributing shutters across the UK. In three months the firm has hired four administrative staff, a new member of the warehouse team and a trainee installer. They have also invested in the reconfiguration of their first floor office suite.

Quayside House is also home to South Coast Bikes, a company currently



Sam Tamlyn Head of Operations, Shutterly Fabulous



We are delighted to have been awarded with our Environmental Review System (PERS) certificate from the European Sea Ports Organisation (ESPO)



THE NEXT SOLAR STEPS

Following the success of our first solar energy project we are embarking on a second and much larger scheme to install 2,000 panels on the roof of two warehouses and Nautilus House head office.

Altogether there will be another 500kw of renewable energy generated on the Port to add to the existing 90kw. We will purchase the electricity at a lower price than current and will use the reduction in CO2 towards our greenhouse gas reduction target.

The local community will be able to have a financial stake in the project by becoming members of the Brighton Energy Co-op which was formed in 2012. The Co-op will own and run the solar array and will collect the Feed in Tariff and sell any surplus energy to the national grid. The Co-op quickly achieved the funding from a public share launch last summer for the



first scheme and we are confident, with offering 6% interest to investors, that they will reach the target of £500,000 in the next few months to fund the second scheme.

The first solar array was erected on Hove Enterprise Centre and helps power the common areas in the Centre and also the marina adjacent. This latest scheme will provide power to port offices and some of the terminal operations. We also plan to extend the project to some of our tenant's buildings in a later phase.

There is potential to develop more than 2MW of renewable energy from solar and wind at Shoreham. This is a practical example of fulfilling our EcoPort objectives and commitment to tackling climate change.



Peter Davies
Development
Director

We need to pump 30 billion litres of water into the Canal every year to keep it topped up, but our computer controls reduce the amount of energy needed to do that by 60%. That's over half a million units of electricity saved every year!

PORT FACTS



TANKS ON TEXACO WHARF HERE TO STAY

The Texaco site has been closed since the beginning of the year and various options for its future use have been considered, but it now looks like it will reopen as a fuel depot later this year under a new operator.



THE RIGHT TOOLS FOR THE JOB



Julian Seaman
Harbour Master/
Director Marine
Operations

There's a huge amount of infrastructure either in the water or alongside it at Shoreham Port – eight kilometres of steel sheet pile quay walls and timber fenders, four kilometres of coast protection, navigation lights, buoys, a ship's lock, a yacht lock, pontoons... The list goes on and on and it's all at the mercy of the cruel sea! As if the sea isn't demanding enough, with its waves and salt water constantly wearing away at our structures, we also have to deal with a thousand visiting ships and countless fishing boat and yacht movements.

wall has corroded away below the water line, our staff must react immediately, regardless of the time of day or night. So it's only fair that our Engineering and Marine staff are properly equipped to keep the Port in 'ship-shape and Shoreham fashion'.

All team members are now eagerly awaiting the re-commissioning of our recently-purchased workboat, 'Juno', which is currently undergoing an extensive refurbishment on our Fishersgate Terminal. At 12m long, 'Juno' is a multipurpose landing craft with a large flat deck area, a deck-mounted crane and a front ramp. The whole team agrees that 'Juno' is ideal for the wide variety of tasks they have to undertake. "I can't wait to get stuck into the Prince Philip Lock fender renewal work using the new boat. The whole task is going to be so much easier with such an ideal work platform," said Senior Engineering Supervisor, Carl Aichroth.

If a lock gate can't be shut because a sunken piece of jetsam has lodged it open, or a hole appears behind a quay wall because the steel quay



DIARY OF EVENTS



07 November 2013
Port Users Group

07 November 2013
Local Authority Liaison
Committee

16 February 2014
Brighton Half Marathon

06 April 2014
Brighton Marathon

01 July 2014
Shoreham Port's Annual
Public & Stakeholders
Meeting

Please see our website for
latest details and venues
www.shoreham-port.co.uk