

enhancing... improving... cleaning... restoring...
changing... tackling... protecting... reducing...
creating a better place... influencing...
inspiring... advising... managing... adapting...

Harbour of Rye Management Plan 2008 - 2012

We are the Environment Agency. It's our job to look after your environment and make it **a better place** - for you, and for future generations.

Your environment is the air you breathe, the water you drink and the ground you walk on. Working with business, Government and society as a whole, we are making your environment cleaner and healthier.

The Environment Agency. Out there, making your environment a better place.

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Setting the Scene

The Harbour of Rye comprises all the tidal channels seaward of the four tidal sluices on the River Rother and its tributaries. This includes a tidal stretch, some 6.5 km from the harbour entrance up to Scots Float Sluice. A subsidiary channel (Rock Channel) runs down to the Rother from the Tillingham Sluice at Strand Quay and the Brede Sluice, which discharges downstream of the Strand. The Tillingham sluice is 5.0 km from the harbour mouth.

Commercial shipping, fishing vessels and pleasure craft all use the harbour. There is a private cargo handling facility, private moorings and facilities for visiting yachtsmen. The main fishing fleet is moored on the River Rother to the east of Rye, and a wide range of watersports take place within harbour waters.

The harbour protects the town of Rye and the surrounding area from flooding as it provides the main outlet tidal channel draining floodwater from the low lying land of the marshes and for the Rivers Rother and Tillingham. The harbour also contains a large number of flood defence structures whose purpose is to prevent tidal inundation.

The activity in the harbour is important to the local economy of Rye. The Harbour of Rye Review¹ estimated its socio-economic value to exceed £10 million per annum. The harbour activities are thought to generate the equivalent of 153 full time equivalent (FTE) jobs. More than 100 of these are linked to the fishing industry contributing an annual economic value in excess of £8 million.

¹ Harbour of Rye Review, Arup Economics and Planning/Environment Agency 2002

Foreword

We have an environmental vision – a better place for people and wildlife.

In 2000 we published our 20-year vision for the environment. This set out our long term objective for the environment grouped under nine themes:

- A better quality of life
- An enhanced environment for wildlife
- Cleaner air for everyone
- Improved and protected inland and coastal waters
- Restored protected land and healthier soils
- A 'greener' business world
- Wiser, sustainable use of natural resources
- Limiting and adapting to climate change
- Reducing flood risk

In 2002 we published our first 5 year strategy, called Making it Happen.

Our current 5 year strategy, **Creating a better place** explains how we will work towards that vision for the period 2006-2011, building on Making it Happen and our success so far. It sets out how we are going to achieve our environmental vision, defines our goals and priorities for 2006-2011 and tells us all what we will be doing and how we will work. This work will happen nationally, regionally and locally.

These long term objectives are translated on a local level in a series of local contributions, one for each Environment Agency region. The local contributions set out clear priorities and targets showing how we intend to progress towards our desired environmental outcomes. These in turn are then broken down into an activity plan which defines the area contribution to Creating a better place. These documents cover a five year period which is currently from 2006-2011.

We recognise that we cannot on our own deliver the outcomes and goals we have set out. We already work in close partnership with a wide range of organisations and groups and we are keen to explore how we can strengthen existing partnerships and develop new ones.

Our Harbour of Rye Management Plan sets out the specific outcomes we want to achieve and how we will go about making these happen. We have developed this plan in consultation with our advisory committee and built on our successes and experience from our first five year plan.

Our five main objectives for the harbour are to:

- **Maintain Safety**
- **Improve Customer Experience**
- **Environmental Stewardship**
- **Engage with the community and harbour users**
- **Encourage Local Prosperity**

Our plan outlines a programme of work that will contribute to delivering these objectives. We realise that this cannot be achieved in isolation and we have indicated potential partners to help us achieve our collective vision for the Harbour of Rye.



A handwritten signature in black ink that reads "John Morgan".

John Morgan
Waterways Manager

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1. THE VISION

1.1 Introduction

Welcome to a New Management Plan for the Harbour of Rye. This plan replaces the previous “Harbour of Rye Management Plan” published in 2003.² It sets out the Environment Agency’s plans for managing the Harbour of Rye over the next five years. It provides a baseline from which to measure progress and identifies the steps necessary to achieve our Vision for the Harbour of Rye.

1.2 Our Vision for the Harbour of Rye

“A lively, safe, adequately funded, professionally managed harbour, located within a pleasant environment, attracting visitors to the water and surrounding area and supporting the local community”.

In reaching our vision we will adopt the following principles to ensure our customers receive the highest standards of service consistent with the safe management of the harbour:

We will fulfill our statutory duties and meet the challenging targets set by Government for the ports industry, including:

- **The Port Marine Safety Code**
- **The Habitats Directive**
- **The Water Framework Directive**
- **Strategic Environmental Assessment Directive**
- **Integrated Coastal Zone Management**
- **The Marine Bill**

We will seek to develop mutually beneficial partnerships with business, public bodies and community groups including:

- **Local and Regional Government**
- **The Rye Partnership**
- **Commercial Interests**
- **Royal Yachting Association**
- **Sport England**
- **Harbour interest groups**
- **Rye Harbour Nature Reserve Management Committee**
- **Natural England**
- **South East England Development Agency**

² Harbour of Rye Management Plan, Environment Agency 2003

1.3 The Harbour and Climate Change

Climate change is the biggest threat our environment faces. The Intergovernmental Panel for Climate Change (IPCC) tells us that our climate is changing and it is very likely that human activity is causing it. Over the past century, average global temperatures have risen by 0.78°C and eleven of the warmest years on record have occurred over the last 12 years. We are already experiencing the unwelcome effects of increasing temperatures and more frequent drought and flooding on our economy and people's quality of life.

By the 2080s average annual temperatures across the UK may rise between 2 and 3.5°C, with some areas warming up by as much as 5°C.

We expect the heavy winter rain that currently happens every two years to become even more extreme, increasing by between five and 20 per cent by 2080.



Current guidance from Defra suggests that sea levels could rise by up to 1m by 2100. The IPCC is currently projecting an average sea level rise of 20-60cm during this century, but this does not include current rates of ice sheet melt. We expect this will increase as scientists understand more about the Greenland ice melts.

Whatever we do now to limit climate change in the future, we need to start adapting to those changes that are already unavoidable due to past emissions. By becoming more resilient to future weather conditions, we will reduce the impacts of climate change on our economy and our quality of life. By factoring climate change into our planning and investment decisions now, we can minimise the costs of adapting to that change.

Our focus is to make sure that England and Wales are able to adapt to the changing climate, and particularly the increasing risks of river and coastal flooding, the growing pressures on water supplies for people and the environment and changing climate space for biodiversity.

Climate change will have implications for the harbour. Increased storminess could affect the movement of vessels to and from the harbour. The trend to larger vessels has already reduced the number of tides when commercial vessels can safely enter or leave the harbour. If more of the available tides are affected by storms then fewer vessels will be able to visit Rye.

Prolonged periods of rough weather will keep the fishing fleet in harbour. This could be especially damaging during the lucrative winter scallop-fishing season. Changes in sea temperature may affect the fish stocks in the bay. A reduction in the value of the catch may lead to more vessels being laid up with a loss of income to both the local economy and the harbour.

Increased winter rainfall and floods will keep the harbour channels scoured reducing the need for dredging. Eventually this may lead to a deepening of the outer channel that in turn could expose the toe of the western sheet piling causing the structure to fail.

Temperature rises could see an increase in tourism and water borne recreation, rising sea levels could see areas such as Camber Sands come under threat. Warmer summers may encourage more people to take up sailing but it is difficult to predict what proportion of these will feel confident to use a “drying harbour”. The lack of marina facilities means that adjacent ports may benefit more than Rye if there is an upsurge in boat ownership.

All of these factors will need to be taken into account in our plans for the future development and management of the Harbour of Rye.

1.4 The Harbour and the environment

In 2007 Natural England redesignated the 9,000 hectare Dungeness, Romney Marsh and Rye Bay Site of Special Scientific Interest (SSSI).



This created one site from eight previous smaller sites (Dungeness, Walland Marsh, Cheyne Court, Romney Warren and North Lade in Kent; and Camber Sands and Rye Saltings, Rye Harbour and Pett Level) in Kent and East Sussex and also includes 2,300 hectares of newly notified land.

After a four month consultation process the final boundaries were confirmed with modifications by Natural England's Board at their April 2007 meeting. The new SSSI incorporates areas of the harbour previously undesignated such as the river bed. This new status will present fresh challenges for the management of the harbour.

An objective of this plan is to establish a set of working principles through an agreed harbour operations plan with Natural England which will enable the harbour to operate effectively whilst working towards the best environmental outcomes in partnership with Natural England.

1.5 The Harbour and funding

The harbour is part of our navigation and recreation function which also includes our inland navigations. The Environment agency receives an annual Grant in Aid settlement from Defra. Nationally the function receives £14.2 million from this source and our income from charges is £4.8 million. We need to spend about £30 million on operating and replacing assets on our navigations. This represents a shortfall of about £12 million.

As a first step in October 2006, the Environment Agency Board approved a three year plan for increasing our navigation charges. This proposes an increase of 7% a year above our cost-based inflation (5% for 2006/7). This increase will provide 5% to help close the funding gap and 2% for regional improvements, our charges therefore increased by 12% for 2007/2008. We acknowledge that the harbour offers a different environment and faces different challenges and competition to our other navigations. Our increases in charges for 2008/09 reflected this with differential rates being applied to different charges.

For the second step we undertook a fundamental review of how we manage our navigations and where we spend our income in order to prepare a funding strategy taking us in two stages, first to 2012 and then to 2020. Our board approved this strategy in February 2008.

The strategy aims to increase our investment in our waterways by £6.8 million to 2012 and £12 million to 2020. This will mainly be achieved through commercial ventures and more use of external funding, such as European funds.

1.6 Strategic Objectives –

Our strategic objectives, as determined by government, the Environment Agency Corporate Strategy and key stakeholders who contributed to this plan are:

Maintain Safety

Customer Experience

Environmental Stewardship

Community and User Engagement

Local Prosperity

The outcomes we want to achieve and the actions we need to take to deliver these objectives are set out in the following tables.

1.7 Harbour of Rye Management Plan, 2008 – 2011

Delivering the Plan's Objectives

STRATEGIC OBJECTIVE 1.0: MAINTAIN SAFETY – We will promote and maintain a safe haven for all vessels and users through safe management systems which comply with the Port Marine Safety Code. Facilitation of good working practices for all through a multi-agency approach to deliver a high profile presence in and around the Harbour.		
The outcomes we want to achieve are:		
<ul style="list-style-type: none"> • A safe haven for all vessels • A safe environment for our users • A high profile for our work 		
Actions	Who	When
1.1 We will undertake regular checks on our navigation marks and encourage others to report faults.: <ul style="list-style-type: none"> • Audits by harbour staff • Formal audit 	Harbour Trinity House	Quarterly Half yearly
1.2 We will ensure our hydrographic surveys of the harbour and its approaches are accurate and available. <ul style="list-style-type: none"> • Ongoing visual/boat soundings • survey of the harbour approaches and the middle channel 	Harbour Specialist Contractor	Ongoing 2010
1.3 We will Install new CCTV camera overlooking the Chain Moorings and Admiralty Jetty. <ul style="list-style-type: none"> • We will review the benefits of the existing system and evaluate the case for installing additional CCTV • We will explore opportunities for partnerships that will improve harbour security 	Harbour Office, Rye Police, Rye Town Council	2008/09 2009 2010
1.4 We will review the quantity and benefit of signage we provide for users of the harbour.	Harbour & S&D	2010
1.5 Our harbour emergency plan will be reviewed and updated. We will carry out exercises to test the plan. <ul style="list-style-type: none"> • Full • Desktop 	Harbour Office, RCC	 2010 2009 2012
1.5 We will review our Oil Spill Recovery Plan	Harbour	2012

<ul style="list-style-type: none"> • Carry out oil spill recovery exercise • Desktop 	Office	2009 2011
1.6 We will make daily weather bulletin available to harbour users on our new website	S&D	2008/9
1.7 We will publicise our achievements to raise the profile of the harbour in all sectors	Harbour Office, S&D	2008-2012
1.8 We will study the new Marine Bill and implement findings where relevant to the harbour	Harbour Office, S&D	2008/09
1.9 We will Review Port Marine Safety Code	Harbour Office	2011/12

STRATEGIC OBJECTIVE 2.0: CUSTOMER EXPERIENCE– to improve the customer experience for Harbour users by ensuring their needs are known and met through improved on-shore and water-based facilities, well trained staff and clear communication to all.

The outcomes we want to achieve are:

- A great customer experience
- Improved on-shore and water based facilities
- Better knowledge of our customer needs
- Professional and well trained staff

Actions	Who	When
2.1 We will undertake baseline surveys of our customers: <ul style="list-style-type: none"> • Survey of all harbour users • Visiting boaters • Online surveys on new website 	Harbour Office, S&D	2008 Ongoing 2010
2.2 We will create a clear policy on Dredging at the harbour: <ul style="list-style-type: none"> • Aim to work together with other interested parties at the harbour • Produce a dredging plan • Produce a standard dredging application form • Consult with Natural England 	S&D, Commercial interests	Ongoing 2009 2008 2008
2.3 We will Install a pedestrian bridge at Strand Quay	NCPMS	2009/2010
2.4 We will review the demand for additional moorings upstream of Monk Bretton Bridge	S&D	2010
2.5 We will manage and develop harbour infrastructure and assets:- <ul style="list-style-type: none"> • Replacement of harbour patrol vessel • Replacement of RNLi Jetty, Rye Harbour • Refurbishment of Visitors' Pontoon, Rye Harbour • Replacement Commercial shipping beacons, Rye Harbour • Phase 2 CCTV at Simmons Quay • Strand Quay hydrodynamic dredging 	Engineer, NCPMS	2011 2010 2009 2008 2008 2009
2.6 We will Implement the Strand Quay Site Management Plan	S&D	2008/09
2.7 We will undertake a review of land holdings and property at the harbour, establishing capacity with the aim of maximising revenue	S&D, Estates, Consultants	2011
2.8 We will repeat the Harbour of Rye Economic review ³	S&D, Consultants	2010
2.9 We will review the Strand Quay moorings, this will include:	S&D, Harbour	2008

³ Harbour of Rye Review, Arup Economics and Planning/Environment Agency 2002

<ul style="list-style-type: none">• Security• Current use• Commercial leasing	Office, Estates	
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STRATEGIC OBJECTIVE 3.0: ENVIRONMENTAL STEWARDSHIP - to protect and conserve the environment through good environmental stewardship and active involvement in the development of Rye Harbour Estuary Environmental Management Plan.

The outcomes we want to achieve are:

- **Minimal environmental impact of harbour activities**
- **An Environmental Management Plan**

Actions	Who	When
3.1 We will Investigate the requirements for pumpouts at the harbour under MARPOL (marine pollution) and the Green Blue initiative and take action if required.	Harbour Office, Engineer	2009
3.2 We will establish a harbour operations agreement with Natural England in response to the new SSSI (Site of Special Scientific Interest) harbour designation	S&D, Natural England	2008
3.3 We will Improve our understanding of the natural environment in the harbour <ul style="list-style-type: none"> • Work with others to expand interpretation e.g. Natural England, Nature Reserve, Biodiversity 	S&D., Natural England, Biodiversity, Nature Reserve	2009
3.4 We will undertake an energy/waste audit <ul style="list-style-type: none"> • Establish environmental footprint/impact and work towards reduction • Investigate possibilities to Increase recycling, energy saving, use of bio-diesel 	Harbour Office	Annual report to HoRAC
3.5 We will promote the Green Blue to harbour users	S&D	2008/9
3.6 We will work towards accreditation as an Ecoport <ul style="list-style-type: none"> • Undertake a Riverbank survey • Write Harbour Estuary Environment Management Plan 	S&D, Biodiversity, Natural England, Rye Harbour Nature Reserve, Consultants	2011

STRATEGIC OBJECTIVE 4.0: COMMUNITY AND USER ENGAGEMENT - to work closely with the Harbour of Rye Advisory Committee as well as the wider community, local businesses and other interested parties to promote the Harbour and ensure it is best equipped to respond to customer need and protection of the environment.

The outcomes we want to achieve are:

- **The harbour is recognised as making an important contribution to the Rye area.**
- **HoRAC is an effective and dynamic committee.**
- **Good internal management based on best practice.**

Actions	Who	When
4.1 We will introduce historical interpretation within the harbour which will explore Rye's maritime history:- <ul style="list-style-type: none"> • Strand Quay • Simmons Quay 	S&D, Harbour Office, Rye Museum	2008/09
4.2 We will promote Cycleways within Rye:- <ul style="list-style-type: none"> • Annually review footpath links and work with others to improve pedestrian access between Strand Quay and the Simmons Quay • Maintain ongoing discussions with Sustrans • Support use of environmentally friendly transport • Bike stands at Harbour Office and Strand Quay 	Recreation, Sustrans	Ongoing Ongoing Ongoing 2008
4.3 We will work towards improving coastal access, especially to flood defences:- <ul style="list-style-type: none"> • Work within the framework of the Coastal Access Consultation • Work towards improving pedestrian access in and around the harbour 	Recreation, FRM	Ongoing
4.4 We will encourage/welcome the use of Environment Agency land for events e.g. Farmers' Market and Rye Maritime Festival at the Strand Quay	S&D, Harbour Office	Ongoing
4.5 We will seek to ensure HoRAC is representative and knowledgeable on harbour issues. Invite nominations Appoint new committee	Environment Agency	July 2009 Sep 2009

STRATEGIC OBJECTIVE 5.0: LOCAL PROSPERITY - to encourage local prosperity by supporting sustainable tourism and economic regeneration as far as is practicable as well as traditional marine and fishing industries to improve the prospects for all year round employment.

The outcomes we want to achieve are:

- A waiting list for our moorings
- Regeneration of Rye Peninsular
- Investment by others
- A year on year increase in the numbers of visiting yachts

Actions	Who	When
5.1 We will Implement the Harbour of Rye Marketing Plan:- <ul style="list-style-type: none"> • Review annually • Consult with Rye Marketing Committee and Harbour Marketing Group 	S&D, HoRAC, Harbour Marketing Group, Rye Town Marketing Group, 1066 Country	2008
5.2 We will support the development of a Heritage/Education centre <ul style="list-style-type: none"> • Possibility of being sited at the fish quay • Training centre 	S&D, Harbour Office, Rye Partnership, Fishermen	2009
5.3 We will deliver the regeneration of the Rye Peninsular area within the lifetime of this plan	S&D, Rye Partnership, ESCC, Seaspaces, RDC	2012
5.4 We will engage with Rother District Council to ensure the harbour benefits from their local development plan	S&D, RDC	2008
5.5 We will maximise the community benefit of the new Simmons Quay:- <ul style="list-style-type: none"> • Investigate public access • Investigate the creation of an annual Simmons Quay open day 	S&D, Fishermen, Harbour Office	2008 2008
5.6 We will create a new tourism orientated website for the Harbour of Rye independent of the Environment Agency main site	S&D	2008/09

2. PLANNED PERFORMANCE

2.1 General service and standards

We are committed to treating everyone fairly, operating as an open organisation and working to the following and to the following:

Our normal office hours are 9am to 5pm, outside these hours we provide a 24-hour Emergency Hotline for receiving reports and responding to emergencies.

During normal working hours we will try and answer 90% of your calls within 15 seconds. (The nature of harbour operations may lead to a slower response under some circumstances)

For a general enquiry you will receive a written response within 10 working days of receiving your letter or e-mail, including the information you need or, for complicated requests, telling you when you will get a full response, which will not take longer than 40 days.

For complaints you will receive an immediate response where possible and a written response within five working days of receiving your complaint.

We will make public planned changes affecting navigation giving where possible at least one month's notice.

2.2 Operational performance

During the life of this plan we aim to achieve:

Consistent compliance with GILA standards for aids to navigation in the harbour.

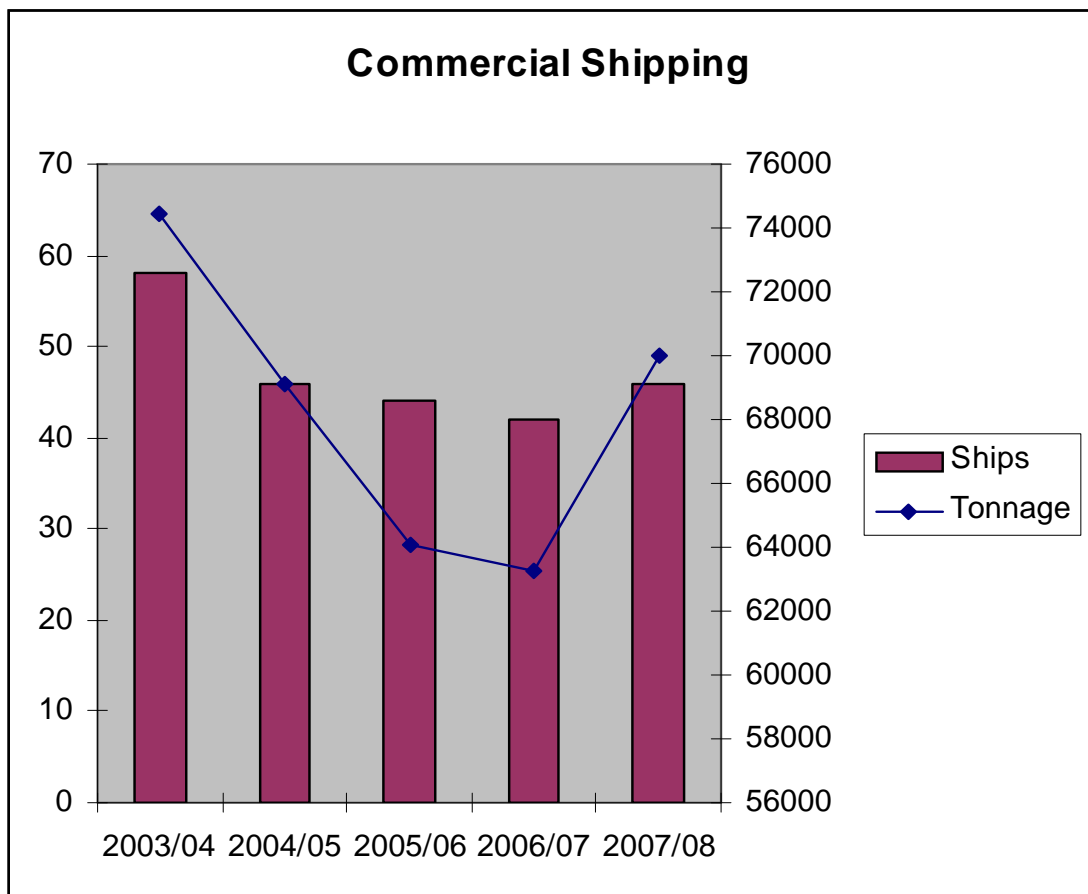
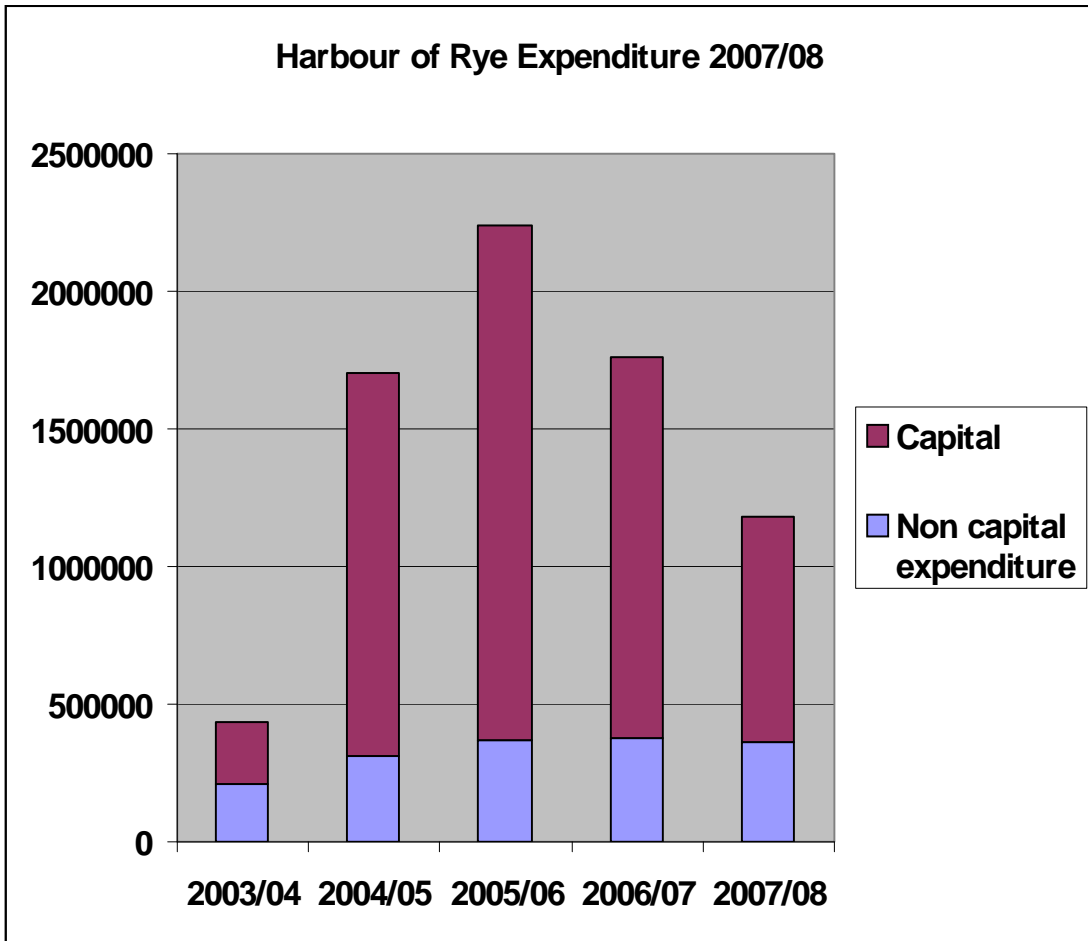
A 10% increase in the number of yacht/visitor days achieved

Reduce the operational deficit for the harbour by 20%

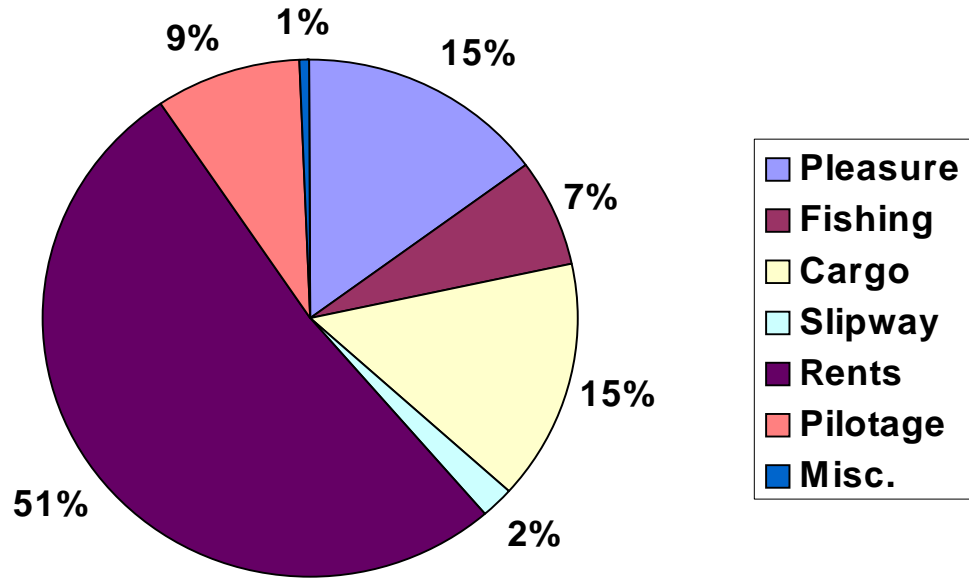
Meet 95% of pleasure craft on arrival

Meet 100% of cargo vessels on arrival

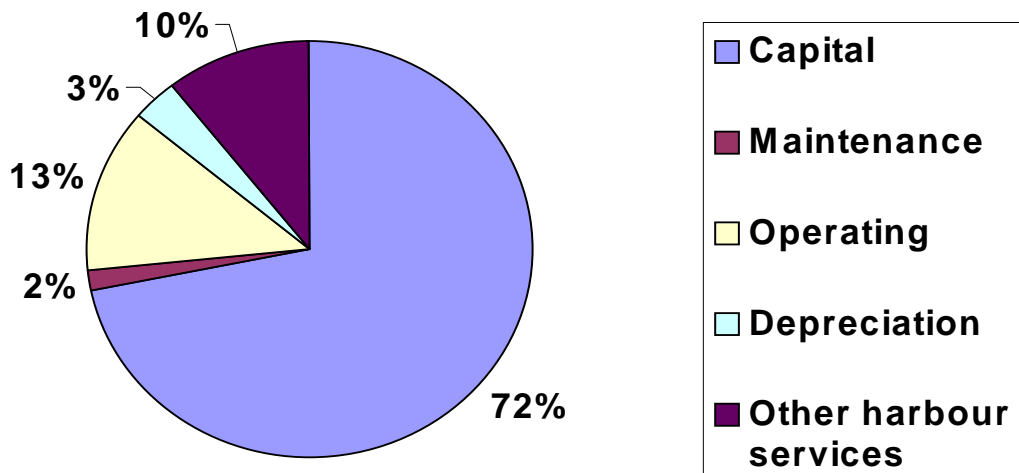
APPENDIX A. HARBOUR STATISTICS



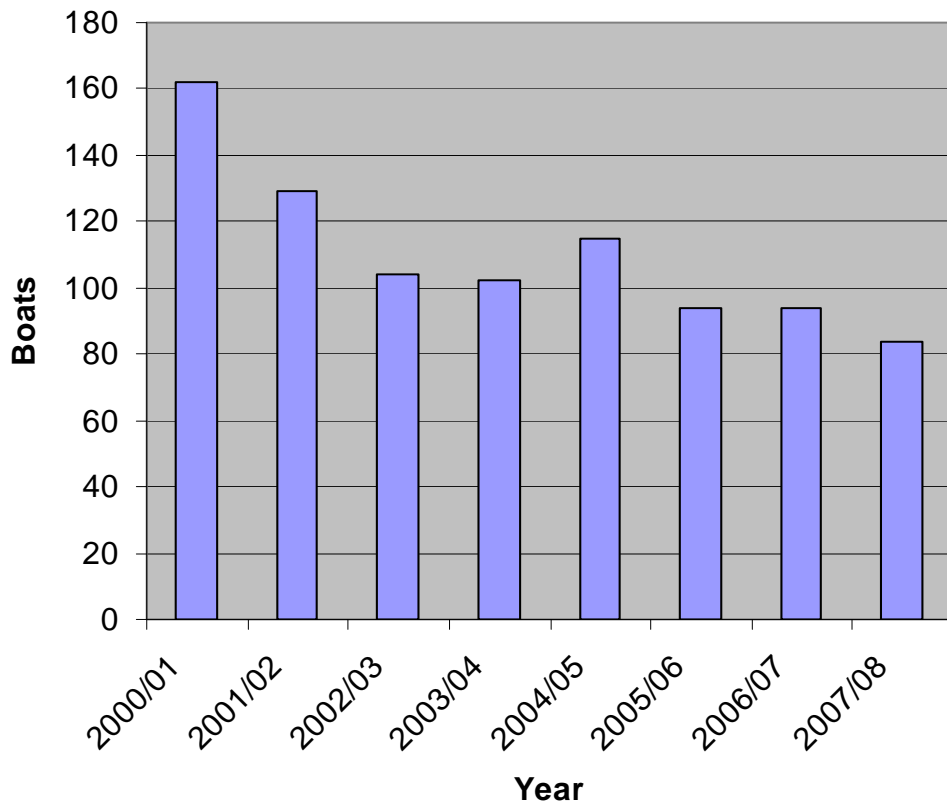
Harbour of Rye Income 2007/08



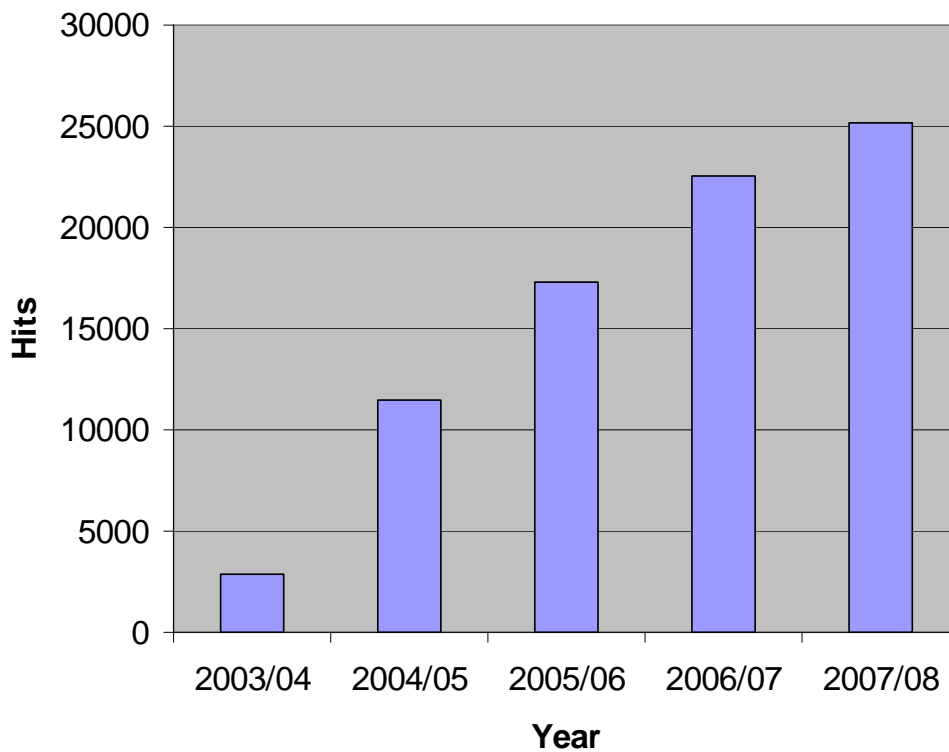
Harbour of Rye Expenditure 2007/08



Visiting Boats 2000-2008



Harbour of Rye Web Hits 2003 - 2008



APPENDIX B. THE ENVIRONMENT AGENCY'S ROLE AND RESPONSIBILITIES

We are the Environment agency. It's our job to look after your environment and make it a better place – for, you and future generations.

Your environment is the air you breathe, the water you drink and the ground you walk on. Working with business, Government and society as a whole, we are making your environment cleaner and healthier.

The Harbour of Rye will be managed within the framework set by the Agency Vision document seeking support from those who benefit from its management.

The Environment Agency is the competent harbour authority for Rye with conservancy and regulatory duties derived from the Harbour of Rye Revision Order 1976. We manage the harbour with the support of the following Committees:

- Harbour of Rye Advisory Committee (HoRAC),
- Finance and General Purposes Sub-Committee
- Pilotage Committee.
- Simmons Quay Advisory Group

As part of the Agency's navigation function the harbour is the responsibility of the Waterways Manager with day to day management led by the Harbour Master and Deputy. Specialist support is provided by the Agency's Estate, Legal and Finance and Business service departments.

Navigation policy and the process to be followed in delivering that policy is a head office function arrived at in discussion with the waterway managers and other professionals.

The Port Marine Safety Code requires a comprehensive health and safety management system to be in place and the appointment of a duty holder and a designated person. Our Regional Director and his team are collectively appointed through to our scheme of delegation to take this role on behalf of the chief executive. We have appointed our regional health and safety advisor in the role of designated person.

Table B.1 The Management Committees

HoRAC (Harbour of Rye Advisory Committee)	Finance and General Purposes Sub-Committee	Pilotage Committee
<ul style="list-style-type: none"> - Established under the Harbour of Rye Revision Order 1976 - Advise on policy relating to matters of the development and administration of the harbour, including charges and represent interested parties. - The committee comprises 13 to 18 members. 	<ul style="list-style-type: none"> - Formed in 1992, this committee enhances representation of local interests and provides recommendations to HoRAC to accelerate decision making. - Five members include the HoRAC chair and representatives from Kent Flood Defence Committee, commercial, fishing and boating interests. 	<ul style="list-style-type: none"> - Formed in 1987 - Terms of reference are to discuss include all matters of pilotage, including fixed annual charges, discipline licences and current legislation. - Full and independent committee not a sub-committee of HoRAC. - The committee comprises 6 to 8 members

APPENDIX C. DUTIES OF A HARBOUR AUTHORITY

Duties of a Harbour Authority

The Port Marine Safety Code sets out four relevant duties of harbour authorities:

- Harbour authorities have a duty to take reasonable care, so long as the harbour is open for the public to use, that all who may choose to navigate it may do so without danger to their lives or property
- This includes an obligation to conserve, and facilitate the safe use of the harbour; and a duty of care against loss caused by the authority's negligence.
- Each harbour authority has an obligation to have regard to efficiency, economy and safety of operations as respects the services and facilities provided.
- Harbour authorities typically have an express duty to take such action as the harbour authority consider necessary or desirable for or incidental to the maintenance, operation, improvement or conservancy of their harbour.

These duties and the powers that enable the harbour authority to undertake them are set out in a number of relevant Acts of Parliament and guidance notes.

Table C.1 Guidance and Legislation

Date	Legislation or Guidance	Description of Purpose
1847	Harbour, Docks and Piers Clauses Act	-Construction of the harbour -Setting and collection of rates -Appointment and function of harbour master -Regulation of harbour activities -Open port duty
1964	Harbours Act	-Modernised charging system -Established conservation and environmental duties on harbour authorities -Introduced Harbour Revision Orders
1966	The Docks and Harbours Act	-Ability to acquire land
1976	Harbour of Rye Revision Order	-Established Advisory Committee -Disposal of wrecks -Powers to make byelaws -Powers to construct works
1985	Dangerous Vessels Act	-Powers to prohibit entry of certain vessels
1987	Pilotage Act	-Confers responsibility for pilotage -Establishes Competent Harbour Authority -Power to set Pilotage Direction
1987	Dangerous Substances in Harbour Areas Regulations	-Powers to make directions regarding the handling or prohibit presence of such substances in the harbour
1990	Aviation and Maritime Security Act	-Responsibilities to protect ships and harbour areas against acts of violence
1991	Ports Act	-Privatisation of Trust Ports
1994	Conservation (Natural Habitats,&c) Regulations	-Confers certain environmental functions on harbour authorities -Implements European Habitats Directive
1995	Merchant Shipping Act	-Confers powers in connection with oil pollution from ships -Regulations requires waste management plan
2000	Modernising Trust Ports – A Guide to Good Governance	-Provides guidance on managing a Trust Port
2000	Waterways for Tomorrow	-Outlines Government policy for inland navigations
2000	Port Marine Safety Code	-Introduces a standard for all aspects of port marine safety
2001	A Guide to Good Practice on Port Marine Safety Operations	-Provides guidance on meeting the requirements of the Port Marine Safety Code
2008	Draft Marine Bill	-The Marine Bill will help to achieve the UK Governments' shared vision of 'Clean, healthy, safe, productive and biologically diverse oceans and seas'.

APPENDIX D. CONSULTEES

John Morgan	Waterways Manager
Carl Bagwell	Rye Harbour Master
Tony Nichols	Rye Deputy Harbour Master
Lucy Harris	Strategy and Development Team Leader
Allison Thorpe	Principal Recreation Officer
Jonathan Balkwill	Waterways Officer
Phil Munslow	Regional Waterways Engineer
Richard Bezant	HoRAC Chairman, farmer
William Drew	HoRAC member, commercial
Charles Bronsdon	HoRAC member, Icklesham Parish Council, RYA
Keith Glazier	HoRAC member, East Sussex County Council
Harry Kennard	HoRAC member, Rye fisherman
Douglas Lindsay	HoRAC member
Ron Parren	HoRAC member, Rother District Council
Anthony Kimber	HoRAC member, RYA
Nick Ramus	HoRAC member, Rother District Council
Roger Breeds	HoRAC Deputy Chairman, commercial
John Royle	HoRAC member, commercial

Richard Hopper	HoRAC member, Rye Sailing Club, RYA
Ronnie Simmons	HoRAC member, Sussex Sea Fisheries
Alex Stanmore	HoRAC member, commercial shipping
Christopher Strangeways	HoRAC member, Rother Environmental Group
Richard Tollett	HoRAC member, RNLI
Barry Yates	HoRAC member, Rye Harbour Nature Reserve

APPENDIX E. GLOSSARY

CCTV	Closed Circuit Television
Defra	Department for the Environment, Food & Rural Affairs
ESCC	East Sussex County Council
FRM	Flood Risk Management
FTE	Full Time Equivalent
HoRAC	Harbour of Rye Advisory Committee
GLA	General Lighthouse Authority
IPCC	Intergovernmental Panel for Climate Change
Marpol	International Convention for the Prevention of Pollution from Ships
NCPMS	National Capital Project Management Service
RDC	Rother District Council
RCC	Regional Communications Centre
S&D	Waterways Strategy and Development
Sustrans	Sustainable Transport Organisation

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