

# Dover Harbour Board

A talk by Mike Krayenbrink and Bob Goldfield

— report by Alan Lee —

*Michael G Krayenbrink is a Chartered Secretary who since commencing with DHB in 1977 has held a variety of posts. Appointed to the Board on 13th June 2005 Mike is Director of Port Development.*

*Dr. Robert H. Goldfield joined DHB after a long career in the aviation industry. Appointed to the Board on 4th March 2002 Bob is Chief Executive and Register.*

Mike opened with the updated plans for the port, Terminal 2 (T2) and the Western Docks. This will be the second largest ferry terminal in the country, the existing T1 being the largest.

The Harbours, Docks, Piers and Ferries, The Dover Harbour Revision Order 201[X] was placed with the Secretary of State for Transport and dated 23.12.2009. This work has to be completed within ten years of the order being signed. The need for T2 was given as the increase of mainly freight traffic through the port and the economics of geography, there is no suitable area for expansion locally. DHB will run out of capacity when the figure of 2.7 million trucks is reached. In 2008 2.31 million trucks passed through the port, in 2009 2.30 million. To do nothing is not an acceptable option as the freight would still come to Dover, the shortest and quickest way to the continent. This would lead to more congestion and queues along with an increase in air pollution. The volume of port freight is linked to GDP and the size of the ships. On current projections T2 will be needed between 2016 and 2020. Work will have to start three years before capacity is reached.

The scheme developed through three rounds of consultations spread over three years will include the provision of four new ferry berths. This will entail the shortening of the Prince of Wales Pier; conversely the Admiralty Pier will be lengthened. The Granville Dock will be infilled and the marina re-sited to the eastern side of the Prince of Wales Pier. The roundabouts at either end of Snargate Street will be redesigned to improve traffic flow. Full documentation for the scheme can be viewed, by appointment, at Harbour House and a summary of about 60 pages is available from DHB or via their website.

Not part of T2 but closely linked to the project and headed Work No. 13 is a £30 million marina. This will consist in part of a pier of solid construction 532 metres long and the relocation and reconstruction on the shore end of the Clock Tower and Clock Tower Building. Piled moorings with a pontoon system will be connected to the south face of that pier by a series of link bridges. It is envisaged that this will provide the catalyst for the waterfront development, improve road access and give a boost to tourism in the area. Headed Work No. 16

is a channel for vessels navigating to and from the Wellington Dock, having lock gates and an opening bridge over the channel.

Bob Goldfield then took over and started by telling the audience about his previous career from RAF Luqa, now Malta International Airport, to just prior to joining DHB.

He went into more detail of who delivers the project and the background to the last government's guidelines for trust ports. They had instructed all trust ports to consider if they are fit for purpose. The only way finance could be raised was set out in a published document 'The Requirement of Modernising Trust Ports' Edition 2. This meant undertaking comprehensive analysis to cover all eventualities from a complete sell-off to part sale and partnership deals.

The objective is to attract private investment to raise the capital, about £450 million, for T1 and T2. DHB has at present an annual turnover of about £60 million and a £10/12 million operating profit. The three main options facing the board were:

1. Saving and borrowing - this would take too long and the last government refused permission to raise money on the open market.
2. Sell 49% of the port - this would not attract investors and government would keep proceeds of the sale.
3. Sell 51% of the port - more attractive investment as it would give the buyer overall control. The estimate is that the buyer would want a 12/15% return on their investment. This

would be attractive to the government, especially in today's financial climate, as they would retain all receipts from the sale.

DHB has proposed a trust fund for employees and another for the local community. The aim of the funds would be to maximise Dover's strong growth potential by providing the necessary investment. They would also enable the port to deliver tangible benefits whilst diversifying and increasing jobs locally. A split of 80% of the profit to the investor and 20% to the rest would seem acceptable.

In answer to questions from the audience Bob made the following points. The trust local fund should just be for Dover and not the whole district or Kent. Safeguards will be in place to stop the buyer selling on to an unacceptable third party. The Admiralty Pier is now a grade 2 listed structure. There would be a loss of angling on the Prince of Wales Pier. Disabled and junior anglers might be able to fish from the new pier. An order, placed on the wreck sunk in the Western Entrance, states that all parts higher than eight and one half metres below the low water mark are to be removed from the wreck. The work to be carried out during this summer. DHB holds a great many old documents and art works dating back hundreds of years. It is hoped that these can be preserved and kept locally.

Bob thanked the Society for their input in the consultation process and donated £150 as recompense for the postage incurred in notifying the membership about our reply to these proposals.