

## Head Office Bulletin – June 2008 – Issue 137

Head Office Bulletin is available in pdf format on IWA's Internet site, along with a wide range of information about the Association and the inland waterways. [www.waterways.org.uk](http://www.waterways.org.uk) should be the first place to look for any information that you need. You can also subscribe to receive Head Office Bulletin in text form by e-mail as soon as it is published each month. Additional e-mail mailing lists [News] and [Press Releases] provide more frequent mailings of timely news, which enable the Association to keep members and other supporters more up-to-date with all that the Association is doing, but all the news is reported in the Bulletin at the end of each month, updated where appropriate. If you wish to make any changes to the mailings that you receive, please contact Lesley Sanders at IWA Head Office.

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### About People

After nearly nine years of outstanding service as the Association's Operations Manager, **Matt Duncan** left IWA's employment on 13<sup>th</sup> May to take up a post in developing e-commerce web sites with a subsidiary company of BT plc.

**Martin Maudsley**, formerly Community Police Officer at Burnham-on-Crouch on the Blackwater Estuary, joins the employment of Essex Waterways Ltd on 1<sup>st</sup> June as the new lockkeeper based at Heybridge Basin. The post is a new appointment, leaving Navigation Manager Colin Edmond more time to manage maintenance and operations on the rest of the Navigation.

We are saddened to report the death of **Stan Meller** in early May after a long period of ill health. He was secretary of the Southern Canals Association for over

25 years and greatly involved in a number of projects on the Basingstoke Canal for Surrey & Hampshire Canal Society. He led the team that built two narrow-gauge railways, at Deepcut and Ash Embankment, which were used to transport building materials and clay. He advised on the design and re-building of Kings Head Bridge at Mytchett and he had a significant influence on the design of the aqueduct over the Blackwater Valley. He also produced proposals for the restoration of Greywell Tunnel and the rebuilding of the canal into Basingstoke and wrote a booklet on this entitled '*The Promise of the Western End*.'

**Tony Hales**, British Waterways chairman has been reappointed by the Secretary of State for a further term of three years. Tony Hales, and BW Marketing Director Simon Salem gave a short presentation to IWA's Council and took questions, immediately following its meeting on 17<sup>th</sup> May.

**Lord (Chris) Smith of Finsbury**, formerly Secretary of State for Culture, Media and Sport, has been appointed as the new chairman of the Environment Agency. He replaces **Sir John Harman**, who stands down at the end of June after eight years. **Baroness (Barbara) Young** has also indicated that she is likely to step down as the Agency's chief executive in the near future.

We are saddened to report that **James Borondy**, grandson of IWA vice president **David Blagrove**, and the little boy who appears on many IWA membership promotional materials waving a colourful hand painted banner at the Stoke Bruerne protest event, died on 3<sup>rd</sup> May after a long illness. He was 11 years old. David Blagrove and his family feel that the photograph (by Steve Morley) is a very fitting memorial to James and is how they would like to remember him, and have suggested that IWA continues to use James' photo.

### British Waterways Chief Executive's Tour

British Waterways has announced that Robin Evans, its chief executive, is to hold a series of twenty meetings around the country, between 5<sup>th</sup> June and 7<sup>th</sup> August, which will be open to all members of the public to attend and express their views about BW. The meetings are to be in a form of an introductory presentation followed by a question and answer session. The meetings follow a series of similar events over the 2007 / 8 winter months that were to hear views on proposed boat licence increases, and which were considered helpful by BW and many of those who attended. For this round of meetings, BW says it is particularly interested to hear views on the mooring tenders trial, which began in October 2007, and which is now the subject of a formal consultation (see consultations list below). Details of the times and locations of the meetings are available at [www.britishwaterways.co.uk/accountability/meetchiefexecutive/index.html](http://www.britishwaterways.co.uk/accountability/meetchiefexecutive/index.html).

### British Waterways Residential Properties

British Waterways has announced that it is undertaking a review of its residential property estate. The review will consider if there are better ways in which the estate could be managed whilst making a greater contribution to BW's income. BW's residential estate includes a number of operational buildings (e.g. lockkeeper's cottages still used by resident lockkeepers), historic buildings (retained for integrity to the waterway, but rented out at a commercial rate), and houses that BW owns for historic reasons but which have neither historic value nor are integral to the waterway, but which are let out and provide a regular source of income. BW's residential estate comprises approximately 400 waterside properties across the UK, many dating back to the 18<sup>th</sup> and 19<sup>th</sup> centuries.

Rents from BW's commercial property portfolio (e.g. offices, factories, etc) make up a significant proportion of its income, yet residential properties, which represent around ten percent of BW's estate by value, generate a lower return. This is reflective of the national 'buy to rent' property market, which has declined in recent years.

BW says the review will consider if there are better ways, rather than the present arrangements, to gain

more income from the estate. Two options include transferring properties into a specialist associate company part-owned by BW or placing parts of the portfolio on the market and reinvesting the income. BW has written to tenants affected by the review, including staff or pensioners, and has offered an assurance that although ownership of properties might transfer at some point in the future, tenancies would also transfer with terms remaining unchanged. BW has also briefed its recognised trade unions and British Waterways Advisory Forum at its 16<sup>th</sup> May meeting.

The review of BW's residential estate will include the completion of a survey of the properties for which BW has advertised for advisers to undertake. Following an open procurement process the advisers are to be appointed by autumn 2008 allowing for the review to be completed and a recommendation to be put forward to the BW Board in early 2009.

Whilst IWA welcomes BW's review of its residential property portfolio and the maximising of such income where commercial lettings are involved, the Association would resist any moves to sell-off waterside properties used for operational purposes, as well as properties that might have a bearing on the operational nature of the waterways and services to waterway users, if such proposals were put forward. There are well-documented examples where the sale of canal-side properties by a navigation body have led to incoming residents using public nuisance laws to curtail the operations of existing waterside activities, such as boatyards and dry-docks.

### Freight on Water Grants

The Department for Transport has published an outline of how it foresees the future of grants to encourage the movement of freight from roads to using water and rail. The Department has indicated that it wishes to continue grant schemes beyond spring 2010, subject to continued European Community State Aids clearance, and has invited those involved with an interest freight transport to comment on proposals for changes to the grants regime. Details are available at: [www.dft.gov.uk/pgr/freight/sustainable/modeshiftgrants](http://www.dft.gov.uk/pgr/freight/sustainable/modeshiftgrants)

On the tidal Thames, the expansion of waterways freight operator *the Green Barge Company* continued on 7<sup>th</sup> May with a naming ceremony of its latest vessel, a 450 hp tug *Green London*, at HMS President by the

chairman of the Port of London Authority. The Green Barge Company had already acquired a number of ex Lee lighters, two small tugs, a Finnish-built large barge and from Thompson River Transport on the Severn the 400-tonnes, self-propelled Dutch barge *Transient*, now relocated to the Thames. The latter is thought to be ideal for the intra-port movement of general and bulk cargo or containers which the Port of London Authority is keen to encourage.

#### Heritage Protection Bill

The House of Commons' Culture, Media and Sport Committee has announced that it is to undertake pre-legislative scrutiny of the draft Heritage Protection Bill. Interested parties are invited to submit evidence by 16<sup>th</sup> June. The Committee intends to look at the overall aims and scope of the draft Bill, the estimates of costs and benefits that are set out in the Impact Assessment published alongside the draft Bill, and the staffing and skill levels needed for effective implementation of the provisions in the draft Bill. Details of how to submit evidence and other information about the Committee are available at:

[www.parliament.uk/parliamentary\\_committees/culture\\_media\\_and\\_sport.cfm](http://www.parliament.uk/parliamentary_committees/culture_media_and_sport.cfm)

The principal effects of the Bill would be to:

- Replace the separate listing, scheduling and registering arrangements with a single system for national registration of terrestrial heritage assets;
- Streamline the associated consent processes with a new heritage asset consent replacing listed building consent and scheduled monument consent and merging conservation area consent with planning permission;
- Transfer responsibility for registering land-based heritage assets in England from the Government to English Heritage
- Create a new statutory framework enabling voluntary management arrangements for owners of complex historic sites;
- Place local authorities under a duty to maintain or have access to an Historic Environment Record;
- Broaden the range of marine historic assets that could be protected, bringing greater flexibility to the marine heritage licensing system, introducing a statutory duty on the Receiver of Wrecks to pass on information on marine historic assets to heritage bodies;

- Repeal the requirement for the Government to approve new statues in the Greater London area.

The main benefits of the bill are seen by the Government as: a more open, accountable and transparent heritage protection system, providing more opportunities for public involvement and community engagement in understanding, preserving and managing our heritage; informed stewardship of the historic environment at local level with publicly available records of the historic environment and a single online national Heritage Register; reduction of bureaucratic and administrative burdens for owners and local authorities by streamlining consent procedures and introducing voluntary management agreements to facilitate long-term management of complex heritage sites.

#### Marine Bill

A joint committee of eleven MPs and eleven Lords has been appointed to review the draft Marine Bill, and has called for evidence to be submitted by interested parties. One of the main issues that the committee wishes to consider is the suitability of including regulatory issues concerning inland waters within the Bill. The final date for the submission of evidence is 16<sup>th</sup> June, and the committee intends to issue its report by 22<sup>nd</sup> July. Details of the committee's work and a timetable for oral evidence are available at: [www.parliament.uk/parliamentary\\_committees/jdcm.b.cfm](http://www.parliament.uk/parliamentary_committees/jdcm.b.cfm)

#### Marine Navigation Bill

On 9<sup>th</sup> May, the House of Commons Transport Committee announced an inquiry into the Government's draft Marine Navigation Bill, which was published three days previously. The Committee is working to a tight timetable as its report must be agreed before the House rises for the summer recess on 22<sup>nd</sup> July. This is to enable the Government to take account of the Committee's recommendations before the Bill is formally presented to Parliament. Interested parties were invited to submit written evidence by 2<sup>nd</sup> June 2008. (See also 'current consultations' below). Further information is available at: [www.parliament.uk/parliamentary\\_committees/transport\\_committee/trans07\\_08pressnotice35.cfm](http://www.parliament.uk/parliamentary_committees/transport_committee/trans07_08pressnotice35.cfm)

#### Brecon & Abergavenny Canal

British Waterways has reported that canal repairs are progressing well on the Brecon & Abergavenny Canal following the major breach on 16th October 2007, and that the Canal is on target for a full re-opening in March 2009. BW is spending £7.5 million on repairs to the waterway this year. The eight-mile stretch from Brecon to Ashford Tunnel at Talybont, and the ten-mile stretch of the canal between Llanover and Cwmbran, which are either side of the breach, remain fully open for visitors, and the waterway and its environs continue to be well visited, with all local businesses remaining open and active.

#### Crinan Canal

British Waterways has expressed concern that the proposed re-introduction of between 15 and 20 beavers, due to be set free in about nine months, could pose a future risk to the operation of the Crinan Canal. The beavers are due to be released beside five small lochs in Knapdale, south of the Crinan Canal, near Lochgilphead in Argyll. The release has been approved by the Scottish Environment Minister, but BW fears that the beavers could spread, with their activities causing floods to farmland, roads and paths, and undermining the canal's banks. It has been said that reintroductions in the Baltic and in Bavaria had caused some environmental damage.

Beavers were once native to Britain, but became extinct about 400 years ago after they had been hunted for fur and medicinal oils. The release, supported by a range of conservation organisations is expected to be the first in a series of projects to reintroduce the beaver throughout Britain over the next few years. In June, Natural England, is due to publish a study on the feasibility of reintroducing beavers in areas such as Devon, Dorset, the Thames valley, East Anglia or the Lake District, and bodies in Wales are studying five potential sites.

Up to four families of wild beavers are due to be flown in from Norway in autumn 2008, and released in spring 2009 by the Scottish Wildlife Trust and Royal Zoological Society of Scotland after they are quarantined and acclimatised. The beavers are to be radio-tagged and micro-chipped, and their movements monitored. If the pilot scheme succeeds, a second site in Scotland would be chosen in 2010. A similar attempt to reintroduce beavers in Knapdale was

rejected by then Scottish Executive officials in 2005 after a campaign by local landowners.

#### Kennet & Avon Canal

British Waterways and many Kennet & Avon Canal users alike have been concerned for some time at the high levels of licence evasion on the Canal, particularly in some known areas. In November 2007 the evasion rate along the whole waterway was 11.5%, although it has now reduced since that date. The process of removing unlicensed boats can be expensive in terms of administrative staff, external solicitors and operational staff supported by specialist contractors and equipment to remove vessels from the water when the legal process is completed. Once removed from the water craft surveyors are employed and boats stored for at least six weeks in secure premises prior to being sold or destroyed. The cost of these processes has to be met from budgets that would otherwise be spent on canal infrastructure and facility maintenance or improvement, and having to tackle the high-level of licence evasion is therefore to the detriment of all licence paying craft owners and other waterway users.

As a next stage to reduce craft licence evasion, BW proposes that the locks at each end of the Canal (Hanham Lock at the western end, and County Lock, or another nearby, at the eastern end) would be staffed such that unlicensed craft are not permitted onto the Canal. Staff at the locks would also sell licences to those arriving without one. This would be supported by the random manning of other locks from time to time with licence checks. Where such checks were performed by lockkeepers, the policy would be one of "no licence, no passage". The consequence of staffing locks at either end of the Canal would be that opening hours would be introduced with the locks being secured each evening and reopened the following morning. Opening hours at either end of the canal would be 9a.m. to 6 p.m. from April to October and 10 a.m. to 3 p.m. from November to March. BW is currently undertaking a formal consultation on these proposed arrangements - See 'Current Consultations' below for further details.

#### Manchester Bolton & Bury Canal

On 9<sup>th</sup> May, British Waterways' contractor, Volker Stevin, broke through the end of a new 70-metre long canal tunnel at Salford, in the presence of John Fletcher, IWA National Chairman. The tunnel, under the Inner Relief Road, is to be named the 'Margaret Fletcher Tunnel' after Manchester Bolton & Bury Canals Society's late former chairman, who was also John Fletcher's wife and who died in May 2006. John is also now chairman of the Society.

The project is the first, and most challenging, phase in the restoration of the 15.2-mile long canal, which is one of the last major waterways in Greater Manchester to be restored. The £5.9 million project, led by British Waterways and funded by Northwest European Regional Development Fund (through Manchester Enterprises), Salford City Council, North West Regional Development Agency and Valley & Vale Properties Ltd, represents the focal point for the £600 million regeneration of this part of Salford. The Canal between the river Irwell and Oldfield Road is expected to be complete by late summer 2008, but construction work alongside the canal route means that the Canal will not be open to boats straight away.

The Manchester, Bolton & Bury Canal was built under an Act of 1791 with the connection to the river Irwell constructed in 1808. Originally used to transport coal and cotton to the many mines and mills of the area, the canal adapted to carry passengers, post and other supplies. The canal has been closed to through traffic since a major breach in 1936 and various sections were drained during the Second World War. It was finally abandoned in 1961; however the dream of its eventual revival was kept alive by the Manchester, Bolton & Bury Canal Society formed in 1987.

#### Norfolk & Suffolk Broads

The Broads Authority has announced that an opportunity to use new mud disposal sites on the river Waveney has allowed the dredging of part of Oulton Broad to be brought forward by three years. 6,500 cubic metres of mud have been dredged from a bar at the entrance to the broad so far this year. Now an opportunity has arisen to deposit dredgings at Black Mill, on the Waveney, as part of the Environment Agency's Flood Alleviation Programme. Work in the North Bay, to remove a further 5,500 cubic metres, originally scheduled for three years time, is being carried out during June and early July.

On 5<sup>th</sup> June, the Broads Authority's Navigation Committee is due to consider several more sites on the Waveney which could take significant deposits of mud from the broad. These would create opportunities to extend 24 hour moorings at the Dutch Tea Gardens and create a new 24 mooring at Long Dam Level.

Planning permission has been given to infill two wherry dykes at Jensen's Island in Oulton Dyke with dredgings and create a new stern on 24 hour mooring there. The proposed scheme would have included restoring a degraded marsh at Jensen's Island where dredgings have historically been deposited. However the Authority now considers the new sites further up the Waveney offer opportunities which are more cost effective and have a greater capacity to take dredgings than the Jensen's Island scheme.

#### River Thames

Following parliamentary lobbying by IWA and other Thames user-groups, an Early Day Motion has been tabled by Ian Taylor MP (Esher and Walton), concerning the proposed sell-off of Lock Houses on the Thames by the Environment Agency. Early Day Motion 1587 states:

*"That this House is concerned about the Environment Agency's proposal to dispose by sale or letting of 22 lock-keepers' homes along the Thames; recognises the importance of lock-keepers being resident in homes adjacent to locks to maintain safety on the river; fears for the welfare of the lock-keepers and their families; and calls on the Government to ask the Environment Agency to re-examine its decision so as to protect this unique part of the nation's river heritage and the tradition of lock-keepers living at the site of locks."*

IWA is encouraging all waterway supporters to lobby their MPs to support this Early Day Motion. IWA's lobbying for the Environment Agency to change its mind is gathering considerable support in the national media, including a series of letters in The Times and coverage on various radio broadcasts.

In response to this, the Agency has offered assurances that no lockkeepers would be made redundant or homeless as a result of its plans, and that the sales would take place over a five-year period. All 45 locks

would continue to be manned on a roster basis, as they are now, providing help to boaters and managing water levels. The Agency also says that it has a positive vision for the future of the river set out in the Thames Waterway Plan, which is agreed with customers, businesses and government in 2005. In the last 3 years it has invested over £15 million improving the Thames as a waterway, and plans to continue this level of investment over the next three years.

IWA remains concerned, however, that the Agency plans to sell-off operational water-side assets that it will never be able to buy back again, and that as a consequence it will find it increasingly hard to retain suitable staff in the area. Furthermore, IWA believes it is exactly the wrong time to sell residential property, and that short-term renting would enable the Agency to retain control over the properties and thus ensure a steady income stream, and the Association therefore strongly disapproves of the Agency's plans.

### **Recent Publications**

#### **Association of Inland Navigation Authorities AINA Work Programme for the Period 2008-11**

The content of the new work programme represents an intended shift in emphasis. It is less focused on specifying project outputs and timetables for their delivery, and more focused on identifying realistic and achievable outcomes in relation to a small number of high priority issues that face navigation authorities. This approach will afford AINA greater flexibility to act much more as a representative body to greater effect for the benefit of both navigation authorities and government.

[www.aina.org.uk/work\\_programme/](http://www.aina.org.uk/work_programme/)

#### **Association of Inland Navigation Authorities Harnessing the Potential of our Waterways: Bringing Benefits back to Navigation Authorities**

Outlines ways by which navigation authorities can generate income and share in the benefits that the waterways offer by identifying existing and potential opportunities to make the most of their water space and assets. Examples of the wide-ranging opportunities that exist are illustrated through case studies which show practical and cost-effective schemes and ideas where navigation authorities have worked, in partnership with others, to generate income and achieve growth.

[www.aina.org.uk/aina\\_members/HarnessingGrowth1.html](http://www.aina.org.uk/aina_members/HarnessingGrowth1.html)

#### **Association of Inland Navigation Authorities Making Sustainability a Core Value: Guidance for Navigation Authorities**

A report to encourage and inspire all navigation authorities to think of long-term sustainable solutions in their management of waterways

[www.aina.org.uk/aina\\_members/Sustainability1.html](http://www.aina.org.uk/aina_members/Sustainability1.html)

#### **Department for Environment Food & Rural Affairs Defra Annual Review 2007-8**

A summary of the Departments' activities – British Waterways gets a modest mention.

[www.defra.gov.uk/corporate/dep/2008/index.htm](http://www.defra.gov.uk/corporate/dep/2008/index.htm)

#### **Highways Agency**

##### **Water preferred policy guidelines for the movement of abnormal indivisible loads**

The new guidelines clarify and support the Government's 'water preferred' policy of using water for the transport of abnormal indivisible loads. The 'water preferred' policy encourages taking slow-moving abnormal loads off the road network, thus reducing disruption and congestion. The Guidelines explain how the policy is applied and provide greater transparency of the decision making process.

[www.highways.gov.uk/roads/15180.aspx](http://www.highways.gov.uk/roads/15180.aspx)

#### **House of Commons' Environment Food & Rural Affairs Committee**

##### **Flooding**

A report on the flooding of summer 2007 and the country's preparedness or otherwise, and the actions of those involved in relieving the situation.

[www.parliament.uk/parliamentary\\_committees/environment\\_food\\_and\\_rural\\_affairs/efraflooding.cfm](http://www.parliament.uk/parliamentary_committees/environment_food_and_rural_affairs/efraflooding.cfm)

### **Current Consultations**

#### **British Waterways**

##### **BW long term moorings: Allocating vacancies and setting prices**

This is the long-promised consultation from BW following its Mooring Tenders trial, to cover how it allocate vacancies for the moorings that it manages and sets prices for those moorings.

[www.britishwaterways.co.uk/mooringsconsultation08](http://www.britishwaterways.co.uk/mooringsconsultation08)

Closing date for comments: 20<sup>th</sup> August 2008



### **British Waterways**

#### **Gloucester & Sharpness Canal & River Severn - Winter Operations**

Operational arrangements for bridges and locks on the canal during winter

[www.britishwaterways.co.uk/images/GS\\_Lock\\_Operations\\_Consultation\\_April\\_2008.pdf](http://www.britishwaterways.co.uk/images/GS_Lock_Operations_Consultation_April_2008.pdf)

Closing date for comments: 11<sup>th</sup> July 2008

### **British Waterways**

#### **Kenet & Avon Canal Lock Operations**

Proposed revised arrangements to deter licence evasion on the canal – see article above

[www.britishwaterways.co.uk/images/KA\\_Lock\\_Operations\\_Consultation\\_April\\_2008.pdf](http://www.britishwaterways.co.uk/images/KA_Lock_Operations_Consultation_April_2008.pdf)

Closing date for comments: 21<sup>st</sup> July 2008

### **Department for Communities and Local Government**

#### **Protection of World Heritage Sites**

Seeks views on proposed measures designed to enhance the protection of World Heritage Sites in England. The Government gave a commitment to introduce two of these measures in its white paper *Heritage Protection for the 21st Century*, published by the Department for Culture, Media and Sport in March 2007.

[www.communities.gov.uk/publications/planningandbuilding/worldheritagesitesconsultation](http://www.communities.gov.uk/publications/planningandbuilding/worldheritagesitesconsultation)

Closing dates for comments: 22<sup>nd</sup> August 2008

### **Department for Environment, Food and Rural Affairs**

#### **Draft Marine Bill**

The key issues covered in draft Bill are:

- the creation of a Marine Management Organisation;
- planning in the marine area;
- licensing activities in the marine area;
- marine nature conservation;
- managing marine fisheries;
- reform of inland and migratory fisheries;
- modernisation and streamlining of enforcement powers;
- administrative penalties scheme for domestic fisheries offences; and
- access to coastal land.

The House of Commons Environment Food & Rural Affairs Committee has announced an inquiry into the coastal access aspect of the bill – see article above.

[www.defra.gov.uk/marine/legislation/index.htm](http://www.defra.gov.uk/marine/legislation/index.htm)

Closing date for comments: 26<sup>th</sup> June 2008

### **Department for Environment, Food and Rural Affairs**

#### **Transposition of Article 6 of Groundwater Directive (2006/118/EC)**

In December 2006 a new Groundwater Directive (2006/118/EC) was adopted and came into force on 16 January 2007. The new Directive requires that member states of the European Union bring into force the laws, regulations and administrative provisions necessary to transpose its requirements. This directive is related to the Water Framework Directive, and implementation is likely to be by amendments to existing legislation related to this latter Directive.

[www.defra.gov.uk/corporate/consult/wfdgroundwater-transpose-article6/](http://www.defra.gov.uk/corporate/consult/wfdgroundwater-transpose-article6/)

Closing date for comments: 20<sup>th</sup> August 2008.

### **Department for Transport**

#### **Port Security Regulations 2008**

These draft regulations and associated consultation papers represent the UK Governments approach to transposing the European Community Directive 65/2005 on enhancing port security. The approach takes into account present arrangements at UK ports, and seeks to meet the requirements of the Directive by developing current structures.

[www.dft.gov.uk/consultations/open/portsecurityregulation/](http://www.dft.gov.uk/consultations/open/portsecurityregulation/)

Closing date for comments: 11<sup>th</sup> July 2008

### **Department for Transport**

#### **Guidance on the Preparation of Port Master Plans**

This consultation seeks views on draft guidance on the development of master plans for UK sea ports. These master plans will cover strategic planning and inform port users, employees and local communities about forthcoming port development.

[www.dft.gov.uk/consultations/open/portmasterplans/](http://www.dft.gov.uk/consultations/open/portmasterplans/)

Closing date for comments: 22<sup>nd</sup> July 2008

### **Department for Transport**

#### **Draft Marine Navigation Bill**

The UK Government proposes to legislate to reinforce the Port Marine Safety Code, to improve the management of the General Lighthouse Fund and the powers of the General Lighthouse Authorities and to enable the ratification of the International Convention on the Removal of Wrecks 2007.

[www.dft.gov.uk/consultations/open/marinenavbill/](http://www.dft.gov.uk/consultations/open/marinenavbill/)



Closing date for comments: 25<sup>th</sup> July 2008

**Department of Transport – Republic of Ireland  
Consultation on Proposals for the Registration of  
Vessel in Ireland**

The proposed scheme would apply to all Republic of  
Ireland waters, including inland waterways.

[www.vesselregister.ie/english](http://www.vesselregister.ie/english)

Closing date for comments: 30<sup>th</sup> June 2008

English Heritage seeks views on a proposed method  
for the sustainable management of the historic  
environment. It covers ways to assess the historical  
significance of scenic views and the likely impact of  
specific development proposals on particular views.

[www.english-heritage.org.uk/server.php?show=ConWebDoc.13380&navId=2&PHPSESSID=0b7580738f42ecdbba27b3527aea8d67](http://www.english-heritage.org.uk/server.php?show=ConWebDoc.13380&navId=2&PHPSESSID=0b7580738f42ecdbba27b3527aea8d67)

Closing date for comments: 4<sup>th</sup> July 2008

**English Heritage  
History in Views**

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