

# KING'S LYNN CONSERVANCY BOARD PERFORMANCE REPORT 2023.



King's Lynn Conservancy Board – Competent Harbour Authority

[www.kingslynnport.co.uk](http://www.kingslynnport.co.uk)

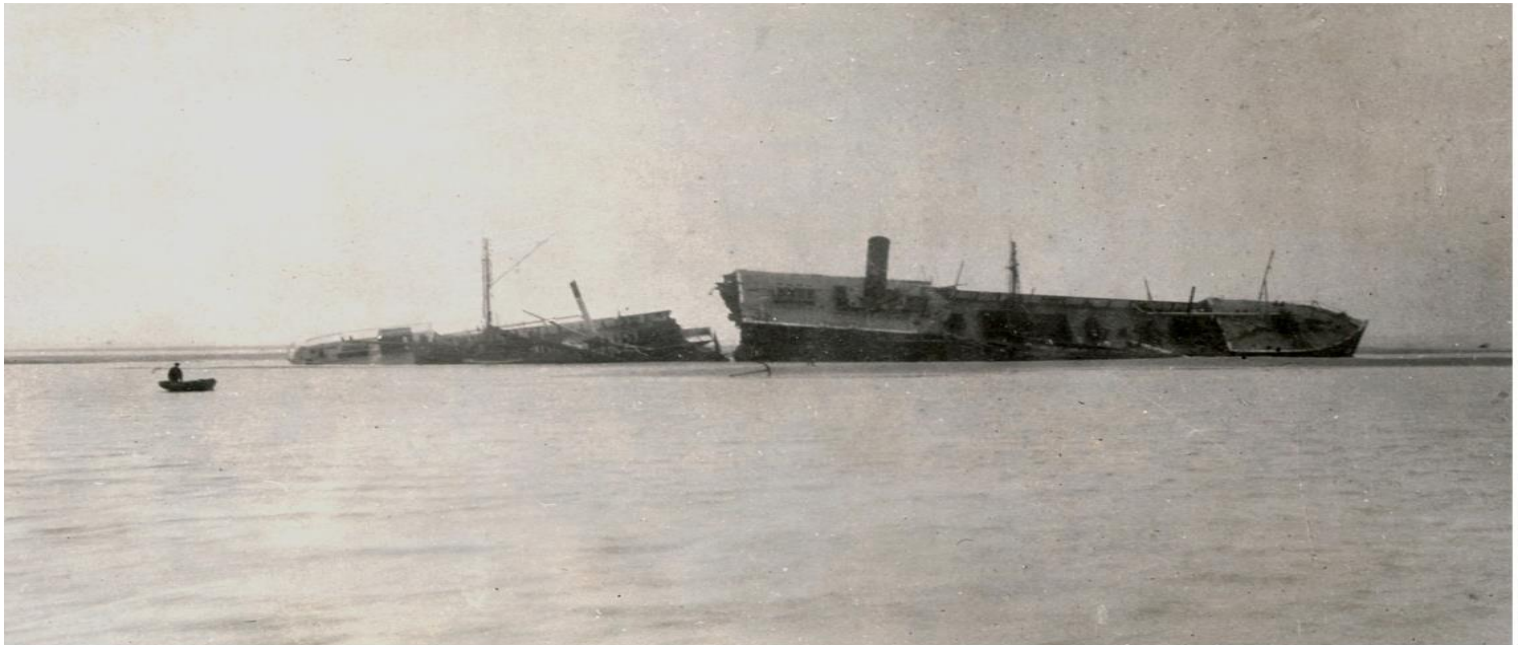
---

# King's Lynn Conservancy Board

## Why the King's Lynn Conservancy Board was formed.

In December 1889 the vessel "Wick Bay" ran aground, and despite efforts to refloat her, subsequently broke her back and became a constructive total loss.

This resulted in a significant claim against the King's Lynn Corporation, who were the Conservators of the Harbour and approaches and had to raise the money to remove the wreck from the Channel.



This disaster led to the King's Lynn Conservancy Act of 1897, whereby a Board representing local interests was appointed to safeguard the river and harbour, deal with the safe marking of the channel, collection of dues and the removal of wrecks.

Later the Board also became the Pilotage Authority.

The King's Lynn Conservancy Board is a Trust Port, a self-financing, non-profit making organisation, deriving its income from users of the Port of King's Lynn, and Navigational marks in the Wash.

It receives no financial assistance from the Government or the Local Authority, but like any other commercial concern it relies on balancing income in relation to expenditure for its successful operation.

Associated British Ports operate and have jurisdiction within the enclosed Docks, the Riverside Quay and the Fisher Fleet.

### About the King's Lynn Conservancy Board.

The King's Lynn Conservancy Board is the Statutory Port and Harbour Authority, and is responsible for the safe navigation of all the users of the river Great Ouse and approaches within its area of jurisdiction. This area extends from "Staplewear" near Stowbridge to seaward encompassing the South-eastern part of the Wash.

The Wash is contained within the Wash and North Norfolk Coast European Marine site. Within the KLCB area are Sites of Special Scientific Interest and a Nature reserve, which contain extensive areas of foreshore and salt marsh, which supports colonies of birds, seals and wildfowl.

The area also includes extensive shellfish beds and breeding grounds and habitats for significant populations of other fish and invertebrates.

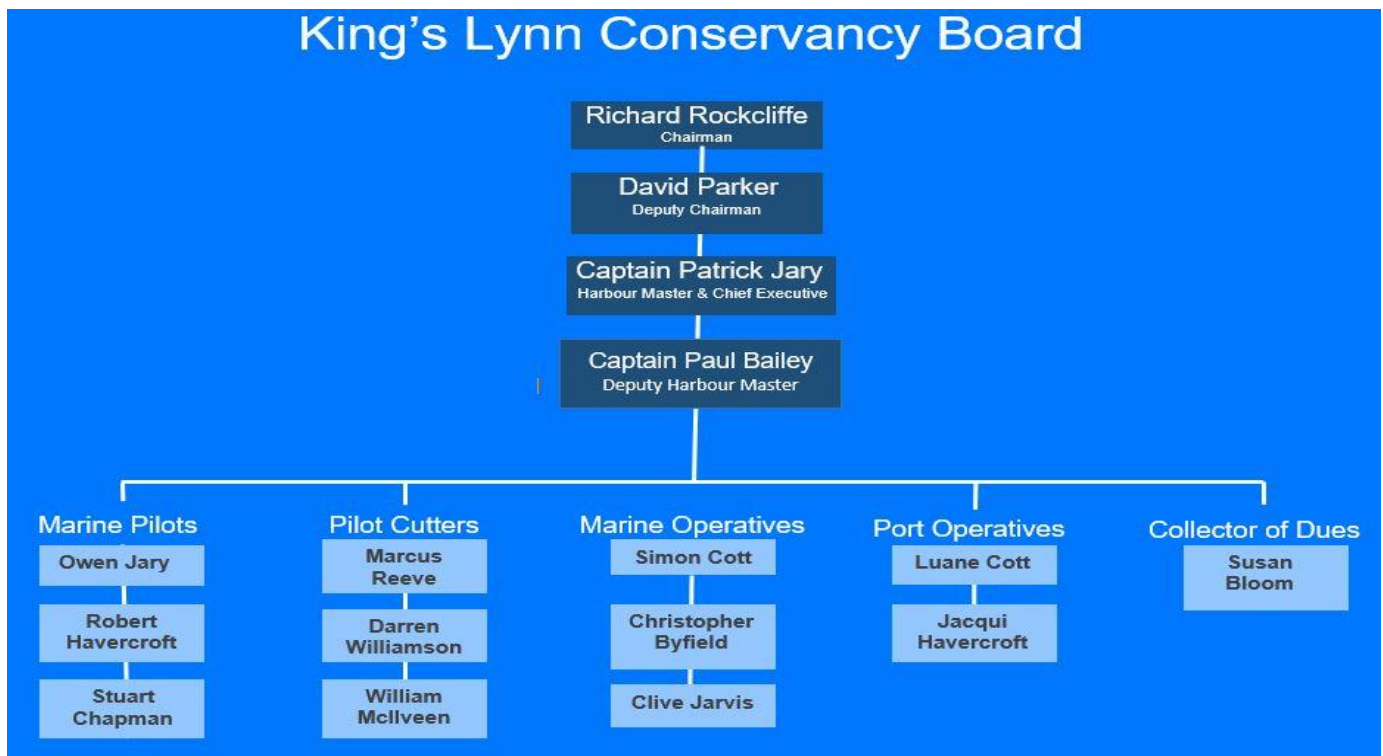
### Trust Port Review and the King's Lynn Conservancy Board.

The UK Government conducted a review of Trust ports and produced a Guide to Good Governance which requires all Trust Ports to produce and submit a plan, which would bring about positive improvements.

The KLCB's implementation of the recommendations of the Guide to Good Governance resulted in **The King's Lynn Conservancy Board (Constitution) Harbour Revision Order 2001**. The number of Board members reduced from twenty one to twelve. The objective was to ensure that all Trust Port Boards became independent and fit for purpose. Guiding principles for the appointment process are Responsibility, Merit, Independence, Equal opportunities, Probity, Openness, Transparency and Proportionality. All Board members should fully understand their duties and responsibilities, and should adhere to the following principles in the conduct of the Boards business, Independence, Accountability, Openness, Selflessness, Integrity, Objectivity, Honesty and Leadership. Following a rigorous process, the new Board of 12 members were selected and commenced their duties in February 2002. All Board members have completed a declaration of interests and agreed to the code of conduct.

The Deputy Harbour Master is an officer of the Board and as the "Designated Person" under the Port Marine Safety Code attends the Board meetings.

### King's Lynn Conservancy Board Organisation 2022.



KLCB BOARD MEMBERSHIP

			REPRESENTING
CHAIRMAN;	MR R. ROCKCLIFFE	APP 22-02-18	STAKEHOLDER
DEPUTY			
CHAIRMAN;	MR D.F. PARKER	APP 18-02-16	STAKEHOLDER
MEMBERS;	DR P. RICHARDS	APP 16-02-17	STAKEHOLDER
	MRS K. KENNEDY	APP 20-02-19	STAKEHOLDER
	MR R. WARD	APP 22-02-18	STAKEHOLDER
	MR M. DOHERTY	APP 22-02-18	TUC
	CLLR P. KUNES	APP 19-07-18	BCKLWN
	CLLR B. AYRES	APP 17-03-16	BCKLWN
	CLLR C. SAMPSON	APP 18-02-16	BCKLWN
	CLLR M.		
	HOWLAND	APP 18-10-18	BCKLWN
	CLLR J. KIRK	APP 21-12-21	NCC
	CAPTAIN P. JARY	APP 16-03-17	HARBOUR MASTER & CE

<u>Board Members attendance during 2022.</u>											
			Possible	Actual							
Cllr B.Ayres			11	10							
Mrs K. Kennedy			11	4							
Mr M. Doherty			11	9							
Cllr M.Howland			11	11							
Capt P. Jary			11	11							
Cllr J. Kirk			11	10							
Cllr P. Kunes			11	9							
Mr D. Parker			11	11							
Dr P. Richards			11	10							
Mr R. Rockcliffe			11	11							
Cllr C. Sampson			11	10							
Mr R. Ward			11	10							

---

## Chairman's Preface 2022

2022 again provided its challenges, the ongoing covid pandemic, together with fresh issues caused by the Russian invasion of Ukraine. Protocols continued to be observed to reduce the risk of covid infection, at times difficult due to the necessary close contact of staff and ships crew particularly during pilotage. Fortunately, apart from a small number of cases within the staff requiring terms of isolation the business continued to function well.

The issue of the Russian invasion of Ukraine caused government restrictions upon Russian ships and crews, several Russian vessels were 'reflagged'.

The upkeep of the board's vessels has been continued in an efficient and effective manner, it had been thought that the pilot vessel St Ann had been successfully returned to service at the end of last year after a series of engine problems, however once returned to service there were still a few smaller problems needing to be rectified. Vessels St Edmund and Lynx both had satisfactory mid-term MECAL surveys. The St Edmund was taken to Grimsby and there dry docked, no defects were found, the propellers were changed, the hull cleaned and repainted.

The Roaring Middle Light vessel had developed a leak towards the end of last year, it was towed back to King's Lynn for inspection where it was found that a loose nut had worn a hole in the hull, consequently it was necessary to take the vessel to Wisbech to be lifted out for repairs. This was done successfully and the Light vessel was returned to station. The dues received on account of The Roaring Middle Light vessel is an important source of funds for the board – having provided over £56,000 worth of revenue to The Board in 2022, thus it is very important to keep this facility in place!

A joint meeting with a senior scientist from Geo-4D acting on behalf of Diamond Transmissions, was held regarding the Lincs windfarm sub-sea cable, a proposal to reduce the surveys to once every 2 years was rejected by all the Wash Harbourmasters.

A visit was made to the Lowestoft College to view their Pilotage simulator, which although impressive a quote of £20,000 plus was given to provide the equivalent data and software suitable for our needs. Upon further discussion and investigation, it was decided to instead commission our own pilotage training film, this is currently under development.

As always, my thanks go to all the staff of the KLCB for their unstinting commitment to the many and various tasks presented to them at all hours of day and night and also at weekends. Although it is perhaps invidious to name individuals I should mention the retirement particularly of Richard Crawford, senior Pilot for many years, Steve Clarke, Tug Skipper who retired at the end of the year after 20 years' service and George Hales, Coxswain & class 2 pilot who retired in July. We also wish ex port operative Jaqui Havercroft well following her retirement in August. We are pleased to have welcomed back Stuart Chapman as a Pilot as well as other new staff members Will McIlveen and Clive Jarvis

Richard Rockcliffe ..... Chairman

---

### KLCB Overview

The King's Lynn Conservancy Board employs fourteen staff providing a 365 day a year service, covering all functions from pilotage, port information service, port operations, pilot cutter, tug and buoy maintenance crews and administration.

The KLCB operates two fast pilot cutters "St. Ann" & "United" to transfer the pilots to and from the ships in the Wash.

The Tug "Conservator" is used to assist the larger vessels dock and undock safely and also provides emergency towage cover in the port approaches.

The buoy vessel "St. Edmund" is used to maintain and move the navigation marks in the constantly changing approach channel.

The KLCB owns and maintains over 40 buoys and 12 beacons, which are deployed in the approach channel. The Lightbuoys and Beacons are solar powered and the Buoys are changed and refurbished after 2 years on station.

Because of the constant changes, the Channel and Harbour are frequently surveyed using our workboats "Lynx" and "Ardenfast".

In 2022 "St Edmund" carried out 44 buoy moves and changes to navigational aids, as a result of the changes to the approach channel.

### Contingency Planning.

The KLCB has its own Emergency plan, Pollution response plan and Waste management plan, which have been approved by the Maritime Coastguard Agency.

The officers and staff have attended the required training courses for oil spill response training.

The International Ship and Port Facility Security (ISPS) Code has been implemented. The Security plan has been approved by Maritime Security Compliance, Department of Transport.

The KLCB has to keep planning ahead to keep pace with the changing needs of the marine sector as well as to meet the requirements of legislation. It needs to invest in proven technology and equipment to meet the demands of a thriving port.

The port has to remain competitive and the KLCB must therefore provide good value for money for its services.

The KLCB will continue to strive to improve efficiency and maintain a rigid control on expenditure.

### The way forward.

The implementation of the financial plan will effectively direct the KLCB's attention to areas where action is needed to overcome any potential difficulties and ensure that the users of the Port and KLCB staff can carry out their day-to-day business in as safe an environment as possible.

To implement the best practices of the Port Marine Safety Code and to assist in developing the potential of the Port of King's Lynn for the benefit of all.

To measure the progress and assess value for money in all operations and expenditure, the KLCB has developed indicators and targets, which are used when presenting management information. They will also show existing users that the KLCB provides its services in a very cost effective and efficient manner. The KLCB will continue working to improve all aspects of its service in line with the vision and direction set out in its Performance Report. This will ensure that the King's Lynn Conservancy Board will meet the challenges of the 21<sup>st</sup> century.

---

### Mission Statement.

The longer-term aim of the Board is set out in its mission statement: -

**“The King’s Lynn Conservancy Board will continue to run a safe, efficient and cost effective port operation involving the management, maintenance and regulation of its activities and shipping to the port for the benefit of the community and business for the foreseeable future. In so doing it will strive to invest in new technology and equipment to maximise the quality and value for money of its services in order to maintain existing and help attract new business to the port.”**

This aim has been broken down into strategic objectives, which provide a framework for action plans set up to exploit the potential of the Harbour and overcome any obstacles to future development.

The Key strategic objectives of the KLCB are: -

- To maintain existing buildings, craft, plant, equipment and Quays in good serviceable order.
- To invest in proven new technology, craft and equipment where there is a clear need, and to the benefit of the KLCB and its customers.
- To ensure that its investments are secure and provide the best return.
- To be open and accountable to all the stakeholders.
- To ensure that the staff work in a safe environment, are well motivated and encouraged to achieve their full potential through training.
- To maximise quality and value for money, by ensuring that the services provided by the board are delivered in a professional, efficient, and streamlined manner, whilst still maintaining the highest possible standards of safety and service.
- To operate in an environmentally sustainable manner.

### Harbour and approaches infrastructure plan, repairs and maintenance.

The Board has a rolling programme for normal repair and maintenance. It is essential to have a proactive approach and to identify potential problems and deal with them in a planned way, particularly since the business is dependent on infrastructure being in first class, safe and serviceable condition. The plan has the following components:

- A rolling program for maintenance:
- Buildings and property
- Navigational aids
- Craft, Plant and equipment

The KLCB has undertaken substantial capital expenditure on upgrading the Navigational aids in the approaches and the Harbour. This has involved the conversion of all lit navigational aids to solar power, providing improved visibility for marine traffic to and from King’s Lynn, reducing the health and safety risks to the employees and using a more environmentally clean source of power.

---

## KLCB Year on Year

**2011** - Launch Staplewear and light vessel the Roaring Middle underwent significant refits during the year. Following risk assessments of the proposed cable route and burial depths of the cables, mitigating measures to ensure the safety of navigation were agreed with the Lincs Windfarm. This also involved the Wisbech and Sutton Bridge anchorage being re aligned and marked by lightbuoys with one fitted with AIS. Netgain carried out consultation on Marine Conservation Zones.

**2012** - "Bulldog" beacon and "Z" beacon were both fabricated and replaced. During her scheduled dry dock survey the Volvo engines from the St Edmund were replaced with Scania DI12 engines, and along with re-pitched propellers the winch bed was also renewed. The engines have met expectations with regard to clean emissions, easy starting, increased speed and reduced fuel consumption. King's Lynn Heritage open day included the Harbour office being open to the public and KLCB Craft in the Bentinck Dock. The Board's Security plan has been approved by Maritime Security Compliance, Department of Transport. The Board also had the lead role in a joint KLCB/ ABP pollution deployment exercise

**2013** - Council visitor pontoons installed SQ5. Tug "Conservator" underwent 10 year survey for compliance with the workboat code. "St Ann" suffers contact damage with navigation Buoy sent away for repair. Launch "Staplewear" caterpillar engine damage. Heritage open day Harbour office and St Edmund open to public. Searle's "Sea lion" driven ashore at Snettisham during gale, 2 crew lifted off by helicopter. "Sea Lion" refloated and taken ashore at Hunstanton. "St Ann" re enters service following repairs. Tidal surge highest tide recorded at King's Lynn at 9.8 metres above dock sill. Following survey of the channel Port operations continue unaffected.

**2014** - Tidal and metrological monitoring equipment was fitted to the Bulldog beacon the data being uploaded every five minutes to a Website. Joint Tier 2 pollution deployment exercise with ABP. St Edmund undergoes modification to a dry exhaust system and replacement of the power pack for the Hydraulics, Lifting gear tested. Vessel "Reggedijk" breaks adrift from riverside Quay, prompt Tug assistance brought the vessel safely back alongside. Harbour office open for Heritage open day with displays from the SAC Joint Advisory Group. Race Bank Wind farms ongoing dialog with Dong energy on Port Marine Safety Code Risk assessment for the proposed Export cables. Staplewear upgraded to Workboat Code category 3 working.

**2015** - Dory was replaced by an x MOD combat support craft the "Ardenfast" with twin diesel engine jet drives. Shipping approach channel changes in area of Pandora sand to new Tango channel further to the west which leads to Daseley's Sled additional buoyage deployed to monitor changes. Continued Changes to the approach channel Pandora Sand buoyage discontinued Tango channel used. Bed levelling carried out on Dock point for navigational maintenance dredging. The main approach channel buoyage changed from "Bulldog Channel" to "Daseley's Sled". UXO operations commence in the Wash to locate, move or destroy UXO on Race Bank export cable route. International water ski event held in the Harbour. Trinity House Inspect navigational Aids. Heritage open day held in King's Lynn Harbour Office open with additional displays from the Wash and North Norfolk Coast Special Area of Conservation joint advisory Group. The exterior of the Harbour office was repainted.



---

**2016** - The KLCB Port Security Plan was approved by the MCA. KLCB organise and host a Tier 2 oil spill response exercise on the Purfleet Quay with MCA, ABP, A&A and other organisations in attendance. July KLCB vessel "Conservator" proceeded to Grimsby dry dock for essential maintenance and certification surveys. Race bank Windfarm works ongoing with KLCB Port Authority inspections carried out on vessels "Taccola", "Bartolomew Dias" & "Isaac Newton". KLCB were issued with a new 10 year licence for maintenance dredging. KLCB hosts KL Heritage open day. Dutch Barge "Tosca" enquired into the possibility of making passage into the tidal river from the Nar loop. KLCB vessel "St Edmund" proceeded to Grimsby dry dock for major refit and certification surveys.

Due to the retirement of Harbour Master & Chief Executive Captain John Lorking interviews were conducted and the successful replacement Captain Patrick Jary was chosen from over 60 applicants.

**2017** – A 3 Month handover period between Captain Lorking & Captain Jary was completed prior to retirement. Race Bank Windfarm cable works continue with various vessels undertaking remedial cable burial ops. MCA approved new Port Waste Management Plan. New KLCB website designed and implemented. KLCB lookout tower renovated and opened to the public on KL Heritage day. Captain Jary attains 2<sup>nd</sup> class Pilots licence. Hanseatic waterski weekend carried out in KL Harbour. St Edmund propellers were changed by KLCB staff on Common Staith. Mayor Carol Bowers takes a trip on Pilot Cutter St Ann. Refurbishment completed of KLCB Port Ops room, entrance and corridor, accounts office and upstairs archive room. Port Marine Safety Code documentation reviewed, updated and implemented. Launch Staplewear proceed to Fosdyke for drydocking & certification. Repairs were carried out in various areas to the roof of the Harbour office. New welding plant purchased to replace failed unit.

**2018** - Trinity House attended KLCB Harbour office and area of jurisdiction for the annual inspection of navigational aids. The King's Lynn Hanseatic Waterski event was held I the KL Harbour. Death of crewman from MV SMN Explorer whilst visiting KL docks. Ardenfast jet power unit rebuild following breakdown of major components. A Finn whale died in the harbour area following 2 days of confused swimming in the river. KLCB/ABP joint pollution incident management exercise. KLCB & KL Preservation Trust commence a feasibility study into potential uses for the ex swimming pool building. Pilot cutter United dry docked in Fosdyke for annual MECAL survey. Barge "Tosca" caught fire whilst moored in the River Nar.

**2019** - Safety exercise carried out on South Quay with KLCB staff, RNLI and KL Fire and rescue service. KLCB vessel "St Edmund" proceeded to Grimsby dry dock for major refit and certification surveys. The King's Lynn Hanseatic Waterski event was held I the KL Harbour. Trinity House attended KLCB Harbour office and area of jurisdiction for the annual inspection of navigational aids. College of W Anglia student attended KLCB for a period of work experience. KLCB staff rescue Wildfowler stranded on Babingly marsh in extreme high tide. KLCB host UK Harbour Masters Association meeting at KL Harbour Office. KLCB Harbour Office opened to public on Heritage Open Day. Launch Staplewear was sold due to being surplus to requirement.

---

**2020** – Warship HMS Biter made a 2-week port call to King’s Lynn - KLCB provided Pilotage and marine assistance. Covid 19 pandemic global impact, KLCB risk assessed operational procedures and endeavoured to continue working routines – result was ZERO Lost Time Incidents (LTI’s) and 100% operational status throughout 2020. Race Bank Windfarm owners agree that KLCB will mark unburied power cable areas with navigation buoy in perpetuity. Former Harbour Master, Captain David Garside passed away – KLCB aided widow, Mrs Garside to scatter ashes in the Wash. West Lynn Ferry reinstated under new ownership. KL Visitor pontoons on South Quay were extended by 85 metres. Pilot Cutter St Ann Port engine top end rebuild following breakdown.

**2021** – Throughout the year the COVID19 pandemic continues to impact all elements of our business. KLCB provided support to the Viking Link Project (installation of power cable from UK to Denmark) providing berths for support vessels, marine advice, use of anchorage over a 4 month period. KLCB Board members undergo Port Marine Safety Code Duty holder training. MCA 5 yearly review of KLCB Pollution Plan. Roaring Middle Light Vessel recovered to port following discovery of a hole in her hull. Trinity House attended KLCB Harbour office and area of jurisdiction for the annual inspection of navigational aids. KLCB workboat Ardenfast underwent full refurbishment - conversion works to hull and drive train changed to 150HP outboard engines. Motor launch Lynx, LOA 8.5m, was purchased from Dartmouth Harbour Authority as an addition to the KLCB workboat/ vessel fleet.

**2022** - KLCB Pilot of 35 years, Richard Crawford retired to be replaced by Stuart Chapman. Hanseatic waterski weekend carried out in KL Harbour. Heritage open day held in King’s Lynn Harbour Office. KLCB & ABP King’s Lynn hold Pollution Incident Management Exercise (IME) with MCA in attendance. Roaring Middle Light Ship taken to Wisbech hard standing for repairs & refurbishment. Workboat St Edmund refurbishment by KLCB staff – Topsides, deck and all interior spaces addressed. Following changes in shoal movements the main fairway channel was shifted from Daseley’s Sled to the Bulldog Channel. KLCB undertook several offshore crew changes for vessels owned by Dutch company Chemgas BV. Trinity House attended KLCB Harbour office and area of jurisdiction for the annual inspection of navigational aids. 2022 saw the proposal of the Centre Port Project which is a barrier abridging the Wash which houses a container port & hydroelectric power plant – KLCB await any updates.

---

### Key Performance Indicators.

Shipping Safety Reports will represent numbers of significant navigational incidents per 1000 vessel movements and averages per year. These will include collision, last minute avoiding action, near miss, endangered persons or property and pollution incidents involving quantities in excess of 1 tonne. This report will be incorporated as a statement in the existing programme of monthly and annual safety reports.

In 2022 there were 222 commercial vessels resulting in 487 acts of pilotage.

### Health & Safety Review 2022

Reported by Capt P. Bailey - Designated Person under the Port Marine Safety Code.

#### 1. Commercial craft

There was 1 notifiable incident to commercial vessels at King's Lynn during 2022. The MV "Eems Solar" at 99.27m LOA when departing the Docks grounded on Dock Point opposite the Lock entrance and the stern then contacted with fendering on the lock approach. Attempts to free vessel were not immediately effective and the tug mustered which when on site quickly eased vessel off shoal and assisted the swing. Vessel checked by crew and proceeded to sea without further incident. As a result of incident allowance for vessels departing the Docks over 90 metres in length were increased.

#### 2. Pilotage / Navigation:

- a) Following incidents of poor performances during manoeuvring within the Docks, all "Tor" class of vessels were designated as tug vessels when loaded to / from Docks.
- b) During an inward passage the "Scot Navigator" stemmed the North Wall lock fendering at very slow speed causing some damage to the timbers but nothing to vessel. In addition as lining up to enter the lock, ABP staff had failed to lower the stanchions on the lock gate, and due to height of the vessel's bow the spring line made contact with and slightly bent a stanchion.

#### 3. Fishing vessels

Nil to report during 2022

#### 4. Leisure Craft

1 reportable incident. Baden Powell with 6 passengers on board ran aground on a falling tide outside the channel north of No.26 by. RNLI hovercraft rescued passengers and 1 crew. Vessel left unmanned at anchor and no contact made with HM. Craft returned to pontoons 2 days later. MAIB /

---

MCA / MECAL informed by HM. Lack of operational management for a passenger vessel. Skipper not qualified for role. MECAL certificate suspended

5. Staff

Covid-19 implementation and working practices continue in line with Government guidelines.

No reportable incidents to staff under RIDDOR during 2021

6. South Quay

Routine inspection of quayside and equipment, highlighting of safety chains and ladders carried out.

7. Misc.

Covid 19: As guidelines evolved, virtually all normal operations resumed with PPE and sanitising measures still available and general awareness of new normal.

United: Due to prolonged issues with St Ann, United undertook extensive periods as duty boat throughout the year. Replacement silencer obtained for port exhaust system, but delays to installing due to issues with St Ann.

St Ann: Following continual issues with starboard engine, it was lifted out and fully overhauled by local company. Once re-installed various issues regarding fuel systems had to be rectified, but due to age of engines often long lead times for parts. Later in year, failure of fuel lines on port engine lead to more long delays in sourcing parts

Ardenfast: Following inclining test and change of use survey entered service in February and proved to be a quiet and suitable workboat

Lynx: Staff continued with cosmetic works to bring craft to a good standard and complete overhaul of steering system was also undertaken.

Both Ardenfast and Lynx are now moored afloat on the council pontoons under a commercial agreement, giving access to power and water and ready use nearly 24/7.

Truck: In January a replacement long wheelbase crew-cab truck with tail-lift was purchased and old vehicle sold to local garage.

---

### Investment plan.

The Board has financial reserves, which are invested and provide a safe and secure income to the Board. These investments are deposited with recognised financial institutions. Through 2022, the investment returns varied from 1% to 4.15%.

### Openness, Accountability and fit for Purpose.

The use of the Internet to provide safety information and promote awareness of the functions of the King's Lynn Conservancy Board and the port of King's Lynn at [www.kingslynnport.co.uk](http://www.kingslynnport.co.uk)

The Board meets on the Thursday following the third Wednesday of every month (except August), where reports are given on:

- The approach channels
- Environmental Issues
- Finance
- Health and safety issues
- Legislation relevant to the Board
- Port operations
- Pilotage
- Trade of the Port

Minutes of the meetings, Trade of the Port, and the Annual financial report are produced and are available for inspection at the Harbour Office.

The Board holds its Annual General Meeting in September.

Board members have current and relevant skills that they bring to the Conservancy Board. When vacancies arise for Board members, candidates are selected from people who respond to an advertisement, and complete a skills audit and a declaration of interest's form. Interviews are then held to select the new members. All Board members have to agree to a code of conduct, which insists on the following:

**Selflessness, Integrity, Objectivity, Accountability, Openness, Honesty and Leadership.**

New board members will attend an in-house induction course, detailing the constitution of the Board, its functions, statutory powers and obligations, boardroom and reporting procedures, and a history of the Boards development, through to its current operations and procedures.

### Management and personnel development.

- The KLCB management and organisational structure whilst working well will undergo regular assessment, to highlight any improvements that can be made.

### **Keystones of this development:**

- Implementing the recommendations and good working practices of the Port Marine Safety Code.
- Regular staff and Health and Safety meetings.
- Highlight the potential for further staff development.
- Developing an overall staff-training plan.
- Training of the staff to achieve their full potential and if possible, promoting from within the Board.

---

### Quality and Value of Service.

KLCB is committed to provide a Quality service and strives “to continually improve the quality, reliability and safety of our services to ensure they meet our customers and all legislative requirements”. This policy will be implemented by:

- Involving all staff in education and training.
- Establishing close working relationships with all customers and suppliers.
- Keeping abreast of legislative requirements.
- Regular discussions with customers on needs/requirements.
- Regular internal quality audits.

To ensure it provides the most cost-effective service to its customers, the Board will continue to review efficiency measures in an effort to minimize cost.

These will include:

- Reviewing port operation and administrative costs for potential savings
- Investigating alternative working practices
- Maximizing income from assets and investments
- Improved financial management measures to facilitate target setting
- Improved assessment of financial performance.
- Improved budgeting.
- Contingency planning.

### Environmental matters.

KLCB is a full member of The Wash and North Norfolk Marine Partnership (WNNMP) which represents 21 Relevant Authorities and is the organisation that manages the delivery of statutory duties to The Wash and North Norfolk Marine Protected Area network. Notably, an essential working principle for effective management is that nature conservation occurs in parallel with human activities, to ensure that maritime livelihoods and the regions rich cultural heritage are sustained as part of the marine environment. Therefore, WNNMP works in close collaboration with regulators, local communities, sea-users, businesses and conservation groups.

### Finance and Trade through the Port.

Trade throughput of ABP King’s Lynn decreased from 495,580 tonnes in 2021 to 420,939 tonnes in 2022. The throughput of cargo was carried by 191 vessels of 434,562 G.T.

Budgets for 2022 anticipated 450,000 tonnes of cargo and 188 vessels.

The frequency of larger vessels using the port has continued in 2022 with the average Gross Tonnage of vessels being 2275 G.T.

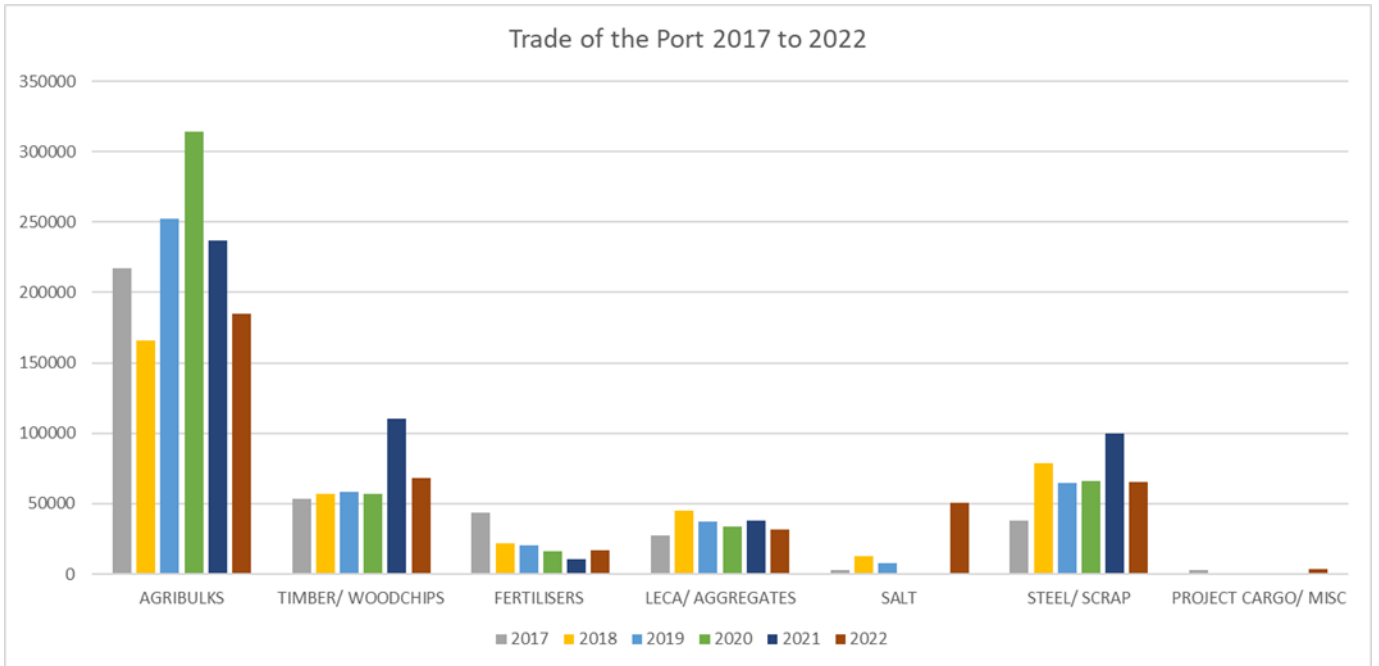
#### Financial results for 2021.

Turnover	1,194,431
Expenses	1,073,714
Exceptional income	0
Operating Profit	120,717

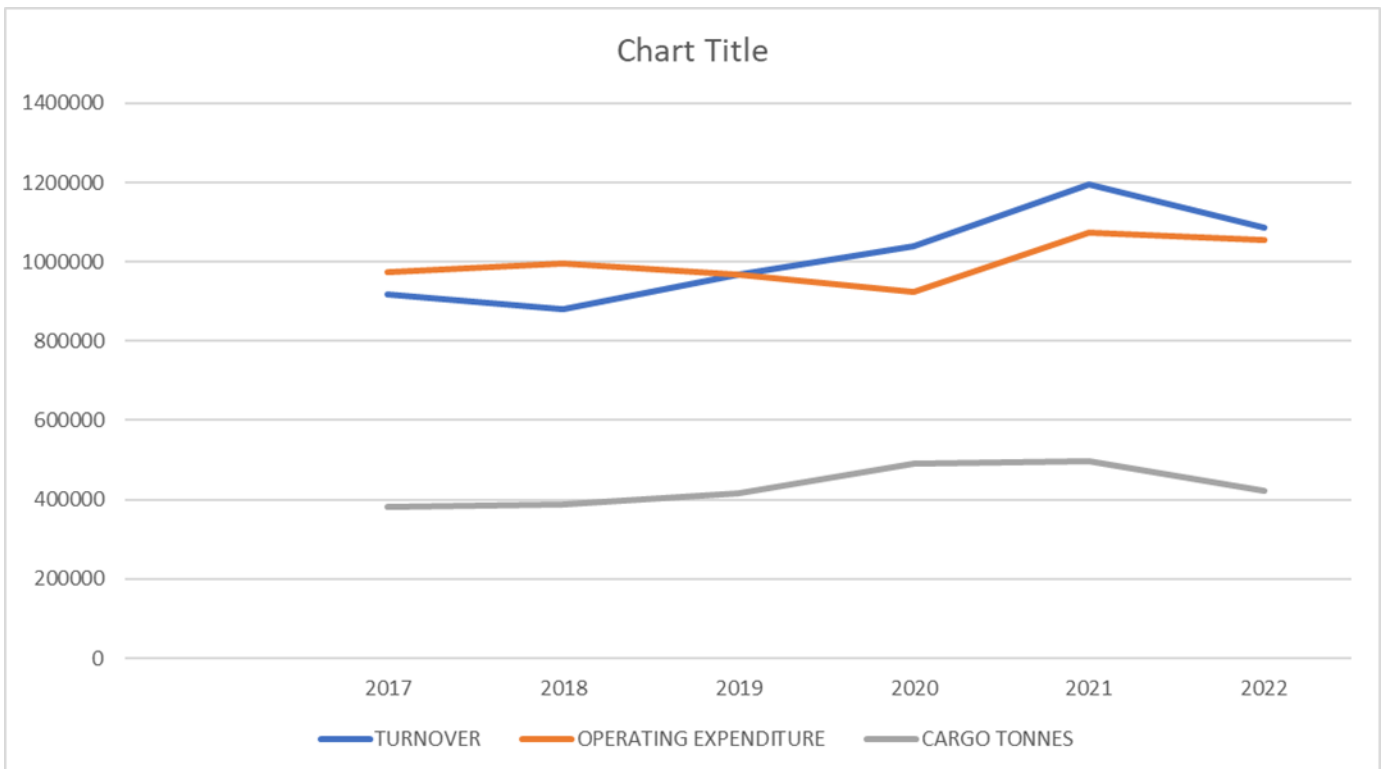
#### 2022.

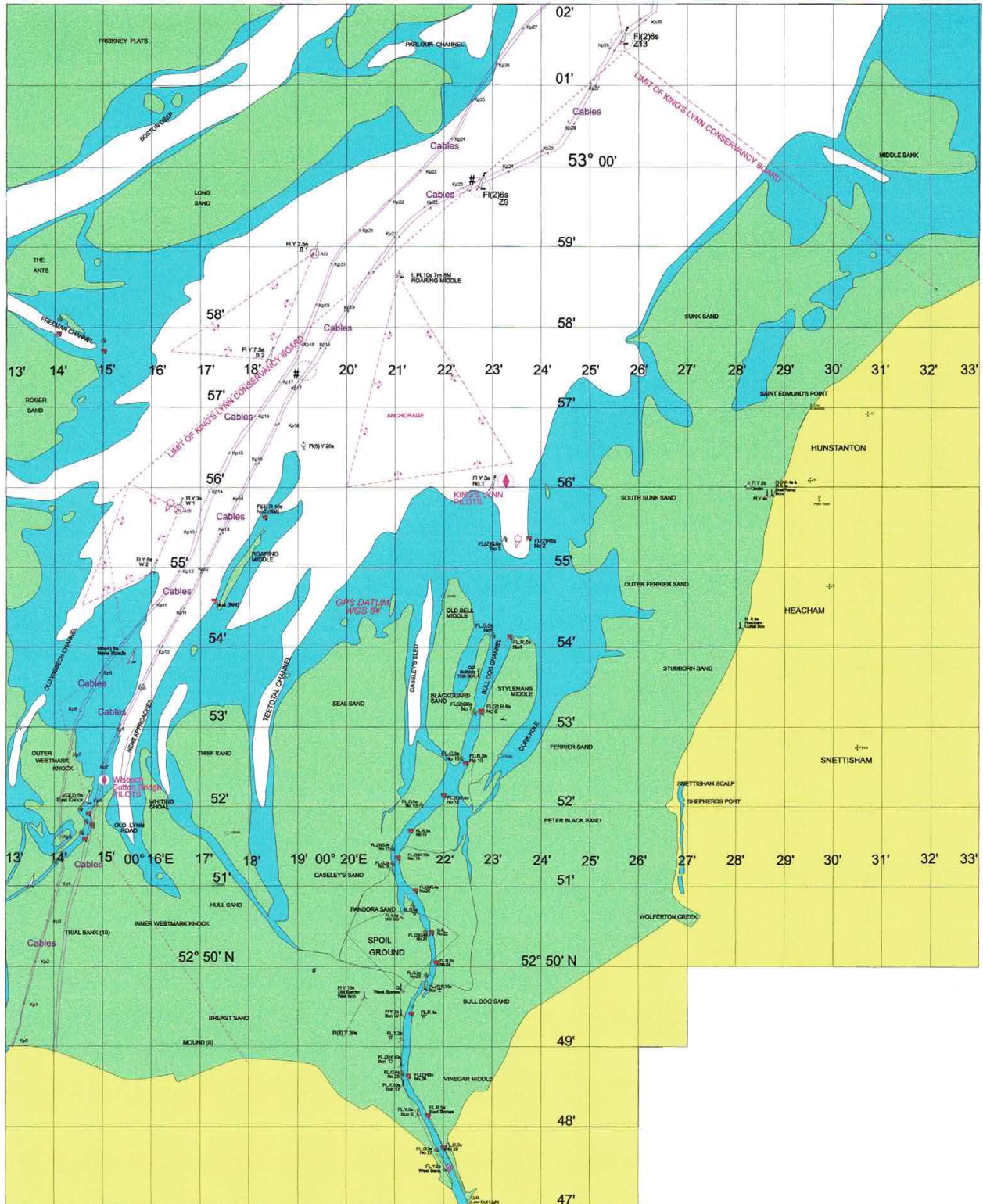
Turnover	1,087,502
Expenses	1,053,511
Exceptional income	0
Operating Profit	33,991

## Cargo details through the Port 2017 to 2022



## Trade turnover/ Cargo Tonnes 2017 to 2022





LIMITS OF THE KING'S LYNN CONSERVANCY BOARD  
 EXTEND FROM THE LINE NORTH WEST OF THE ROARING  
 MIDDLE TO 53° 01'.4 N 0° 25'.8 E AND THEN TO GORE POINT  
 (125 T X 5M)

