

**Table 22: Commercial Shipping**

	<b>Relevant Authorities for this activity</b>	<b>Other Competent Authorities</b>	<b>Other associated organisations</b>
<b>Authorities associated with activity</b>	Dockyard Port of Portsmouth (QHM)		
<b>Location</b>	Car Ferry operations at Wootton Creek, passenger ferry operations at Ryde Pier, Hovercraft operations at Ryde foreshore and other transiting commercial shipping using the Solent.		
<b>Frequency</b>	All year round although, some elements of this activity have seasonal variation (grain export, ferries during the summer months).		
<b>Potential effects with regards to Reg. 33 advice</b>	<ul style="list-style-type: none"> <li>• Noise</li> <li>• Visual presence</li> <li>• Abrasion</li> <li>• Introduction of synthetic and non-synthetic compounds</li> <li>• Changes in turbidity</li> <li>• Changes in nutrient loading</li> <li>• Siltation</li> <li>• Introduction of non native species</li> </ul>		
<b>Research undertaken</b>	The erosion implications of operating the car ferries in Wootton Creek are monitored. Both Wightlink Ferry and the residents of the creek monitor the situation.		
<b>Research required</b>	None		
<b>Ongoing management</b>	<p>In general the legal activities of commercial mariners is unregulated, however, the QHM has some powers to regulate if necessity arises under the Dockyard Ports Act, Dangerous Vessels Act and Merchants Shipping Act. Most regulations are directed towards navigational safety.</p> <p>The operator of the car ferry at Wootton Creek operates a self imposed speed limit.</p>		
<b>Gaps in management</b>			
<b>New actions required</b>	<b>Relevant Authority to implement new actions</b>	<b>Timescale</b>	
No management action required.			