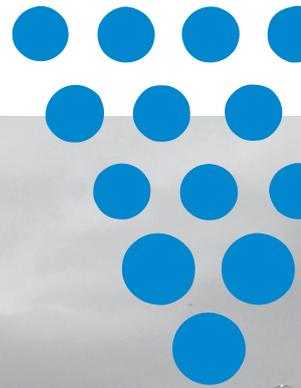




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Ports and harbours business plan

2022/2023



www.cornwallharbours.co.uk

Contents

03	Executive summary	14	Other maritime services undertaken as part of Cornwall Council
04	Introduction	15	Harbours Board Budget
04	The ports and harbours	15	Port of Truro
05	Governance of our ports and harbours	15	Port of Penryn
06	Conservancy and safety	15	Newquay Harbour
07	Environment	15	Bude Harbour
08	Our aims	16	St. Ives Harbour
08	Service objectives	16	Penzance Harbour
09	Commercial business	16	Prince of Wales Pier
10	Leisure business	16	Portreath Harbour
10	Harbour infrastructure and assets	17	Portscatho Harbour
11	Initiatives	17	Portwrinkle, Saltash and Donderry
11	Current plans	18	Terms used
12	Future plans		
13	Management and personnel		
14	Support services		

Executive summary

Cornwall Council is responsible for ten ports and harbours which are managed through a dedicated committee known as the Harbours Board. This Board consists of 6 councillors and 6 independent members who have been selected following a skills audit. In addition, Chairs of the respective Harbour Stakeholder groups also sit on the Board in a non-voting capacity as a co-opted member.

The Harbours Board, with the assistance of the Maritime Section, manage the ports within the framework of Cornwall Council policy and budget and more specifically within the terms of the Memorandum of Understanding (MoU) together with various strategies and adopted Maritime Section Service Objectives.

Our ports and harbours serve a local and wider community with a number of different services currently ranging from lifeline ferry links to the Isles of Scilly, cargo handling, leisure craft, passenger tripping boats, fishing vessels, ferries, small craft moorings, marine related businesses including boatyards, marinas and marine engineering and deep water lay up berths.

Our aim is to ensure financial sustainability for the benefit of the ports and the stakeholders without having to be supported by the Councils' General Fund and to maximise their economic and social contribution to Cornwall.

Our ports and harbours are Bude, Newquay, Portreath, St. Ives, Penzance, Prince of Wales Pier, Penryn, Truro, Portscatho and Portwrinkle. In addition there are a number of other Council owned maritime assets managed by the Maritime Section.

The community benefits from the business transacted in the harbours which add value through job creation, trade and transport logistic chains. In addition our harbours also add value to the tourism and leisure economy.

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Introduction

The ports and harbours that Cornwall Council is responsible for are diverse in terms of physical size, type and amount of structures, facilities offered and income generated.

The ports and harbours

Bude Harbour consists of a seaward area, known as Budehaven, and an Inner Harbour with a sea lock connecting them which gives access further upstream to the Bude Canal. There is a small area for drying moorings sheltered by a breakwater and the Inner Harbour containing the sea lock, the only hand operated one in the country, and basin. Visiting yachts will pass through the sea lock into the Inner Basin where alongside and overwintering berths are available. The sea lock was restored to operation during 2021 following storm damage.

Newquay Harbour consists of three piers within the 3 acre (1.2 hectares) site. There are Harbour Orders for Newquay Harbour dated 1838 and 1844 for maintaining the Pier and Harbour. The harbour has been present since 1439 and was expanded in the 1770's and the mid 1800's. The harbour is used by the local shell fishing fleet, being the largest on the north coast of Cornwall, seasonal tripping boats and some leisure craft. Facilities include an ice making plant, cranes, bait freezer, fuel supply and some storage for the fishing industry. In addition, there is a building hosting storage and offices for marine businesses, car park, rowing club, sailing club, slipway, chapel and RNLI station located in the harbour.

Portreath Harbour has two tidal basins (Inner and Outer), together with a Turning Basin protected by a Finger Pier and Eastern Breakwater. It is a non-statutory harbour and there are no Harbour Orders. The Harbour is used by a number of local fishing and leisure craft and which also provides for winter storage and a slipway. Facilities include a new HM Maritime and Coastguard Agency building and Harbour Association building.



St Ives Harbour also located on the north coast is a tidal harbour with three piers - Smeaton's Pier, West Pier and New Pier together with two lighthouses on Smeaton's Pier. It is a statutory harbour authority and has Harbour Orders dated between 1853 and 1993. St Ives Harbour has a hand line mackerel fishing fleet together with leisure moorings, passenger tripping boats and hire craft. There are approximately 150 tidal moorings in the harbour. Facilities include fuel oil sales for commercial vessels, ice making plant, slipway and a small car park. There is also a local sailing club and RNLI station located adjacent to the harbour.

Penzance Harbour consists of a Wet Dock with a hydraulic ram and gate, a drying Inner Harbour, Albert Pier, West Pier, North Pier, Lighthouse Pier and South Pier together with a lighthouse. Penzance harbour has Harbour Orders dating from 1883 to 2009. The harbour is the base for the Isles of Scilly Steamship Company for their freight and passenger services to and from the Scillies. The

company also offers commercial ship repairs from the dry dock. Another company, Penwith Marine Services, who specialise in marine engineering, primarily for the fishing industry, is located on the West Pier. There are facilities for recreational craft including a slipway, parking and up to 240 moorings together with visiting yacht berths for a further 50 vessels. There are fish landings in the port and the main cargo handled in the Wet Dock consists of supplies and freight to and from the Isles of Scilly.

The Prince of Wales Pier in Falmouth is a statutory harbour authority and has the Falmouth Quays Corporation Orders 1878 – 1952. It is approximately 150 metres in length with a solid and suspended section incorporating six sets of landing steps with a further set in the small dock. The Pier in Falmouth is a central hub for seasonal and all year round ferry services and tripping boats. It is also a tourist attraction in its own right with events that take place on it together with those simply taking a walk along it.

The Port of Penryn, a statutory Harbour Authority of approximately 100 acres, is located in the western part of the Fal Estuary and has Harbour Orders dated between 1870 and 1920. Exchequer Quay also has a number of pontoon berths and a landing stage with walkway attached. Penryn primarily caters for the leisure market with a marina, boat yards, moorings and lay-up facilities which attract many other marine businesses. Pontoons alongside Exchequer Quay are used by leisure craft, fishing boats and marine civil engineering craft.

The Port of Truro is approximately 2,500 acres in size contained within the northern part of the Fal Estuary complex from Mylor to Truro. The main commercial berth is Lighterage Quay, together with other berths at Worths Quay, Town Quay, Garras Wharf and landing stages at Trelissick Gardens and Boscawen Park primarily used by seasonal passenger craft. It has Harbour Orders dated between 1883 and 1928. Activity at The Port of Truro includes laid-up moorings, commercial cargo handling facilities for short sea coastal ships and project cargo, fishing and aquaculture, rental of foreshore and fundus for marine related businesses (such as marinas, boatyards, pontoons, landing stages) in addition to leisure craft moorings for local and visiting boat owners. In addition the Port has a number of land holdings at Newham alongside and adjacent to Lighterage Quay.

Portscatho Harbour consists of three slipways with a breakwater, jetty with landing steps. The harbour caters for a number of small boats and kayaks which are either moored in or launched from the slipways. Currently it does not have any Harbour Orders in force.

Portwrinkle Harbour is a small listed harbour on the south east coast of Cornwall consisting of a small jetty and breakwater. Currently it does not have any Harbour Orders in force.

The harbour has a small number of seasonal moorings for local boats and kayaks together with storage facilities ashore.

In addition to the ten ports and harbours the Maritime Section are also responsible for the following Maritime Assets owned by Cornwall Council:-

Saltash, although not a harbour in its own right has a significant number of maritime assets including a listed quay, pier with landing stage, slipways, moorings, pontoon and walkway, and dinghy racks and a boat park.

Downderry has dinghy storage on the beach with an access barrier on a slipway.

Governance of our Ports and Harbours

The Harbours Board, a Harbour Management Committee, is responsible for the operation of all of the municipal ports and harbours in Cornwall which includes Bude, Newquay, Portreath, St Ives, Penzance, Prince of Wales Pier (Falmouth), Penryn, Truro, Portscatho and Portwrinkle. Other assets that the Maritime Service is responsible for include Saltash and Downderry.

The Harbours Board consists of 12 members, with six being Councillors and six Independent Board members who are appointed following a skills audit. There are also non-voting, co-opted members, who are stakeholder representatives, appointed to it. The Harbours Board reports to the Full Council who are the Duty Holder.

The Harbours Board was set up following best practice, identified in the DfT Ports Good Governance Guidance, and it operates as a committee of the Council.



The Harbours Board role and function is described in the Memorandum of Understanding (MoU) between the Council and the Board, last reviewed in 2015. It is a requirement under the MoU that the Harbours Board will provide an annual report to Cornwall Council on how it is governing the Ports and Harbours in a manner that is consistent with relevant policies, plans and legislation.

The Full Council is the ‘Duty Holder’ under the Port Marine Safety Code and the Maritime Manager is currently the ‘Designated Person’.

A Sustainable Strategy was developed in November 2014 and adopted by the Harbours Board. The objective of this document is to meet the needs and aspirations of the present without compromising the ability to meet those of the future and is based around five key elements which are:-

- A successful and long term financially self-sustaining harbours portfolio.
- Achieved through strong governance and management with an active localism agenda, based on a modern fit for purpose regulatory regime.
- Contributing to prosperity.
- Balanced with environmental stewardship in its widest sense.
- Subject to an absolute requirement for safety for all users.

Conservancy and safety

The conservancy functions of any Harbour Authority relate to the safety of navigation for vessels using the port. There is a public right of navigation in harbours upon the payment of dues (‘open port duty’) and harbour authorities have a common law duty to take reasonable care that those who lawfully use their harbour may do so without danger to their lives or property.

Conservancy relates to those operations which are required to ensure navigational safety and include the following:

- a) Hydrographic Surveying in order to find, mark and monitor navigation channels
- b) Provision of Navigational buoyage, lighting and other aids to navigation.
- c) Dredging to maintain charted depths where considered necessary.
- d) Provision and Review of Pilotage and Pilotage Directions
- e) Communications, including local notices to mariners, VHF and providing information to users and producers of charts and other publications
- f) General port safety including byelaws, directions and maintenance of berths and moorings
- g) Wrecks and wreck removal

Aids to Navigation are maintained by the various harbours unless owned by a third party (i.e. BT, South West Water, British Gas, etc.) and which are all subject to an annual inspection by an officer from Trinity House Lighthouse Service.

New harbour byelaws have been introduced to Newquay harbour and we are currently awaiting confirmation of new byelaws for St Ives Harbour from the DfT (Department for Transport).

The ports comply with the Port Marine Safety Code and observe the 'Guide to Good Practice on Port Marine Operations' as a reference. In addition, the ports Safety Management System and risk assessments have been developed.

A Letter of Compliance was sent to the Maritime and Coastguard Agency (MCA) by the Chairman in indicating that the ports and harbours meet the standards required by the Port Marine Safety Code in March 2021 (3 yearly review).

The Port Facility Security Plan for Truro was revised in February 2015 following statutory requirements and is valid for a period of five years. The Port Facility Security Plan for Penzance was revised in August 2019 which again is valid for five years. These plans are regularly exercised and audited by the DfT.

Incident and accident reporting is completed in accordance with the Marine Safety Management System and directly linked to each Harbours Navigation Risk Assessment through the use of 'Hazman' software. Summary reports presented to the Board on a regular basis.

Oil Spill response plans are a statutory requirement at the Ports of Truro and Penzance and a Tier 2 response contract in place. These plans are subject to periodic audit by the MCA.

There is also a requirement under some Harbour Orders and the 1907 Public Health (Amendment) Act to inspect boats, together with their engines and safety equipment, that carry up to 12 passengers and not going 'to sea' (i.e. in categorised waters) to ensure that they meet a set standard.

Local boatmen wishing to apply for a licence to carry passengers are also examined to ensure that they are competent.

Environment

We are committed to the protection and conservation of the environment and we will seek to maintain and improve, wherever possible, high environmental quality through the strict adherence to UK environmental legislation and internationally agreed conventions, directives and resolutions intended to protect the environment.

Much of the waters within the control of the Harbour Authorities are of national importance, which includes Sites of Special Scientific Interest, Areas of Outstanding Natural Beauty, Heritage Coast, Special Protection Areas and Special Areas of Conservation.

It is the Harbour Authorities intention to work closely with the relevant agencies to ensure that the quality of the environment is improved upon thereby enhancing the natural resources for future generations.

Specifically, and in accordance with the Natural Environment and Rural Communities Act 2006, we will, in exercising our functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity.

The Environmental Management System (EMS) for all of the ports and harbours has met and been awarded ISO 14001:2015 accreditation.

In addition, there is a Special Area of Conservation (SAC) Management Plan for an area which is within the Port of Truro. Marine Conservation Zones have been established at Bude, Newquay and Mounts Bay, close to Penzance Harbour.

The Council as the harbour authority for a number of ports and harbours continues to revise and maintain its Port Waste Management Plans under the Port Waste Reception Facilities Regulations 2003 and the Oil Spill Contingency Plans under the Merchant Shipping (Oil Pollution, Preparedness Response and Co-operation Convention) Regulations 1998.

Our aims

Our aims and the raison d'être for the ports and harbours is found within the 'Sustainable Strategy for Local Authority Ports and Harbours in Cornwall' (November 2014) and which are:-

1. A successful and long term financially self-sustaining harbours portfolio.
2. Achieved through strong governance and management with an active localism agenda, based on a modern fit for purpose regulatory regime.
3. Contributing to prosperity.
4. Balanced with environmental stewardship in its widest sense.
5. Subject to an absolute requirement for safety for all users.

The Harbours Board will ensure that the running and management of the Ports does not become a burden on the council taxpayer by ensuring their own financial sustainability and by re-introducing any surplus into the ongoing maintenance of the harbours infrastructure.

Service objectives

The ports and harbours within Cornwall Council:-

- a) aim to ensure that the areas under their jurisdiction are managed, maintained and improved in the most cost effective and efficient manner to ensure the safety and regulation of navigation together with a good value service to port customers.
- b) are committed to the protection and conservation of the environment and shall seek to maintain and improve, wherever possible, high environmental quality through the strict adherence to UK and European environmental legislation and internationally agreed conventions, directives and resolutions intended to protect the environment.
- c) will promote the use of sustainable transportation with regard to the movement of freight and passengers.
- d) are keen to promote and support marine related business within the harbour areas.
- e) will encourage the use of the harbours for recreational purposes provided safety and environmental concerns are addressed. Access to the water for the community is considered a priority.
- f) will continue to work very closely with other agencies and, where appropriate, combine their efforts to produce benefits for the community.
- g) consider that training forms an important component in ensuring good service delivery to all of our customers. We will ensure that the training needs are relevant and benefit both the individual as well as the organisation.

Commercial business

The Port of Truro continues to provide heavy moorings and buoys for lay-up vessels up to 190 m in length. These moorings can be used by a variety of vessels or other floating structures (such as renewable energy devices) for long or short periods of time.

Scrap cargoes are exported from Lighterage Quay at Newham and the berth can also handle project cargoes. In recent years vessels have arrived at the berth to be dismantled for recycling, the hull being craned ashore for the final stages of this process. There is also a traditional boatyard at Lighterage Quay building, restoring and maintaining classic wooden vessels.

At Penryn the main commercial interest is the use of Exchequer Quay. It is used by a small number of fishing vessels and marine civil engineering craft.

“ Our moorings policy seeks to help by giving priority to licensed commercial fishing boats and others earning their living from the sea. ”

Within the Ports of Truro and Penryn there are a number of fishermen mainly located around Mylor and Penryn which have mooring facilities or quay berths with us. These vessels are principally engaged in potting, handlining, long lining, oyster dredging and netting. On the River Fal there is also an aquaculture site for growing mussels and native oysters in an area south of King Harry Ferry.

Newquay Harbour is a small but busy harbour which has the largest shell fishing fleet on the north coast of Cornwall, landing around £1M worth of shellfish annually. There are a number of seasonal tripping boats taking passengers out for fishing, diving and sightseeing trips.

St Ives Harbour has a large handlining mackerel fleet and a growing number of passenger tripping boats and hire craft.

Penzance Harbour is the mainland terminal for the Isles of Scilly Steamship Company which operates a freight and passenger service to the Isles of Scilly. The Harbour is approved for receiving cruise ship passengers, primarily via tender, but can also provide alongside berthing at 2 approved berths for smaller cruise vessels. A privately operated Dry-Dock provides ship building, repair and engineering services from its facility and marine engineering company, focussed on supporting the fishing sector operates from West Quay. The harbour is also used for landing fish for onward transport to markets.

The Prince of Wales Pier is the central hub for water transport within the Fal Estuary with ferries, passenger boats and water taxi operating from it.

Bude, Portreath, Portscatho and Portwrinkle harbours each have a small number of commercial fishermen operating from them. Facilities to support these operators have been improved in recent years via MMO grant schemes. We now offer storage facilities, net bins, ice-making plant, bait store, cranes and fuel supplies.

Our moorings policy seeks to help by giving priority to licensed commercial fishing boats and others earning their living from the sea.

There are a number of areas leased out to commercial interests within the harbours ranging from open storage, fundus, offices, warehouses, stores, buildings and foreshore.



Leisure business

All of the ports and harbours have a significant leisure interest with moorings, pontoon berths, outhauls, quay and beach berths provided individually, or areas leased out for this use to clubs and associations.

There are further leased areas provided for marinas and boatyards in order for them to develop and they, in turn, provide much needed facilities and employment. The Harbours Board is keen to promote and support marine related businesses within the harbour areas.

All of the Ports encourage the use of the harbours for recreational purposes provided safety and environmental concerns are addressed. Access to the water for the community is considered a priority and all of the harbours have some slipway access.

In addition to the local users there are pontoons and moorings provided for visitors and facilities for the over-wintering of boats.

Whilst there are waiting lists for moorings the accepted policy has been to provide local boat owners with affordable facilities.

We are also keen to promote and be involved in any maritime event or festival and will generally give assistance (financial and/or practical) and offer advice when required. Some of the events

held within the ports and harbours over the last year include:

- Golowan Festival (Penzance)
- Fish Festival (Newquay)
- Gig Championships (Newquay)
- Television Programmes (Various programmes and harbours)
- Fal River Festival (Truro)
- Various Regattas and Carnivals (All harbours)
- Local Brass bands
- Fireworks Display – New Year (St. Ives, Portscatho and Newquay)
- Harbour Days (Sports, Swim, RNLI Lifeboat etc.) (Various harbours)
- RNLI Lifeboat Day (Bude, St Ives and Newquay)
- Joe Way Paddle for Life (Newquay)
- Annual River Race (Truro)
- Exchequer Quay (Penryn) – Various events
- Awesome Foursome Quadrathlon (Bude)
- Triathlon (Bude)
- Falmouth Week (POW Pier)
- St Nazaire Memorial (POW Pier)
- Remembrance Service (POW Pier)

Harbour infrastructure and assets

The Harbour Authorities have a number of piers, quays, jetties, buildings, ice rooms, stores, kiosks, boats, vehicles and other plant and equipment, including pontoons which it requires in order to undertake its functions. It also has areas of land, fundus and foreshore that are used for marine related activities or leased out to marine businesses or clubs and associations.



Initiatives

Current plans

The sea lock at Bude has been restored to operation during 2021 following the replacement of the bottom fixings on both outer gates. These had failed in early 2019 following storm damage. The inner gates also received new railings during this period. The outer gate sluice mechanism is planned to be refurbished in 2022.

At Malpas the pontoon system was extended in early 2021 and a café & farm shop business has leased an area of the building. An office, toilet and shower have also been built at the site.

An extensive programme of wall pointing, and void filling has been completed at Penzance Harbour with work focussed on the Lighthouse Pier, North Arm and Shellshop Slipway. New barriers and access gates are also being installed prior to the 2022 season, improving segregation between public and working areas of the harbour whilst maintaining public access to as much of the harbour as possible.

Prince of Wales Pier has been surveyed and immediate repairs highlighted. These are currently being progressed with a contractor to maximise availability of landing points for users during 2022.

Following the award of a Marine Management Organisation administered grant a new crane has been installed at Portreath Harbour. This installation follows the previous investment in ice and fridge installations at the harbour. The harbour has also received new access ladders.

There continues to be engagement with Saltash Town Council with regards to the management of the waterfront area. A Partnership has been formed to jointly oversee the site and develop pending devolution in the future. A register of boats moored in this area has been established and byelaws governing this area reviewed.

There are a number of new leases being considered for marine related businesses and organisations in Bude, Newquay, Portreath, St Ives, Penzance, Penryn and Truro.

Future plans

A new Harbour Revision Order will be made during 2022 bringing all the harbours owned by Cornwall Council in line with the latest legislative standards and ring-fencing of any financial surplus for the harbours. Harbour Limits have been reviewed and an updated Memorandum of Understanding between Cornwall Council and the Harbours Board agreed.

Cornwall Council will establish an advisory body on the making of the Harbour Revision Order through which the Council must consult on all matters substantially affecting the management, maintenance, improvement, conservation, protection or regulation of the harbours and their navigation. The body will consist of representatives of each sector served by the harbours and the Stakeholder Chairmen of each harbour.

Port Masterplans will be developed or reviewed for each harbour to set out a future vision taking into account the role and responsibilities of the statutory harbour undertaking and the needs and aspirations of existing and future customers and stakeholders. These are a physical but flexible expression of the future vision for the harbours and will provide 'shovel ready' projects and proposals to expediate the process when funding sources become available. The plans will be drawn up to focus on projects achievable within 5 years, medium term (5-10 years) and 10+ years for larger schemes. Such Masterplans are currently published for Truro, Penryn and Penzance.

At Penryn the Ponsharden pontoons are being considered for replacement as they are now nearing the end of their useful economic life. Discussions are underway as to the standard these pontoons will meet dependant on the future operations from the facility.

Surveys of the Prince of Wales Pier have highlighted that the structure will require restoration in the near future. Consideration is also being given how improved access for embarking and disembarking vessels can be achieved in working with Falmouth Harbourside Cic.

At Malpas ongoing development of the site will continue. Following the return of an area of land previously leased out a small number of parking spaces will be provided for staff and businesses on site.

A project will commence in early 2022 to undertake a life extension of the wet dock gate and ram at Penzance Harbour. This will be the final stage of an investment programme which included void filling, wall pointing, installation of ladders and replacement of manhole covers.

Town Deal funded projects are proposed at Truro and Penzance. At Truro the scheme is focussed on the 'quays area' in the vicinity of the harbour office and includes improvements to boat owner facilities and moorings in addition to improved public access between Worths Quay, Town Quay and Garras Wharf. Also under development is a proposal for a lifting bridge near the flood gates at Lighterage Quay. At Penzance the Harbour has received £3.9 million to complete improvements at the boat storage area and maritime car park, refurbishment and repurposing of the Rank Building (including improved harbour user facilities and office) and development of a freight handling facility which will remove queuing lorries from Wharf Road and improve views of the harbour as identified in the Neighbourhood Plan and Place Shaping Scheme.

A number of other maintenance projects will also be undertaken across the harbours including wall pointing, recasting concrete steps and repairing storm damage as required.



Management and personnel

Cornwall Council is a unitary authority and the Maritime Section is within the Environment Service which falls within the Neighbourhoods Directorate.

The Maritime Section is responsible for not only the Ports of Penzance, Truro, Newquay, Penryn, St Ives, Bude, Portreath, Prince of Wales Pier & Fish Strand Quay (Falmouth), Portscatho and Portwrinkle but also for a number of maritime structures including Pontoons, Piers, Quays and dinghy parks etc.

In addition, the Maritime Section deals with the Licensing of Boats and Boatmen and Byelaw enforcement for certain coastal areas around Cornwall.

The Maritime Section operates from a number of different locations including harbour offices at Penzance, St Ives, Newquay, Bude, Penryn and Truro, and with kiosks and shelters at Prince of Wales Pier, Falmouth and Portscatho.

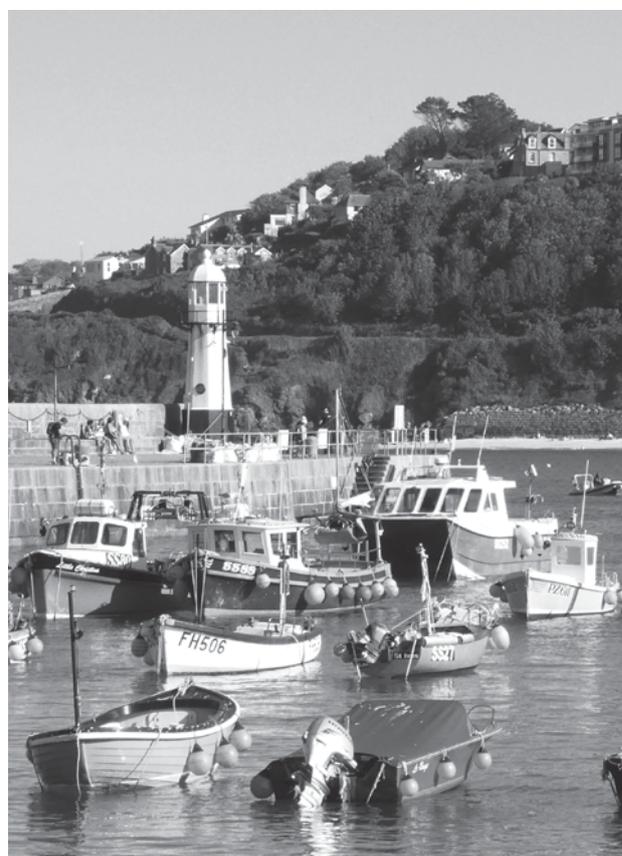
Support services

Whilst most of the day to day running of the Maritime Section is run directly from the Harbour Office at Truro there is a need for services such as Personnel, Legal, Financial, Property Services and Information Technology to be considered. These services are currently provided to the Maritime Section from other Directorates within the Council or through external specialists.

Other maritime services undertaken as part of Cornwall Council

These include:

- a) Licensing of Boats and Boatmen.
- b) Regulation of byelaws made under Public Health Acts (Restrouguet Creek, Percuil River, Carne and Pendower Beaches and Portscatho).
- c) Provision of maritime advice for Cornwall Council when dealing with specific projects for other trust or private ports and harbours within Cornwall.
- d) Maritime response to oil pollution incidents in Cornwall together with attendance on Cornwall and Isles of Scilly Standing Environment Group.
- e) Maintaining other maritime structures at Saltash, Torpoint, Fowey and Downderry.



Harbours Board Budget

1 March 2022 to 31 April 2023

Port of Truro

Expenditure	£
Employee Related	64,000
Premises	131,000
Transport	25,000
Supplies and Services	38,000
Third Party Payments	14,000
SLA (Recharge)	197,000
	469,000
Income	£
Rents received	-222,000
Foreshore Licences	-16,000
Maritime income	-25,000
Lay-up fees	-20,000
Dues on Ships	-17,000
Dues on Passengers	-1,000
Mooring Fees	-30,000
Quay dues	-15,000
Private/comm/beach moorings	-164,000
Visitor Moorings	-28,000
	-538,000
Contribution to Truro Reserves	-69,000

Newquay Harbour

Expenditure	£
Employee Related	61,000
Premises	28,000
Supplies and Services	118,000
Third Party Payments	4,000
SLA (Recharge)	15,000
	226,000
Income	£
Sale of materials or products	-111,000
Rents received	-36,000
Car Park	-25,000
Maritime income	-14,000
Private/comm/beach moorings	-34,000
	-220,000
Deficit funded by General Fund	6,000

Port of Penryn

Expenditure	£
Employee Related	34,000
Premises	33,000
Transport	1,000
Supplies and Services	19,000
Third Party Payments	22,000
SLA (Recharge)	34,000
	143,000
Income	£
Rents received	-53,000
Car Park	-25,000
Maritime income	-3,000
Quay dues	-3,000
Private/comm/beach moorings	-72,000
	-156,000
Contribution to Penryn Reserves	-13,000

Bude Harbour

Expenditure	£
Employee Related	20,000
Premises	41,000
Supplies and Services	10,000
SLA (Recharge)	6,000
	77,000
Income	£
Rents received	-11,000
Maritime income	-2,000
Lay-up Fees	-1,000
Mooring Fees	-6,000
Car park income	-50,000
	-70,000
Deficit funded by General Fund	7,000

St Ives Harbour

Expenditure	£
Employee Related	60,000
Premises	33,000
Transport	2,000
Supplies and Services	54,000
SLA (Recharge)	10,000
Third Party Payments	2,000
	161,000
Income	£
Sale of materials or products	-47,000
Rents received	-56,000
Car park income	-55,000
Maritime income	-5,000
Passenger Dues	-6,000
Quay Dues	-5,000
Mooring Fees	-43,000
Visitor Moorings	-2,000
	-219,000
Contribution to General Fund	-58,000

Penzance Harbour

Expenditure	£
Employee Related	201,000
Premises	140,000
Transport	9,000
Supplies and Services	49,000
Third Party Payments	30,000
SLA (Recharge)	25,000
	454,000
Income	£
Electricity and water	-13,000
Sale of materials or products	-30,000
Rents received	-137,000
Maritime income	-30,000
Dues on Ships	-171,000
Dues on Goods	-50,000
Dues on Passengers	-20,000
Mooring Fees	-42,000
Quay Dues and Visitor Moorings	-40,000
Hire of Maitime Services	-5,000
	-538,000
Contribution to General Fund	-84,000

Prince of Wales Pier

Expenditure	£
Employee Related	21,000
Premises	61,000
Supplies and Services	3,000
Third Party Payments	3,000
SLA (Recharge)	12,000
	100,000
Income	£
Rents received	-36,000
Maritime income	-1,000
Permits to Ply for Hire	-33,000
	-70,000
Deficit unded by General Fund	30,000

Portreath Harbour

Expenditure	£
Employee Related	8,000
Premises	35,000
SLA (Recharge)	6,000
	49,000
Income	£
Rents received	-13,000
	-13,000
Deficit funded by General Fund	36,000



Portscatho Harbour

Expenditure	£
Premises	15,000
Supplies and Services	10,000
SLA (Recharge)	3,000
	28,000
Income	£
Mooring Fees	-6,000
Harbour Dues	-6,000
	-12,000
Deficit funded by General Fund	16,000

Saltash, Portwrinkle and Donderry

Expenditure	£
Employee Costs	18,000
Premises	17,000
SLA (Recharge)	5,000
	40,000
Income	£
Rents Received	-6,000
Maritime Income	-21,000
	-27,000
Deficit to be funded by General Fund	13,000

Terms used

Ports Good Governance Guidance

The Department for Transport (DfT) has published the new Ports Good Governance Guidance (March 2018) which is focussed on corporate governance for all statutory harbour authorities in England. It includes sections relevant to all types of ports with specific detailed guidance on trust and local authority owned ports. This new guidance will now be for all ports and harbours irrespective of whether they are managed as a trust, municipal or private port.

Harbour Orders

Harbour Orders are a form of delegated legislation which either amends existing legislation or introduces new harbour legislation. They are made as a statutory instrument under the Harbours Act 1964 and confers powers on the Statutory Harbour Authority for the purpose of improving, maintaining or managing a harbour.

Licensing of Boats and Boatmen

Section 94 of the Public Health Acts Amendment Act 1907 (as amended) authorises Local Authorities to grant licences for pleasure boats and pleasure vessels to be let for hire or to be used for carrying passengers for hire and also for persons in charge of navigating such vessels

Memorandum of Understanding (MOU)

The purpose of the MOU is to provide a clear framework for the decision making, accountability and financial management of the ports and harbours of Cornwall Council to enable the Harbours Board to address the balanced needs of them as a business and an environmental and community asset which takes full account of the commercial realities of municipal port operations.

It will also assist in clarifying the role of the Harbours Board in carrying out its functions under its terms of reference which is 'to exercise the Council's functions in respect of the Ports of Penzance, Truro, Penryn, Newquay, St Ives, Bude, Portreath, Portscatho, Prince of Wales Pier (Falmouth) and Portwrinkle' under Section 57 (1) of the Harbours Act 1964.

The statutory role and functions of the parties are not affected by the requirements of the MOU and it should be considered as a statement of the understanding between the Council and the Board. The MOU is not legally binding to either party and detailed working arrangements may change over time by agreement of the Council.

The MOU provides that the ports will be governed according to best practice as set out in the Ports Good Governance Guidance.

Port Marine Safety Code

The Port Marine Safety Code (PMSC) introduces a national standard for every aspect of port marine safety.

The Code is intended to apply to all harbour authorities, to the extent that they have duties and powers relating to marine safety. It applies to port marine operations the well established principles of risk assessment and safety management systems.

Harbour authorities must apply these principles if they are to discharge their legal duties and statutory powers to the national standard that the Code establishes.

Guide to Good Practice on Port Marine Operations

This document is intended to supplement the Port Marine Safety Code. It contains useful information and more detailed guidance on a number of issues relevant to harbour authorities.

It is designed to provide general guidance and examples of how a harbour authority could meet its commitments in terms of compliance with the Code.



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