

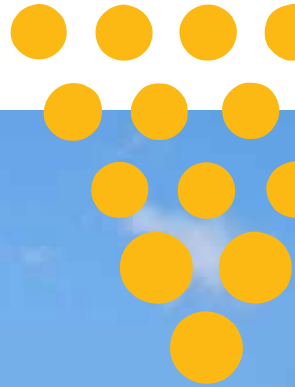


**CORNWALL
COUNCIL**
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Harbours Board Annual Report

Financial Year 2024 to 2025

Governance of our Ports and Harbours



www.cornwallharbours.co.uk

Ports and Harbours



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Chairmans' introduction

Welcome to the Cornwall Harbours Board Annual Report for 2024 to 2025. This year's introduction is a joint one, marking a smooth transition in leadership as we continue to guide and support the stewardship of Cornwall's ports, harbours and maritime assets, from Bude to Penzance and beyond.

Our harbours are not just working infrastructure. They are at the heart of many of Cornwall's coastal communities. They provide livelihoods for fishermen and marine engineers, opportunities for local businesses, and a welcome for visiting tourists and leisure users. They are places rich in heritage, identity and connection to the sea.

The Harbours Board is an executive committee of Cornwall Council, but the finances of the municipal ports are ring-fenced. This means any surpluses are reinvested into local harbour operations and infrastructure, ensuring that we continue to improve and maintain these vital assets without drawing on the general council budget. It is a model that supports financial independence while keeping us rooted in public service.

Our Board is made up of both elected councillors and independent members with expertise spanning marine operations, business and governance. This blend of knowledge and local representation helps us make informed decisions that serve a broad range of users, from commercial operators and community clubs to those simply enjoying a walk along the quay.

We also want to acknowledge the dedicated harbour staff who work year-round to keep our harbours safe, compliant and welcoming. Their commitment underpins everything we do.

We hope this report gives you an insight into how we manage and improve Cornwall's harbours. Whether you work on the water, visit regularly or simply value what our coast means to Cornwall's character and economy, we are proud to play our part in safeguarding these places for generations to come.

Councillor Luke Rogers,
Harbours Board Chairman

Councillor Loic Rich,
Portfolio Holder and Former Harbours Board Chairman



Governance of our Ports and Harbours

Cornwall Harbour Board

Cornwall Harbours Board 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. In addition, the Maritime Team manages further maritime assets located at Saltash and Downderry.

The Board consists of 12 members, with six being Councillors and six Independent Board members who are appointed following a skills audit to ensure a broad range of relevant expertise. Each Board Member is expected to undertake a logged operational tour of all Harbours within 3 years and 100% of Full Council, the Duty Holder, should have undertaken Duty Holder Training.

The Board also includes up to 5 non-voting co-opted members who represent the stakeholder groups, providing valuable insight and engagement from across the maritime sector. For more information on Cornwall Harbour Board members please see the Cornwall Council website [Cornwall Harbours Board](#)

Established in line with best practice identified in the Municipal Ports Review and the Ports Good Governance Guidance (March 2018), the Cornwall Harbours Board operates as a formal committee of Cornwall Council. Cornwall Harbours Board is a non-executive function and reports to the Full Council.

The role and function of the Cornwall Harbours Board are defined within the Memorandum of Understanding (MoU) established between Cornwall Council and the Board. In accordance with the MoU, the Board is required to submit an Annual Report to Cornwall Council, outlining how it has governed the municipal ports in alignment with applicable policies, strategic plans, and legislative requirements.



- 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.

The Cornwall Harbours Board is committed to ensuring that the operation and management of Cornwall's municipal ports do not place a financial burden on the Council taxpayer. To achieve this, the Board maintains a focus on long-term financial sustainability, reinvesting any operational surpluses directly into the ongoing maintenance and improvement of harbour infrastructure.

Stakeholder groups for the main harbours have been established and meet approximately 5 times a year. Minutes of the meetings are presented to the Harbour Board. An advisory group made up to the chair or other nominated person from each stakeholder group is to be established and will meet no less than twice per year.

The Ports and Marine Facilities Safety Code

The Ports and Marine Facilities Safety Code sets out a national standard for every aspect of port and marine facility safety. Its aim is to enhance safety for everyone who works in, or uses, ports, harbours, marinas and other marine facilities. It is endorsed by the UK Government, the devolved administrations and representatives from across the maritime sector and, while the Code is not mandatory, these bodies have a strong expectation that all harbour authorities will comply. Recognising the significant differences in the role, powers, duties, responsibilities and risks that different organisations have and manage, the Code is intended to be sufficiently flexible to enable its principles to be applied in a manner proportionate to local requirements.

The Code has been developed to improve safety in the port marine environment and to enable organisations to manage their marine operations to nationally agreed standards. It provides a measure by which organisations can be accountable for

discharging their statutory powers and duties to run harbours or facilities safely and effectively. It also provides a standard against which the policies, procedures and performance of organisations can be measured. The Code describes the role of board members, officers and key personnel in relation to safety of navigation and summarises the main statutory duties and powers of harbour authorities. The Code is designed to reduce the risk of incidents occurring within the port marine environment and to clarify the responsibilities of organisations within its scope.

The Code should be read in conjunction with its companion Guide to Good Practice on Port Marine Operations. This Guide underpins the ethos of the Code by providing additional guidance and practical examples and has been written and approved by maritime professionals to assist organisations in promoting and executing safe, efficient, and accountable port marine operations based on industry best practice.

The Code is based around 10 key measures identified as critical to the management of port and marine facility safety, which we are audited against.

1	Duty Holder: whose members are typically, individually and collectively, accountable for compliance with the Code, and their organisation's performance in ensuring safe marine operations
2	Designated Person: provides independent assurance about the operation of the organisation's marine safety management system and must have direct access to the Duty Holder.
3	Legislation: the Duty Holder must be aware of and review the organisation's legal powers, duties and responsibilities based on applicable local and national legislation and seek additional powers if necessary to improve marine safety.
4	Duties and Powers: organisations must comply with any statutory duties and responsibilities they have.
5	Risk Assessment: organisations must ensure that risks are formally assessed and are eliminated or reduced to the lowest possible level, so far as is reasonably practicable, in accordance with good practice.
6	Marine Safety Management System: organisations must operate an effective MSMS which is based on formal risk assessment.
7	Review and Audit: organisations must review and audit performance against applicable requirements of the Code.
8	Competence: organisations must use people who are appropriately trained, qualified and experienced to manage marine safety.
9	Plan: organisations must publish a marine safety plan showing how the standards in the Code will be met and produce a report assessing performance against that plan at least every three years.
10	Conservancy Duty: organisations must ensure their facilities are fit for purpose and have a duty of reasonable care to ensure that any vessel can utilise them safely.

In its capacity as Duty Holder, Cornwall Council appointed an external Designated Person in 2023 for a three-year term, in accordance with the requirements of the Port Marine Safety Code (PMSC). A structured programme of external audits commenced in February 2024—marking the first independent assessments since the Code’s implementation.

During the initial phase, audits were conducted at Prince of Wales Pier (Falmouth), Penzance, Portreath, and Newquay in May 2024 and a report made to Cornwall Harbours Board in September 2024.

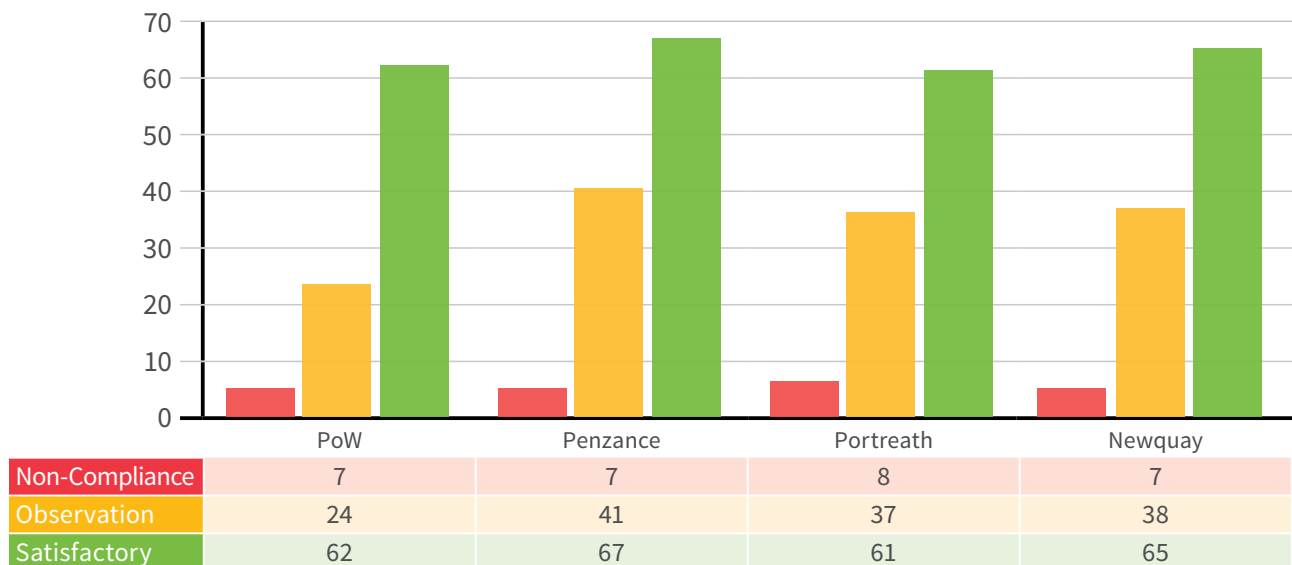
The second phase of audits followed in May 2025, in line with the revised Ports and Marine Facilities Safety Code which was issued in April 2025. This phase included audits of the Port of Penryn, as well as the harbours at Bude, St Ives, and Portscatho.

The audit conducted against the new code now covers a significant additional points compared with the previous audit.

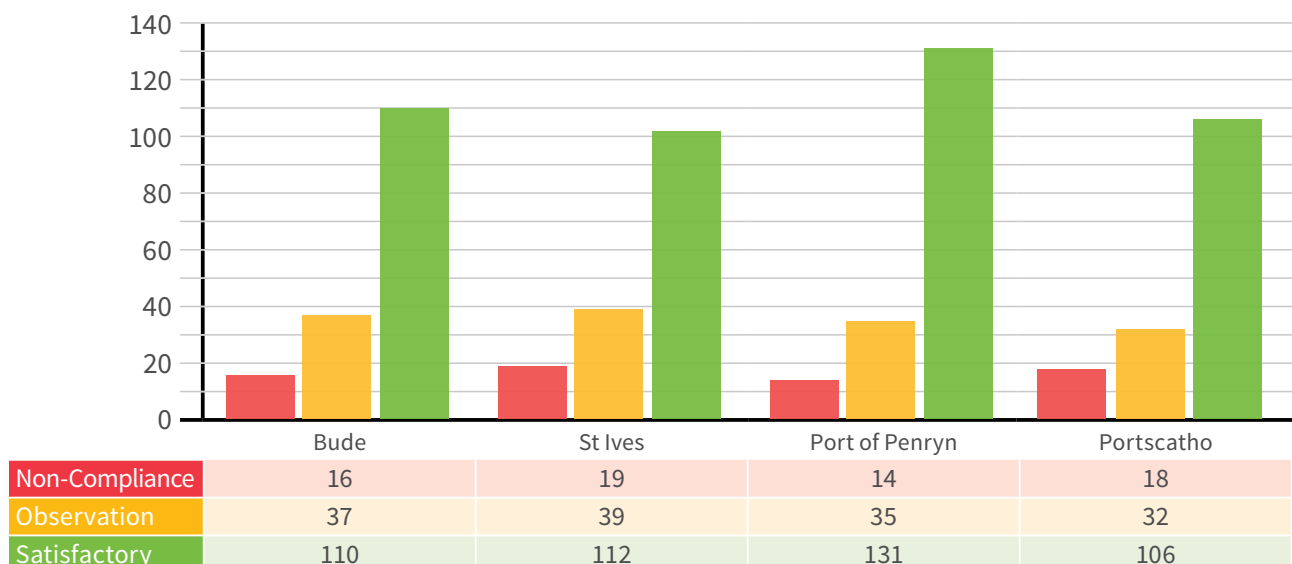
The audit reported against the following outcomes:

- **Non-Compliance:** a non-compliance with the requirements of the Code which are a breach of legal obligations or may compromise marine safety, environmental safety or present a significant reputational risk.
- **Observation:** refers to an improvement opportunity such as an update to information, procedural change, or a non-conformity with local operating instructions.
- **Satisfactory:** a system component that meets or exceeds the requirements of the Code.

Audit Result February 2024



Audit Result May 2025





Pilotage

Cornwall Council is the Competent Harbour Authority (CHA) for Truro, Penryn, Penzance and St Ives. It has a duty to keep the need for pilotage under review (Section 2 (1) of the Pilotage Act 1987). Where appropriate Pilotage Directions are issued and arrangements made to provide a Pilotage Service.

A Pilotage Agreement with Falmouth Harbour Commissioners was signed on 1 January 2021 for a period of 5 years, continuing the long-standing agreement. This agreement is for the provision of pilotage services within the Ports of Truro and Penryn.

Pilotage at the Ports of Truro and Penryn were reviewed during 2024 and amended Pilotage Directions published on 29 April 2025. A member of Cornwall Harbours Board sits on the Falmouth Pilotage Standards Committee and is involved directly with the authorising and re-authorising of pilots. Additionally, the Harbour Master attends relevant Pilotage Assessment Panels and the Fal Estuary Marine Safety Committee.

Powers relating to Pilotage at St Ives are covered by the St Ives (Pilotage) Harbour Revision Order 1988. The requirement for Pilotage was reviewed by the Harbours Board in January 2022 and following consultation with Hayle Harbour, it was agreed that there remains no need for pilotage at St Ives Harbour at the present time. The CHA status will be retained and continue to be reviewed by Cornwall Harbours Board on a regular basis.

Powers relating to Pilotage at Penzance Harbour are covered by the Penzance and Newlyn (Pilotage) Harbour Revision Order 1988. The requirement was last reviewed in 2019 when it is considered that CHA status should be retained. A Navigation Risk Assessment Review is planned to be undertaken in 2026 to consider the increasing activity at the Harbour and the potential requirement for Pilotage.

Business Plan

The Business Plan describes the objectives, strategies, activities, and financial forecasts for all of the Ports and Harbours managed by Cornwall Harbours Board. The Memorandum of Understanding (MoU) between Cornwall Council and Cornwall Harbours Board considers that Plans should promote the ports and harbours to be financially self-sustainable bodies in the long term, reducing the risk of the need to call upon the Councils General Fund. The Business Plan was last updated in January 2022 with a revised issue due to be finalised by the end of 2026.

Port and Harbour Master Plans

A Port Master Plan has been adopted for Truro, Penryn and Penzance which reflect the physical but flexible expression of the future vision for the harbours. The objective has been to develop a vision aligned with the Sustainable Strategy, enabling the harbours to be managed in a financially self-sustaining manner over the long term.

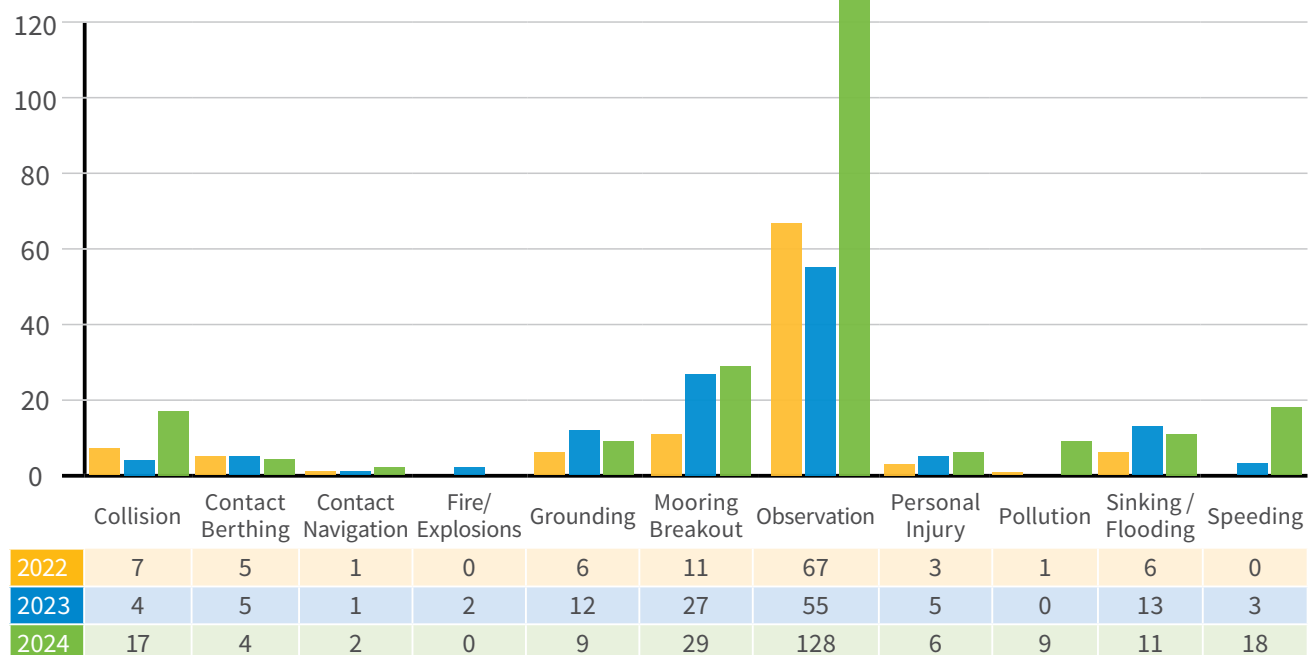
At Penzance the Master Plan has been updated and funding secured from Town Deal Funds, which will enable a number of projects to be progressed.

Compliance at our Ports and Harbours

Marine Safety Management System

A Safety Management System and with associated Manual has been developed to ensure compliance with the Ports and Marine Facilities Safety Code.

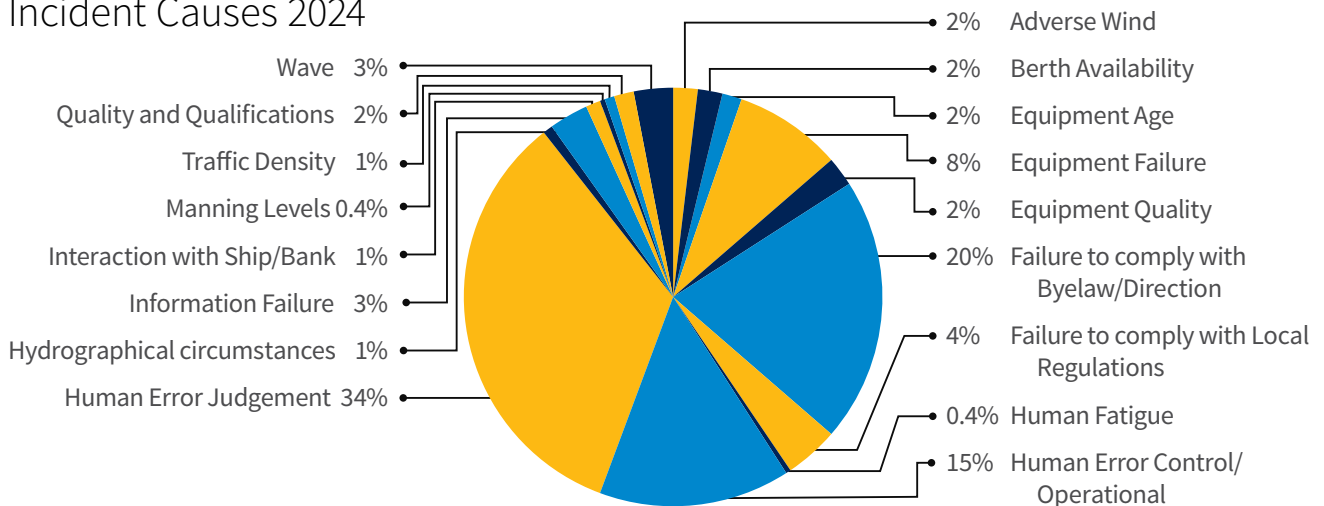
Incident Report Types



An external Navigation Risk Assessment for Truro and Penryn was undertaken in October 2010 and updated in July 2018. A further review took place for Penryn in May 2019. At Penzance an external Assessment in April 2011, Newquay Harbour in March 2012 and St. Ives Harbour in March 2013. All Navigation hazards in the harbours were assessed to be ‘as low as reasonably practicable’ (ALARP) or below at that time.

Since 2021 Navigation Risk Assessments have been loaded into Hazman, a live database linked to incident reporting. All Navigation Hazards are reviewed at least annually.

Incident Causes 2024



No incidents were caused by ‘Adverse Visibility e.g. Fog/Mist’ or ‘Malicious Action by Third Party’ (0%)

Port Facility Security Plan

Regulation (EC) No. 725/2004 of the European Parliament, together with the Ship and Port Facility (Security) Regulations 2004 and the Ship and Port Facility (Security) (Amendment) Regulations 2005 are the principal pieces of legislation that have relevance to the International Ship and Port Security (ISPS) Code in the UK. Compliance with this legislation is only currently required at Penzance at this time.

The Port Facility Security Plan for Penzance was updated in 2023 and valid for a period of five years. A return of cruise calls to the harbour will mean the plan is regularly used and exercised.

Oil Spill Contingency Plan

These five-year plans are a requirement under the Merchant Shipping (Oil Pollution Preparedness, Response and Co-operation Convention) Regulations 1998 which requires contingency plans for any harbour or oil handling facility offering berths alongside, on buoys or at anchor, to ships of over 400 GT or tankers (oil or chemical) of over 150 GT.

There is a need to be capable of responding to a Tier 1 oil spill, together with holding the appropriate stock of equipment, have a formal agreement in place for a Tier 2 response together with adequate training and exercising of the plan.

The plan for Truro, (The Falmouth Bay and Estuaries Oil Spill Contingency Plan) was issued in September 2022 following review. The plan for Penzance was issued in August 2025.

Harbour Staff have been involved in oil spill training as part of their obligations to existing legislation and to exercise their incident management team and practical roles in responding to a pollution incident within their areas of jurisdiction.

Port Waste Management Plan

The Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 are applicable to any harbour or terminal within the UK. Every harbour authority operator has to provide waste reception facilities adequate to meet the needs of ships normally using the harbour or terminal in question, without undue delay to ships.

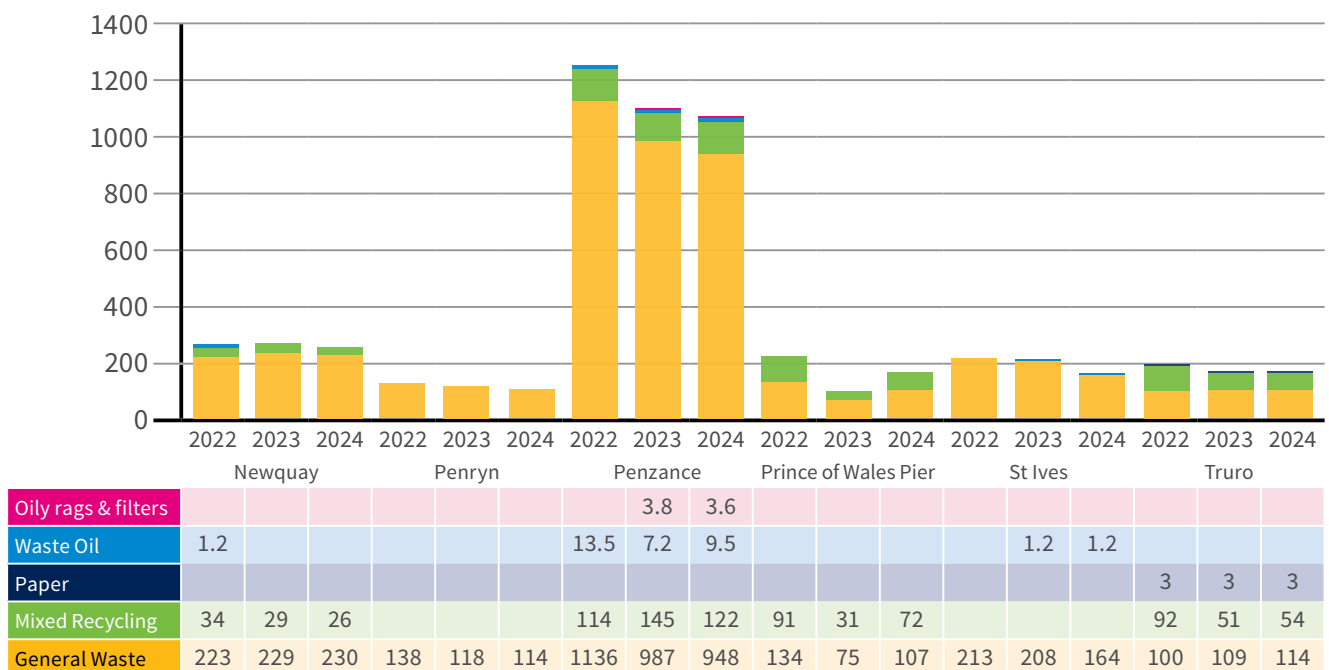
In addition to the provision of facilities, there is also a requirement to produce Port Waste Management Plans, valid for three years, for the various ports and harbours managed by the Council.

Truro and Penryn plan is to be reviewed. Newquay plan was approved by the MCA in February 2023 and St Ives, Bude and Penzance Harbours new plans will be submitted to the MCA for approval when next required by the agency. [Port and Harbour Waste Management Plans](#)

Emergency Plans

Plans are prepared in accordance with the legal obligations placed on Harbour Authorities as a Category 2 responder within the Civil Contingencies Act 2004. The Fal Estuary Marine Emergency Plan includes the ports of Truro and Penryn.

Waste Disposed (m³) during 2022 and 2024



Inspection of Local Aids to Navigation

As a local lighthouse authority we exercise our functions in accordance with our safety management system. The provision and level of aids to navigation provided is based on formal risk assessment. The characteristics and availability of all aids to navigation comply with internationally agreed guidelines, applied in consultation with the General Lighthouse Authority (Trinity House).

It is a requirement under the Merchant Shipping Act 1995 that an inspection of the Local Aids to Navigation in all harbours is carried out annually by an officer from Trinity House. Inspections were undertaken by Trinity House at Bude, Newquay, St Ives, Penzance, Truro and Penryn. All were found to be compliant. Monthly inspections are undertaken through Harbour Assist. The target for all Category 3 Aids to Navigation is 97% (IALA performance threshold).

- Bude – 100%
- Newquay (Harbour) – 100%
- Newquay (Gannel) – 100%
- St Ives – 97.7% (buoy off station/unlit - restored)
- Penzance – 86.19% (lock gate traffic control signal fault – replacement system ordered)
- Truro, Penryn, Prince of Wales Pier – 99.33%
- Saltash – 100%



Surveys

A database of hydrographic surveys has been developed and all surveys uploaded to our Marine Safety Management System. Where suitable files are held these are also loaded into our GIS system. The below table provides information on the current survey status. Portreath, Portscatho and Portwrinkle require surveys to be undertaken following the Harbour Empowerment Order made in 2023.

Date	Location	Description	Frequency	Status
19/09/2023	Bude	Bude Inner Harbour	2 yearly	Current
No data	Bude	Outer harbour limits	10 yearly	Required
16/02/2022	Falmouth	Prince of Wales Pier, Falmouth	5 yearly	Current
26/11/2013	Newquay	Newquay Harbour	10 yearly	Current
01/06/2016	Penryn	Penryn River East	5 yearly	Overdue
26/03/2024	Penryn	Penryn River West	5 yearly	Current
19/09/2024	Penzance	Penzance Harbour	Annually	Current
No data	Portreath	All harbour limits	10 yearly	Required
No data	Portscatho	All harbour limits	10 yearly	Required
No data	Portwrinkle	All harbour limits	10 yearly	Required
27/11/2013	St Ives	St Ives Harbour	10 yearly	Overdue
21/10/2024	Truro	Truro River Malpas to South of Church Creek	5 yearly	Current
21/10/2024	Truro	Truro River Malpas to South of Church Creek	5 yearly	Current
16/09/2024	Truro	Truro River, Truro Harbour Office	2 yearly	Current



Harbour Byelaws and Directions

Harbour byelaws and Directions for the ports and harbours are an integral part of the Port Marine Safety Code and need to be reviewed and updated when required.

Since the making of The Cornwall Harbours Harbour Revision Order 2023 the power to make General Directions has been granted to Cornwall Council. General Directions which will significantly enhance the legislation to manage the ports and harbours in a safe and efficient manner.

It is planned that a set of combined General Directions will be issued across all harbours with some harbour specific Directions made in addition where required. Until these are in force existing Byelaws, published on the Website and at Harbour Officer, will remain in force.

“ General Directions which will significantly enhance the legislation to manage the ports and harbours in a safe and efficient manner. ”

Environment

There are a number of areas around, and in, a number of the harbours that are designated Special Areas of Conservation, Special Protection Area or Marine Conservation Zones.

The Conservation (Natural Habitats &c) regulations 1994 require relevant authorities (those organisations with statutory powers and duties for the marine environment) within, or adjacent to a European marine site to be responsible for the management of the site.

Under the Countryside and Rights of Way Act 2000 the harbour authority, as a relevant authority, shall have regard to Areas of Outstanding Natural Beauty.

The ISO 14001:2015 accredited Environmental Management System for all of the ports and harbours, was updated in March 2021 and recertification gained. This is subject to 6 monthly internal and external audits.

Training

Internal and external training requirements are set out in detail for all roles within the Training Matrix. A regular review of requirements is undertaken. Maritime Assistants are working towards the British Marine Marina Operative Qualification and during 2024 a maritime specific First Aid was undertaken by all staff. Regular Oil Spill refresher training is also undertaken.

Activity within our Ports and Harbours

Commercial Sector

Commercial lay-up moorings in the River Fal continue to be offered providing ship owners with a cost-effective option. During 2024 a tug and motor yacht have continued to make use of the facility.

Shipping to Lighterage Quay, Truro ceased in 2024 with the principal customer, exporting scrap changed to use road haulage. The increasing size of coastal trading vessels proved to be too challenging when chartering ships to meet the restricted tidal conditions required for the berth. If commercial shipping is to return to this berth in the future dredging and Pilotage Training will need to be assessed and implemented.

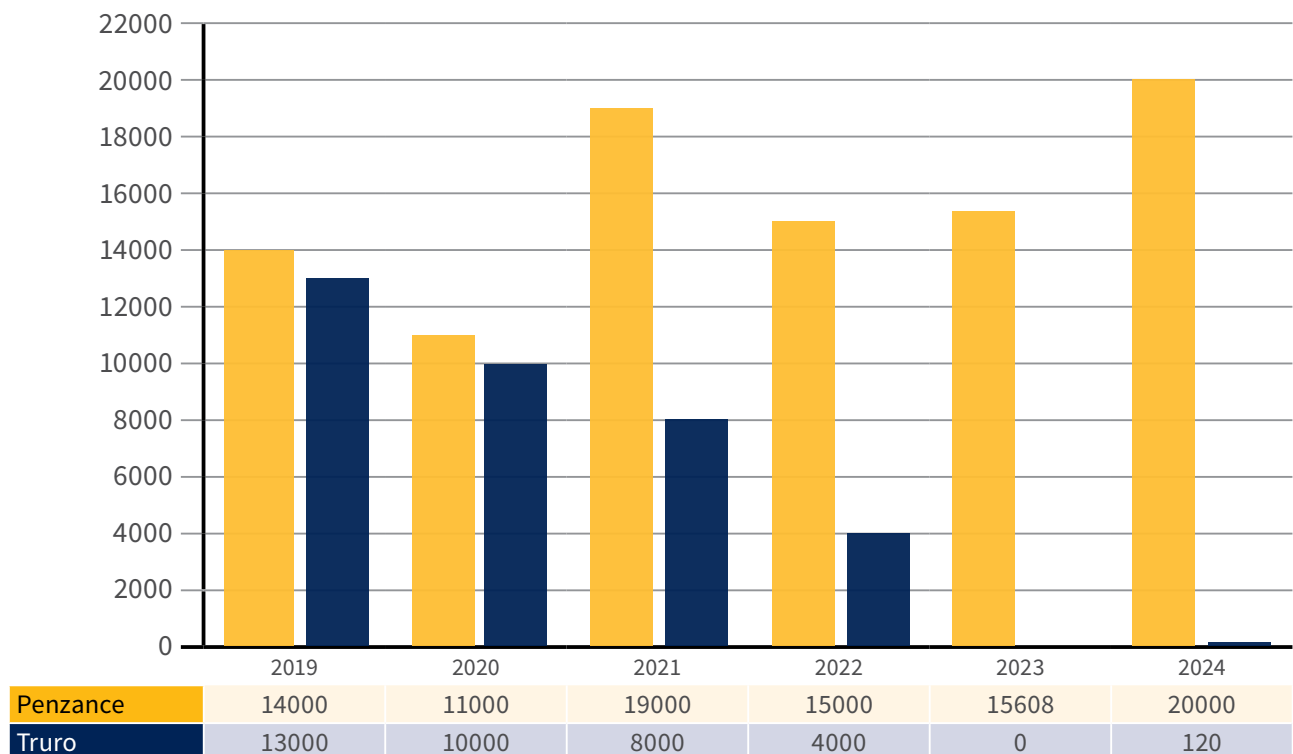
Penryn's Exchequer Quay continues to be used as a commercial facility and has been used for loading stores for vessels at anchor. It also continues to be the homeport of a number of small commercial vessels and hosted a Thames Barge for much of 2024.



Penzance Harbour offers facilities for the handling of passengers and a wide variety of freight to and from the Isles of Scilly. The harbour is also the principle facility for all freight and construction material used on the Islands and regularly handles heavy plant via the slipway facility.

At St Ives there continues to be 17 passenger boats offering a variety of sightseeing trips from the harbour. These have a combined capacity of 233 passengers and operate up to 10 trips daily between April and October.

Commercial Cargo Volumes (tonnes)



*Source Department for Transport

Fishing Sector

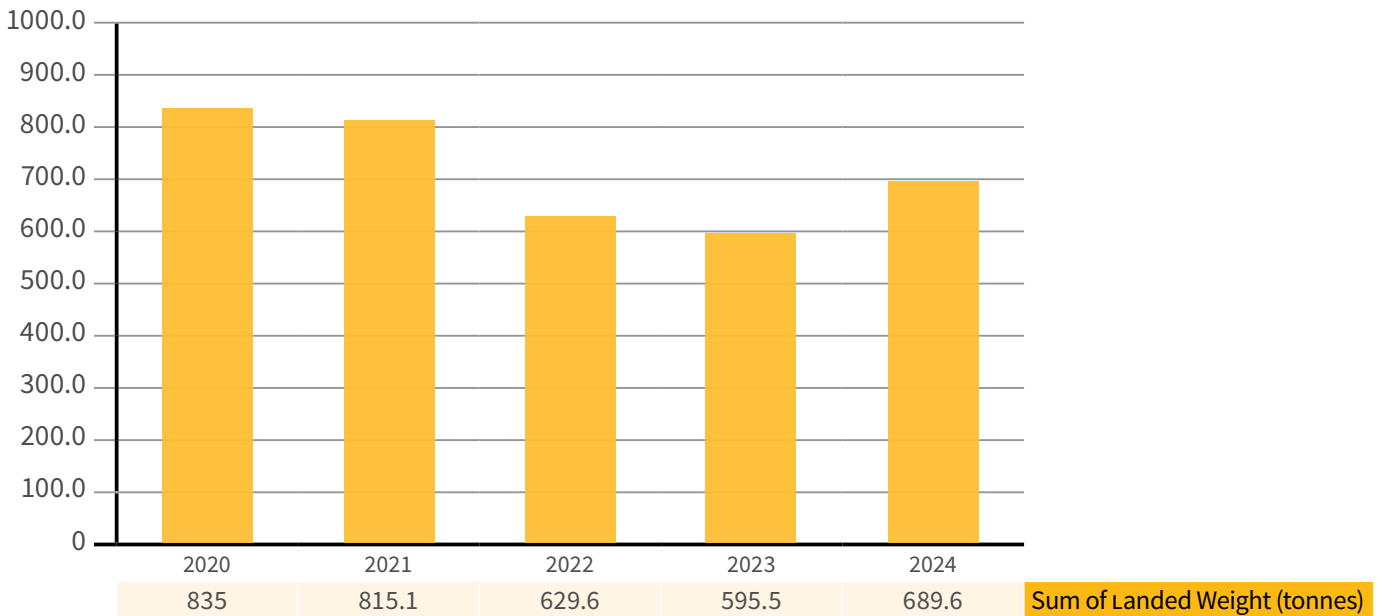
Penzance, Newquay and St Ives are heavily used by the fishing industry for the landing of fish and shellfish. There are also fish landings at Portreath, Portscatho, Penryn, Mylor (Port of Truro) and Bude. There are currently 89 registered fishing vessels in our harbours.

Facilities provided for the sector at our harbours include ice machines, fish landing davits, bait stores and fridges.

At Penzance fish is landed directly to lorries for onward transport to market and an established Marine Engineering Business is heavily involved in supporting the fishing industry.

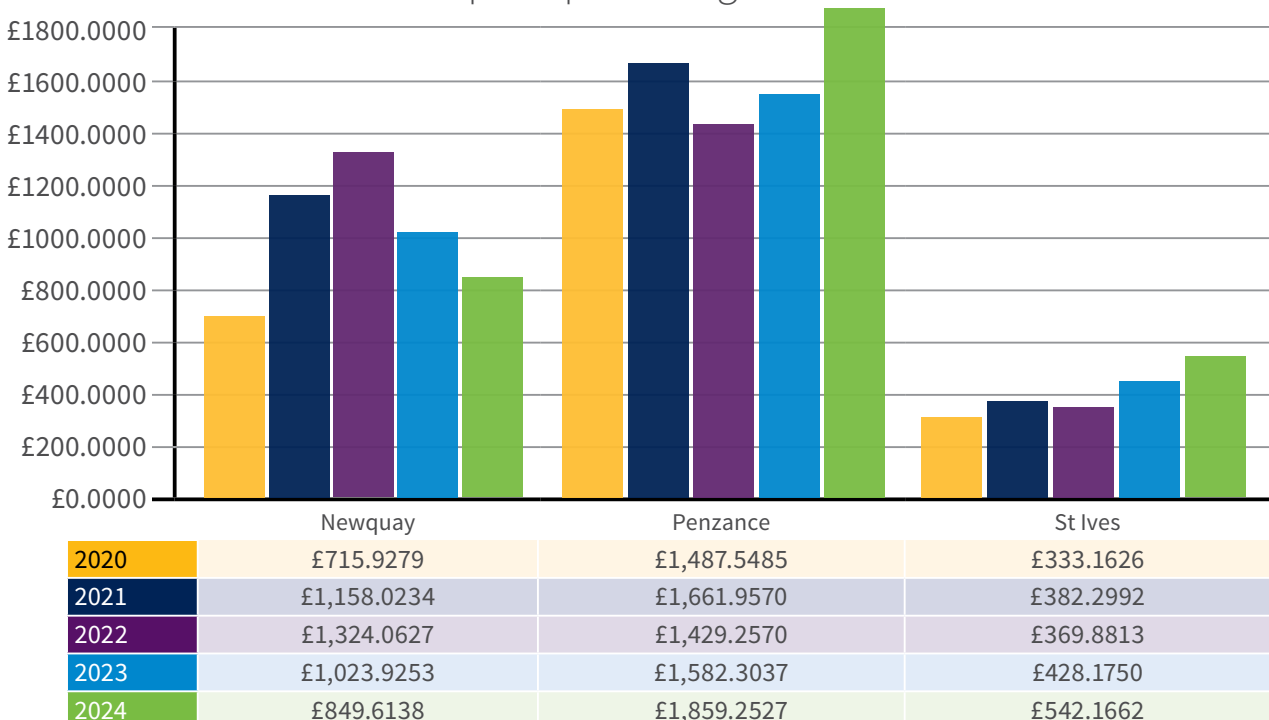
Fuel facilities are provided at Newquay and St Ives which are available out of hours.

Cornwall Harbours Combined Fish Landings



*Source Marine Management Organisation.

Value of fish landed at our 3 principal fishing harbours



Leisure Sector

All of the ports and harbours cater for the leisure market to varying levels, some exclusively so. Facilities include spaces for small dinghies or kayaks, swinging moorings, pontoon berths, quay berths, storage ashore and lay up facilities for large superyachts.

Malpas Marina, near Truro was purchased in 2018 in order to protect access to the water, to continue to provide for pleasure boat landings and to safeguard mooring facilities for its existing customers. The pontoon system was expanded to enhance facilities for visiting vessels and a small café and farm shop is located in one of the commercial units on site. Shower and toilet facilities are also available.

Fees and charges are reviewed by Cornwall Harbours Board on an annual basis and then recommended to the Full Council for adoption. The policy is to collectively manage the ports and harbours as a financially self-sustaining enterprise with prices set appropriately considering other objectives. To promote the ports and harbours a new website was launched in early 2021 – www.cornwallharbours.co.uk

In some harbours, areas are leased to clubs and associations to manage their own facilities themselves, although they will continue to be within harbour limits and subject to the normal



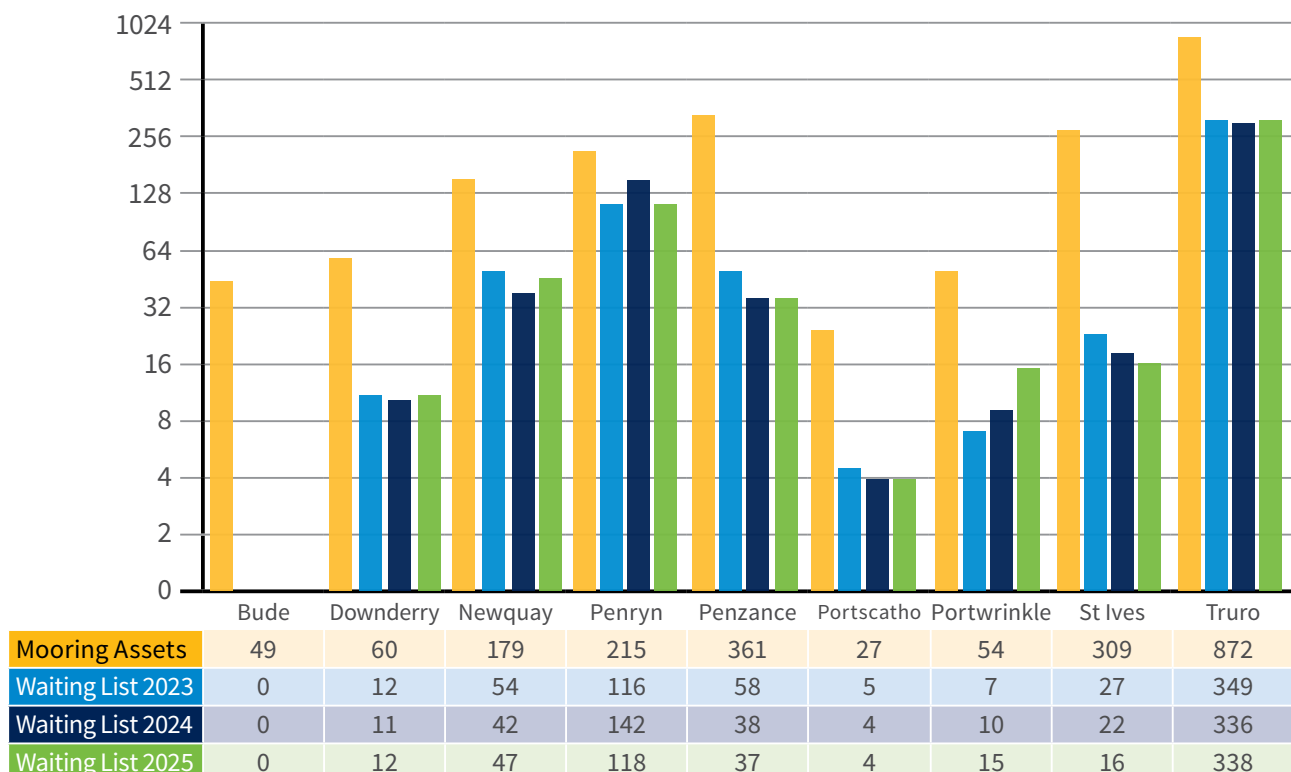
rules and regulations contained within harbour byelaws and other legislation.

Additionally, there are a large number of businesses operating within the harbours including boat hire companies, pleasure boat trips, marinas and boatyards. Fuel facilities are provided at Newquay, St Ives and Penzance.

Licensing of Boats and Boatmen

The Licencing of Boats and Boatmen is also undertaken in a number of locations in Cornwall whereby any vessel let out for hire or carrying up to 12 passengers, and not going beyond categorised waters, has to have an inspection and examination. Over the last year there have been approximately 200 vessels (including kayaks) licenced and 55 Boatmen examined for a licence or having a renewal.

Cornwall Harbours Mooring Assets and Waiting Lists - August 2024



*Source Harbour Assist (Harbour Management Software)

Financial information

Financial Year 1 April 2024 to 31 March 2025

Combined Harbours Board Budgets

	2024/25	2023/24	2022/23
Operating Income	(£2,895,782)	(£2,984,799)	(£2,647,485)
Expenditure	£2,518,430	£2,813,453	£2,368,724
Operating Deficit/(Surplus)	(£377,352)	(£171,346)	(£278,761)

Individual Harbour Budgets

Bude Harbour

	2024/25	2023/24	2022/23
Operating Income	(£113,622)	(£73,452)	(£76,556)
Expenditure	£92,103	£89,033	£79,140
Operating Deficit/(Surplus)	(£21,519)	£15,581	£2,584

Newquay Harbour

	2024/25	2023/24	2022/23
Operating Income	(£277,818)	(£302,255)	(£317,571)
Expenditure	£289,870	£296,952	£316,243
Operating Deficit/(Surplus)	£12,052	(£5,303)	(£1,328)

Portreath Harbour

	2024/25	2023/24	2022/23
Operating Income	(£13,632)	(£7,955)	(£12,755)
Expenditure	£40,081	£18,995	£5,603
Operating Deficit/(Surplus)	£26,449	£11,040	(£7,152)

St Ives Harbour

	2024/25	2023/24	2022/23
Operating Income	(£321,628)	(£382,650)	(£384,052)
Expenditure	£282,707	£284,945	£313,744
Operating Deficit/(Surplus)	(£38,921)	(£97,705)	(£70,308)

Penzance Harbour

	2024/25	2023/24	2022/23
Operating Income	(£706,874)	(£862,960)	(£637,518)
Expenditure	£554,615	£813,003	£563,158
Operating Deficit/(Surplus)	(£152,259)	(£49,957)	(£74,360)

Prince of Wales Pier, Falmouth

	2024/25	2023/24	2022/23
Operating Income	(£103,980)	(£80,225)	(£73,167)
Expenditure	£96,749	£105,727	£51,741
Operating Deficit/(Surplus)	(£7,231)	£25,502	(£21,426)

Penryn Port and Harbour

	2024/25	2023/24	2022/23
Operating Income	(£241,067)	(£201,019)	(£187,822)
Expenditure	£151,679	£161,913	£112,458
Operating Deficit/(Surplus)	(£89,388)	(£39,106)	(£75,364)

Truro Port and Harbour

	2024/25	2023/24	2022/23
Operating Income	(£635,141)	(£622,626)	(£590,116)
Expenditure	£498,177	£507,411	£492,398
Operating Deficit/(Surplus)	(£136,964)	(£115,215)	(£97,718)

Portscatho Harbour

	2024/25	2023/24	2022/23
Operating Income	(£13,758)	(£13,571)	(£14,465)
Expenditure	£26,093	£38,743	£17,564
Operating Deficit/(Surplus)	£12,335	£25,172	£3,099

Portwrinkle Harbour

	2024/25	2023/24	2022/23
Operating Income	(£5,005)	(£5,614)	(£30,003)
Expenditure	£9,430	£10,733	£27,247
Operating Deficit/(Surplus)	£4,425	£5,119	(£2,756)

Reserves balances as at 31 March 2025

Cornwall Harbours General Reserve Fund	£594,730
Port of Truro Reserve	£646,346
Port of Penryn Reserve	£671,482

Asset Register

Truro

Port of Truro including:

- Fundus and Foreshore (including all leases within)
- Worth's Quay
- Town Quay including Car Park
- Lighterage Quay with all Buildings and Compounds
- Roundabout Site at Newham
- Harbour Office, Offices, Stores and Compound
- Weighbridge Office, Town Quay
- Workshop and Compound, Newham
- Office Block, Newham
- Malpas Marina and House
- Floating Plant and Pontoons
- Pontoon and Landing Stage at Boscawen Park
- Slipways at Boscawen Park, Sunny Corner and Malpas
- Lay-up Moorings, River Fal
- Buoys, Beacons, Navigation Lights, Moorings and Signage



Penryn

Port of Penryn including:

- Fundus and Foreshore (including all leases within)
- Exchequer Quay including Pontoons and Landing Stage
- Exchequer Quay Car Park
- Public Conveniences
- Harbour Office, Compound and Workshop
- Ex-Dockers Hut
- Church Beach Slipway
- Church Beach Dinghy Park
- Ponsarden Pontoons
- Public Pontoon
- Buoys, Beacons, Navigation Lights, Moorings and Signage



Newquay

Newquay Harbour including:

- North Quay
- South Quay
- Central Island (The Jetty)
- Harbour Office and Workshop
- Freezer Room and Bait Store
- Treffry Building
- Slipway
- Booking Kiosks
- Harbour Car Park
- Active Cellars, Stores and car park
- Fly Cellars and Shelter
- Newquay Rowing Club
- Newquay Sailing Club and Storage areas
- RNLI Building
- Fly Cellars including Shelter and Promenade
- Public Conveniences
- The Tunnel
- Mooring Chains
- Cranes
- Buoys, Beacons, Navigation Lights, Moorings and Signage



St Ives

St Ives Harbour including:

- Smeaton's Pier including two Lighthouses
- Harbour Office
- Car Park
- Fisheries Building including Stores, Fuel Store, Ice making and Storage Room
- Harbour Masters Store (Porthgwidden)
- West Pier
- New Pier and Groyne
- Sloop Slipway
- Wharf Steps
- Small slipway adjacent to RNLI slipway
- Beach and Foreshore
- The Wharf including slipway
- Cranes
- Buoys, Beacons, Navigation Lights, Moorings and Signage



Penzance

Penzance Harbour including:

- South Pier including Colonnade Building, Former Gas House and Ticket Office
- Lighthouse Pier with Lighthouse
- Wet Dock and Gate
- West Pier, Sheds 1 (Boston Shed), 2, 3 and 4, Ballast Plots
- Former Harbour Masters Office
- North Arm with Rank Building
- Harbour Office, Toilets and Showers
- Buccaneer Shell Shop
- Dockers Rest Café
- Old Smithy
- Shell Shop Slipway
- Abbey Slip and Basin
- Part Wharfside Car Park and Sailing Club Pen
- Zennor Gig Club
- Albert Pier with Penzance Sailing Club and Pens, Sheds 3, 4 and 5, Penwith College/Canoe Club,
- Penwith College Building, The Old Mortuary, Former Engine Shed A and B and the Old Ammunition Store.
- Albert Pier pontoons
- Albert Pier Slipway
- Buoys, Beacons, Navigation Lights, Moorings and Signage



Bude

Bude Harbour including:

- Breakwater
- Budehaven Moorings Area
- Old Lifeboat House
- Slipway
- Navigation marks and light
- Inner Harbour
- Wharfside Car Park
- Sea Lock and Gates
- Boat Hire Building and Parking spaces
- The Wharf



Portreath

Portreath Harbour including:

- Inner and Outer Harbour
 - Turning Area
 - Finger Pier Eastern Breakwater
 - Huts (2)
 - Wave Breaker
 - HMCG Building
 - Portreath Harbour Association Building and Ice Room
 - Open area adjacent to Finger Pier
 - Mooring Chains
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Portwrinkle

Portwrinkle Harbour including:

- Landing Stage
 - The Quay
 - Dinghy Racks and Storage Areas
 - Slipway
 - Kayak Rack
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Portscatho

Portscatho Harbour including:

- Breakwater and Landing Stage
 - The Porth and Shelter
 - The Lugger Slipway
 - Fishermen's Shelter and Winch House
 - Telephone Box
 - Slipway (Harbour Court)
 - Shelter
 - Navigation Mark and Signage
 - Mooring Chains
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Prince of Wales Pier

The Pier including Solid and Suspended Sections:

- Landing Steps
 - Prince of Wales Pier Approach (Market Strand)
 - Café
 - Shop
 - Visitor Information Centre
 - Booking Kiosks
 - Pier Masters Kiosk
 - Navigation Lights
-



**If you would like this information in another
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