



CORNWALL
COUNCIL
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Ports and harbours business plan

2020/2021



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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.

This fit for purpose, bespoke Board will, 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.

These 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.

The ultimate aim is to ensure financial sustainability for the benefit of the ports and the stakeholders without having to be supported by Council taxation and to maximise their economic and social contribution to Cornwall.

The ten ports and harbours are Bude, Newquay, Portreath, St. Ives, Penzance, Prince of Wales Pier, Penryn, Truro, Portscatho and Portwrinkle. In addition, there are Council owned maritime assets at Saltash, Downderry, Cawsand, Fowey and Looe.

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

“ The Harbours Board is a dedicated committee that manages all of the municipal ports and harbours in Cornwall and will make decisions provided that they are within the Council budget and policy. ”



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

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. Harbour Orders relevant to Bude date from 1819 to 1960.

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.

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.

Portreath 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 (40 hectares), 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 landing stage with walkway attached.

It 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 (1000 hectares) in size contained within the northern part of the Fal Estuary complex from Mylor to Truro. The main commercial berth is Lighterage Quay, the largest in Cornwall, together with other berths at Worth's Quay, Town Quay, Garras Wharf and Landing Stages at Trelissick Gardens and Boscawen Park. It has Harbour Orders dated between 1883 and 1928.

The Port of Truro is multi-functional in that the large area it encompasses includes laid-up shipping berths, commercial cargo handling facilities for coasters, fishing and aquaculture, rental of foreshore and fundus for marine related businesses such as marinas, boatyards, pontoons, landing stages together with leisure craft moorings for local and visiting boat owners.

In addition, it 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. It is a non-statutory harbour authority and does not have any Harbour Orders.

The harbour caters for a number of small boats and kayaks which are either moored in or launched from the slipways.

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

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 there is also the following:

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 and Cawsand has a small dinghy park for 15 craft which is now managed by the Parish Council.

Corporate governance

The Ports Good Governance Guidance (March 2018) has now replaced the Municipal Ports Review (May 2006) and it reaffirms that establishing a Harbour Management Committee to govern a harbour is one way in which Local Authorities can incorporate good governance principles. The Harbours Board is a dedicated committee that manages all of the municipal ports and harbours in Cornwall and will make decisions provided that they are within Council budget and policy.

The Board consists of 12 members made up of 6 councillors appointed by the Full Council and 6 independent members who have been appointed following a skills audit.

In addition, up to four members (non-voting) may be co-opted onto the Board and these positions are currently filled by the respective Chairs of the larger harbour stakeholder groups.

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

A study (Review of Local Authority Ports and Harbours in Cornwall – Fisher Associates (October 2014)) has advised on governance, staffing, income potential and assets and liabilities. The study recommends the following institutional policy:

1. The Maritime Strategy sets the overall socio-economic and environmental context for Cornwall Council's Harbours
2. Cornwall Council's fondness for its own Harbours reflects their close association with communities
3. Continued ownership will enable the Harbours to benefit from economies of scale, and access higher level management expertise that individual Harbours would struggle to obtain, and provide strong safeguards for their future
4. Cornwall Council is ambitious for the Harbours in its ownership to be a strong part of the economic and environmental future of Cornwall
5. Cornwall Council will support this by placing its Harbours into an institutional setting that allows them to flourish considering their singular nature within and proportionality to Cornwall Council's wider activities
6. Cornwall Council will therefore pursue the hybrid 'trust/municipal' option which involves creating a new 'Cornwall Harbour Authority', under a modern fit for purpose and well observed regulatory regime

The Harbours Board recommended to Council that the preferred port model is pursued and that a new proposed Harbour Order is now drafted around this model.

As a result, all known stakeholders, agencies, authorities, Town and Parish Councils have been initially consulted.

Full Council agreed (July 2016) that the preferred option should go ahead and all appropriate assets in the harbours and the limits themselves have been identified to ensure that they support the preferred model, and which was agreed by Cabinet (November 2016).

A Draft Harbour Revision Order (HRO) has now been prepared following Full Council agreement (April 2017). This has now been refined following

further consultation, and which has been recommended by the Harbours Board to Full Council (July 2019) where it was resolved to commence the process of applying for a new order to cover all ten Council owned ports and harbours.

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, EDF 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.

The ports comply with the Port Marine Safety Code (PMSC – updated November 2016) and observe the 'Guide to Good Practice on Port

Marine Operations' (February 2017) as a reference. In addition, the ports Safety Management System and risk assessments have been developed.

Formal Safety Assessments (FSA's) have been undertaken for the following:

Bude	January 2011
Newquay	March 2012
Portreath	May 2014
St Ives	March 2013
Penzance	April 2011 (Updated Navigational Risk Assessment for the 'Mali Rose' June 2016)
Penryn	October 2010 (Reviewed July 2018)
Truro	October 2010 (Reviewed July 2018)
Portwrinkle	July 2016
Portscatho	December 2016
Prince of Wales Pier (Falmouth)	January 2019

All risks were recorded as being 'as low as reasonably practicable' (ALARP).

A Letter of Compliance was sent to the Maritime and Coastguard Agency (MCA) by the Chairman of the Council in May 2018 indicating that the ports and harbours meet the standards required by the Port Marine Safety Code. This exercise is required every three years.

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.

Marine Accident Reporting and Investigation is also undertaken as required by the Merchant Shipping (Accident Reporting and Investigation) Regulations 2005 and best practice.

With regard to counter oil pollution measures there is a Tier 2 response contract in place with a responder for the Ports of Truro, Penryn and Penzance.

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 the new ISO 14001:2015 standard.

In addition, there is a Special Area of Conservation (SAC) Management Plan for an area which is within the port of Truro with a proposed Special Protection Area (SPA) which will cover from Falmouth Bay to St Austell Bay and which will again include part of the port of Truro.

A Marine Conservation Zone (MCZ) has also been established at Newquay and another 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 laid-up shipping up to 190 m in length. These moorings are used by a variety of types of vessel (i.e. refrigerated cargo, bulk carrier, ro-ro, general cargo etc.) and for any time period which could be for a short period following detention and arrest or long-term lay-up which could be for a number of years.

Some limited amount of cargo handling takes place at Lighterage Quay at Newham which has increased over the last year and a new traditional boatyard building classic wooden vessels has also been established.

There is a small aquaculture site for growing mussels in an area south of King Harry Ferry and which is also attracting interest for growing native oysters.

“ Our moorings policy seeks to help by giving priority to licensed commercial fishing boats. Other practical measures for the fishing industry include the provision of storage facilities, net bins, ice-making plant, bait store, cranes and fuel supply. ”

Within Penryn the main commercial interest is the use of Exchequer Quay which is used by a small number of fishing vessels and marine civil engineering craft. There are some small shipping movements at Ponshardon supporting the marine offshore renewables industry.

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.

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

St Ives Harbour has a large handlining mackerel fleet together with a number of passenger tripping boats, leisure moorings and hire craft.

Penzance Harbour is the base for the Isles of Scilly Steamship Company which operates a freight and passenger service to the Scillies together with the Dry-Dock which provides a ship repair service in the harbour. There is also a marine engineering company operating in the harbour together with modest fish landings.

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

Bude, Portreath, Portscatho and Portwrinkle harbours each have a small number of commercial fishermen operating from them.

Our moorings policy seeks to help by giving priority to licensed commercial fishing boats and others earning their living from the sea. Other practical measures for the fishing industry include the provision of storage facilities, net bins, ice-making plant, bait store, cranes and fuel supply.

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)

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.

“ All of the Ports encourage the use of the harbours for recreational purposes provided safety and environmental concerns are addressed. ”

Initiatives

Current plans

The sea lock operating machinery in Bude harbour is continuing the on-going process of being overhauled with new paddle gears being recast and fitted together with re-pointing work. We are currently waiting the craning out of one of the sea lock gates to replace the lower pin.

The wall alongside the River Neet has been pressure pointed and grouted in order to fill the voids within it.

The seaward end of North Quay in Newquay has been re-piled at a cost of £1.25M as part of the coastal sea defence programme.

The Prince of Wales Pier is undergoing repointing along the eastern face of the solid part of the Pier and studies are in progress to look at placing pontoons alongside for better access.

In Truro, applications for dredging and spoil disposal have been made to the Marine Management Organisation for maintenance dredging and slipway clearance in the harbour. Following the purchase of Malpas Marine we are awaiting planning consent to increase the pontoon berthing.

Penzance Harbour has had a survey undertaken on the Wet Dock Gate together with re-pointing areas on the Lighthouse Pier, North Pier Knuckle, Shellshop Slipway and Albert Pier. Further resurfacing works will be undertaken on North Quay.

The winter storage area in Penzance Harbour is in the process of being altered as car park improvements take place. This will hopefully allow us to work more closely with the sailing club and event organisers to improve access to the water from the slipway by taking back part of the car park.

A number of our smaller ports and harbours have taken advantage of European funding in order to provide facilities for the fishing industry in the form of net storage boxes, ice-making equipment, refurbishment of a building, cranes, fuel facility etc. at Bude, Newquay, Portreath and Penryn.

There continues to be devolvement of facilities to Saltash Town Council, and this is expected to be recommenced in 2020 with the next phase of assets being passed over.

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.

We are leading on a project to supply 250 lifejackets with personal locator beacons on them to fishermen in Cornwall.

The Maritime Service has recommenced a staffing review following the 'Review of Local Authority Ports and Harbours in Cornwall' (Fisher Associates November 2014) which is part of a wider review for the Environment Service.

Future plans

The slipway at Church Beach, Penryn will undergo a repair and refurbishment programme in order to address problems experienced with the surfacing and the Ponshardon pontoons will undergo a maintenance programme during the next twelve months.

Improved arrangements to the pontoon, toilet and shower and office will be made at the site at Malpas to improve access to and from the water.

A project is underway to look at a replacement Wet Dock Gate and Ram for Penzance Harbour.

The Middle Lighthouse on Smeaton's Pier in St Ives requires new replacement window frames.

Work is on-going to develop a new Harbour Revision Order, Harbour Limits and a Memorandum of Understanding to bring all of the ten ports and harbours together.

A number of harbours are applying for dredging/disposal licences in order to ensure access is maintained.

Management and personnel

Cornwall Council is a single unitary authority which replaced the former Cornwall County Council and six District Councils on the 1 April 2009.

Following further re-organisation of the Council the Maritime Section is now 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 and 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 (Restronguet 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, Fowey, Looe, Donderry and Cawsand.



Financial information

Port of Truro

2020/2021 Budget

Expenditure	£
Employee Related	88,000
Premises	112,000
Transport	29,000
Supplies and Services	38,000
Third Party Payments	9,000
SLA (Recharge)	181,000
	457,000
Income	£
Rents received	-207,000
Foreshore Licences	-15,000
Maritime income	-25,000
Lay-up fees	-10,000
Dues on Ships	-20,000
Dues on Passengers	-2,000
Mooring Fees	-40,000
Quay dues	-9,000
Private/comm/beach moorings	-160,000
Visitor Moorings	-26,000
	-514,000
Contribution to specific reserve	-57,000

Port of Penryn

2020/2021 Budget

Expenditure	£
Employee Related	31,000
Premises	55,000
Transport	1,000
Supplies and Services	18,000
Third Party Payments	22,000
SLA (Recharge)	34,000
	161,000
Income	£
Rents received	-55,000
Car Park	-25,000
Maritime income	-6,000
Dues on Passengers	-7,000
Quay dues	-3,000
Private/comm/beach moorings	-70,000
	-166,000
Contribution to specific reserve	-5,000

Newquay Harbour

2020/2021 Budget

Expenditure	£
Employee Related	26,000
Premises	34,000
Supplies and Services	118,000
Third Party Payments	4,000
SLA (Recharge)	15,000
	197,000
Income	£
Sale of materials or products	-111,000
Rents received	-30,000
Car Park	-25,000
Maritime income	-13,000
Private/comm/beach moorings	-33,000
	-212,000
Contribution to specific reserve	-15,000

Bude Harbour

2020/2021 Budget

Expenditure	£
Employee Related	17,000
Premises	19,000
Supplies and Services	4,000
SLA (Recharge)	6,000
	46,000
Income	£
Rents received	-11,000
Maritime income	-2,000
Lay-up Fees	-1,000
Mooring Fees	-6,000
	-20,000
Deficit funded by General Fund	26,000

St Ives Harbour

2020/2021 Budget

Expenditure	£
Employee Related	72,000
Premises	26,000
Transport	2,000
Supplies and Services	55,000
SLA (Recharge)	12,000
	167,000
Income	£
Sale of materials or products	-47,000
Rents received	-45,000
Car park income	-55,000
Maritime income	-3,000
Passenger Dues	-5,000
Quay Dues	-5,000
Mooring Fees	-40,000
Visitor Moorings	-2,000
	-202,000
Contribution to specific reserve	-35,000

Prince of Wales Pier

2020/2021 Budget

Expenditure	£
Employee Related	21,000
Premises	37,000
Supplies and Services	3,000
Third Party Payments	4,000
SLA (Recharge)	12,000
	77,000
Income	£
Rents received	-32,000
Maritime income	-1,000
Permits to Ply for Hire	-37,000
	-70,000
Deficit unded by General Fund	7,000

Penzance Harbour

2020/2021 Budget

Expenditure	£
Employee Related	211,000
Premises	102,000
Transport	6,000
Supplies and Services	58,000
Third Party Payments	24,000
SLA (Recharge)	25,000
	426,000
Income	£
Electricity	-6,000
Sale of materials or products	-29,000
Rents received	-134,000
Maritime income	-24,000
Dues on Ships	-150,000
Dues on Goods	-40,000
Dues on Passengers	-14,000
Mooring Fees	-35,000
Quay Dues and Visitor Moorings	-35,000
Hire of Maitime Services	-5,000
	-462,000
Contribution to specific reserve	-36,000

Portreath Harbour

2020/2021 Budget

Expenditure	£
Premises	27,000
SLA (Recharge)	6,000
	33,000
Income	£
Rents received	-8,000
	-8,000
Deficit funded by General Fund	25,000

Portscatho Harbour

2020/2021 Budget

Expenditure	£
Premises	7,000
Supplies and Services	8,000
SLA (Recharge)	3,000
	18,000
Income	£
Mooring Fees	-7,000
Harbour Dues	-6,000
	-13,000
Deficit funded by General Fund	5,000

Saltash, Portwrinkle and Downterry

2020/2021 Budget

Expenditure	£
Employee Costs	5,000
Premises	11,000
Supplies and Services	1,000
SLA (Recharge)	5,000
	22,000
Income	£
Rents Received	-6,000
Maritime Income	-2,000
	-8,000
Deficit to be funded by General Fund	14,000

Port and harbour reserves

Truro	Balance as at 1 April, 2019 £	Forecasted Movement		Balance as at 31 March, 2019 £
		To Reserve £	From Reserve £	
Reserve				
Port of Truro B8302	319,812.74	56,000.00	0.00	375,812.74
Total	319,812.74	56,000.00	0.00	375,812.74

Penryn	Balance as at 1 April, 2019 £	Forecasted Movement		Balance as at 31 March, 2019 £
		To Reserve £	From Reserve £	
Reserve				
Port of Truro B8301	511,257.35	33,000.00	0.00	544,257.35
Total	511,257.35	33,000.00	0.00	544,257.35

Terms used

a) Municipal Ports Review

This refers to the study of ports under local government ownership that was undertaken by the Department for Transport and the Department for Communities and Local Government in May 2006. It has now been superseded by the Ports Good Governance Guidance in March 2018.

b) Ports Good Governance Guidance

This guidance produced in March 2018 primarily applies to all Statutory Harbour Authorities (SHA's) in England whose powers and duties in respect of a harbour are set out in legislation, but its principles are also relevant to all organisations that own or manage harbour and port facilities.

c) Harbour Orders

Harbour Orders define who is responsible for enacting them (the 'Undertakers'), the geographical area covered by the Orders, the activities that may be carried out in the harbours together with any financial constraints.

d) Licensing of Boats and Boatmen

Boats let out for 'hire or reward' and which can carry up to twelve passengers without going 'to sea' (i.e. inside Category D waters) are required to be inspected and the Boatman qualified.

Interaction between plans and policies

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.



Sustainable Strategy for Local Authority Ports and Harbours in Cornwall

A study (Sustainable Strategy for Local Authority Ports and Harbours in Cornwall – Fisher Associates (November 2014)) reviewed and update the previous Sustainable Strategy as a guide and a template for the sustainability for all of the municipal ports and harbours. The Sustainable Strategy concluded that the *raison d'être* for Cornwall Council harbours should be based on the following five key elements:

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.

Port Masterplan

The Port Masterplan for Truro and Penryn is a physical but flexible expression of the future vision for the harbours and has been prepared as part of an integrated package of measures to adopt best practice detailed in the Municipal Ports Review.

The goal is to develop a vision that is consistent with the Sustainable Strategy and permits the harbours to be managed in a financially self-sustainable way in the long term.

A Port Management Plan has also been undertaken for Penzance Harbour which sets out a future vision for the harbour, taking into account the role and responsibilities of the statutory harbour undertaking and the needs and aspirations of existing and future customers and stakeholders.

Business Plan

The Business Plan for the Ports and Harbours is a written document that describes the business, its objectives, its strategies, the market it is in and its financial forecasts. It is a living document and will require updating and modifying as circumstances change.

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.

The Port Marine Safety Code was reviewed in November 2016.

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.

The Guide to Good Practice on Port Marine Operations was reviewed in February 2017.

Leading Lights

In 2006 the Department for Transport (DfT), the Department of Communities and Local Government (CLG) and the Welsh Government carried out a review of Municipal ports around England and Wales covering 61 ports the largest being Portsmouth, Ramsgate and Workington.

The review concentrated on accountability and decision making, strategy and business planning, management and performance review and finances and also explored practical options for development and improvement such as the establishment of a harbour management committee.

In July 2012 the British Ports Association, together with the Department for Transport, Department of Communities and Local Government and the Welsh Government commenced the process of refreshing the 'Leading Lights' (Beacon equivalence status) criteria for municipal ports wishing to show that they have taken up the best practice outlined in the Municipal Ports Review.

Cornwall Council already has this award for the Ports of Truro and Penryn and it is the intention to include other ports within the Harbours Board.

**If you would like this information in another
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