

maritime

Corporate Governance

Ports of Truro
and Penryn



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Ports of Truro and Penryn

Carrick District Council (CDC) is the Statutory Harbour Authority for the Port of Truro covering approximately 2,500 acres contained within the northern part of the Fal Estuary complex in Cornwall. The estuary is nine miles from its head at Truro to the mouth at Falmouth, and the Truro Harbour Authority is responsible for the top six miles. The Council is also the Statutory Harbour Authority for the Port of Penryn, comprising some 100 acres, located in the western part of the estuary.

The Ports of Truro and Penryn host diverse activities including:

- Commercial coasting facilities for vessels up to 2000 tonnes dwt.
- Maerl (calcified seaweed) extraction and processing.
- Laid up moorings for vessels up to 219 metres in length.
- Moorings for leisure craft (c1800). There are more leisure craft berths and moorings in Truro and Penryn than in any port in Cornwall & the Isles of Scilly.
- Moorings and alongside berths for fishing vessels and other commercial craft.
- Marinas, boatyards and other marine related businesses.
- Small passenger carrying craft and ferries.
- Other leisure based activities including water skiing, diving, jet skiing, angling, windsurfing, gig racing, regattas etc.
- Licensing of boats and boatmen.

Carrick District Council Cabinet

CDC has adopted the Cabinet style of governance. The responsibility for the Ports is delegated to a Member on the Cabinet who has responsibility for the maritime portfolio. However, the Full Council remains the accountable Board under the Port Marine Safety Code.

Harbours Forum

CDC Cabinet has recourse to a consultative body known as the Harbours Forum. This comprises 15 Members (8 Councillors and 7 Co-opted Members). The Co-opted Members represent the following areas of activity:

- Commercial (Industrial)
- Commercial (Light Industrial/Leisure)
- English Nature
- Estuary User (Truro)
- Estuary User (Penryn)
- Fishing
- Royal Yachting Association

The constitution of the Forum sets out its role:

1. The Forum is to fulfil a consultative role and when consulted in relation to matters of policy affecting the Ports of Penryn and Truro or having significant implications for such Ports to be responsible for formulating recommendations to Cabinet.
2. The Forum to meet quarterly in accordance with the Council's cycle of meetings.
3. The Chairman of the Forum to be an elected representative of Carrick District Council and hold office for no longer than two consecutive years as provided for in the Council's Procedure rules applicable to the Forum as set out at 5 below.
4. Initially the term of office of Co-opted Members to be a period of four years, so as to fall between Council Elections, thereby maintaining continuity.
5. The Forum to be governed by the Council's Procedure Rules including quorum which would be five save that at no time shall there be less than three Council representatives present at any meeting of the Forum.





6. Although not legally bound by the Members Code of Conduct the Co-opted representatives be informed that the Council would expect the responsibilities of office would be the same as that of an elected Member in terms of Code of Conduct and Declarations of Interest.
7. The co-opted Members have full voting rights.

The constitution complies with the restrictions placed upon co-opted members and their voting rights by the Local Government (Committees and Political Groups) Regulations 1990. The legal basis for including voting co-opted members relates to Sections 101 and 102 of the Local Government Act 1972.

The Harbours Forum formulates *recommendations* for submission to the Cabinet in accordance with Orders. Recommendations are limited to those functions within the definition of a “Harbour Authority” as defined in Section 57 (1) of the Harbours Act 1964. Those functions that fall within the duties of the Forum therefore include:

- Dredging to maintain charted depths.
- Provision of buoyage, beaconage and lighting to mark the navigable channel.
- Hydrographic Surveying (to review from time to time the whereabouts of the navigable channel and to check charted depths).
- Removal of wrecks and other dangers to navigation.
- To maintain river patrols for the protection and regulation of navigation.
- To issue Notices to Mariners warning of any potential danger or obstruction to navigation.
- To enforce Harbour Byelaws for the protection and regulation of navigation.

- To manage the harbours within the limits of the respective orders and legislation relating to harbours which would include (by way of example) management and regulation of moorings, beach berths (including numbers, locations, specifications, waiting lists etc.) and zoned areas so as to enforce the protection and regulation of navigation.
- To review charges as made under Section 26 of the Harbours Act 1964, in relation to the use of the Harbour by its users.

In addition the Harbours Forum *may* discuss environmental and planning issues together with the promotion of the commercial facilities.

Port Development Group

Complementing the Harbours Forum is a Port Development Group made up of officers of the Council (economic development and planning), Ship Agents, Cargo Importers / Exporters, Stevedores, Pilots, Harbour Master and Councillors.

Meetings are held to discuss ways in which commercial activity can be enhanced and how the Harbour Authority can play a role in encouraging improved facilities for the commercial users.



This aims to utilise local knowledge, bring increased tonnage, new and sustained business, and ensure everyone is aware of each other's role in the management of the harbour, its facilities and the provision of services to the customer.

Sustainable Development Study

In December 2003 the Council's consultants (HR Wallingford and Fisher Associates) completed a study to define a sustainable strategy for the Ports of Truro and Penryn. As far as they are aware, Truro and Penryn are the first ports in the UK to explicitly develop such a strategy.



To achieve this, the assignment has focussed on three key tasks:

- Advising on best practice for sustainability in ports, and development of a framework for applying this to the Ports of Truro and Penryn.
- Identification and review of key strategic issues.
- Making appropriate recommendations.

Sustainability seeks to meet the needs and aspirations of the present without compromising the ability to meet those of the future. Our need for economic development must be at acceptable social and environmental cost. Equally, our need for environmental preservation and social development must be paid for.

Sustainable Outcomes

For each objective in the framework, we have developed high-level long-term sustainability outcomes applicable to the Ports of Truro and Penryn:

A successful port business

- The ports make a sufficient return on assets to permit reinvestment and financial self-sustainability.
- They make plans for the future.
- Value is added for port customers, and port charges are competitive.

Contribution to prosperity

- The community benefits from the business transacted in the port.
- The port adds value through job creation, facilitation of trade and efficiency in transport logistic chains.
- The port adds value through the facilitation of the tourism and leisure economy.

Environmental stewardship

- The port environment is nurtured and enhanced by positive actions and on-going management.
- Port management shows leadership in the environmental management of port operations.

Safety for all users

- The port authorities and other operational stakeholders can deal effectively with emergencies.
- The port is a safe place for seafarers, workers, users and visitors.

Secure land and sea access

- Good land access for the community to access the river and for using the resource in passenger transportation.
- Land access for port users does not alienate nearby residents.
- The ports maximise accessibility for vessels at all times.

Community engagement

- Community needs are understood, through consultation and information exchange.
- The community is proud of the ports.



Service Objectives

The Harbour Authority for the Ports of Truro and Penryn:

1. Aims to ensure that the areas under its 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.



2. 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.
3. Will promote the use of sustainable transport with regard to the movement of freight and passengers.
4. Is keen to promote and support marine related business within the harbour areas.
5. Encourages the use of the harbour for recreational purposes provided safety and environmental concerns are addressed. Access to the water for the community is considered a priority.
6. Will continue to work very closely with other agencies and, where appropriate, combine their efforts to produce benefits for the community.
7. Considers that training forms an important component in ensuring good service delivery to all our customers. We will ensure that the training needs are relevant and benefit both the individual as well as the organisation.

Harbour Users Survey

In 2003 a harbour users survey was undertaken for the first time. A questionnaire was sent out to all mooring holders, members of associations leasing areas of foreshore/fundus, marina and pontoon berth users and visitors.

Out of a total of 2450 sent out, 28% were returned. However, out of the 800 'direct' mooring holders it was sent to there was a response rate of 58%.

From the returns received it was clear that the main issue concerning users is the speed of some craft together with the wash that is generated. The second issue is the increase in siltation/lack of dredging. Environmental concerns regarding sewage were expressed and other issues concerned water skiing outside of the designated water ski area, too many moorings and security matters.

During the time that the survey was taking place there were a number of initiatives that were brought in, not necessarily as a result of the comments received. The patrolling was increased throughout the summer and the Patrol Officers asked to be proactive in reminding people about the wash that they generate even if they are operating below the speed limit. The water ski area was reduced slightly in order to avoid any bunching of activities, especially at low water, around Turnaware Bar.

In addition, wherever possible every water skier or jet skier is interviewed in the Harbour Office prior to the issue of a permit. The question of moorings has again been re-visited through the mooring policy that was renewed in December 2003 and finally we have been involved in a Dredging Protocol for Maintenance Dredging throughout 2004. This is because most of the Fal lies within a Special Area of Conservation and there are environmental considerations to take into account.



Specific Questions

Specific questions that were raised included:

Q. Do you believe that harbour charges compare favourably to those of other harbours?

A. The majority of people, 65.3% said yes, 3.6% said no and 31.1% did not know.

Q. Do you believe that you receive good value for what you pay for?

A. The majority of people, 78.9% said yes, 11% said no and 10.1% did not know.



Q. Would you be prepared to pay higher charges for better facilities?

A. The majority of people, 58.2% said no, 20.4% said yes and 21.4% did not know.

Q. How would you prefer to pay your bills?

A. Preferences were cheque 55.1%, credit card 18.7%, cash 11.8%, standing order 9.2% and switch 5.2%.

Q. Are you aware of the ports website and have you visited it?

A. 28.3% were aware of the website and 14.2% have visited it.

Q. How would you judge the overall quality of services provided by the Maritime Section?

A. 98.2% of people thought the overall quality of service provided by the Maritime Section was satisfactory or above.

Q. Would you say the overall quality of service is better, the same or worse over the last five years?

A. 95% of people thought that the overall quality of services was about the same or had improved.

Q. Could you please list three things that you are happy with and three that you are unhappy with?

A. People were most happy with staff/information provided/harbour administration and management (281), wildlife/surroundings/quality of water (181) and moorings/outhauls (96).

People were unhappy about speed of boats/byelaw enforcement/excessive wash (184), moorings (92) and siltation (61).

Q. Do you believe that Carrick District Council should continue as the Harbour Authority for the Ports of Truro and Penryn?

A. 81.9% believed that Carrick District Council should continue as the Harbour Authority for the Ports of Truro & Penryn.

For help and advice contact:

Harbour Office, Town Quay, Truro TR1 2HJ

Tel: **01872 224231** or **272130**

Fax: **01872 225346**

email: abrigden@carrick.gov.uk

Web: www.portoftruro.co.uk

(weekdays between 08.30 - 17.30)

Tel: 01872 224400 (out of hours)

Other useful contacts:

Penryn Harbour Office

Exchequer Quay

Penryn

TR10 8LS

Tel: 01326 373352

*If you require this document in an alternate format please contact **01872 224231**. Please be aware this may incur a short delay.*



Carrick District Council

Carrick House, Pydar Street
Truro TR1 1EB

Tel 01872 224400

Fax 01872 242104

email comment@carrick.gov.uk

www.carrick.gov.uk