



**CORNWALL
COUNCIL**
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Harbours Board Annual Report

Financial Year 2023 to 2024

Governance of our Ports and Harbours

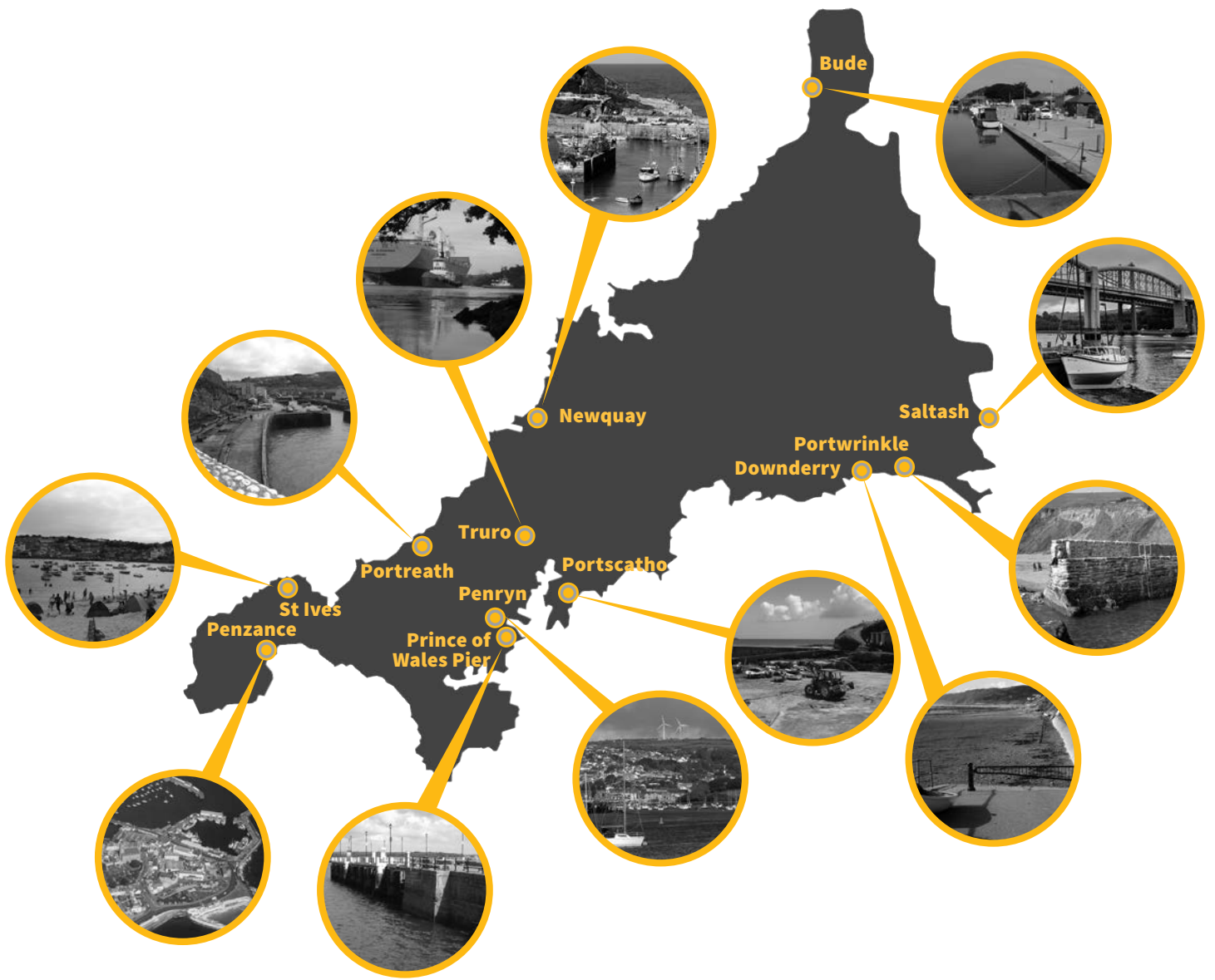


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Ports and Harbours



Chairmans' introduction

This is the 2023 to 2024 Cornwall Council Harbours Board Annual Report. As a Municipal Port Authority, we manage 10 Ports and Harbours and a range of Maritime Assets across Cornwall, from Bude to Penzance.

This annual report highlights our operational and financial performance for the last financial year and provides details of our codes of conduct and compliance frameworks in which we operate. I hope you will find it comprehensive and informative as well as be encouraged by the ongoing improvements and achievements of the Maritime Section.

The Harbour Revision Order 2023 came into force on the 14th July setting out the harbour limits and including harbours such as Portreath, Portwrinkle and Prince of Wales Pier, Falmouth as statutory functions. Financial accounts for all statutory harbours will now be ring fence and any surplus can be reinvested in the harbours.



Councillor Loic Rich,
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. Other assets that the Maritime Team is responsible for are at Saltash and Donderry.

The Board consists of 12 members, with 6 being Councillors and 6 Independent Board members who are appointed following a skills audit. There is also non-voting, co-opted members, who are stakeholder representatives, appointed to it.

Cornwall Harbours Board has been set up following best practice which was identified in the Municipal Ports Review and latterly the Ports Good Governance Guidance (March 2018) and it operates as a committee of the Council. Cornwall Harbours Board is a non-executive function and reports to the Full Council.

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

Our aims 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.

Cornwall 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.

Port Marine Safety Code

The Port Marine Safety Code sets out a national standard for every aspect of port marine safety. Its aim is to enhance safety for everyone who uses or works in the UK port marine environment. 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. The Code is intended to be flexible enough that any size or type of harbour or marine facility will be able to apply its principles in a way that is appropriate and proportionate to local requirements.

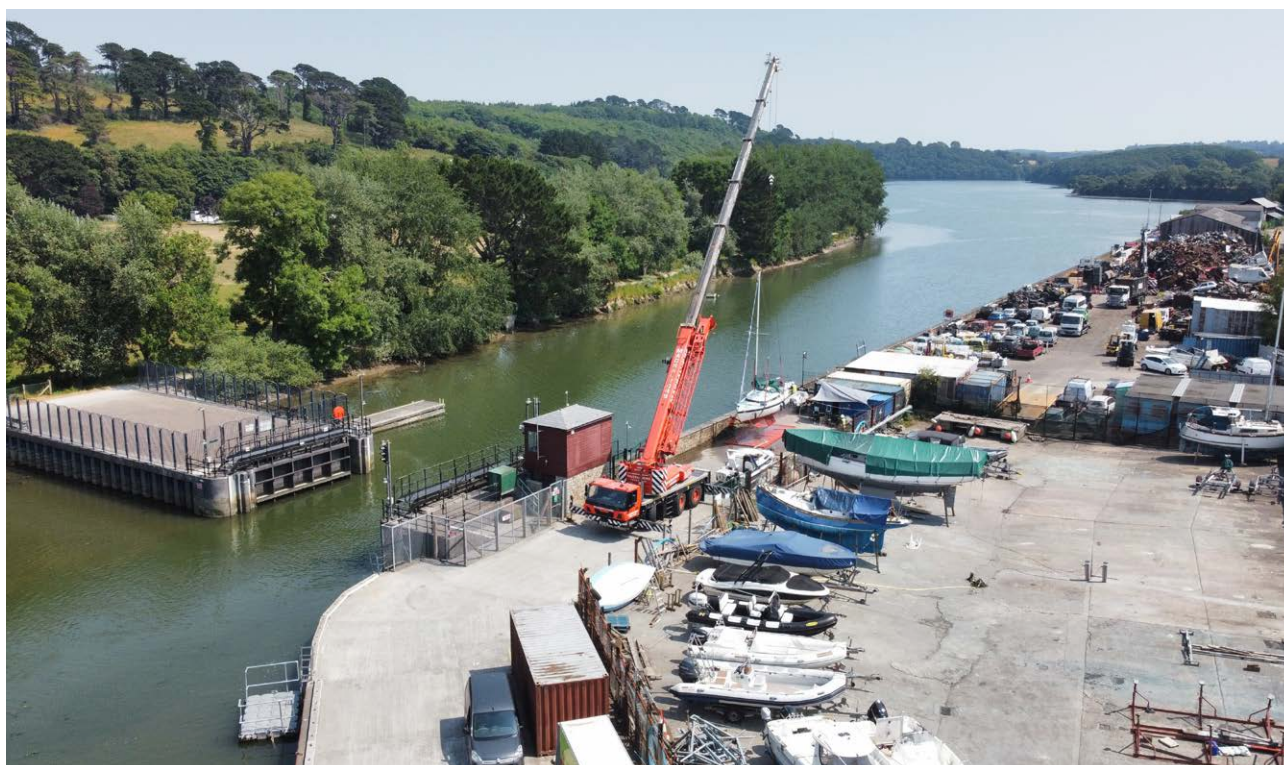
The Code has been developed to improve safety in the port marine environment and to enable organisations to manage their marine operations to nationally agreed standards. It provides a measure by which organisations can be accountable for discharging their statutory powers and duties to run harbours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

Cornwall Council, as Duty Holder, appointed an external Designated Person in 2023 for a period of 3 years and a programme of audits commenced in February 2024. These were the first external audits since the implementation of the Port Marine Safety Code. During this initial phase Prince of Wales Pier, Penzance, Portreath and Newquay were audited.

“ The Port Marine Safety Code sets out a national standard for every aspect of port marine safety. ”





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.

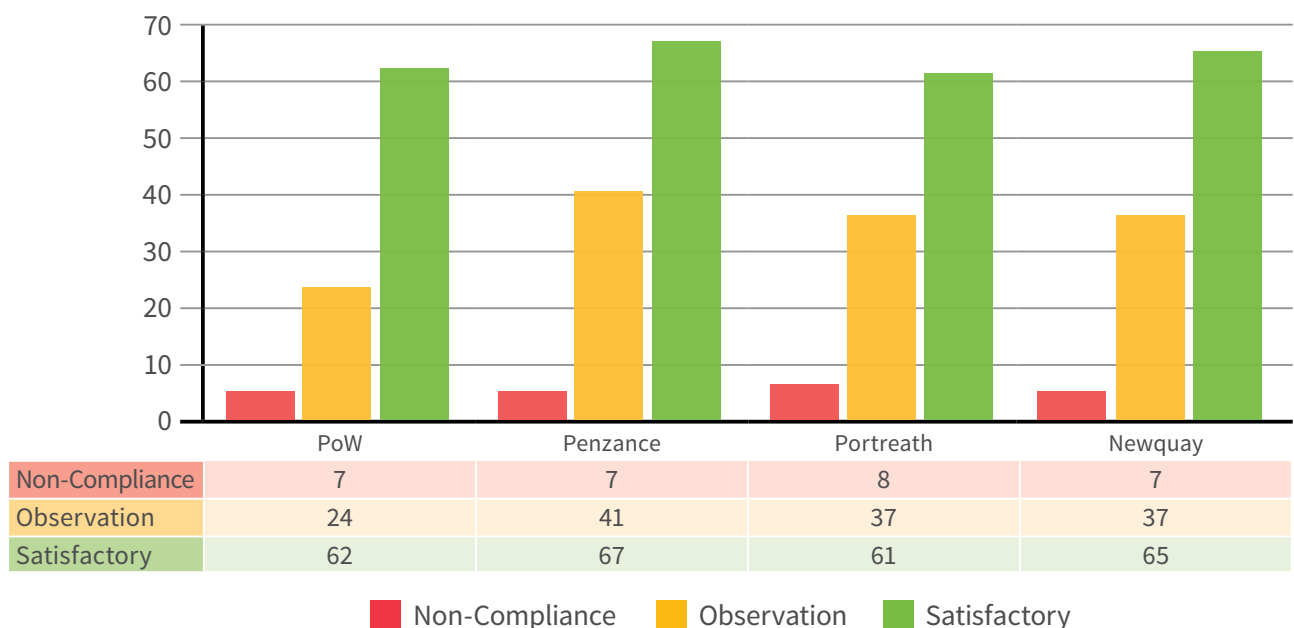
Observation: refers to an improvement opportunity such as an update to information, procedural change, or a non-conformity with local operating instructions.

Satisfactory: a system component that meets or exceeds the requirements of the Code.

Pilotage

Cornwall Council as the Competent Harbour Authority (CHA) for Truro, Penryn, Penzance and St Ives has a duty to keep the need for pilotage under review (Section 2 (1) of the Pilotage Act 1987). It also has to consider the authorisation of pilots, employment arrangements for its authorised pilots, the approval of pilot launches, the issue of pilotage directions and the issue of exemption certificates.

Audit Result





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

Pilotage Directions applicable to the Ports of Truro and Penryn are those for vessels over 60 metres LOA, carrying dangerous or polluting goods, using the services of harbour tugs, having chart deficiencies and/or when directed by the harbour master in the interests of safety of the vessel, other vessels, persons, the port or its infrastructure.

A member of Cornwall Harbours Board sits on the 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 attends the Fal Estuary Marine Safety Committee.

St Ives is covered by the St Ives (Pilotage) Harbour Revision Order 1988 and is able to make pilotage compulsory for ships within the area covered by the Order. The requirement for Pilotage was reviewed by the Harbours Board in January 2022 and following consultation with Hayle Harbour, it was agreed that there is no need for pilotage at St Ives Harbour at the present time. The CHA status will be retained and the pilotage requirement at St Ives Harbour will be reviewed by Cornwall Harbours Board on a 3 yearly basis.

Penzance Harbour is covered by the Penzance and Newlyn (Pilotage) Harbour Revision Order 1988

and is also able to make pilotage compulsory for ships within the area covered by the Order. The requirement was last reviewed in 2019 when it is considered that CHA status should be retained.

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.

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

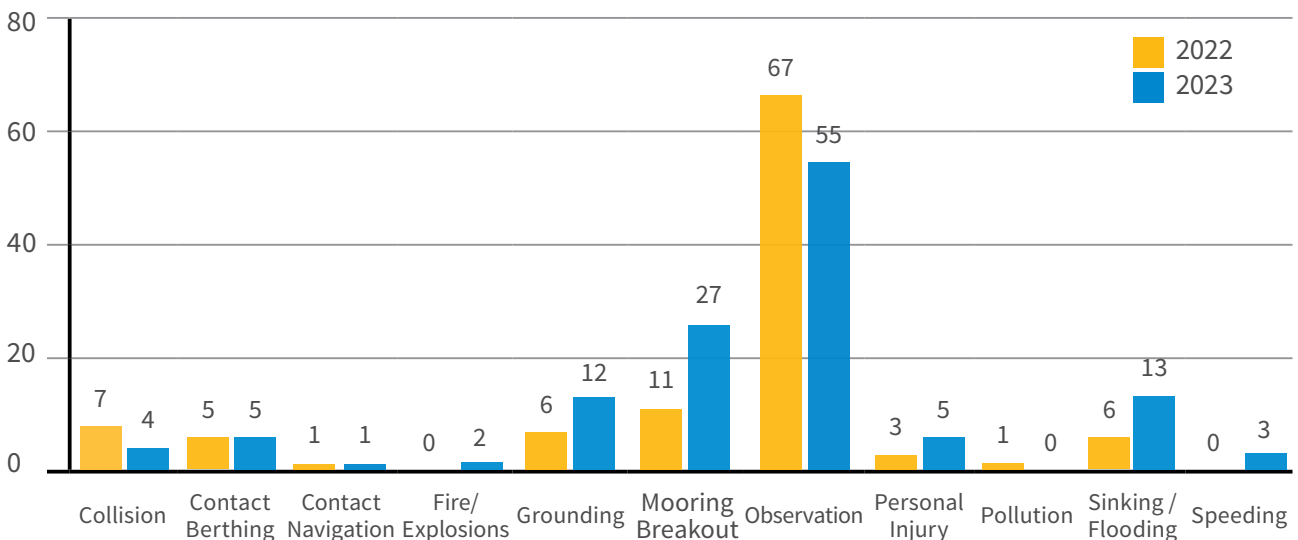
At Penzance the Master Plan has been updated and funding secured from Town Deals Fund which will enable a number of projects to be progressed.

Compliance at our Ports and Harbours

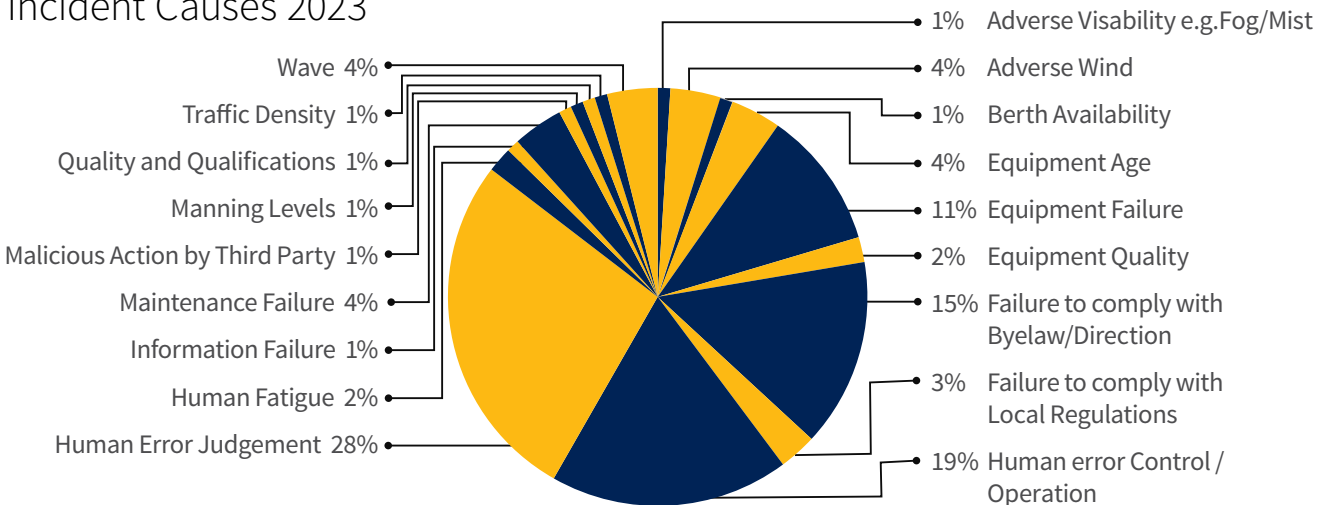
Marine Safety Management System

A Safety Management System and with associated Manual has been developed to ensure compliance with the Port Marine Safety Code. Navigation Safety Assessment for Truro and Penryn was undertaken in October 2010 and updated in July 2018. A further update took place for Penryn in May 2019. Penzance Harbour underwent a Navigation Safety Assessment in April 2011, Newquay Harbour in March 2012 and St. Ives Harbour in March 2013 with all marine hazards in the harbour assessed to be ‘as low as reasonably practicable’ (ALARP) or below at that time. From 2021 these Navigation Risk Assessments have been loaded onto Hazman, a live database linked to incident reporting, and remain under regular review.

Incident Report Types



Incident Causes 2023



A letter of compliance with the Code, which is renewed every three years, has been sent by Cornwall Council to the Maritime and Coastguard Agency on 5 March 2021.

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 required by virtue of the Ports of Penzance and Truro handling vessels greater than 500GT engaged on international voyages.

The Port Facility Security Plan for Penzance has been 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. At Truro the plan was issued in 2018 and regularly updated. In addition, there is a requirement to have a Port Facility Security Officer (PFSO) for each of the ports together with regular training and exercises. A Port Security Committee has been established in 2023, meeting twice yearly.

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 and the plan for Penzance remains valid until July 2024.

Harbour Staff in Truro, Penryn and Penzance 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.

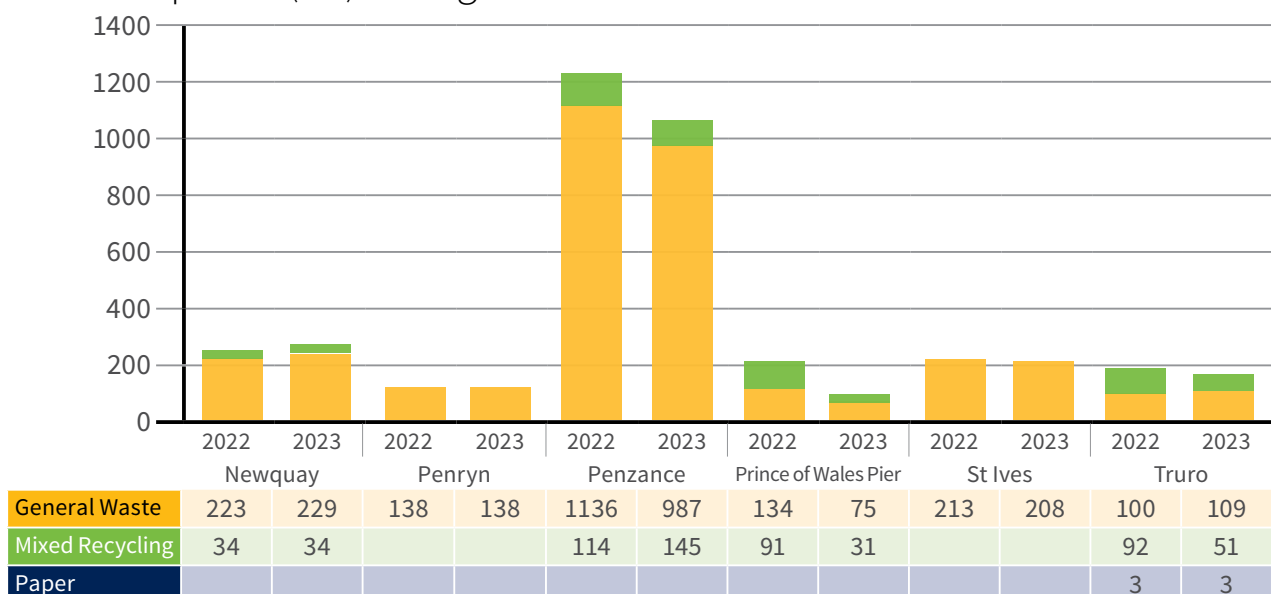
Port Waste Management Plan

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 was reviewed in January 2024. Newquay plan was approved by the MCA in February 2023 and St Ives new plan submitted to the MCA at the same time. Penzance's plan will be reviewed in 2024.

Waste Disposed (m³) during 2022 and 2023



* 96.6% of General Waste diverted from landfill and recycled



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.

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.

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.

Updated byelaws for St Ives were submitted to the Department for Transport in 2018 but remain unapproved by them. A provision of the proposed Cornwall Harbours Revision Order is for the ability to make General Directions which will significantly enhance the legislation to manage the ports and harbours in a safe and efficient manner. These will be introduced during 2024.

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.

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 2023 a tug and motor yacht continued to make use of the facility. Lighterage Quay, Truro did not have and commercial movements as ships of a suitable size are becoming less regular. We continue to encourage use of transport of cargo by sea from this facility and charterers are considering other methods to export cargo such as tugs and barges.

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.

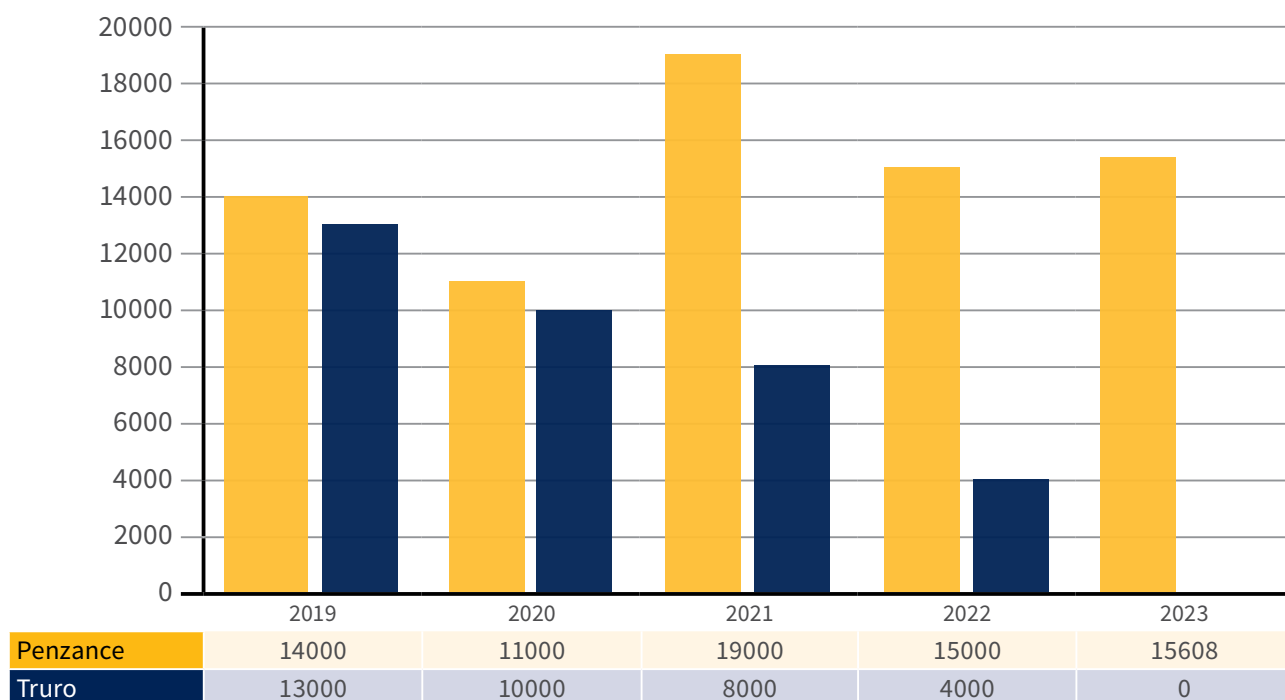
Penzance Harbour offers facilities for the handling of passengers and a wide variety of freight to and from the Isles of Scilly. During 2023 122,386 passengers were handled by the harbour and 5 cruise ship calls were made with passenger



landing via tender, the harbour being approved by the DfT for this purpose.

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

Commercial Cargo Volumes (tonnes)



*Source Department for Transport

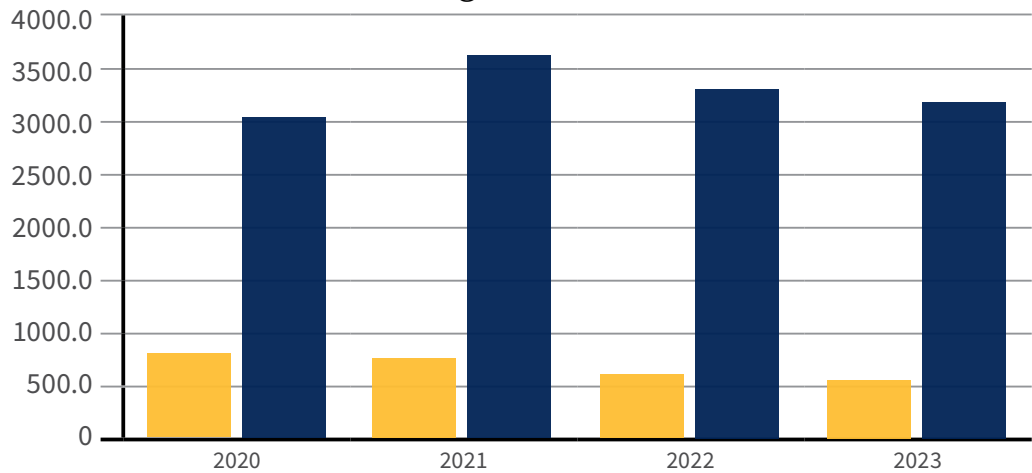
Fishing Sector

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, Penyn, 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.

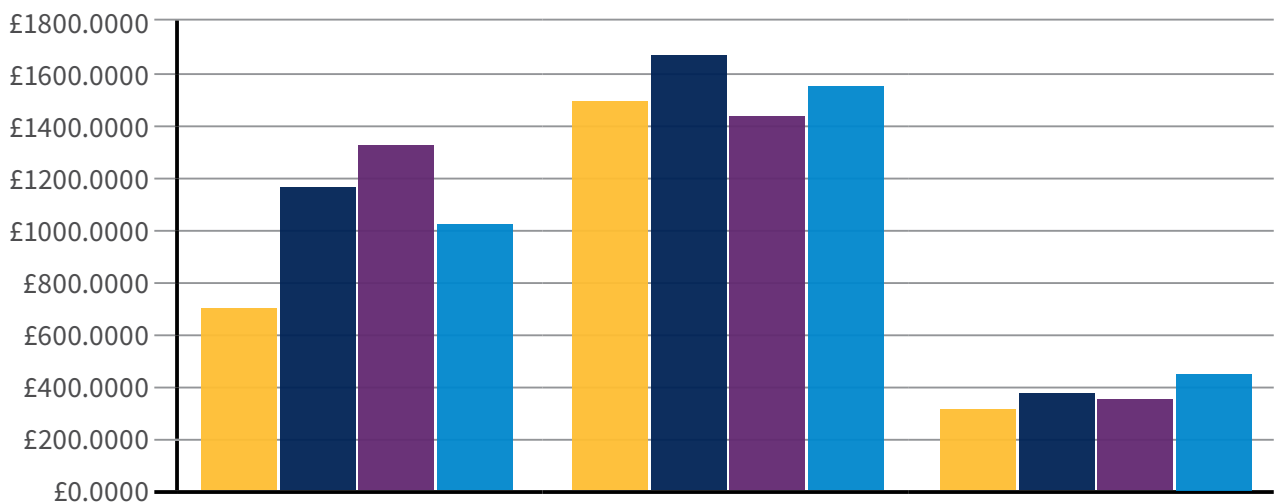
Cornwall Harbours Combined Fish Landings



Sum of Landed Weight (tonnes)	835	815.1	629.6	595.5
Sum of Value (£000s)	£3,008.3239	£3,577.7280	£3,300.3423	£3,162.8109

*Source Marine Management Organisation.

Value of fish landed at our 3 principal fishing harbours



	Newquay	Penzance	St Ives
2020	£715.9279	£1,487.5485	£333.1626
2021	£1,158.0234	£1,661.9570	£382.2992
2022	£1,324.0627	£1,429.2570	£369.8813
2023	£1,023.9253	£1,582.3037	£428.1750

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 now 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



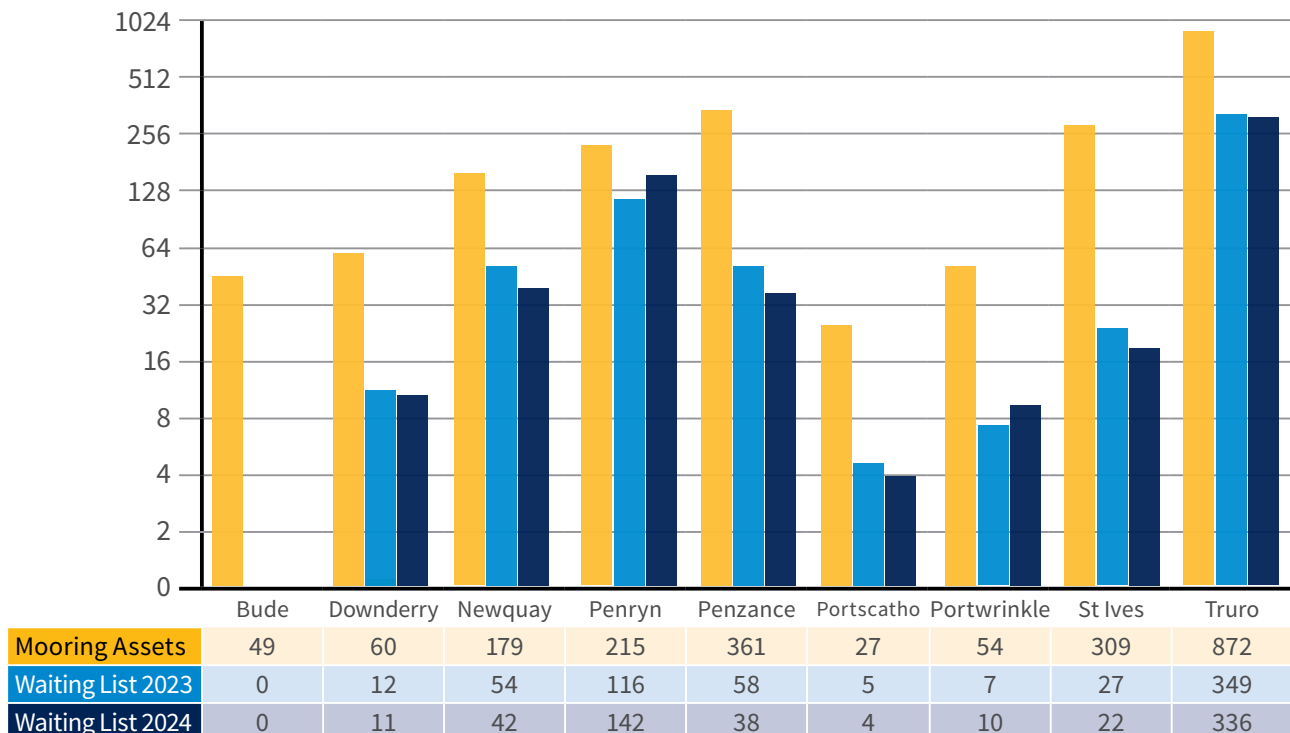
rules and regulations contained within harbour byelaws and other legislation.

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 80 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 2023 to 31 March 2024

Bude Harbour

	2023/24	2022/23	2021/22
Operating Income	(£73,452)	(£76,556)	(£65,036)
Expenditure	£89,033	£79,140	£74,830
Operating Deficit/(Surplus)	£15,581	£2,584	£9,794
Contribution To Reserves	(£15,127)	£0	£0
Bad Debts Movement	£46	(£243)	£211
	(£15,081)	(£243)	£211
Net Deficit/(Surplus)	£500	£2,341	£10,005

Newquay Harbour

	2023/24	2022/23	2021/22
Operating Income	(£302,255)	(£317,571)	(£237,830)
Expenditure	£296,952	£316,243	£235,040
Operating Deficit/(Surplus)	(£5,303)	(£1,328)	(£2,790)
Contribution To Reserves	(£1,786)	£0	£0
Bad Debts Movement	£8,089	(£9,560)	£1,556
	£6,303	(£9,560)	£1,556
Net Deficit/(Surplus)	£1,000	(£10,888)	(£1,234)

Portreath Harbour

	2023/24	2022/23	2021/22
Operating Income	(£7,955)	(£12,755)	(£20,206)
Expenditure	£18,995	£5,603	£53,571
Operating Deficit/(Surplus)	£11,040	(£7,152)	£33,365
Contribution To Reserves	(£11,040)	£0	£0
Bad Debts Movement	£0	£0	£0
Interest	£0	£0	£0
	(£11,040)	£0	£0
Net Deficit/(Surplus)	£0	(£7,152)	£33,365

St Ives Harbour

	2023/24	2022/23	2021/22
Operating Income	(£382,650)	(£384,052)	(£323,988)
Expenditure	£284,945	£313,744	£275,987
Operating Deficit/(Surplus)	(£97,705)	(£70,308)	(£48,001)
Contribution To Reserves	£100,178	£0	£0
Bad Debts Movement	(£562)	(£2,122)	(£1,607)
Interest	(£911)	£0	£0
	£98,705	(£2,122)	(£1,607)
Net Deficit/(Surplus)	£1,000	(£72,430)	(£49,608)

Penzance Harbour

	2023/24	2022/23	2021/22
Operating Income	(£862,960)	(£637,518)	(£578,525)
Expenditure	£813,003	£563,158	£487,674
Operating Deficit/(Surplus)	(£49,957)	(£74,360)	(£90,851)
Contribution To Reserves	(£51,141)	(£36,694)	£0
Bad Debts Movement	£104,098	(£36,685)	£21,808
	£52,957	(£73,379)	£21,808
Net Deficit/(Surplus)	£3,000	(£147,739)	(£69,043)

Prince of Wales Pier, Falmouth

	2023/24	2022/23	2021/22
Operating Income	(£80,225)	(£73,167)	(£74,252)
Expenditure	£105,727	£51,741	£65,481
Operating Deficit/(Surplus)	£25,502	(£21,426)	(£8,771)
Contribution To Reserves	(£22,695)	£0	£0
Bad Debts Movement	(£2,807)	(£2,194)	(£148)
	(£25,502)	(£2,194)	(£148)
Net Deficit/(Surplus)	£0	(£23,620)	(£8,919)

Penryn Port and Harbour

	2023/24	2022/23	2021/22
Operating Income	(£201,019)	(£187,822)	(£159,832)
Expenditure	£161,913	£112,458	£146,355
Operating Deficit/(Surplus)	(£39,106)	(£75,364)	(£13,477)
Contribution To Reserves	£37,176	£76,776	£10,854
Bad Debts Movement	£2,430	£1,252	£2,623
	£39,606	£78,028	£13,477
Net Deficit/(Surplus)	£500	£2,664	£0

Truro Port and Harbour

	2023/24	2022/23	2021/22
Operating Income	(£622,626)	(£590,116)	(£667,918)
Expenditure	£507,411	£492,398	£558,248
Operating Deficit/(Surplus)	(£115,215)	(£97,718)	(£109,670)
Contribution To Reserves	£107,170	£114,573	£107,790
Drawdown To Reserves	£0	£0	£0
Bad Debts Movement	£9,045	(£13,723)	£1,880
	£116,215	£100,850	£109,670
Net Deficit/(Surplus)	£1,000	£3,132	£0

Portscatho Harbour

	2023/24	2022/23	2021/22
Operating Income	(£13,571)	(£14,465)	(£13,627)
Expenditure	£38,743	£17,564	£24,058
Operating Deficit/(Surplus)	£25,172	£3,099	£10,431
Contribution To Reserves	(£25,172)	£0	£0
Bad Debts Movement	£0	£0	£7
	(£25,172)	£0	£7
Net Deficit/(Surplus)	£0	£3,099	£10,438

Portwrinkle Harbour

	2023/24	2022/23	2021/22
Operating Income	(£5,614)	(£30,003)	(£26,624)
Expenditure	£10,733	£27,247	£15,182
Operating Deficit/(Surplus)	£5,119	(£2,756)	(£11,442)
Contribution To Reserves	(£5,119)	£0	£0
Bad Debts Movement	£0	£0	(£790)
	(£5,119)	£0	(£790)
Net Deficit/(Surplus)	£0	(£2,756)	(£12,232)

2022/23 and 2021/22 include Saltash and Donderry (now under Maritime budget)

**If you would like this information in another
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