

**HAMPSHIRE COUNTY COUNCIL****Report**

<b>Committee</b>	River Hamble Harbour Board
<b>Date:</b>	20 July 2012
<b>Title:</b>	Harbour Dues for Commercial Operations
<b>Reference:</b>	4095
<b>Report From:</b>	Director of Culture, Communities and Business Services

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## **1. Summary**

- 1.1 This report raises some issues regarding the collection of Harbour Dues for marinas, boatyards and dry-stacks which have arisen in the past six months, and proposes a way forward.

## **2. Background**

- 2.1 Harbour Dues for marina and boatyard berths afloat are currently calculated on the basis of an agreed capacity for each marina, based on the total length of the vessels which can be safely accommodated. The capacity is calculated using formulae borrowed from the Yacht Harbours Association Code of Practice (albeit that the formulae were originally created for an entirely different purpose.) The basis for calculating Harbour Dues was agreed by the Hamble River Boatyard and Marina Operators' Association (HRBMOA) several years ago but it has recently been brought to the Harbour Master's attention that there is no formal written agreement to this effect. This is clearly unsatisfactory and should be regularised as soon as possible.
- 2.2 Since the agreement was first reached, a number of boatyards and marinas have established facilities for dry-stacked and dry sailed vessels. The vessels stored in these facilities are also liable for Harbour Dues once they have been launched. Current arrangements involve collection of these Dues, at the published rate, by the boatyard or marina operators, in return for which they retain an administration fee equal to 20% of the total collected. This arrangement has also not been formally agreed by the HRBMOA nor signed by its members.

**3. Way forward**

- 3.1. It is therefore proposed that Harbour Board member and Chairman of the HRBMOA, Mr Chris Moody, be invited to convene a small working group, configured as he considers appropriate, to review the basis for calculating these Harbour Dues and draw up a formal agreement for signature by representatives of each of the member boatyards and marinas.

**4. Recommendation**

- 4.1 It is recommended that the River Hamble Harbour Board invites the Chairman of the Hamble River Boatyard and Marina Operators' Association to convene a small working group to review the current procedures and draw up a formal agreement for signature.**

**CORPORATE OR LEGAL INFORMATION:**

**Links to the Corporate Strategy**

<b>Hampshire safer and more secure for all:</b>	yes
Corporate Improvement plan link number (if appropriate):	
<b>Maximising well-being:</b>	yes
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	no
Corporate Improvement plan link number (if appropriate):	

**Section 100 D - Local Government Act 1972 - background documents**

**The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)**

Document

Location

None

## **IMPACT ASSESSMENTS:**

### **1. Equalities Impact Assessment:**

- 1.1. A full Equalities Impact Assessment for the River Hamble Harbour Authority's compliance with the Port Marine Safety Code has been carried out and this report does not raise any issues not previously covered by that Assessment.

### **2. Impact on Crime and Disorder:**

- 2.1. The contents of this report have no impact on crime and disorder on the River Hamble.

### **3. Climate Change:**

- a) How does what is being proposed impact on our carbon footprint / energy consumption? The contents of this report have no impact on carbon footprint or energy consumption.
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts? Not applicable to this report.