

HAMPSHIRE COUNTY COUNCIL**Report**

Committee	River Hamble Harbour Board
Date:	19 April 2013
Title:	Commercial Harbour Dues
Reference:	4806
Report From:	Director of Culture, Communities and Business Services

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1. Summary

- 1.1. This report sets out the conclusions of a working group established to review procedures for the calculation and collection of commercial Harbour Dues.

2. Background

- 2.1. At its meeting on 20 July 2012, the River Hamble Harbour Board tasked Harbour Board member Chris Moody to establish a small working group to review the current procedures for the calculation and collection of commercial Harbour Dues for marinas, boatyards, dry-stacked and dry-sailed vessels, and to prepare a report for consideration initially by the River Hamble Harbour Management Committee and subsequently the River Hamble Harbour Board identifying and evaluating different options for the collection of such Harbour Dues, including the administrative implications that would result from these
- 2.2. The working group, consisting of Chris Moody, David Jobson and the Marine Director from the Harbour Board, Rupert Boissier and Nicola Walsh from the Management Committee, Richard Burlingham of Universal Marina and the Deputy Harbour Master, has now concluded its business and has agreed to propose that a new 'Memorandum of Understanding' (MoU) be placed before the Management Committee and Harbour Board for approval in principle. The proposed new MoU is at Appendix 1. It simply formalises the current arrangements and makes no material changes. It has the support of the Hamble River Boatyard and Marina Operators' Association. Affected yacht clubs have not yet been approached for their agreement, although they all currently comply with the intent of the MoU.

- 2.3. If approved in principle by the Harbour Board, it may require the addition of Hampshire County Council's terms and conditions for payment, and endorsement as a formal contract between the Harbour Authority and individual boatyard and marina operators.

3. Recommendation

- 3.1 **It is recommended that the River Hamble Harbour Board approves the proposed new Memorandum of Understanding in principle.**

CORPORATE OR LEGAL INFORMATION:

Links to the Corporate Strategy

Hampshire safer and more secure for all:	yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	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. This report has no impact on crime and disorder.

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.

30th January 2013

MEMORANDUM of UNDERSTANDING

**For Payment of Harbour Dues for vessels in Marinas, Boatyards
and Yacht Clubs**

1. Vessels moored afloat

Harbour Dues for vessels kept afloat on pontoon berths in operation by Marinas, Boatyards and Yacht Clubs will continue to pay using the current formula, namely:

- Hammerheads and long pontoon berths (over 22 metres) are charged at 80% of the actual length (to allow for spaces between boats).
- Charges for finger pontoons vary according to their length: up to 7.5 metres charged at 133.3% of actual length; 8 - 13.5 metres charged at 114.3% of actual length; 14.5 - 21.5 metres charged at 100% of actual length.

2. Vessels launched from ashore

- Marinas, Boatyards and Yacht Clubs shall ensure that all vessels launched from ashore have paid appropriate Harbour Dues and display the appropriate Harbour Dues 'sticker' or 'label'. Stickers for vessels launched from ashore are a different colour to those for vessels which are kept afloat.
- The Harbour Dues year runs from 1 January to 31 December.
- Harbour Dues for vessels launched from ashore can be paid daily, weekly or annually at the rates set by the Harbour Board.
- Harbour Dues for vessels launched from ashore shall be paid *en bloc* in arrears at the end of the Harbour Dues year (and by no later than 31 March of the following year). Each Marina, Boatyard and Yacht Club shall submit to the Harbour Master a year-end report detailing the length (in metres or part thereof) of all vessels for which Harbour Dues for vessels launched from ashore have been collected during the year, and noting which have paid for daily, weekly or annual Dues. This submission is to be accompanied by payment for the full amount collected, less a retained administration fee of 20%.
- Random checks of vessels afloat will be made by the Harbour Master or his staff at any time during the year to ensure compliance.

There are five colours of sticker each year:

- Mid-stream Crown Estate moorings
- Mid-stream commercial and Yacht Club moorings
- Marinas - afloat
- Sub-Lets
- Dry-sailed, dry-stacked and trailer launched vessels

Notes:

1. Owners of those vessels which elect to pay Harbour Dues on a daily basis, payment must be made for each day that a vessel is afloat in the harbour – e.g., a vessel launched on Friday and retrieved on Monday must pay for four days of Harbour Dues. Vessels which are launched and leave the River on the same day must pay Harbour dues for that day.

2. It is up to individual Marinas, Boatyards and Yacht Clubs to determine how they charge their clients and/or members for the appropriate Harbour Dues. All vessels afloat must display a valid Harbour Dues sticker of the appropriate colour. Stocks of stickers for annual Dues, and labels for daily or weekly Dues, are available from the Harbour Office.

3. Harbour Dues are not payable by vessels kept ashore at all times throughout an entire calendar year.