

Answers to Public Questions from Mr B Chapman submitted to 5th February 2018 Board Meeting

<p>Q1.1 Regarding income from advertising in tide tables itemised over four years</p>	<p>Profit and loss from tide table distribution for the last four years:</p> <p>13/14 +399 14/15 -242 15/16 -702 16/17 -1554</p> <p>These figures include costs for printing, revenue and commission from advertising as well as distribution and debt chasing costs.</p> <p>Advertising space was becoming increasingly difficult to sell and the decision was taken by the HM to remodel the publication in the 16/17 FY. The clearer publication style has generally been met with approval.</p> <p>To date the Harbour Office has not been approached by any organisation wishing to continue to advertise but would be happy to consider any proposals.</p>
<p>Q1.2 Regarding cost of this year's edition</p>	<p>Commercial details remain confidential and are part of an annual tendering process, however, the budget for annual tide tables in 2017/18 was £1,500 and is historically included in the annual accounts under the heading of printing and stationery.</p>
<p>Q1.3 Re featuring the ferry service in harbour information</p>	<p>The Harbour Office has not been directly approached by anyone associated with the Littlehampton Yacht Club Ferry but the HM is happy to consider adding details on any ferry services operating within the harbour to next year's edition.</p>

Q4. Re Proposed increase in Harbour Dues

Increases in harbour dues are likely next year to cover the loss of dues previously generated by charging for pontoons in yacht clubs and marinas.

All harbour dues go towards the maintenance and upkeep of the harbour as do all revenues generated by leisure moorings operated by the LHB.

LHB mooring charges are benchmarked using other moorings in the harbour and offer competitive rates in line with mooring location, services provided and depth of water available. These rates are reviewed by the Board and published in the annual Schedule of Charges document.

Individuals moored at yacht clubs have historically contributed indirectly to harbour dues on pontoons through their mooring charge. The increase in harbour dues will apply to all vessels in the harbour.

Specific details on the LHBs commercial relationship with Tarmac are confidential, however, the Board looks to maximise income from all streams (commercial property, leisure moorings, cargo dues, harbour dues and marine services), and all of this income goes towards the costs of running the harbour.