

Answers to Public Questions from Mr D Robinson submitted 4th February 2018

<p>Q1. Regarding future charging of HDs on pontoons</p>	<p>In accordance with governance guidelines for ports the Board keeps its charges under review. It endeavours to make reasonable charges within its statutory powers to properly fund the harbour. Future charges will be made against this backdrop and with reference to applicable statutory powers at that time.</p>
<p>Q2. Re charges on fuelling barges</p>	<p>Under current legislation a pontoon would not attract a charge however a fuelling barge designed as a vessel may well still be liable for HDs. The Board does not currently make any annual charges for fuelling barges.</p> <p>The Board is duty bound to keep its powers and charges under review in order to properly fund the harbour undertaking.</p>
<p>Q3. Re definition of PEC</p>	<p>A PEC is a Pilotage Exemption Certificate. PECs are awarded to qualified Masters and Mates on completion of a training programme as laid down in the LHB Pilotage Directions and exempt them from the requirement to carry an LHB Pilot.</p>
<p>Q5. Re Powers to charge for statutory administration</p>	<p>Statutory Administration charges have been reviewed and the Board has taken the decision to remove the charge for Local Consents.</p> <p>The Board has received no complaints about charges made for statutory administration and would deal with any on a case by case basis.</p>
<p>Q7. Re Debt recovery charges</p>	<p>The Board has received no complaints regarding debt recovery charges and is entirely within rights to pass on the costs of debt recovery under the Harbours Docks and Piers Act 1847.</p>
<p>Q8. Re hourly rates for statutory admin and debt recovery</p>	<p>Please refer to original answer. Rates for Statutory Admin and Debt Recovery have</p>

	<p>been reviewed and benchmarked against other harbours locally.</p>
<p>Q10. Re replacement of Pontoon HDs</p>	<p>Year on year expenditure will always be broadly matched with revenue where at all possible. Additional costs and debt repayments fall to the precept which is paid by the Local Authorities.</p>
<p>Q11. Re potential to spread loss of pontoon HDs among other harbour users</p>	<p>The Board have taken the view that Dues paid by the leisure sailing community, as a whole, should not be reduced. With the loss of income from leisure sailing pontoons any shortfall will be met by individual vessels. This will ensure that other stakeholders do not receive an above inflation increase because of changes in the way leisure users contribute to the funding of the harbour.</p> <p>To put this in context, the precept for FY 17/18 was increased by around 20%.</p>
<p>Q12. Re use of earmarked reserves to cover lost revenue from pontoons</p>	<p>As the name infers the purpose of Earmarked Reserves is put aside funds for specific future projects. In the Harbour's case this is for either capital investment or to cover major repairs/ replacement of the Harbour's infrastructure.</p> <p>For example under the current adopted infrastructure repair and maintenance programme a £50,000 repair fund is estimated to be required by 2020/21. Such reserves are not intended to make up shortfalls in our day to day operations and indeed under our governing acts we are expected to make good such shortfalls by increasing charges, reducing cost or a combination of both.</p>