

Answers to Public Questions from Mr D Robinson submitted 13th March 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>The schedule of charges contains several charges that are not currently being made but that would be applied if required. Another example would be trailer storage at the LHB yard.</p>
<p>Q3 and 4. Re Powers to charge for statutory administration</p>	<p>As previously outlined, administration charges have been reviewed and the Board has taken the decision not to charge for Local Consents and Local Notices to Mariners.</p> <p>The Board has received no complaints about charges made for statutory administration in the past and would deal with any on a case by case basis.</p>
<p>Q5. Re hourly rates for statutory admin and debt recovery</p>	<p>Consultancy/Administration carried out by the Finance and Accounts Officer or the DHM (as listed in the 18/19 schedule of charges) could include, for example, marine advice provided by the DHM and is designed to allow the Board to charge for officer's time when engaged by a third</p>

	<p>party outside the statutory remit of the harbour.</p> <p>The Board is entirely within its rights to pass on the costs of debt recovery under the Harbours Docks and Piers Act 1847 and has received no complaints regarding debt recovery charges to date.</p>
<p>Q6. Re hourly rates for consultancy/admin and debt recovery</p>	<p>Please refer to original answer. Rates for consultancy and administration as well as debt recovery have been reviewed and benchmarked against other harbours locally.</p> <p>For comparison Langstone Harbour outline hourly charges for harbour staff in their 2018/19 schedule of charges at £82.55 for the HM and £66.10 for the DHM.</p> <p>The lower rate (£64.20) published in the Littlehampton schedule is designed for work undertaken by the Board's Accounts and Admin Officer or DHM and the higher rate (£80.20) is designed for work carried out by the Clerk or HM.</p>
<p>Q7. Re potential to spread loss of pontoon HDs among other harbour users</p>	<p>Please see previous answer to this question. 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 the shortfall will be met by individual vessels. This has resulted in an annual increase 8% above inflation.</p> <p>To put this in context, LHB mooring charges have been increased by 3% above inflation to cover additional charges being made on LHB pontoons, Pilotage charges have been increased by 220% and the precept on local authorities has increased by 43%.</p> <p>The LHB is also in the process of renegotiating rental income with the ports major stakeholder Tarmac Ltd. The details of these negotiations are confidential but</p>

	<p>the LHB is seeking an increase in line with market rates and the provisions of the existing lease agreement.</p>
<p>Q8. Re use of earmarked reserves to cover lost revenue from pontoons</p>	<p>Please see answer previously supplied, the purpose of Earmarked Reserves is to 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>
<p>Q9. Re Filming permits within the harbour</p>	<p>Charges for filming within the harbour are made occasionally but are not provided for under the port's establishing act of 1927.</p> <p>This charge is now subject to a formal challenge submitted to the DfT. Once any feedback has been received the Board will be able to consider the issue further and review if necessary.</p> <p>To date the harbour has received no complaints regarding filming charges.</p>
<p>Q10. Re passenger dues</p>	<p>The Littlehampton Ferry currently pays Commercial Harbour Dues (in lieu of Passenger Dues). The Town Council also pay for a berth for the ferry at Pier Road.</p> <p>There are no plans to levy Passenger Dues at this point, but the Board reserves the right to do so.</p>