



Mr S Hearse
Chief Executive
Torrige District Council
Riverbank House
Bideford
Devon
EX39 2QG

Tel : Bideford (01237) 428700

Date: 12 October 2022

HARBOUR BOARD

On Thursday 20 October 2022 at 2.30 pm

Virtual Meeting via Zoom with Public Access via YouTube
<https://tinyurl.com/TorrigeYouTube>

Temporary measures during the Coronavirus Pandemic:

Members of the public attending meetings or taking part in the public forum are advised that all Harbour Board meetings taking place during the Covid-19 Pandemic will be filmed for live or subsequent broadcast via the YouTube channel - <https://tinyurl.com/TorrigeYouTube>

NOTICE OF MEETING

To: Councillor R Hicks (Chair)
Councillor D McGeough (Vice-Chair)
Councillors: P Christie, K James and D Bushby

Independent Members: John Puddy, Tim Gibbs and Norman Hardaker

Members are requested to turn off their mobile phones for the duration of the meeting

AGENDA

1.	Apologies for Absence
2.	Minutes (Pages 3 - 9) Confirmation of the Minutes of the Meeting held on 16 June 2022
3.	Action List (Pages 10 - 11)

4.	<p>Public Contributions</p> <p>Public contributions in accordance with the current scheme. The deadline for registering to speak is by 2pm on Tuesday 18 October 2022. To register please email Dem.services@toridge.gov.uk</p>
5.	<p>Agreement of Agenda Items Parts I and II</p>
6.	<p>Urgent Matters of Information Brought Forward with the Permission of the Chairman and the Committee</p>
7.	<p>Port & Harbour Accounts (Page 12)</p>
8.	<p>Bideford Harbour - Safety Management System</p> <p>To receive a verbal update from the Harbour Master</p>
9.	<p>Port and Harbour Activity Report (Pages 13 - 17)</p> <p>To receive the report of the Operational Services Manager</p>
10.	<p>Future dates for Harbour Board and Port Security</p> <p>Thursday 26 January 2023 – Port Security at 2pm Harbour Board at 2.30pm</p> <p>Thursday 20 April 2023 – Harbour Board at 2.30pm</p> <p>Venues to be confirmed</p>
11.	<p>Any Other Business</p>
	<p>Meeting Organiser: Sandra Cawsey - Democratic Services</p>

Vote: (For 6) – Mr Gibbs was not present when the vote was taken

119. ACTION LIST

The Action List was reviewed and updated.

Minute 98 –

Mutual Co-operation – Ilfracombe

The Harbour Master to explore opportunities for further mutual co-operation with Ilfracombe.

16.6 – carrying out bi-monthly or monthly security drills with Ilfracombe. The scope for co-operation harbour mastering wise is relatively limited, interaction with Ilfracombe when it comes to security and sharing experiences is working well. Item to be removed from action list.

Mooring Policy

The Harbour Master to explore ways to generate income through moorings.

16.6 – Mooring Policy has been approved and detailed in Agenda item 8. Starting to implement parts of the Policy – getting people to do what they have signed up to.

120. PUBLIC CONTRIBUTIONS

There were no public contributions.

121. AGREEMENT OF AGENDA ITEMS PARTS I AND II

There are no Part II items.

122. URGENT MATTERS OF INFORMATION BROUGHT FORWARD WITH THE PERMISSION OF THE CHAIRMAN AND THE COMMITTEE

No matters were brought forward.

123. PORT & HARBOUR ACCOUNTS

The Operational Services Manager explained that no update would be given on the accounts because Quarter 4 had not yet been finalised by the Finance Team – still in Quarter 1. Update to be given at next meeting.

The following matters were raised and discussed:

- Concerns were raised at the way in which Local Authority accounts are set up. The Operational Services Manager agreed to speak to the Accounts

Department with a view to changing the format for the next meeting. Councillor James commented that he was not averse to the format as it is and believed it to be well documented.

- The draft Outturn shows a profit. The Operational Services Manager reiterated his response given at the last meeting, namely that the majority of profits had come from staffing. Following the passing of Paul Labistour, this post had remained vacant for quite some time and a contribution made to the pension had been returned to the Council.

The Operational Services Manager explained that with the resources now in place, the ultimate aim is in the first instance to make the Harbour and pilotage break even, and then work towards making a profit.

124. BIDEFORD HARBOUR - SAFETY MANAGEMENT SYSTEM

The Harbour Master gave the following verbal update:

All 15 sections of the Safety Management System had now been posted on the website and it is meant to be a live document or section of the website, so when amendments are made to the document it gets updated live.

If any Member had comments to make on the document, they were asked to contact Paul Brown or Kelly Jarman.

125. HARBOUR MASTERS QUARTERLY REPORT

The Group received an update from the Harbour Master detailing the activities and commercial vessel movements in the port and estuary since the last meeting on 20 April 2022. It was confirmed it had been a busy quarter for Bideford Harbour, although there had been no commercial vessel movements.

The Harbour Master responded to an enquiry from Councillor Hicks confirming that the vessel referred to was the "Fruit for Harvest", it is insured and the owner had provided all the documentation and evidence required prior to arriving in the Harbour. It is important that if a vessel is turned away, there must be reasons for doing so. The Port Safety Code is very clear on what can and cannot be done when it comes to turning boats away. The Harbour Master addressed all questions/points raised by the Group.

During the discussion the following matters were raised:

Middle Dock – the Harbour Master advised that he and Kelly Jarman had had input into this project as Marine Professionals. Councillor Hicks and the Leader are also closely involved.

Dredger Deo Gloria – a PEC was done for the new captain and this Certificate will last for a year. If he returns within the year, then his PEC will stand and income

from pilotage will be at a reduced rate of 25%. If expired will be required to do a further PEC.

Sibelco – The Harbour Master gave an update on a conversation he had had with Sibelco and confirmed that negotiations are still ongoing.

Fuel costs and road transport - Councillor Christie asked if there was any scope for new cargoes due to the increase in fuel costs because up until now road transport had been cheaper. The Harbour Master reported that he had spoken to UK shipping regarding this matter, but nothing had as yet come forward. Anyone with connections/suggestions to contact him and he will pursue the matter further.

Councillor Hicks mentioned that previously Devon County Council had used the Harbour for salt cargo. The Harbour Master to speak with the Head of Communities & Place re a contact at Devon County Council to discuss this matter.

Previously used to import timber on a large scale – Councillor Christie asked if this could be revisited.

The pros and cons of various cargoes and haulage companies was discussed.

Lundy Company – the Harbour Master gave a verbal update on the meeting he had attended with Mr Derek Green of the Lundy Company. The purpose of the meeting was to agree rates and charges to the Lundy Island Company for the future operating of the “Oldenburg” out of Bideford. The outcome from the meeting was for Mr Green to send a scale of charges that he thinks is fair and equitable to the Harbour Master. Following discussion of the details with the Operational Services Manager, a report will then be presented to the Harbour Board Group for discussion.

Slipway Clearance – Mr Puddy suggested using a yard scraper on a regular basis to help with keeping the slipway clear. The Harbour Master said he was open to suggestions but asked for the matter to be put on hold to see how quick the slipway re-silts.

Mr Puddy enquired about the potential for adding a trailer charge for those people who are launching at the slipway in the same way as a trailer charge is in place at Appledore. The Harbour Master said a significant factor is that Appledore is far busier than the Bideford. If the slipway started to be used more then maybe but would need to be cautious in putting the Council’s resources to something that is not busy. The Operational Services Manager agreed to speak to the Car Parking Manager regarding areas for parking and the purchase of tickets.

Oil Spill Plan and IME – the Incident Management Plan – incident management exercise will now take place on 20 July.

Mooring Policy – Members expressed their concerns regarding the “Boa Pescadore” and sought assurance from the Harbour Master that the situation will be monitored.

Harland – the Harbour Master confirmed that his role in the case had been explained to him very clearly.

Squirty Fountains – Once a quote to repair the fountains has been received it will be brought to the Group for discussion. The manufacturing company had been contacted to ask them to look at the fountains, still awaiting a date. The Harbour Master agreed for Mr Gibbs to be present.

Harbour dredging – application had been submitted to the MMO for Mr Glover to carry out dredging in the harbour authority area. The Harbour Master will report to the Group when feedback is received.

Harbour Users Group – The Harbour Master referred to the list of suggested attendees in the report and asked for comments from Members.

The following proposed attendees were put forward:

- Skern Lodge
- Jet Skies – the Operational Services Manager to forward contact details
- Bideford Gig Club

The Harbour Master advised that the proposed Agenda set out in the report is a standard Harbour Users Group agenda, but if Members had any further thoughts or ideas for inclusion on the agenda then to contact him.

The Group noted the report.

126. PROPOSAL FOR COFFEE VAN ON FISHERMAN'S QUAY

The Harbour Master gave a verbal report, summarising the document giving full details, that had been circulated to Members of the Group.

The comments of the Harbour Master included:

- Bringing life to the Quay which is at present unused
- Bringing income to the Harbour which had not been there previously and to ensure the income goes to the Harbour account
- May encourage other businesses
- Forces Officers to look at the utility of that part of the Quay
- There are other areas the horse box may go in and not necessarily taking away car parking spaces
- Management of rubbish which will need to be written into the licence
- Tables, chairs and any other movements on a commercial Quay will need to be carefully managed
- Charges to be looked at

During the lengthy discussion that ensued, comments made included the following:

- Councillor Hicks expressed concerns with setting a precedent, as a Council should go out to tender to give others the same opportunity. He felt it could raise big potential problems.
- Opportunity to gain revenue
- To treat each and every application on its own merits
- To put in stipulations such as to be responsible for clearing the site of litter at the end of each day
- The need to look at the plan as a whole for the use of the Quay rather than have one business start up
- Require further details and information
- The application is temporary not permanent

The Operational Services Manager advised that all details had not been included and the reason for bringing it to Harbour Board was to get Member views in principle as to whether this is something to consider going forward.

Councillor Bushby proposed, in principle, that the application be accepted at face value, subject to meeting the necessary conditions considered appropriate by the Council.

Councillor James seconded the proposal.

Further discussion followed and the advice from the Operational Services Manager was he would speak to the Legal Department regarding the correct process, and for the Harbour Master and Deputy Harbour Master to look at operational implications and what is required in the Lease Agreement. To expedite this matter to ensure the café can be operating for the summer season, timescales and the process to be taken was discussed.

Mr Hardaker left the meeting at 15.59.

A recorded vote was taken on Councillor Bushby's proposal, seconded by Councillor James.

COUNCILLOR	FOR	AGAINST	ABSTAIN
Bushby, D	X		
Christie, P	X		
Mr T Gibbs	X		
Mr N Hardaker			
Hicks, R			X
James, K	X		
McGeough, D			
Mr J Puddy	X		

(Vote: For 5, Abstentions 1) - Mr Hardaker had left the meeting.

127. PROPOSED FUTURE MEETING DATES

The next Harbour Board meeting is scheduled for Thursday 20 October 2022 at 2.30pm – venue to be confirmed.

128. ANY OTHER BUSINESS

Mr Puddy from the Freshspring vessel reported on the poor condition along the Llandavisia Walk. The Team from the Freshspring had undertaken the task of removing weeds alongside the ship which had improved the appearance, but when looking along Llandavisia Walk it is in poor disorder.

Other concerns raised by Mr Puddy was when the Freshspring Team were clearing, they noticed that the growth along the front of the Quay is lifting the paving slabs. Also the retaining wall is actually collapsing which is making that part of the area very dangerous.

The Operational Services Manager advised that the upkeep of the structural elements of the Quay is the Estates Team, and he will message them for someone to look at this issue. The weeds issue will also be looked into.

Mr Puddy raised a further issue concerning the Water Festival and the Rotary Club speaking to the fire brigade about washing the steps down. He advised them not to take on something that is the Port Authorities responsibility without speaking to someone. The Harbour Master confirmed they should speak to him and asked that Mr Puddy advise them of this.

The meeting commenced at 2.30pm and closed at 4.04

**Harbour Board Working Group
Action List - updated 16 June 2022**

Minute Number	Action	By Whom	Date contacted	Reminder sent	Completed
98.	<p>Pilot Boat</p> <p>The Harbour Master to keep under review if the Harbour requires its own pilot boat or would an option to hire a boat be more viable</p> <p>16.6 – The Harbour Master confirmed that having just done two brisk sets of Pilot Exemption Certificate runs the boat is being well and truly used. To be kept under review.</p>	Harbour Master			
98.	<p>Mooring Policy</p> <p>The Harbour Master to explore ways to generate income through moorings.</p> <p>16.6 – Mooring Policy has been approved and detailed in Agenda item 8. Starting to implement parts of the Policy – getting people to do what they have signed up to</p>	Harbour Master			
125.	<p>New cargoes</p> <p>16.6 Previously DCC had used the Harbour for salt cargo. Harbour Master to speak to SK re a contact at DCC to discuss this matter.</p> <p>16.6 Import of timber on a large scale – Cllr Christie asked for this matter to be revisited,</p>	Harbour Master/SK			

125.	<p>Trailer Charge</p> <p>To make a charge for those launching at Bank End slipway. RH to speak to the Car Parking Manager re areas for parking and purchase of tickers.</p>	Operational Services Manager			
128.	<p>Any Other Business</p> <p>Llandavisia Walk – RH to speak to Estates Team to look at safety issue – lifting of paving slabs and retaining wall collapsing making that part of the area dangerous.</p>	Operational Services Manager			

Agenda Item 7

HARBOUR BOARD FINANCE REPORT FOR QUARTER ENDING 30 SEPTEMBER 2022

Nature of income and expenditure	Profiled (Ytd) Budget	Actual To Date	Current (Ytd) variance	Full Year Working Budget	Projected Out-turn	Full Year forecast variance	Explanation of variances over £2k Variances - Red Text worse than budget Variances - Green text better than budget Department Total lines - Net Cost red Department Total lines - Net income green
HARBOUR							
Employees	19,515	23,895	4,380	39,030	44,667	5,637	Back dated staff restructure costs £6k
Premises	5,707	11,924	6,216	11,565	17,938	6,373	Incident management exercise and training £5k, Cleaning £1k
Transport	2,402	3,481	1,079	7,555	10,555	3,000	Crane repairs £3k
Supplies And Services	2,941	3,412	471	7,059	7,570	511	
Services by Private Contractor		1,784	1,784		1,784	1,784	Hire of tanker to pump diesel from vessel £2k
Expenditure Total	30,566	44,495	13,930	65,209	82,514	17,305	
General annual mooring	5,507	11,566	6,059	5,507	11,566	6,059	Annual mooring increase £6k
Harbour Operations	16,401	26,045	9,644	24,905	16,905	8,000	2022 income down £8k - This forecast does not include the Oldenburg £18k invoice
Income Total	21,908	37,611	15,703	30,412	28,471	1,941	*No forecast revision made iro the Oldenburg income until from the Lundy Office fee application has been reviewed and decided upon. Other elements of the income Net £2k
HARBOUR TOTAL	8,658	6,884	1,773	34,797	54,044	19,247	The full year variance position will be dependent on the decision taken iro of the Oldenburg invoice £18k. Expenditure currently forecast at £19k overspend
PILOTAGE							
Employees	31,082	24,773	6,309	62,164	48,164	14,000	Forecast Pilotage crew cost saving due to reduced pilotage activity £8k, Restructure saving £3k
Transport	6,687	1,452	5,235	15,549	15,549		Current variance: Pilot boat repairs and fuel spend lagging behind profiled budget
Supplies And Services	501	337	164	1,037	1,037		
Expenditure Total	38,270	26,562	11,708	78,750	64,750	14,000	
Reimbursement Contribution		188	188	10,000	10,000		NDC Contribution to pilotage service - year end entry
Yelland pilotage		17,828	17,828		17,828	17,828	Arco Dart - sand dredger £18k
Bideford and Appledore pilotage	13,865	4,313	9,552	27,730	13,730	14,000	Forecast Pilotage income down - reduced activity £14k
Income Total	13,865	21,953	8,088	37,730	41,558	3,828	
PILOTAGE TOTAL	24,405	4,609	19,796	41,020	23,192	17,828	Pilotage Total - income benefitted from agricultural sand dredging campaign but the net gain is being eroded by reduced pilotage activity so the income is a net favourable variance of £4k plus the saving on the pilotage crew staff £14k
HARBOUR & PILOTAGE TOTAL	33,063	11,493	21,570	75,817	77,235	1,418	Net full year forecast overspend for the year at Q2 is £3k Current variance: includes the Oldenburg invoice (£18k)

Report: Operational Services Manager
To: Bideford Harbour Board Working group
Subject: Harbour Masters Quarterly Report
Date: Thursday 20th October 2022

PURPOSE OF REPORT:

To report to members of the Bideford Harbour Board Working Group about the activities and commercial vessel movements in the port and estuary since the last meeting on Thursday 16th June 2022.

1. INTRODUCTION

Torridge District Council is the Statutory Harbour Authority for the Port of Bideford and the Competent Harbour Authority for the Taw and Torridge Pilotage District.

The Harbour Board provides strategic direction to the Harbour Authority. The Harbour Board reports to the Community and Resources Committee who are the Duty Holder for the Harbour Authority as described in the Port Marine Safety Code.

2. REPORT

This has been a relatively busy quarter with 6 ship movements to Bideford and the Harland and Wolff shipyard, as well as a formal assessment and MCA approval of the ports new Oil Spill Management Plan. Steady progress has also been achieved in gaining compliance with the mooring policy from some of the berth holders.

Vessel Movements

Bideford

1. The Celtic Mariner arrived at Bideford on 10th September and sailed on 12th September for Castellon, N Spain having embarked North Devon ball clay.
2. See below for more detailed commentary on the recent discussions with Sibelco and Pike Ward with regard to further clay shipments.

Appledore

1. On 24th June, the ex RN minehunter, HMS QUORN was brought into the Harland and Wolff shipyard (H&W), for repair and onward sale to the Lithuanian Navy. Her sea trials and final delivery date are scheduled for Q3 2023.
2. H&W finished construction of a 53m pontoon which is bound for the RNLI station at Tower Bridge on the river Thames. On 7th October the pontoon was moved from the dock to the New Quay and on 10th October, the barge departed Appledore for onward passage to London, arriving 14th October.
3. The Crane barge "Bristol Giant" remains alongside at Middle Dock where she will remain waiting for orders or, until the dock is required for other TDC business. The owners continue to promptly pay their dues on time and in full.



4. On 12th October, a second ex RN minehunter, HMS ATHERSTONE was brought into the Harland and Wolff shipyard, this vessel for use as a source of spares for ex HMS QUORN on a “combine 2 bad vessels to make 1 good one” basis. Intentions for the disposal of the remaining GRP hull after work is complete is unknown.

Yelland

1. There have been no shipping movements to either of the Yelland jetties in the reporting period. The dredger Deo Gloria is expected to return in May 2023 for her annual Bristol Channel sand extraction campaign.

Other Items

Sibelco – It is normal practice to conduct a pre-arrival river survey and the one conducted before the arrival of the Celtic Mariner, revealed that a number of the sand banks in the river Torridge had grown over the dry summer to lie nearly 0.7m above chart datum. This obliged the HM to impose a more restrictive sailing draught on the vessel and resulted in her sailing with 340 tonnes less cargo than originally planned. The safety of the navigation of the vessel and the port was ensured but the shortfall prompted a testy ultimatum from Sibelco requiring a guarantee of a dredged channel to Bideford or the threat of a cessation of clay ship trade to Bideford. HM was able to give this (see below) but in return requested a commitment that they would bring 6 ships per year to Bideford. See below for more detailed dredge discussion and explanation of the plan.

Dredging – the Board members will recall that the HM has been in dialogue with the Marine Management Organisation (MMO) for nearly 9 months trying to advance a dredging proposal for Bideford. The MMO had started out by proposing to charge Bideford Harbour £4000 for the privilege of opening and reading the dredge claim paperwork. Having refused to pay this, grudging acknowledgement was finally gained from the MMO that while Bideford Harbour might have permission to dredge and sell the material through the 1925 Bideford Act, we did not have permission to deposit dredged material at sea without a licence from the MMO.

For clarity, the Bideford Harbour Act of 1925 says:

“Paragraph 7. (1) The Corporation (TDC) may deepen, dredge, scour and excavate any portion of the foreshore and bed **of the River Torridge** within the harbour and **as far as its outfall to the sea** to such extent as may be necessary **to secure a sufficient waterway** and approach to the harbour and to the quay or wharf for vessels using the same.”

“Paragraph 7. (2) All sand mud and other materials dredged up or removed for the purposes and to the extent aforesaid **shall be the property of the Corporation** and **they may sell or otherwise dispose of or re-move or deposit the same as they think fit**. Provided that no sand, mud or other materials shall be laid down or deposited in any place below high-water mark without the consent in writing of the Board of Trade (MMO in modern parlance) having been first obtained.”

HM has approached Keynvormorlift Limited to conduct an initial trial dredge campaign starting in November, using a small jack up barge and backhoe dredger. This will initially be with a view to removing the high points from the offending sand banks (up and down stream of the H&W shipyard, opposite Snuffy and adjacent to the TDC offices).

If approved by the Harbour Board, HM proposes to periodically authorise on going work to clear and maintain a 75m wide navigational channel, ideally at chart datum, all the way up to Bideford.



It is very fortunate that the banks are comprised of high grade river sand which is suitable for sale for agricultural and building use. The sand will be landed at Yelland and sold on by Keynvormorlift paying a £1 per tonne bounty to Bideford Harbour. This bounty rate has been benchmarked with Padstow Harbour who engage in a similar activity. It would be expected the first dredge operation will remove 1000 tonnes of sand for the river generating £1000 for Bideford Harbour, successive campaigns every 3 months might be expected to remove 1500 tonnes giving a potential annual income for Bideford Harbour of £6000.

The last item will be to commission a river sonar survey (last one was 4 years ago priced at £500) which should provide sufficient hard evidence to Sibelco on the state of the navigational channel and to enable the HM to challenge them to make good on their commitment of sending 6 ships a year starting in January 2023.

Request Harbour Board Approval

Oil Spill Plan and IME – In July the newly rewritten Bideford Oil Spill Plan was formally validated in a Incident Management Exercise, christened “Ribena.” It was run by Adler and Allan, our Tier 2 provider and witnessed by the MCA and the Environment Agency. The day long exercise vigorously tested the HM, liaison with the DHM on site, the knowledge and practical skills of our own oil spill responders and the flow of information to and from TDC corporate Comms. We were assessed as having passed the exercise and our plan has been validated for another 3 years.

Mooring Policy – work to gain full compliance with the mooring policy from all berth holders continues with the HM and the DHM trying to strike the right balance between dogmatic insistence on immediate compliance, acceptance of long held precedent and sensible compromise solutions as berth holders slowly begin to realise and grudgingly accept that Bideford Harbour is slowly but surely moving into the 21st century.

A notable success story is the Boa Pescadore on Bank End where, after considerable pressure from the HM, actual work has begun to try and restore the vessel to a sea going state.

Spirited negotiations continue with the owner of the Zebedee, now a sunken wreck and it is anticipated that the vessel will be removed from the harbour at the owner’s expense in the next 2 months.

Attention in the next quarter will swing to the vessel moored at East the Water, none of whom pay mooring fees, comply with the mooring policy or comply with modern grey and black water sewage regulations. It is anticipated that legal enforcement will be required to achieve this.

Request Harbour Board Approval

Harland – The case comes before a Judge at Bristol on 28/29th November. Work on the vessel has been recently carried out.

Bideford Harbour Office - Bideford Harbour Office was painted 12-14th October.

Squirty Fountains – The original manufacturing company visited and examined the fountain equipment. We are still awaiting a quote for repair. In the light of the public interest it generated when working it is still considered a worthwhile exercise to repair.

Harbour Users Group – In attending a recent Estuary Strategy Review meeting at TDC, it was discovered that there is already an Estuary Users Forum group whose membership is largely the same as the proposed HUG. HM elected to postpone initiation of the HUG until the chair of the Estuary Forum could be contacted and the viability of this organisation



understood. Duplication will only dilute effectiveness – if the Estuary Group is defunct, HM will inaugurate the HUG.

Commercial Mooring Buoys – HM is working on a business plan and a proposal in partnership with Keynvormorlift Ltd to lay 2 commercial deep water mooring buoys for 1 or 2 vessels of up to 100m to lay by and moor at Crow Pool. On the assumption that a suitably profitable arrangement can be achieved for TDC, it is hoped to lay the moorings in the spring 2023 and then investigate the possibility of expanding this to include leisure deep water moorings. Crown Estate, from whom TDC lease the fundus where the buoys would be laid, are supportive. HM will bring a more developed verbal plan to the Board meeting with some outline financial projections.

Request Harbour Board Approval

3. IMPLICATIONS

Legal Implications

Enforcement of the Mooring Policy as above will likely require legal support.

Financial Implications

None

Human Resources Implications

None

Sustainability/Biodiversity Implications

The Harbour Authority is committed to working with colleagues and Partner organisations in supporting all relevant environmental protection legislation.

Equality/Diversity

The Harbour Authority seeks to comply with all Equality and Diversity Legislation.

Risk Management

The Harbour Authority has a Safety Management system in compliance with the Port Marine Safety Code and all risk assessments were reviewed in January 2022.

Compliance with Policies and Strategies

Bideford Harbour Authority seeks to comply with all Torridge District council policies and Strategies.

Ward Member and Leader Member Views

Date of Consultation –

3. CONCLUSIONS

Bideford Harbour authority continue to work towards maintaining full compliance with all statutory legislation and government Policy on the Port Marine safety Code.



4. RECOMMENDATIONS

That the report by noted and discussed by members.

SUPPORTING INFORMATION

Consultations: Date of Consultation –
 Officers Consulted –

Contact Officer:
Paul Brown,
Harbour Master
Bideford

