

MINUTES OF THE MEETING OF PENRYN TOWN COUNCIL'S PORT OF PENRYN WORKING PARTY HELD ON **TUESDAY 8 JULY 2014 AT 7.00 P.M. IN THE TOWN HALL, PENRYN**

Present:

Councillors: Mrs G A Grant, K S Green, J Langan, M J Mullins and E L Wilkes

Others: Mr T Foster (Secretary of Penryn River Users Association), A Brigden (Maritime Manager) and Miss M Davey (Town Clerk)

1. APOLOGIES FOR ABSENCE

Apologies were received on behalf of Councillor Mrs M K May (other Council business) and Mr B Sheppard.

2. ELECTION OF CHAIRMAN

RESOLVED that Councillor E L Wilkes be re-elected Chairman of the Port of Penryn Working Party for the civic year 2014–2015.

Proposed by Councillor M J Mullins and seconded by Councillor Mrs G A Grant

3. ELECTION OF VICE-CHAIRMAN

RESOLVED that Councillor J Langan be elected Vice-Chairman of the Port of Penryn Working Party for the civic year 2014–2015.

Proposed by Councillor M J Mullins and seconded by Councillor Mrs G A Grant

4. MINUTES OF THE MEETING OF THE PORT OF PENRYN WORKING PARTY HELD ON 23 JANUARY 2012

RESOLVED that the minutes of the meeting of the Port of Penryn Working Party held on 23 January 2012 be approved as a correct record.

Proposed by Councillor Mrs G A Grant and seconded by Councillor J Langan

5. UPDATE FROM CORNWALL COUNCIL'S MARITIME MANAGER ON PROPOSALS FOR A HARBOUR REVISION ORDER

Andy Brigden, Maritime Manager, Cornwall Council, attended the meeting to give an update on proposals for a new Harbour Revision Order. Before giving his update, he addressed issues that had been raised at the meeting of the Port of Penryn Working Party held on 23 January 2012.

- The Harbours Board considers the business of all harbours under its control.
- There had been some problems with comparison of quotes for the slipway and like-for-like quotes had been requested.
- Cornwall Council was the owner of the largest cluster of ports in England and was currently carrying out a review of the future of the Harbours Board which would cover governance, staffing resources, income potential, update of the Sustainable Strategy, and identification of relevant assets and liabilities. Stakeholders would be consulted as part of the process.
- The boundaries and assets of the Port were detailed in the Memorandum of Understanding, but the funds of both Truro and Penryn were currently protected by the Harbour Revision Order.
- Due to the requirement for the Board to be politically balanced, there was nothing that could be done to ensure that there was a representative on the Board from each port.

- Information on the feasibility of devolving responsibility for the Port of Penryn to the Town Council would come out of the review of the future of the Harbours Board.
- The meetings of the Harbours Board were open to the public (including Councillors) and could be held in a specific location if the need arose.
- Anybody was able to request that an agenda item be considered by the Harbours Board.
- The number of free berths available at Penryn would continue for the foreseeable future.

In response to a number of questions from members of the Working Party, the Maritime Manager advised the following:

- The aim of the Harbours Board was to turn around loss-making harbours to make a profit rather than subsidising them with successful harbours. Key to this was ensuring that the asset lists of a port should not include liabilities unless they could be subsidised by an asset, such as income from a car park for example. There was currently no Harbour Revision Order for Portwrinkle, Portscatho or Portreath and a new Order could take two years or more to obtain. The Harbours Board would wish to see all of its harbours making a profit and a contribution to a single pot of funding.
- It was recognised that if the harbour users were priced out of the market for moorings etc, there would be no alternative option open to them. The representative from the Penryn River Users Association advised that an independent review had indicated that mooring rates were at the appropriate level.
- The surface of the Church Beach slipway was broken and needed replacing and the Harbours Board would be carrying out the most cost-effective repair, however, they would not be creating road access. In response to a suggestion that a wall and posts could be installed for keel boats, the Maritime Manager advised that there was a need to consider environmental issues, for example, anti-fouling being scraped off into the river.
- The ports were funding £10k of the costs of the consultants carrying out the review and it had been originally thought that Cornwall Council would fund the balance, but it had transpired that the balance would come from port surpluses.
- In response to a question as to whether a Town Councillor could have a seat on the Board, the Maritime Manager advised that Councillor Mary May was a member of the Board, and Kevin Gray was a member of the Harbours Forum. He added that stakeholders attended meetings but did not have a vote.

The Maritime Manager advised that members of the Working Party could call him by telephone or visit his office if they wished to discuss anything in relation to the port and that he was happy to attend a meeting of the Working Party every six months to update them. He added that there was also always a member of his team available in the Harbourmasters Office on Penryn Quay.

6. DEVOLUTION

It was noted that the issues raised at the previous meeting had already been addressed, but that little action had been taken since the previous meeting towards the possible devolution of the Port. The Town Clerk requested that Councillors advise her if they required any further information or wished any further action to be taken.

There being no further relevant business, the meeting was declared closed at 7.50 p.m.