

# **Thanet District Council Port and Harbours Report for the 2015-16 Financial Year**

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## 1) About our Port and Harbours:

### The Port of Ramsgate



The Port of Ramsgate is one of 26 municipal ports on England and Wales.

Set on 32 acres of dedicated port land, the Port of Ramsgate has three roll on roll off (Ro-Ro) bridges, capable of accommodating conventional Ro-Ro fast ferry services and Jack up barges. Full passenger and freight vessel facilities allow the Port to operate and service the three berths simultaneously, allowing Ramsgate to handle up to 500,000 freight units and five million passengers each year.

The Port can accommodate vessels of up to 180 metres in length with 6.5 metres draft with no tidal restrictions and has the capacity to handle multi-decked vessels, stern and quarter ramps. With easy access to the open sea, it takes an average of 10 minutes from berth to clearing a buoyed channel and access is possible at all states of the tide and in most weather conditions.



With a dedicated £30 million road into the port and dual carriageway links to the M2 motorway, driving times between Thanet and the outskirts of London have been cut to just over an hour. High speed passenger rail services started in December 2009, cutting the journey time from Ramsgate to London to just 63 minutes.



The Port of Ramsgate operates an aggregate import facility, in partnership with Brett Aggregates, which can accommodate vessels of up to 90 metres in length, carrying around 2,200 tonnes of cargo. Type one, crushed slag, sand and crushed limestone is imported, which is then used for road and building bases. Brett also operate a concrete batching plant on site.

With sufficient available land and deep water to allow future diversification and the availability of hard standing and berthing slots, the Port of Ramsgate is well placed for short sea shipping trades and to capitalise on the predicted over capacity in the channel ports in the next 10 years.

Ramsgate has experienced significant growth in activity on the back of the offshore wind industry. Ramsgate is now a renewable energy hub for offshore wind following commitments from four projects off the Kent coast including the Vattenfall's Thanet Offshore Windfarm (TOW), which until recently held the 'world's largest' title but has now been overtaken by 'London Array' wind farm with 175 turbines. Vattenfall additionally undertake operations and maintenance for Kentish Flats and Kentish Flats Extension wind farms from Ramsgate. London Array undertook construction management of their world leading project from Ramsgate and Ramsgate is home to their operations and maintenance base. Between Vattenfall and London Array, 320 turbines are presently serviced from Ramsgate.



## The Ramsgate Marina



The stunning Royal Harbour Marina was developed in 1976. The Four Gold Anchor Award complex now offers 700 finger moorings, serviced by first class amenities and security, in a picturesque and historic harbour setting outshining many Mediterranean marinas.

Situated on the South East tip of England, the Royal Harbour Marina offers an unrivalled location with 24 hour access to our Outer Marina. Our position, just 35 miles from the French coast and with 16 miles of sheltered, but challenging waters, between the coast and the Goodwin Sands offers a great experience for boat owners.

To enhance our status as the premier marina in the South East, we are constantly improving our customer services and facilities which include a 40 tonne "Wise" boat hoist, chandlery, sail loft and slipways. In addition to these services, we also provide a fuel barge that supplies petrol and diesel 365 days a year, a Port Control centre which is manned 24 hours a day, equipped with the latest radar and communication equipment listening on VHF channel 14, monitored and recorded CCTV security and free WIFI broadband access in the marina.

The comfort of our visitors is important to us and we offer free shower and toilet facilities as well as a coin operated launderette housed in a modern purpose built complex. Water and electricity is readily available and our experienced and friendly team will ensure that the service experienced in our Marina is a memorable one.

Our commitment to our customers, coupled with our marina's unique setting, just minutes from the town centre and cosmopolitan waterfront, sets Ramsgate apart from other marinas.



The Royal Harbour Ramsgate, whilst having modern facilities, has an interesting historical background, dating back to Roman times, with many original features still in existence.

The Harbour was given its Royal title in 1821 when George IV sailed from Ramsgate to Hanover and back. He was so taken with the hospitality given to him by the people of Ramsgate that he decreed Ramsgate Harbour should have the right to add 'Royal' to its name. It is the only 'Royal' harbour in the United Kingdom.



## Margate Harbour



Margate Harbour is a small drying site which is protected by a large stone breakwater, the Harbour Wall itself being constructed as a series of compartments filled with rubble and shingle and has now firmly withstood the fury of the sea for 186 years

The harbour is suitable for boats that can take the ground and sit reasonably upright as the bottom consists of fairly hard sand. It is also really only suitable for shallow draught boats as parts of the harbour dry. The harbour is mainly used by small leisure vessels and a few fishing vessels. There are also slipways available for launching and recovering vessels to trailers. Currently the local sailing club operate from this harbour and surrounding slipways.

The Turner Contemporary art gallery occupies a prominent position next to the harbour.

## Broadstairs Harbour



Situated at the extreme north-eastern corner of the Kent coast and protected by a large stone breakwater, Broadstairs is predominantly used for Leisure and Fishing. Although the harbour still supports a small number of commercial fishing boats, these days the majority of sea-going is for pleasure rather than commercial. Currently the local sailing club operates out of this harbour.

# Ramsgate Maritime Plan

## Executive Summary

Ramsgate's port and Royal Harbour, owned and operated by Thanet District Council, is located 76 miles from the heart of London, and close to continental ports and harbours across the North Sea and Straits of Dover.

The commercial port has for the past decades, until recently, operated ferry services to both Dunkerque and Oostende and has become both a construction and now operation and maintenance base for four nearby offshore wind farms. The port adjoins the Royal Harbour.

The Royal Harbour forms a fantastic visual link between Ramsgate's attractive waterfront and the open sea. The dominant activity in the Royal Harbour is created by separate, well-appointed commercial and leisure marinas which provide safe berths for both local and visiting vessels.

The port and harbour lie in an environmentally sensitive marine area. The latter comprises of a number of nature conservation designations including Thanet Coast and Sandwich Bay Special Areas of Conservation and Special Protection Areas for birds together with Ramsar sites, the Thanet MCZ (Marine Conservation Zone) and Sites of Special Scientific Interest.

We have published this Maritime Plan, which has an evolving scope and purpose, as a high level guide for the future operation, development and management of the port and Royal Harbour.

**Please follow link to full report.**

<http://www.portoframsgate.co.uk/exciting-developments/maritime-plan/>



## **2) Report on the last 12 Months**

### ***Context for the 2015/16 Main Council Accounts***

The current economic climate and that of recent years has had a considerable impact on the council, particularly due to its strong reliance on revenue from interest on reserves and fees and charges. The Bank of England base rate has remained at an historic low of 0.5% which has resulted in reduced investment receipts for the council.

The council is going through an extremely challenging financial period as central Government continues its drive to reduce the national deficit. Local government as a whole has continued to face larger reductions than other parts of the public sector. For Thanet District Council this has resulted in significant cuts in government funding, with further cuts anticipated over the coming years. As a result, the council has already made savings of £7.1m between 2011-12 and 2015-16.

The Medium Term Financial Strategy (MTFS) sets out the council's strategic approach to managing its finances over a rolling four year period. A range of savings options have been developed over the medium term to mitigate the impact of funding cuts and enable the Council to deliver a balanced budget. These include sharing services with neighbouring councils, reviewing staff structures and service efficiencies. In 2015-16, savings targets of £1.218m were identified, including £0.932m of savings already agreed as part of the 2014 budget setting process, and £228k as a result of a corporate review of budgets.

The Council has reviewed its level of reserves, taking account of the financial risks that could pose a threat to the Authority over the medium term and also in light of the cuts in future funding. The Council has set its optimal level of general reserves at 12% of the net revenue budget. The general reserves as at 31 March 2016 are £2.011m which represents 12% of the 2015-16 net revenue budget and are therefore in line with the Council's optimal reserve level. In addition to the general reserve, a number of earmarked reserves exist. These are sums set aside for specific purposes and essentially allow funds to be saved over a number of years for large and often one-off items of expenditure, thereby smoothing the impact on Council Tax. The need for these reserves is reviewed regularly.

Also affected by the current economic climate are asset disposals. The Council's ability to generate funds from releasing capital resources has been limited, affecting the Council's capital programme. Only the most important capital projects are now selected for inclusion within the programme which means that the programme is now driven predominately in response to health and safety issues and those projects that are key corporate priorities.

## ***Summary of the 2015/16 financial year for the Port and Harbour***

The past year has seen the continuation of Thanet District Council's (TDC's) full compliance with all statutory port marine legislation and codes of practice.

In September 2012, the Council imposed a temporary ban (lasting approximately five weeks) on the movement of live animals through the Port of Ramsgate. The Council was served with a judicial review application in October 2012 seeking to quash the decision on the grounds that it was unlawful, there was a further claim for resultant damages.

The High Court found in favour of the Claimants, agreeing that the ban was unlawful, and that the Council were liable for damages. A quantum of damages hearing was listed for June 2015. A settlement sum of £2.3m was paid to claimants in 2014-15 and a further £2.4m in 2015-16.

**New Developments** - The Port of Ramsgate welcomed its first car transporter ship on Tuesday 19th January 2016 marking the start of a new port operation by transport and logistics company GEFCO UK Ltd.

Under a licence, GEFCO have commenced a new operation from Zeebrugge, Belgium to import and store cars at the Port of Ramsgate prior to onward distribution around the UK. This new operation uses the Port's existing infrastructure and a portion of the freight and car lanes, all of which are ready to accommodate this new business, without compromising additional new ferry opportunities.

The Harbour continues to support a fishing fleet of approximately 26 vessels and the associated onshore support services. A £323,000 scheme to dramatically improve the Outer Eastern Marina pontoons at Ramsgate Harbour has been completed. The council-led project, match funded by the European Fisheries Fund, was developed to improve the facilities provided for the fishing industry based within the Harbour and has helped to provide additional capacity.

More than 400 metres of new non-slip, modular walkway pontoons have been installed and the latest technology high efficiency, low maintenance LED lighting has been added. Power and water supplies for commercial vessels have been upgraded and the scheme also added safety features like non-slip, high strength decking and safety ladders to assist with rescue operations.

A new pontoon system was completed for the use of the Ramsgate Small Boat Owners Association, capable of berthing 30 boats. They will make mooring and accessing the boats significantly easier than the old system, and will allow increased membership numbers. The project was part funded by the Yacht Valley (Interreg) funding stream.

The Lo-Pinod Interreg Project funded feasibility studies for an alongside quay at the Port of Ramsgate and also for a Low Carbon Plan. The low carbon plan will focus on the full spectrum of renewables including wind, solar, marine source heat pumps and tidal. It is hoped that we will become a hub for all green energy going forward, building on our existing involvement in the wind farm industry.

PAC2 funding was an Interreg Cluster project that has come about as an alliance of partners from the PATCH and C2C (Connect to Compete) Interreg projects.

PAC2 Phase 1 enabled us to develop digital promotional material to celebrate our previous involvement in the PATCH project and in order to promote the Port of Ramsgate.

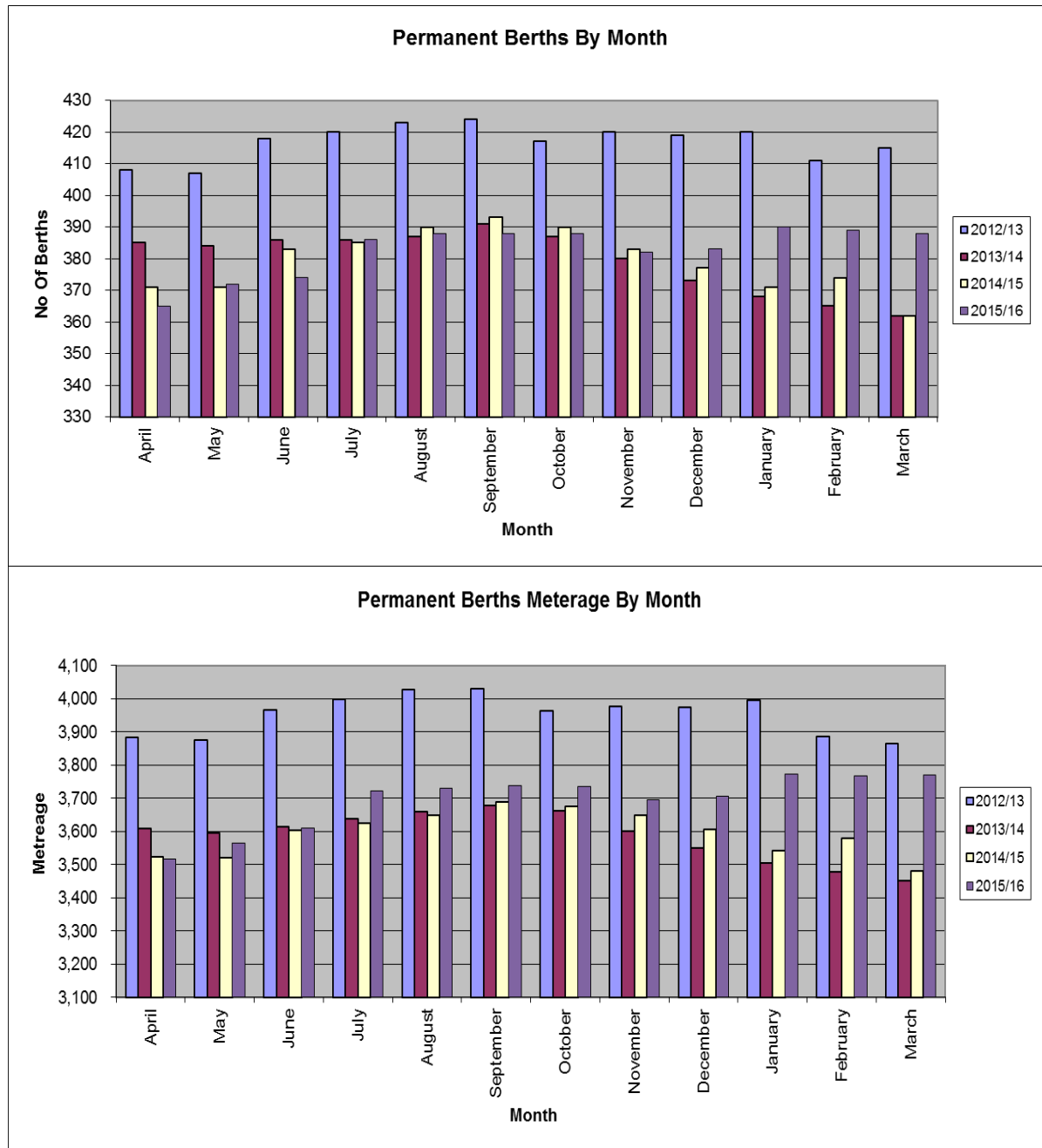
PAC2 Phase 2 has assisted the council to further promote the Port of Ramsgate through attendance at a trade show to raise awareness of the key selling points for the Port. These are:

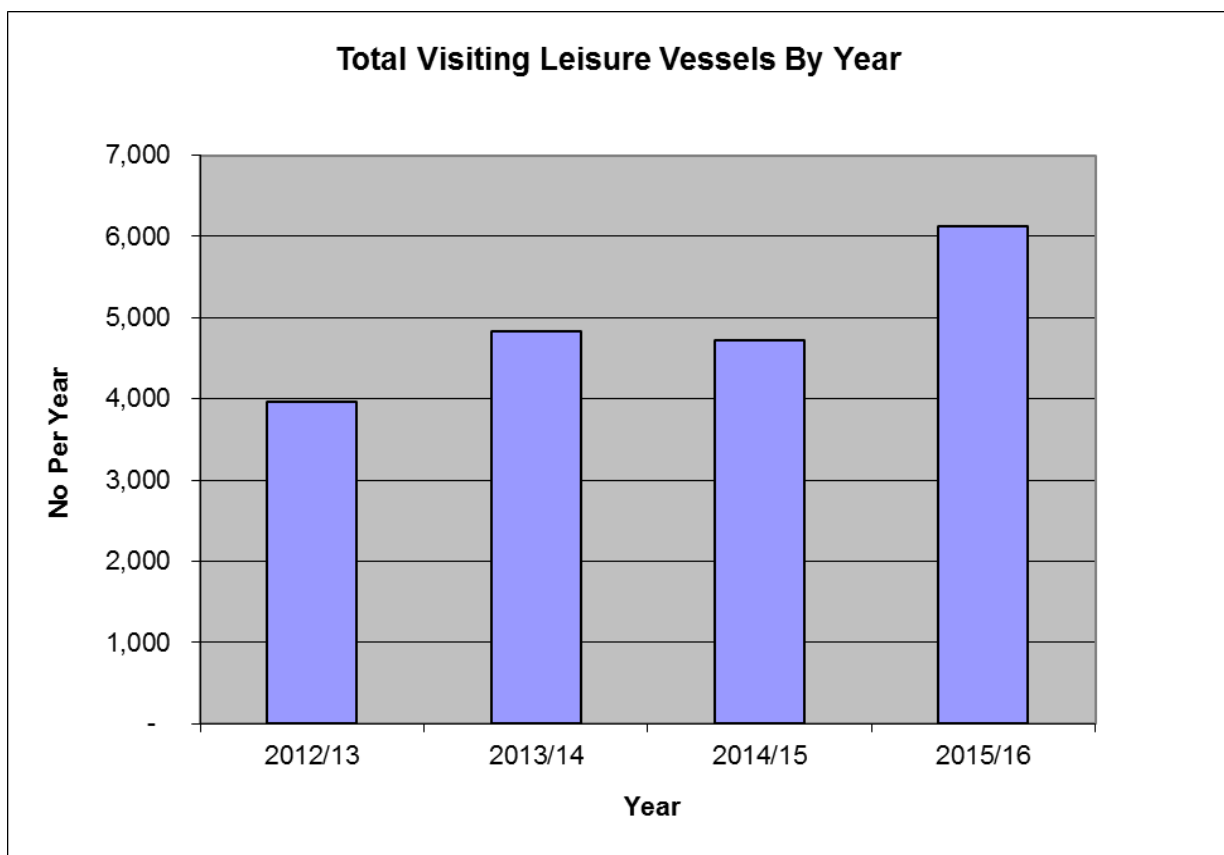
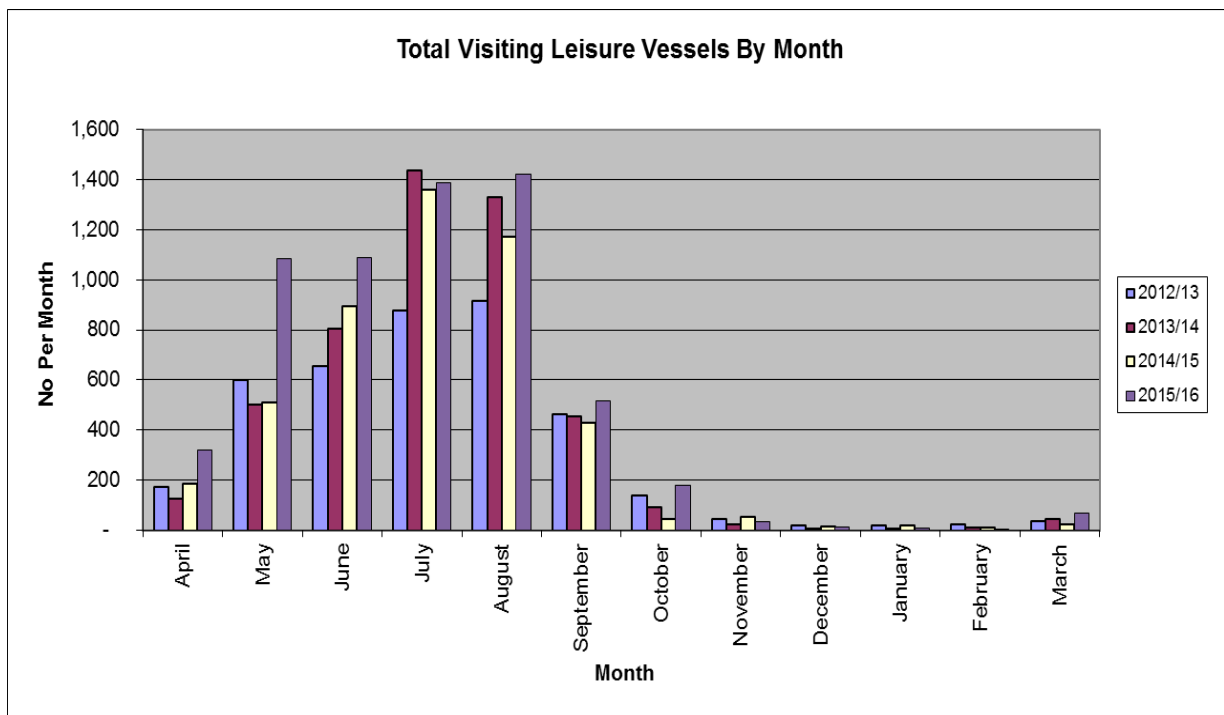
- only 58 miles from junction 2 of the M25, the same as Dover,
- M20 Operation Stack has no impact on those using the port,
- a dedicated road network and tunnel which bypasses the town and links you to the motorway network,
- excellent connectivity to UK motorway network via M2 and M25 and good links to the M20,
- short sea times which beat or match other commercial shipping operations,
- a free flowing port; freight and passengers can be en route within minutes of disembarkation,
- can accept vessels up to 180m LOA, 6.5m draft, with no tidal restrictions. There is also scope for larger vessels.

### 3) Statistics

#### Marina Statistics

Both the recession and the inclement weather have had a substantial impact on the Marina over the last few years; this is demonstrated throughout but is particularly prevalent within the visiting leisure vessels. Inward Investment has seen improved facilities and as a result sustained the number of permanent berth holders. 2015/16 has seen an increase in visiting leisure vessels. There is now a waiting list for vessels over 12m in length for the inner marinas.

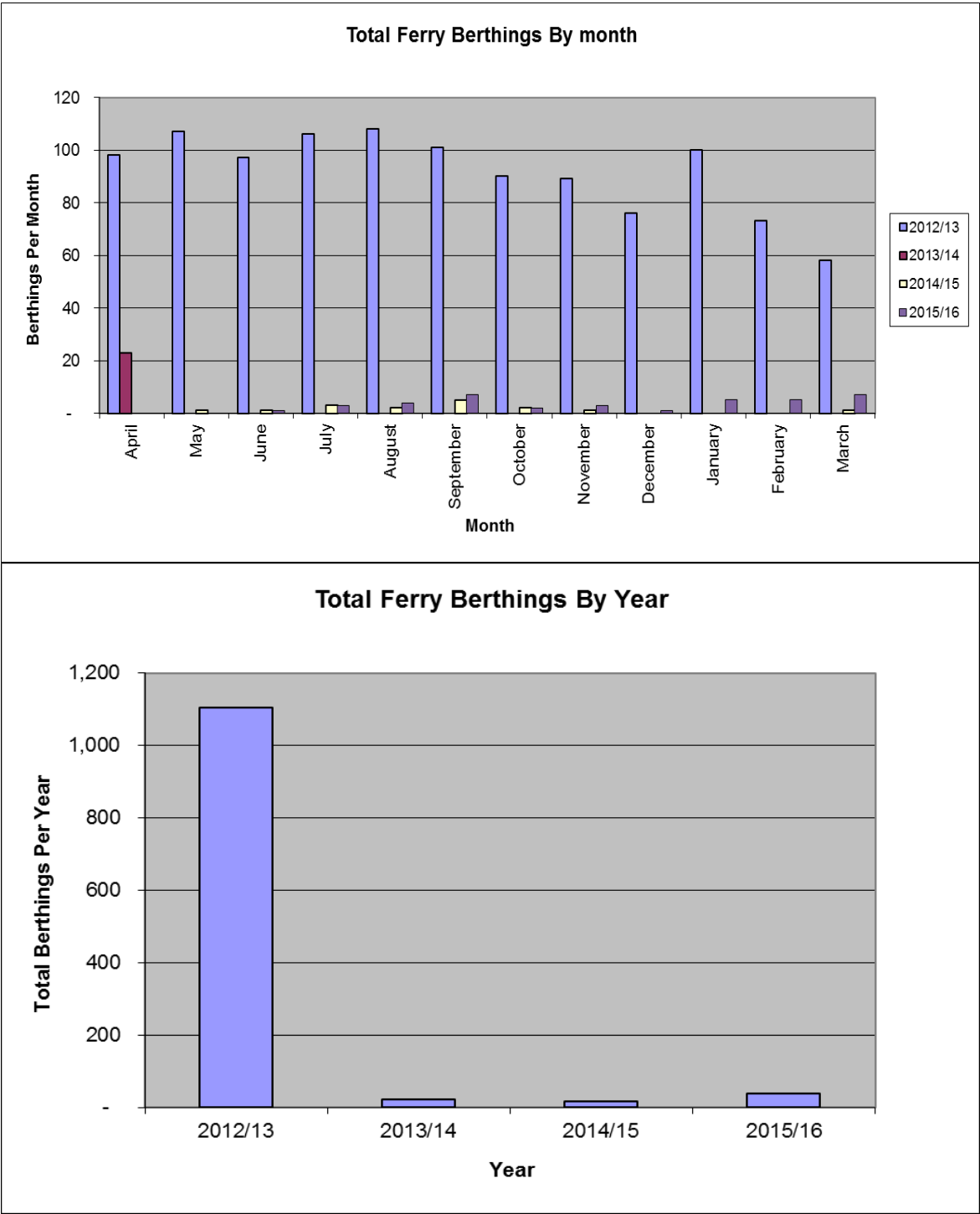


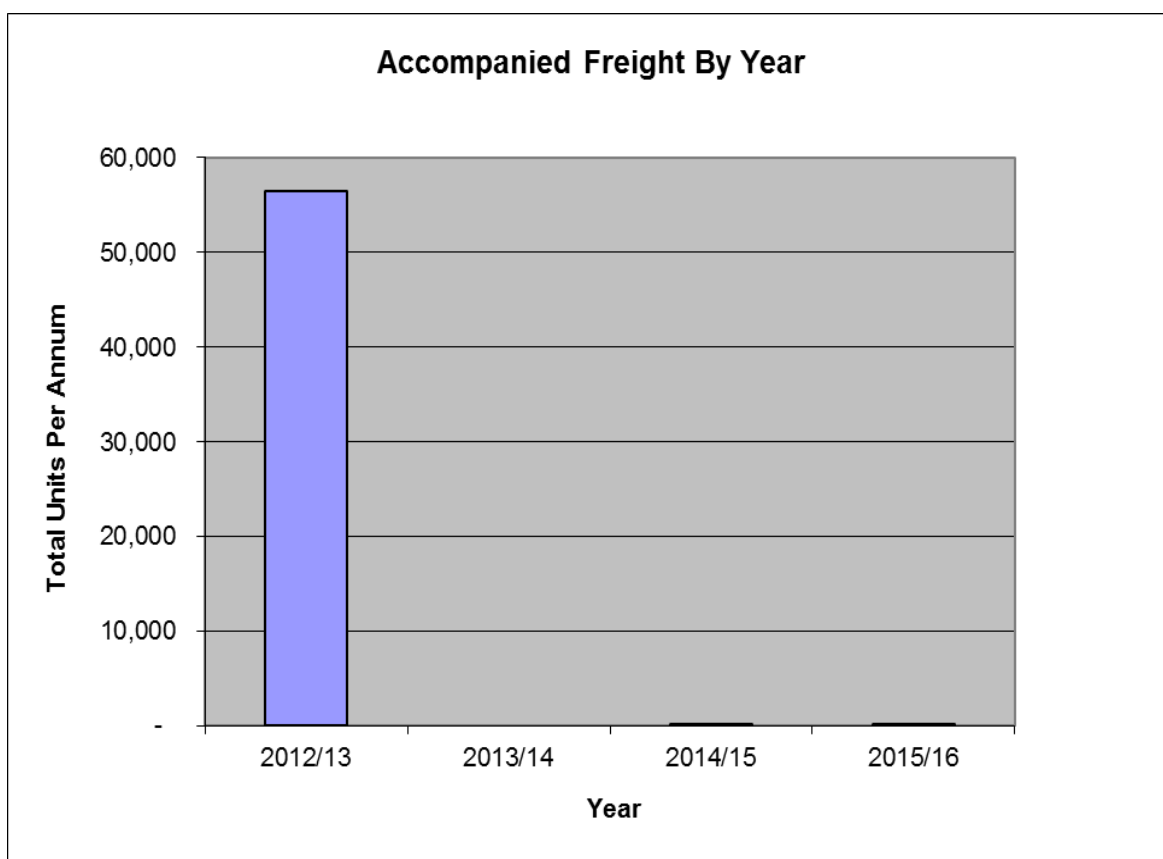
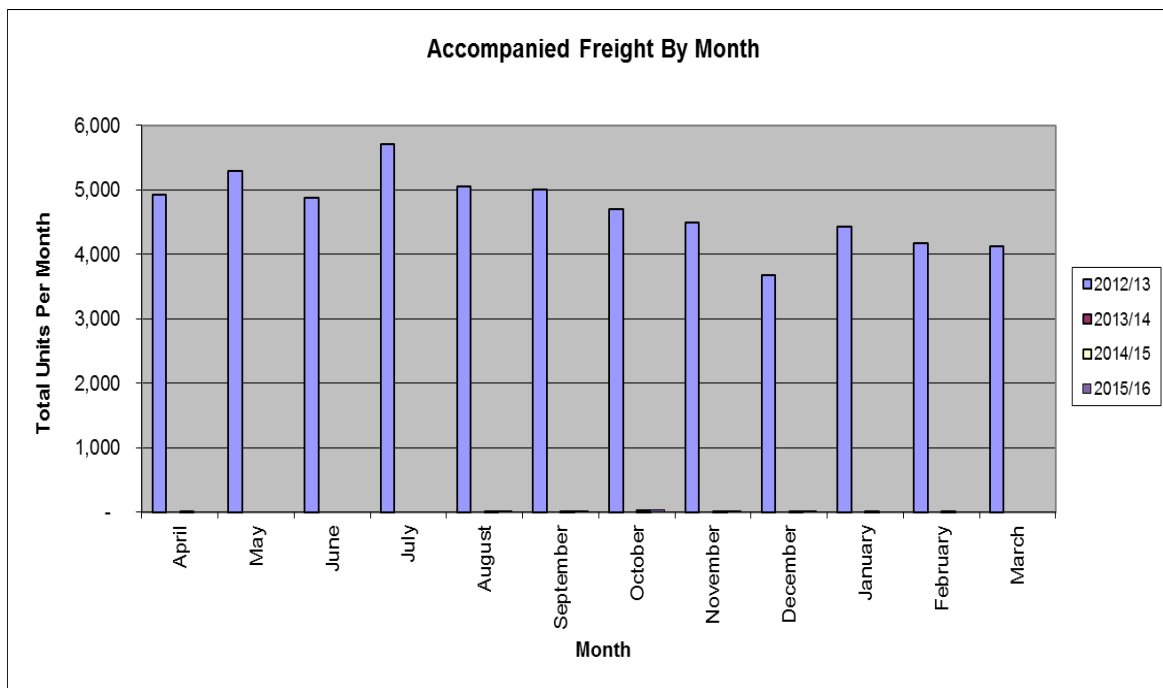


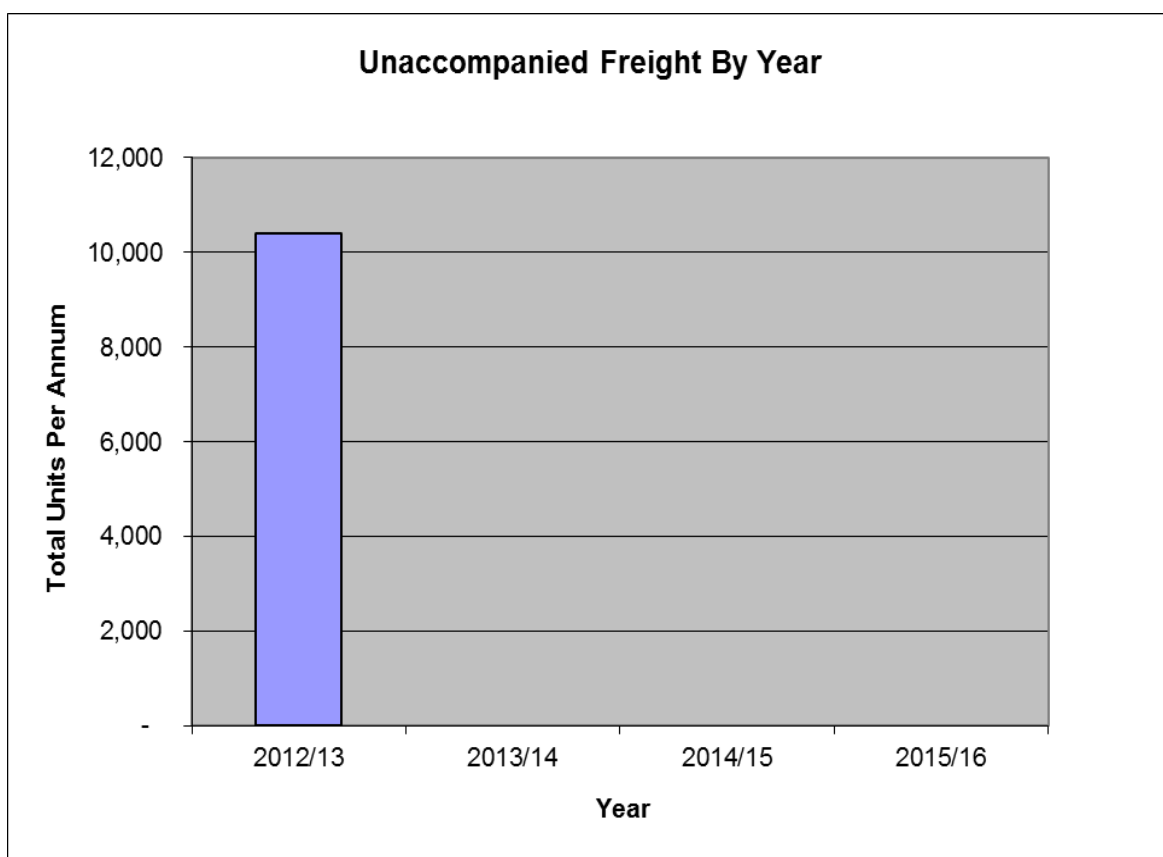
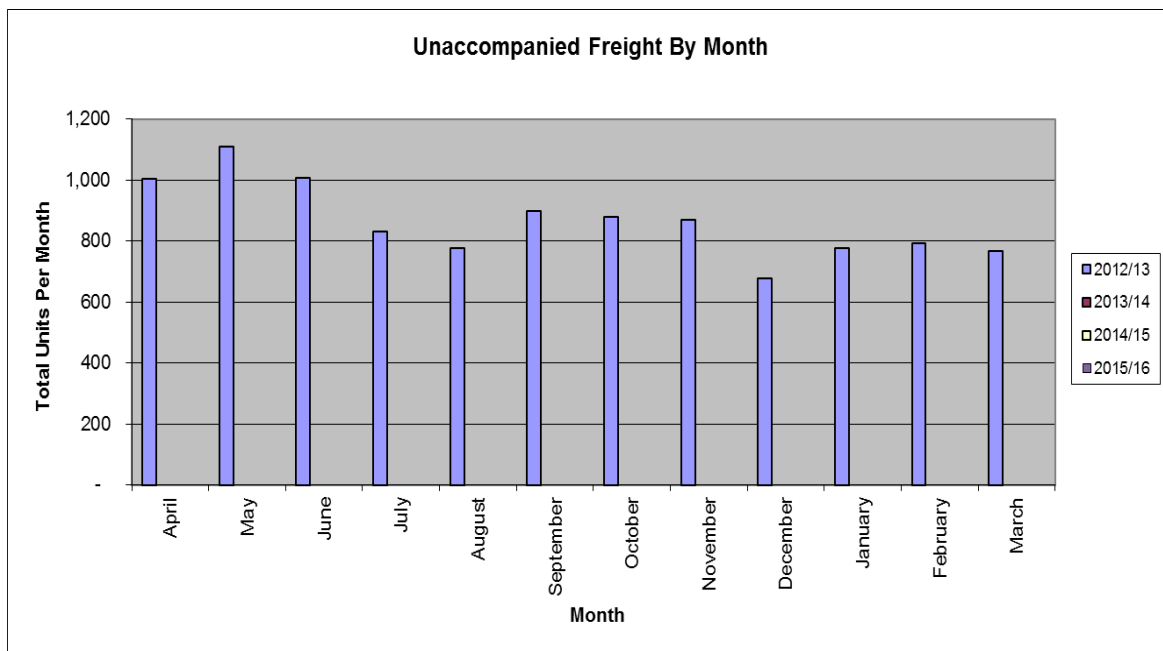


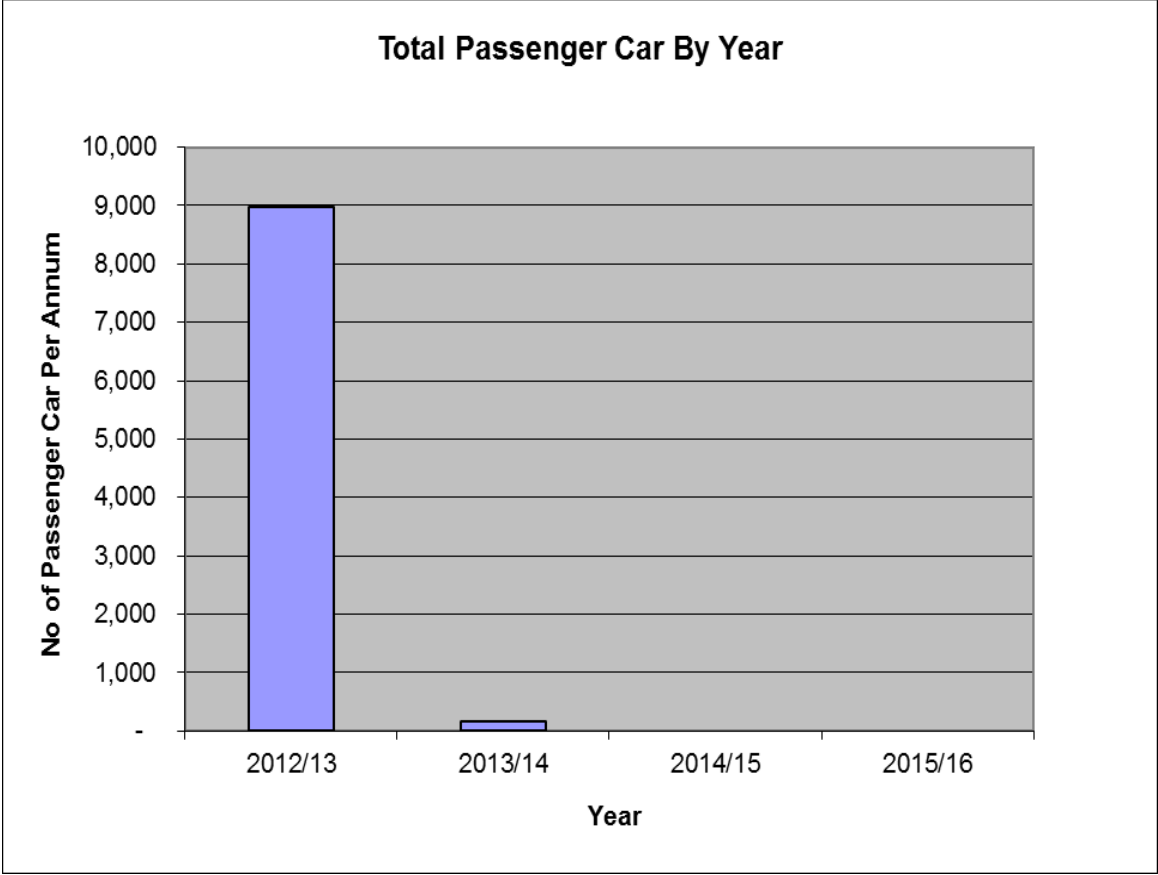
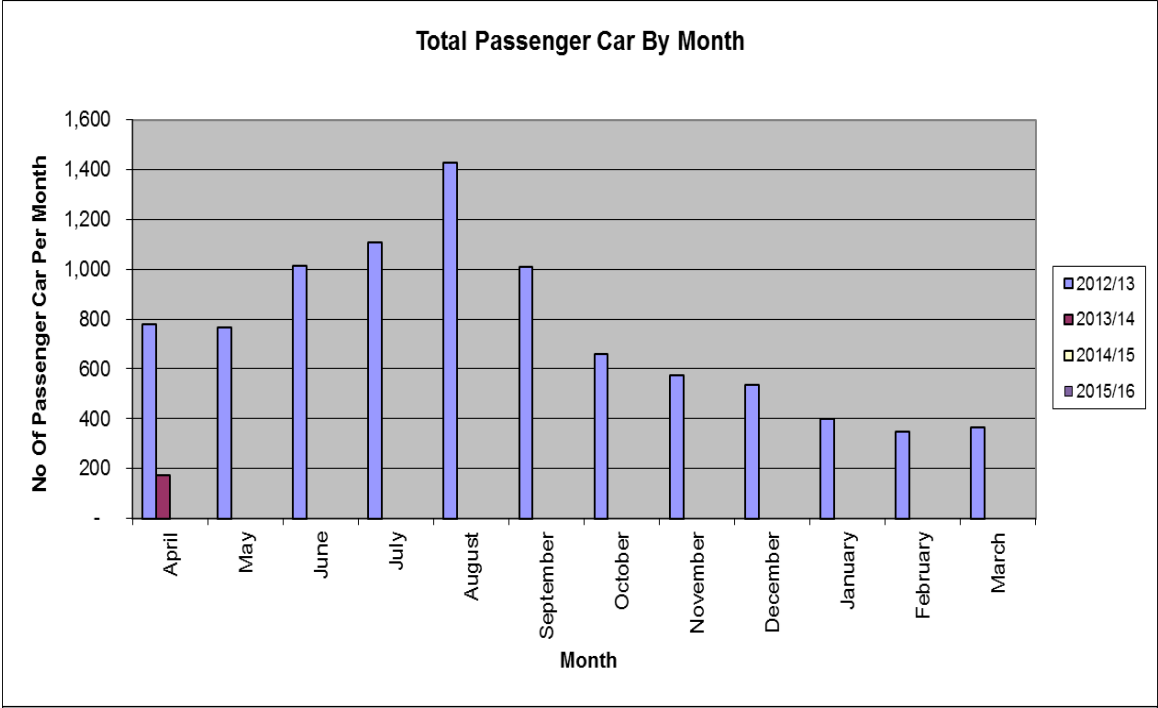
# Ramsgate Port Statistics

The situation since April 2013 is that there are no passenger ferries currently operating from the Port. However, in January 2016 a car importation operation began. Many further opportunities are available for operators to take advantage of Ramsgate's fantastic transport links.









# Yearend Financial Report

## Summary Profit and Loss Account 2014/15

31 March 2015		31 March 2016	Note
<b>Outturn</b>		<b>Outturn</b>	
000's		000's	
	<b>Revenues</b>		
1,398	Vessels	1,612	1
239	Goods & Freight	211	
0	Passengers	0	
3	Cranes & Plant	4	
826	Rents & Concessions	1,095	2
173	Car Parking	232	
16	Pilotage	28	
136	Other Misc income	32	3
372	Internal Recharges	354	
<u>3,162</u>		<u>3,568</u>	
	<b>Direct Costs</b>		
919	Employee Costs	905	3
1,014	Premises Costs	1,641	
20	Transport Costs	20	
2,616	Supplies and Services	2,535	4
<u>4,569</u>		<u>5,101</u>	
<b>(1,407)</b>	<b>Operating Surplus/(Deficit)</b>	<b>(1,533)</b>	
	Central Costs		
(1,232)	Central Support Services	(1,233)	3
<b>(2,639)</b>	<b>Net Surplus/(Deficit)</b>	<b>(2,765)</b>	
	<b>Capital Charges</b>		
(1,304)	Depreciation/Impairments	(680)	5
(1)	Capital Financing Costs	50	
<u>(1,305)</u>		<u>(630)</u>	
<b>(3,944)</b>	<b>Net Result</b>	<b>(3,395)</b>	
<b>356</b>	<b>Maritime Reserves</b>	<b>160</b>	6



## **Notes to the Accounts - Movement between Years**

1. Increased income from Port fees and in numbers of Harbour visiting and permanent berths.
2. Increased income from property rental and service charges. Increased number of buildings leased out.
3. Reduced income from external funding grants.
4. Increased expenditure on Port dredging and maintenance due to new business from car imports. Increased Crown Estates Rent.
5. In 2015-16 there were some land and buildings upward revaluations at the Port and downward revaluations at the Harbour.
6. Contributions to maritime projects.

# Statement of Responsibilities for the Statement of Accounts

Both the Council and the Section 151 Officer have certain responsibilities in respect of the Statement of Accounts.

## **The Authority's Responsibilities**

The Authority is required:

- to make arrangements for the proper administration of its financial affairs and to secure that one of its officers has the responsibility for the administration of those affairs; and
- to manage its affairs to secure economic, efficient and effective use of resources and safeguard its assets.
- to approve the Statement of Accounts.

In this Authority, the Responsible Officer is the Director of Corporate Resources & Section 151 Officer.

## **Director of Corporate Resources & Section 151 Officer's Responsibilities**

The Director of Corporate Resources & Section 151 Officer is responsible for the preparation of the authority's Statement of Accounts in accordance with proper practices as set out in terms of the CIPFA/LASAAC Code of Practice on Local Authority Accounting in United Kingdom ("the Code").

In preparing this statement of accounts, the Director of Corporate Resources & Section 151 Officer has:

- selected suitable accounting policies and then applied them consistently;
- made judgements and estimates that were reasonable and prudent;
- complied with the local authority Code;
- kept proper accounting records which were up to date;
- taken reasonable steps for the prevention and detection of fraud and other irregularities;
- gained appropriate assurance over the accuracy of the statement of accounts prior to approval.

**The Statement of Accounts gives a true and fair view of the financial position of Thanet District Council as at 31 March 2016 and of its income and expenditure for the year ended on that date.**

Tim Willis CPFA  
Director of Corporate Resources & Section 151 Officer  
Date: 30 June 2016

**Link to Main Statement on TDC Website**

[Statement of Accounts](#)

## 4) Independent Audit Report



**Grant Thornton**

**An instinct for growth"**

Tim Willis

Director of Corporate Resources

Thanet District Council

POBox9, Cecil Street

Margate, Kent

CT9 1XZ

Dear Tim

**Report of factual findings of our agreed upon procedures to the directors of Thanet District Council**

In accordance with the requirements of Section 42 of the Harbours Act 1964 we are giving our report on the annual statement of accounts relating to harbour activities that you have prepared in relation to Thanet District Council Harbour Authority for the year ending 31 March 2016. Tills report is produced in accordance with the terms of our engagement letter dated 17 October 2016

Our engagement was undertaken in accordance with International Standards on Related Services 4400 applicable to agreed-upon procedures engagements. We have performed the procedures agreed with you and enumerated below, as set out in our engagement letter.

We have considered whether the annual statement of accounts relating to the harbour activities of Thanet District Council Harbour Authority has been prepared on a reasonable basis by carrying out the following procedures:

- checking that the figures in the harbour authority annual statement of accounts agree to the underlying records upon which they have been prepared and are consistent with the transactions recorded in the statutory accounts of the local authority for the same reporting period; and
- checking that the harbour authority annual statement of accounts casts correctly.

These procedures were performed solely to assist you in meeting your responsibilities under the Harbours Act 1964. Under Section 42(5) of the Harbours Act 1964 you are required to submit this report along with the copy of the annual statement of accounts relating to harbour activities on which it has been given to the Secretary of State for Transport.

This report is provided pursuant to, and must be read in conjunction with, our engagement letter dated 17 October 2016 and is subject to the terms and limitations set out therein.

**Auditor's report on the annual statement of accounts relating to the harbour activities of Thanet District Council Harbour Authority for the year ending 31 March 2016**

We have no matters that we wish to draw to the attention of the Secretary of State in relation to the preparation of the annual statement of accounts relating to the harbour activities of Thanet District Council Harbour Authority for the year ending 31 March 2016.

Because the above procedures do not constitute either an audit or a review made in accordance with International Standards on Auditing (UK and Ireland) or International Standards on Review Engagements (UK and Ireland) 2400, we do not express any assurance.

Had we performed additional work or procedures or had we performed an audit or review of the financial statements in accordance with International Standards on Auditing (UK and Ireland) or International Standards on Review Engagements (UK and Ireland) 2400, other matters might have come to our attention that would have been reported to you.

Our report is prepared solely for the confidential use of Thanet District Council and solely for the purposes set out in this report. Our report must not be recited or referred to in whole or in part in any other document. Our report must not be made available, copied or recited to any other party without our express written permission. Grant Thornton UK LLP neither owes nor accepts any duty to any other party and shall not be liable for any loss, damage or expense of whatsoever nature which is caused by other parties' reliance on our report.

We have completed our responsibilities in respect of the annual statement of accounts relating to harbour activities for Thanet District Council Harbour Authority for the year ending 31 March 2016 under the requirements of the Harbours Act 1964 and the Local Audit and Accountability Act 2014 so far as they apply to this engagement.

**Grant Thornton UK LLP**  
CHARTERED ACCOUNTANTS

Gatwick

15 December 2016

## 5) Port and Harbour note (44) to the accounts from Main Statement

### Harbours

Expenditure on harbours includes the Port of Ramsgate, Ramsgate Royal Harbour, Broadstairs and Margate Harbours and is included under the heading Highways, Roads and Transport Services. The majority of income and expenditure takes place within the Ramsgate operations.

2014-15 (Surplus)/ Deficit £'000s		2015-16 Expenditure £'000s	2015-16 Income £'000s	2015-16 (Surplus)/ Deficit £'000s
3,900	Port of Ramsgate	4,381	(937)	3,444
89	Ramsgate Royal Harbour	2,125	(2,200)	(75)
(56)	Broadstairs Harbour	84	(73)	11
11	Margate Harbour	19	(4)	15
<b>3,944</b>	<b>Total</b>	<b>6,609</b>	<b>(3,214)</b>	<b>3,395</b>



## 6) Focus moving forward

### **Key Focus for the next 4 years. Maritime Operations Service Plan for 2016-2020:**

- To increase the port's visibility within the sector.
- To continue working to attract and retain new roll-on/roll-off (RoRo) services and port related business to Port of Ramsgate.
- To progress outputs from the approved externally funded programmes.
- To continue working with the External Funding Officer to secure further externally funded opportunities for essential project delivery.
- To maintain engagement with the offshore renewable sector to benefit the district through job creation associated with the emerging blue energy sector, as well as the existing wind renewables and their supply chain.
- To continue to provide an efficient and effective service to leisure and commercial users of the Royal Harbour.
- To work towards achieving 5 stars in the Gold Anchor scheme.

### **Future Service Delivery Plans**

In order to deliver a balanced budget moving forward, the Council needs to make savings of £1.036m in 2016-17 and identify further savings of circa £1.264m in 2017-18. The Council has reviewed staff structures to enable the Council to develop plans to deal with the continuing budget cuts; is looking to identify further savings from the shared service arrangements and reviewing which budgets can be reduced as a result of under-spending in prior years. The Council is also undertaking a service review programme to identify the further savings required in order to be able to continue to deliver key priority services to residents and ensure delivery of the Council's Corporate Plan objectives. This programme will include looking at key themes such as Digitalisation, Partnership working and possible Joint Ventures to see which services can be reduced whilst still meeting customer needs; which can be delivered in a different way to reduce costs; and will look to identify where there are further efficiencies to be made within service areas.

### **Link to the Thanet District Council Corporate Plan**

<https://www.thanet.gov.uk/about-us/corporate-plan-2015-to-2019/>

## 7) Key contacts

### ***Responsible Officers:***

Tim Willis: Director of Corporate Resources & Section 151 Officer's Responsibilities

Gavin Waite: Director of Operational Services

Robert Brown: Maritime Operations Manager & Harbour Master

Joanne Kemp: Management Accountant

### ***Responsible Members***

### ***Cabinet Member for Regeneration and Enterprise Services***

#### ***Description***

To lead policy development and advise the Cabinet on:

Port of Ramsgate;

Ramsgate Royal Harbour Marina;

Broadstairs and Margate Harbours;

Economic Development & Regeneration Policy;

East Kent Opportunities Ltd;

Thanet Regeneration Board;

Tourism

#### ***Post is held by***

[Councillor Hunter Stummer-Schmertzing](#)