

# Thanet District Council Port and Harbours Report

**2018 - 19 Financial Year**

A decorative graphic at the bottom of the page consisting of several overlapping, curved bands in various shades of blue, creating a wave-like effect.

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## 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) berths, 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 two 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 Ramsgate and the M25 have been cut to just over an hour. High speed passenger rail services started in December 2009, cutting the journey time from Ramsgate to Central 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. Type one, crushed slag, sand and crushed limestone is imported, which is then used within the construction sector. Brett also operate a concrete batching plant on site.

With sufficient available land and water space 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 predicted growth in the cross channel freight sector over the next 10 years.

Ramsgate has experienced significant growth in activity, supporting 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, 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 almost two centuries.

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/>



## Report of the Last 12 Months

### Narrative Report Extract from Main Council Statement of Accounts

The financial position of the council has strengthened during the year. Since last year General Fund Reserves have been increased by £3.7m and total usable reserves have increased by £5.5m.

The improved position for the General Fund is largely backed by a one-off windfall arising from additional Business Rates income retained in Thanet, as a result of participating in the Kent 100% Business Rates Retention Pilot.

Despite this improved position, the council continues to face and meet major financial challenges. The council's reserves still remain low, compared our historical levels, other district councils and the risks we face. In addition, the 2019-20 budget approved by Council in February 2019 identified an on-going budget deficit of approximately £1m from 2020-21 onwards. Work will now commence on addressing the deficit and if permanent deliverable savings can be realised in 2020-21 it will make a significant contribution to reducing the deficit thereafter.

However, significant uncertainty remains around the future of local government funding, with a number of key reforms due for delivery for 2020-21. Therefore, depending on the outcome of and timing of these reforms the budget estimates for future years could significantly change during the 2020-21 budget setting process.

**Link to Main Statement on TDC Website**  
[Statement of Accounts](#)

## Summary of the 2018/19 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.

GEFCO again imported new Peugeot and Citroen cars from the Continent to Ramsgate during the last quarter of the 2018/19 financial year. These vehicles were bound for the UK market and were stored at Ramsgate prior to onward transport to customers.

Maintenance dredging has continued in response to planned hydrographic surveying, appropriate to the vessels which utilise the water space.

The Harbour continues to support a fishing fleet of approximately 26 vessels, 18 commercial day angling vessels, six ESL Pilotage Cutters, UKBF Cutters and the associated onshore support services for the four Ramsgate based wind farms, which have between them 320 offshore wind turbines.

Leisure customers are not only important to harbour operations, but also to the prosperity of the district. The 700 berth marina at Ramsgate has been independently assessed by the Yacht Harbour Association and is presently graded as a four 'Gold Anchor' facility (five is the maximum). Permanent leisure vessel berthing achieved a 7 year peak in May at 4,037m and the number of visiting yacht nights was 6,209.

All commercial properties on the harbour estate are presently let or licenced to tenants.

The Port and Harbour provides the operational and maintenance base for 2 companies who manage 4 offshore wind farms adjacent to the NE Kent coastline. A total of 320 turbines are maintained from Ramsgate, utilising a fleet of high speed crew transfer vessels and transient specialist craft. The crew transfer vessel fleet size varies between summer and winter operations, averaging approximately 15 vessels. The substantive number of vessels increased this year by one, as Vattenfall relocated operations to support Kentish Flats and Kentish Flats Extension to Ramsgate.

The port remains an attractive facility to support Ro-Ro freight operations and has recently received significant media attention.

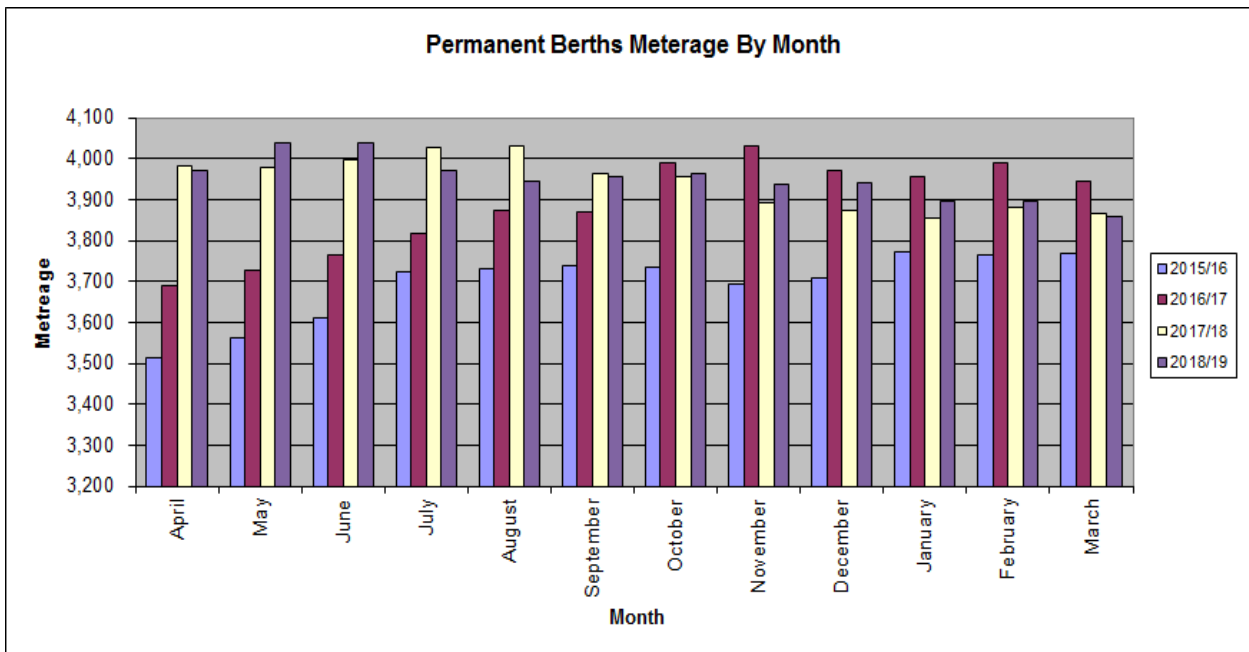
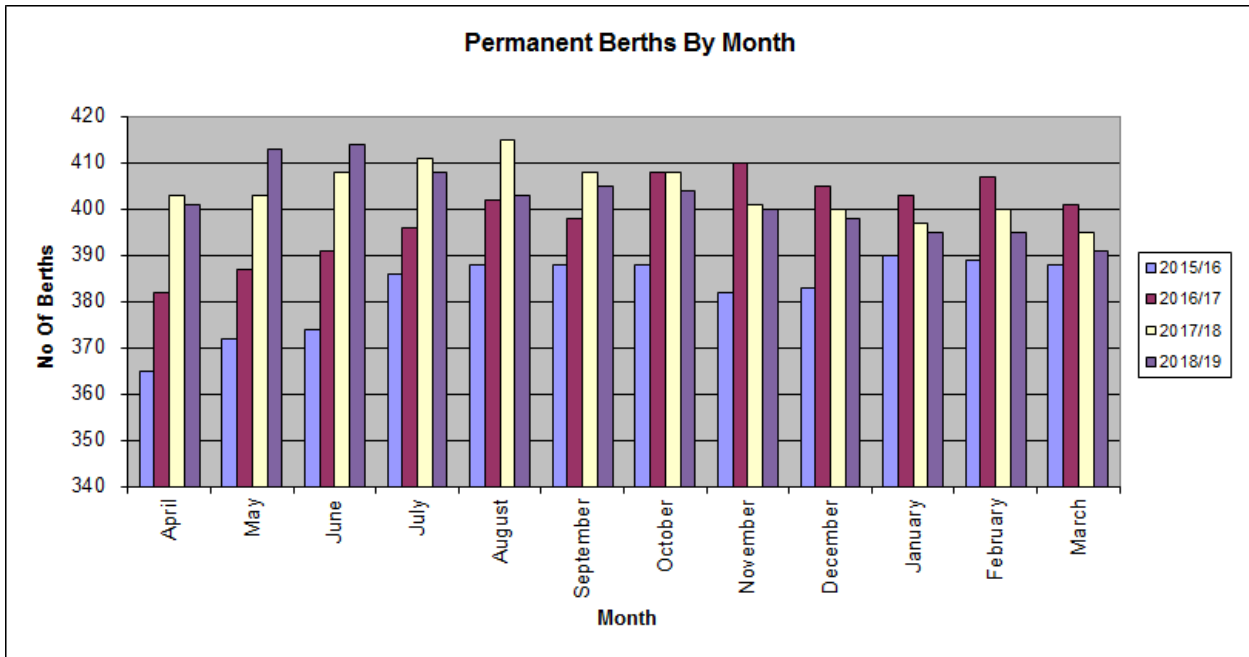
A short promotional video (63 seconds), demonstrating the attractiveness of the Port of Ramsgate can be viewed from the home page on the port website at [www.portoframsgate.co.uk](http://www.portoframsgate.co.uk) ; the key points being –

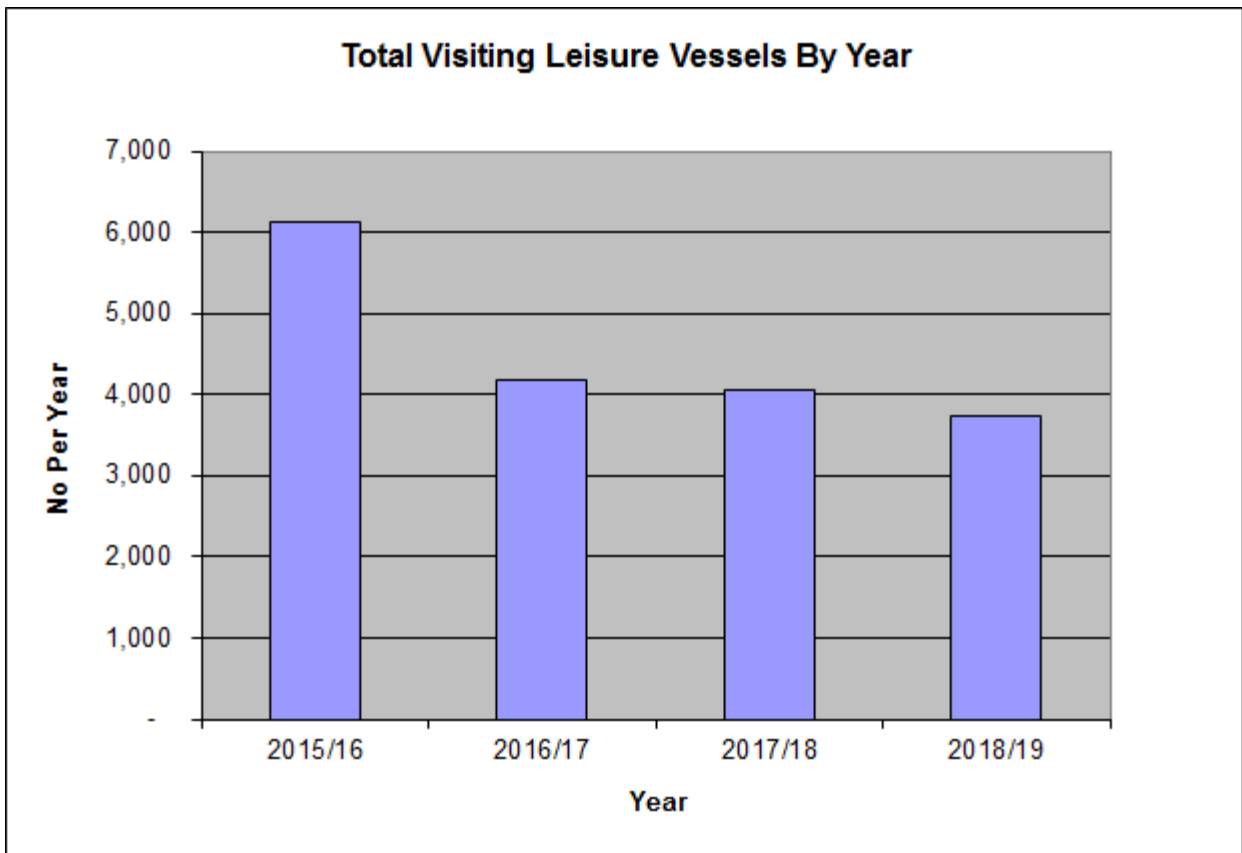
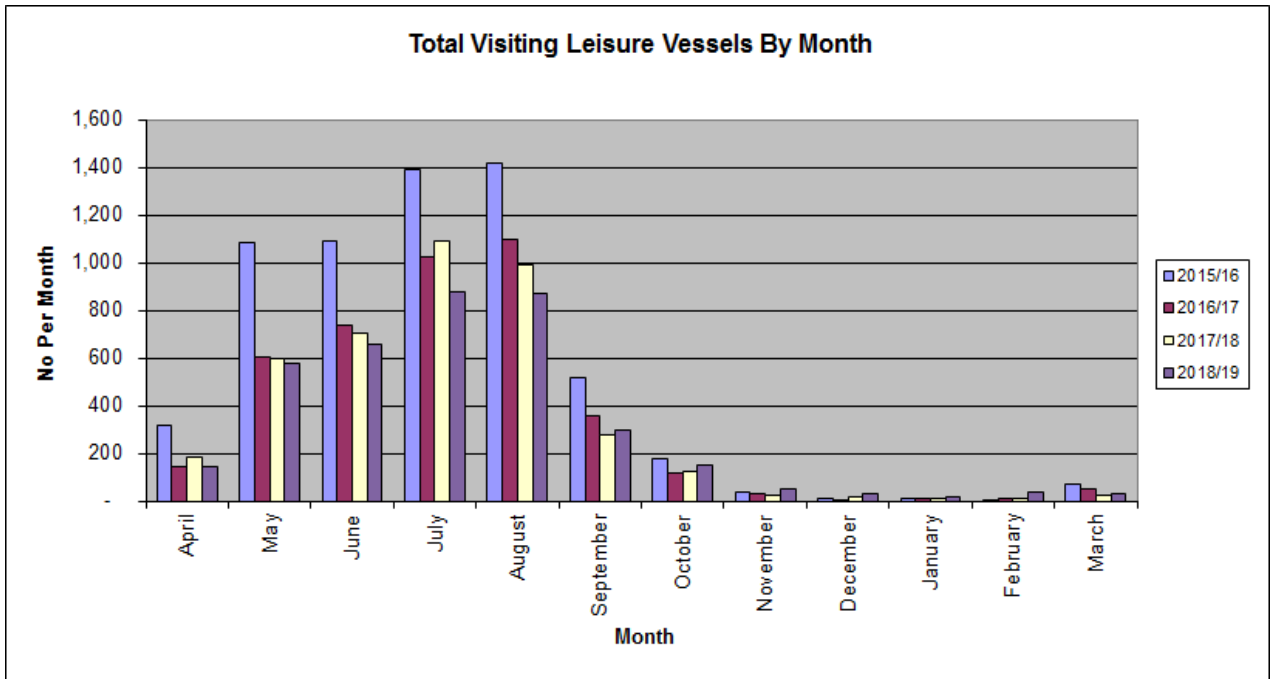
- The Port of Ramsgate is only 58 miles from junction 2 of the M25, the same as Dover,
- M20 Operation Stack has no impact on those using the port,
- a dedicated road network and tunnel which bypasses the town and links you to the motorway network,
- excellent connectivity to UK motorway network via M2 and M25 and good links to the M20,
- short sea passage, second closest port to mainland Europe.

## Statistics

### Marina Statistics

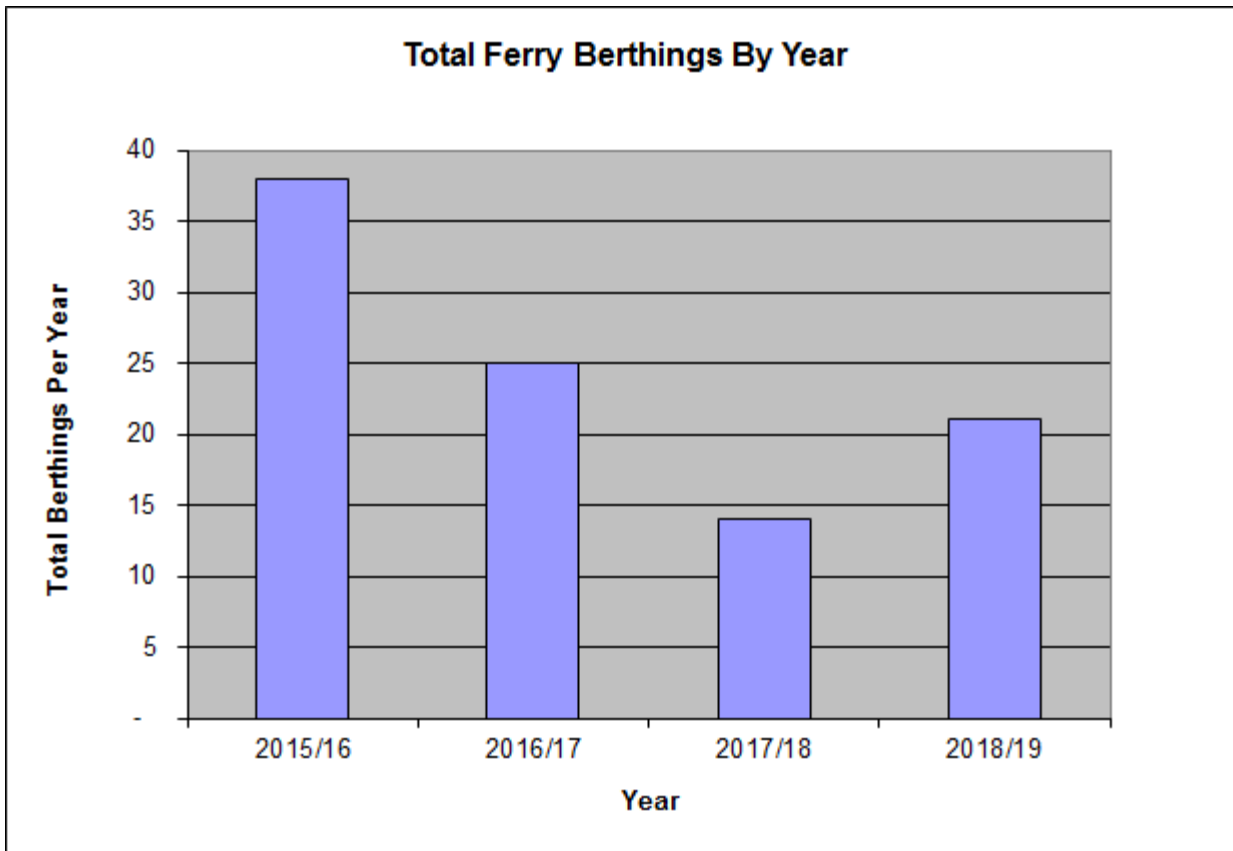
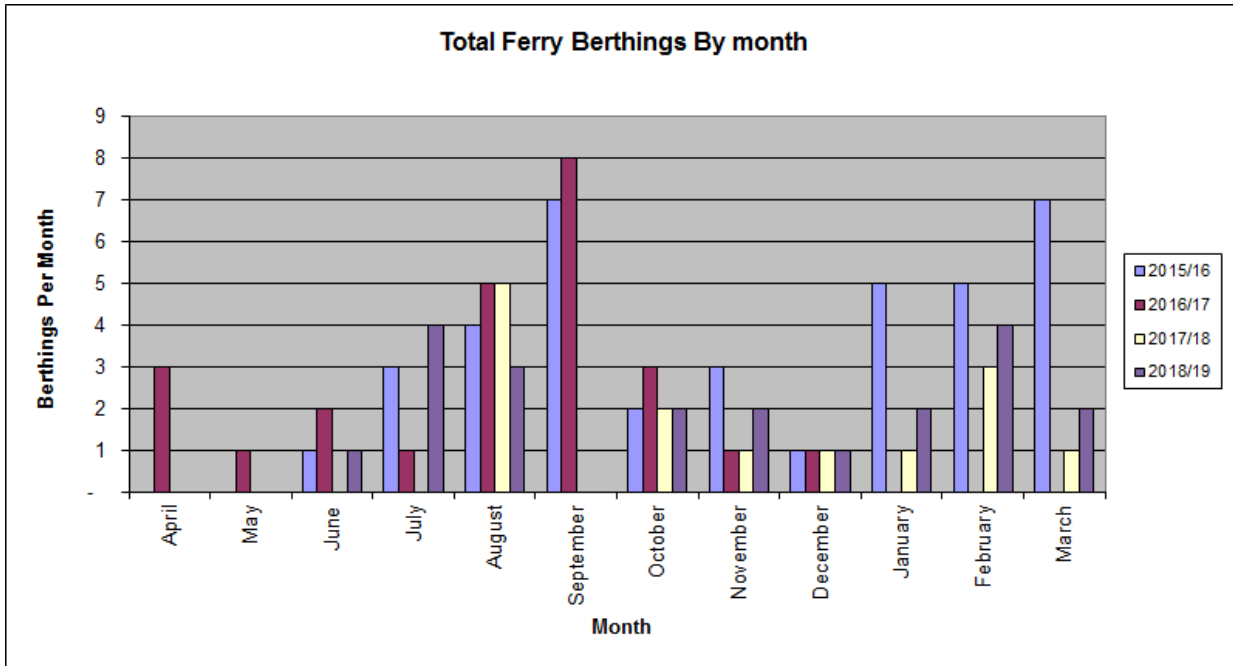
Both the recession and the inclement weather have had a substantial impact on the Marina over the last few years; this is demonstrated throughout but is particularly prevalent within the visiting leisure vessels. Inward Investment has seen improved facilities and as a result sustained the number of permanent berth holders. There is now a waiting list for vessels over 12m in length for the inner marinas. In order to both maintain and grow visitors from mainland Europe, we additionally retail white diesel in addition to red gas oil.

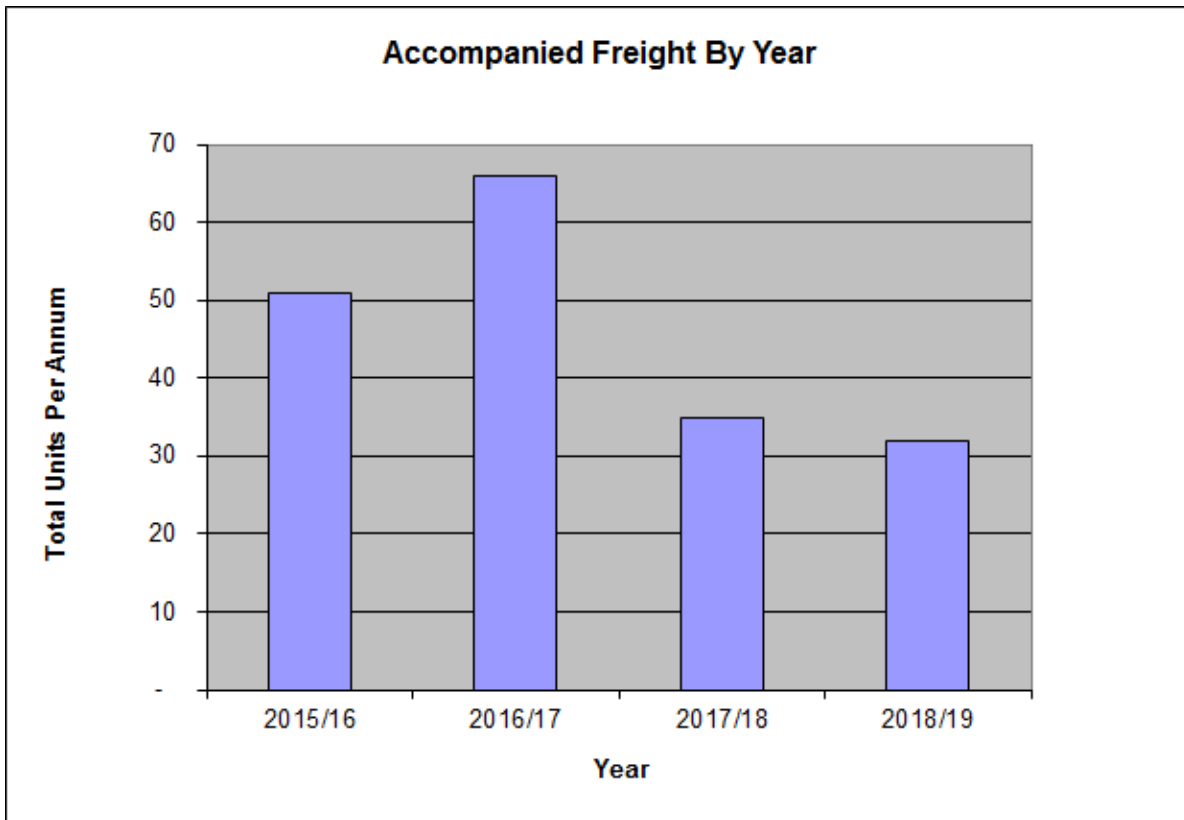
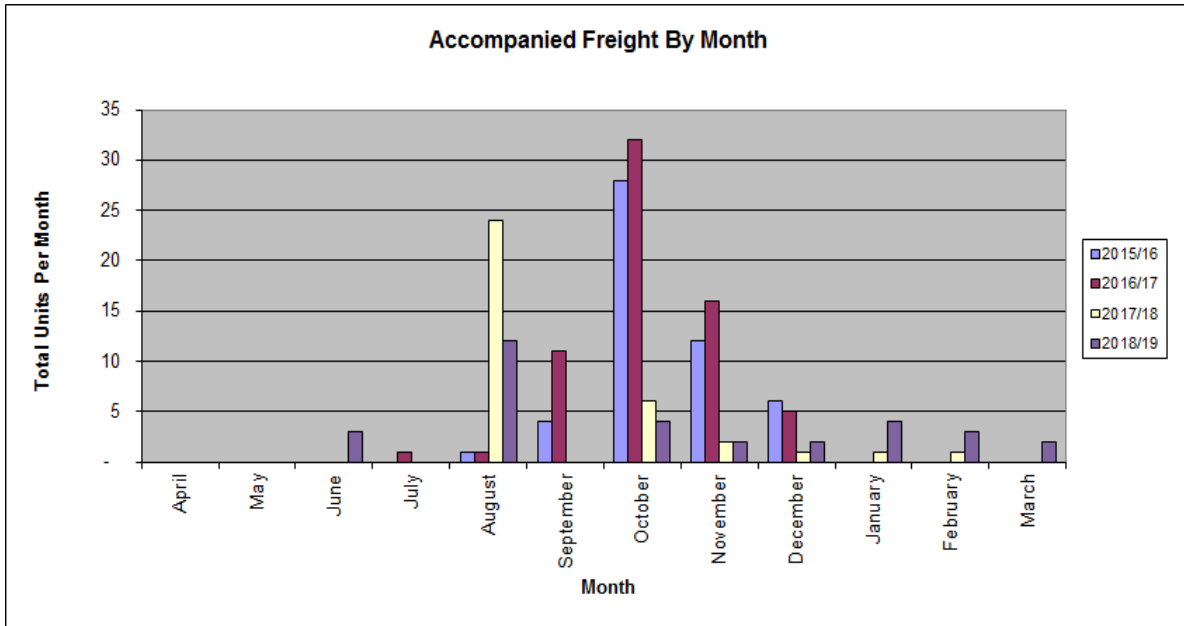




## Ramsgate Port Statistics

The situation since April 2013 is that there are no passenger ferries currently operating from the Port. However, a car importation operation resumed during 2018-19. Many further opportunities are available for operators to take advantage of Ramsgate's fantastic transport links.





# Year End Financial Report

## Summary Profit and Loss Account 2018/19

31 March 2018		31 March 2019	Note
<b>Outturn</b>		<b>Outturn</b>	
000's		000's	
	<b>Revenues</b>		
1,573	Vessels	1,604	
284	Goods & Freight	419	
0	Passengers	0	
10	Cranes & Plant	16	
1,224	Rents & Concessions	1,164	
257	Car Parking	288	
47	Pilotage	47	
6	Other Misc income	3	
502	Internal Recharges	452	
<u>3,904</u>		<u>3,993</u>	
	<b>Direct Costs</b>		
1,176	Employee Costs	1,150	
1,502	Premises Costs	1,368	
21	Transport Costs	36	
1,327	Supplies and Services	850	
<u>4,026</u>		<u>3,404</u>	
<b>(122)</b>	<b>Operating Surplus/(Deficit)</b>	<b>589</b>	
	Central Costs		
1,676	Central Support Services	1,205	
<b>(1,798)</b>	<b>Net Surplus/(Deficit)</b>	<b>(617)</b>	
	<b>Capital Charges</b>		
589	Depreciation/Impairments	2,118	1
0	Capital Financing Costs	0	
<u>589</u>		<u>2,118</u>	
<u><b>(2,387)</b></u>	<b>Net Result</b>	<u><b>(2,735)</b></u>	
<b>0</b>	<b>Maritime Reserves</b>	<b>0</b>	

1. Downward Revaluations of Port and Harbour Assets

## Capital Expenditure

<b>Capital Projects 2018-19</b>				
Project Description	£'000s Project Spend 2018-19	£'000s Total Project Spend to 31st March 2018	£'000s Project Budget Remaining Per 2019-20 Capital Programme	£'000s Total Project Funds
<b>Ramsgate Harbour</b>				
Harbour Gate and Bridge	1,285	5	18	1,308
Harbour Breakwater Piles and Guides	304	19	1	324
Harbour Railings	29	2	72	103
Stores	13	0	0	13
Containers	51	0	0	51
Marina Management System	13	36	0	49
Pontoons - Decking Improvements	64	0	21	85
	<b>1,759</b>	<b>62</b>	<b>112</b>	<b>1,933</b>
<b>Ramsgate Port</b>				
Berths 2/3	2	1,225	0	1,227
	<b>2</b>	<b>1,225</b>	<b>0</b>	<b>1,227</b>
<b>Broadstairs Harbour</b>				
	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Margate Harbour</b>				
	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTALS</b>	<b>1,761</b>	<b>1,287</b>	<b>112</b>	<b>3,160</b>



## 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 Deputy Chief Executive & Section 151 Officer.

### Deputy Chief Executive & Section 151 Officer Responsibilities

The Deputy Chief Executive & 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 Deputy Chief Executive & 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 2019 and of its income and expenditure for the year ended on that date.**

Tim Willis CPFA  
Deputy Chief Executive & Section 151 Officer  
Date: 31 May 2019

**Link to Main Statement on TDC Website**  
[Statement of Accounts](#)

cp/tdc port accounts 2018/19  
01303 853499  
christopher.parker@dover.gov.uk

10<sup>th</sup> July 2019

Tim Willis – Deputy Chief Executive & Section 151 Officer

Thanet District Council

Ceil Street

Margate,

Kent

CT9 1XZ

**Thanet District Council - Port and Harbours Report 2018/19 - Statement of  
Accounts**

Dear Tim,

Following your request we have carried out a review of the Statement of Accounts for Thanets Port & Harbours Accounts 2018/19, supplied by your Finance Manager, in order for you to meet the requirements placed upon you under Section 42 of the Harbours Act 1964.

The work undertaken has comprised the following –

A review of the accuracy of the Statement of Accounts dated 31st May 2019, to ensure that this correctly reflects the figures within the Council's financial information system.

A review of the Statement of Accounts to ensure that this accurately cross casts to the totals detailed.

A review of the detailed transactions within the Council's cost codes relating specifically to the Port & Harbours, to ensure that these are valid and are correctly related to the purpose of the Port & Harbours.

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 to the Secretary of State for Transport.

We have no significant 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 Thanet Ports & Harbours Accounts for the year ending 31<sup>st</sup> March 2019.

I hope that this information and the audit letter is sufficient for your requirements, however if you need any further information or wish to discuss any aspect of the review, please feel free to contact me.

Yours sincerely

**Mr C. Parker**  
**Deputy Head of the East Kent Audit Partnership**

## Port and Harbour note (14) 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.

2017-18 (Surplus)/ Deficit £'000s		2018-19 Expenditure £'000s	2018-19 Income £'000s	2018-19 (Surplus)/ Deficit £'000s
2,637	<b>Port of Ramsgate</b>	3,584	(1,073)	2,511
(227)	<b>Ramsgate Royal Harbour</b>	2,695	(2,401)	294
(46)	<b>Broadstairs Harbour</b>	0	(88)	(88)
23	<b>Margate Harbour</b>	27	(9)	18
<b>2,387</b>	<b>Total</b>	<b>6,306</b>	<b>(3,571)</b>	<b>2,735</b>
	Less: accounting adjustments			
(589)	Capital Charges			(2,118)
(438)	AS19 Pension Adjustments			(286)
1,360	Funding Position			331

The table disclosed above shows an accounting loss of approximately £2.7m, in accordance with generally accepted accounting practices. However, this position includes items that do not impact the service or council tax payers.

After removing accounting adjustments for capital purposes and pension accounting the service recorded a loss of approximately £300k from a funding perspective. Furthermore, this position includes a £230k allocation for corporate overheads.

### NOTE

There is a disclosure difference between the Main Statements and the P&L in this document in how the Harbour Office overheads are displayed.

The Main statements are prepared using the local government code of practice whereas the P&L within this document is prepared on a company accounts basis.

The P&L shows £452k overhead costs within the Direct costs categories and also £452k of internal recharges within the Revenues category. The costs are recharged to the Central Support Service category. Therefore the total expenditure and total income reported is £452k higher than the Main statements, which only show the net figure, but the bottom line on both remains the same at £2,735k.

## 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.

### Link to the Thanet District Council Corporate Plan

<https://www.thanet.gov.uk/info-pages/corporate-priorities-and-values-2015-2019/>

## Key contacts

### Responsible Officers:

Tim Willis: Deputy Chief Executive & Section 151 Officer's Responsibilities

Gavin Waite: Director of Operational Services

Mike Humber: Head of Service

Joanne Kemp: Finance Manager

### Responsible Members:

Leader of the Council

### Description

#### Scope of Portfolio

#### To lead and coordinate the Cabinet on:

1. Corporate Plan;
2. Media, PR and Communications;
3. Strategic Planning, Planning Policy and the Local Plan;
4. Major Strategic Projects;
5. Port and Harbours

### Post is held by

[Councillor Robert W Bayford](#)