

Crouch Harbour Authority

Harbour Management Plan

2023 - 2024



CHA Office Address:

Crouch Harbour Authority

Harbour Office

The Quay

Burnham on Crouch

Essex

CM0 8AS

1. Background

The Crouch Harbour Authority (CHA)

The Crouch Harbour Authority is the Statutory Harbour and Navigation Authority for the Rivers Crouch and Roach in South Essex. It is a not-for-profit organization. It has its own Act of Parliament (Crouch Harbour Act 1974) and is a 'Trust Port' – one that holds its assets and uses its powers for the benefit of its stakeholders.

The limits of the area of the Crouch Harbour Authority is set out in the Crouch Harbour Authority Act 1974. These are listed in Crouch Harbour Act 1974 s.63: Seaward: Latitude 51 37'00 N Longitude 00 57'19 E (Foulness Point) and drawn therefrom on a bearing of approximately 058 (T) to Latitude 51 41'36 (N) Longitude 01 09'00 E 00 56'25 E on a bearing of 270 (T) to position 51 41'36 N Longitude 00 56'25 E (being a position east of Tillingham on the coast of the Dengie peninsula).

Landward: A line drawn across the River Crouch along the downstream face of the railway bridge at National Grid reference point TQ 76739408 and a line drawn across the River Roach along the weir at Stambridge Mills at National Grid reference point TQ 88669024.

The CHA is responsible for marine safety and managing all maritime activity within Crouch and Roach rivers.

This includes:

Managing and directing the movement of regulated vessels

Provision and authorising of Pilots and provision of pilotage

Licensing of boat moorings

Surveying and publishing navigational information and dredging of fairways and channels,

Buoyage and Marking of Channels

Removal of Hazards, Wrecks and Obstructions

Licensing of Marine Works and Dredging operations

Speed Limits and Regulation of Waterskiing and Personal Watercraft (PWC)

Collection of Harbour Dues and Charges

Oil Spill Prevention and Clean-up

Management of Waste from Vessels

In carrying out these responsibilities, the Harbour Authority must abide by a wide range of laws and regulations, especially the Port Marine Safety Code, which sets out the standards and principles for ensuring that all marine risks are managed so that they are 'as low as reasonably practicable'. There is also an increasing amount of environmental and water quality legislation with which the Harbour Authority must comply.

Finance continues to be a challenge to the Crouch Harbour Authority and many other small Ports and Harbours. The responsibilities of governance mean the CHA needs to break even with a surplus on a regular basis. This continues to be a focus of the Members but means pressures on fees charged to users. The Authority must manage its duties such as providing a Pilotage Service under the responsibility of being a competent Harbour Authority, patrolling the waterway and its obligations of having pollution control plans and equipment. In addition to the cost of these is the training and inspection by external bodies in the compliance of these Codes.

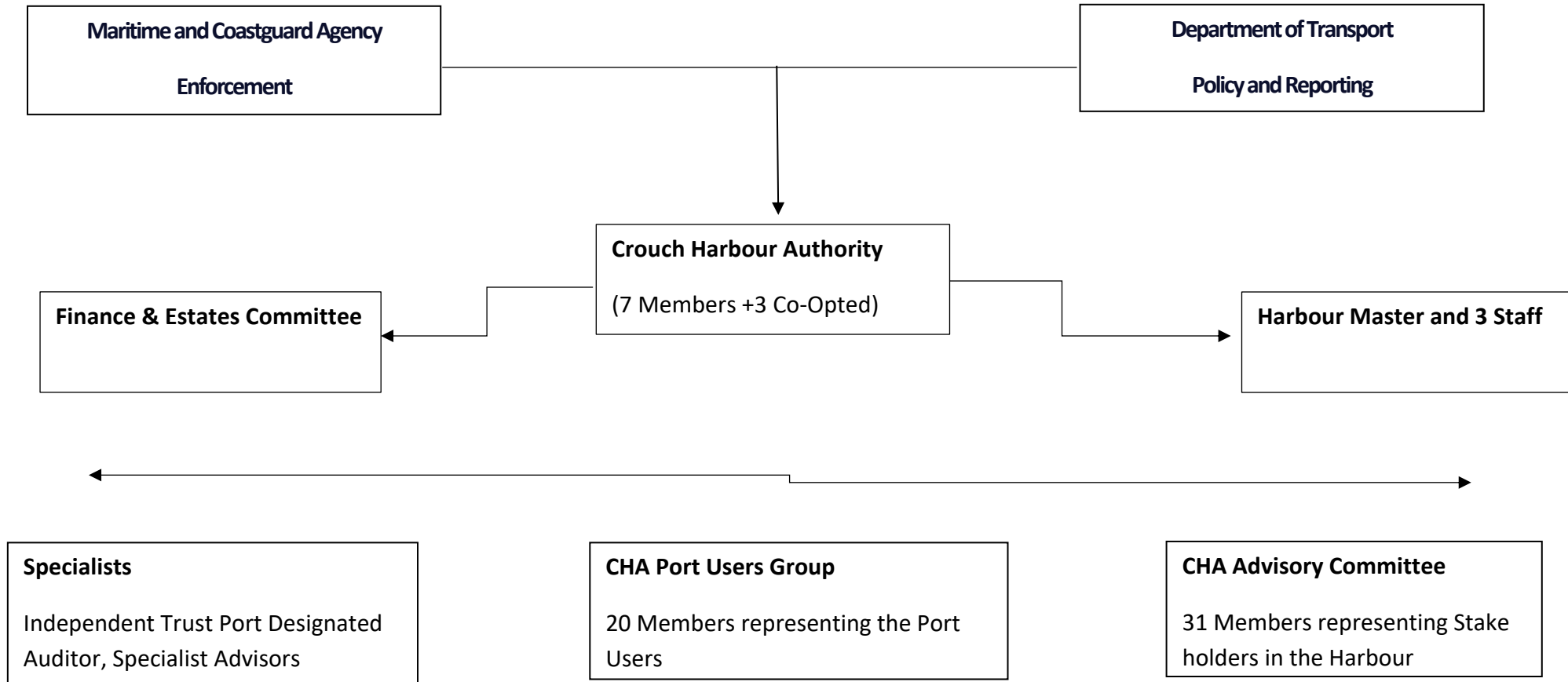
Bringing new experience to the Authority on the Trustees / Members board, Advisory Committee and other advisory groups is a constant challenge. A focus remains on encouraging those with the right experience and skills to contribute in this voluntary position/role. Attracting qualified marine staff to the organisation to carry out the necessary administration of operations is also key.

Ken Wickham
Chairman

2. Governance

Crouch Harbour Act 1974

Crouch Harbour Authority (Constitution) Harbour Revision Order 2007



Crouch Harbour Authority Board Members for 2023: -

Chairman: Ken Wickham

Trevor Dann

Vice Chairman: Edwin Buckley

Richard Lingard

John James

Stewart Olley Co-Opted

Robert Coyle

Robert Brown Co-Opted

Simon Hollington

CLlr David Sperring Co-Opted

The membership of the Crouch Harbour Authority was changed by Crouch Harbour Authority (Constitution) Harbour Revision Order 2007. The appointments process is intended to ensure that the board of members contains a wide range of experience and abilities relevant to the management of a Harbour, as set out in the Revision Order. Trustee / Member vacancies are advertised locally.

Consultation

The Crouch Harbour Authority, except in times of particular urgency, consults with the CHA Advisory Committee on all matters substantially affecting the preservation, protection, regulation, management maintenance and improvement of the Harbour and navigation. Particularly: -

- Any application for a works licence
- Any charges proposals

The CHA Advisory Committee and the CHA Port Users Group consist of "stakeholder" members representing: landowners and farmers, the Crouch Area Yachting Federation, the Dengie Hundred Protection Association, the Sports Council, Local Councils, The Essex Wildlife Trust, Kent and Essex Fisheries Committee, Nature Conservancy Council, Port of London Authority, the Roach Area Fairways Conservation Committee, the Royal Yachting Association,, the Ship and Boat Builders National Federation, Trinity House, Commercial Users of the Harbour and Wildfowlers.

Crouch Harbour Authority Advisory Committee for 2023 are: -

National Farmers Union & Country Landowners Association
Crouch Area Yachting Federation
Crouch Area Yachting Federation
Essex Association of Local Councils x 2
Essex Wildlife Trust
Kent & Essex Inshore and Conservation Authority
Nature Conservancy Council for England
Burnham Town Council
Port of London Authority
Roach Area Fairways & Conservation Committee
Royal Yachting Association
British Marina Federation East Anglia
Trinity House
Fishing Interests
Commercial Users Shipping Interests
Active Communities Network (Sports and Recreation)
Adjacent Landowners
CHA (Rep. of owners of Freehold Interests in more than half of the Harbour Lands)
Essex Joint Council of Wild Fowling Clubs
Water Skiing Interests
Burnham Town Council General Interests
RSPB
Essex Marine Police
British Canoe Association
Wild Swimmers

Mr Philip Cottis
Mr Nick Parsons
Mr Clem Freeman (Chair)
Vacant
Dr Jeremy Dagley
Cllr. Jane Fleming
Alex Baker
Vacant
Vacant
Ken Wickham
Cllr Bob Calver
Vacant
Captain Trevor Dann
Matthew Smith & Russell Pitt
Vacant
Vacant
Mr P Woodford (Vice Chair); Mrs Charlotte Bailey & Mr S Hollington

Mr John James
Mr John Biscoe
Mr Philip Pope
Cllr. Duncan Rawlinson
Rachel Fancy
MPC Paul Rawson (Co-opted Member)
Clive Marfleet (Co-opted Member)
Imogen Radford & Zena Shean (Co-Opted Members)

Crouch Harbour Authorities Port Users Group

Commercial Port users
Leisure: Canoes/Kayaks
Marine Trade/Marinas/Boatyards
Waterskiing
Burnham Clubs
Yachting/Sailing General
Commercial Shipping
Environment/Flood Defense/Riparian Landowners
Marinas
Upper River Clubs
Commercial Fishing/Shellfisheries
Burnham Coastal Rowing Club
Charter Vessels
Residential Boat Owners
Roach Sailors/Clubs
Yachting /Sailing General
Nature Conservation
Charter Vessels
Essex Marine Police

Robert Brown
Clive Marfleet
Vacant
Phil Pope (Chair)
Nick Milton
Clem Freeman
Conrad Dennison
Vacant
David Barke Jnr
Steve Harris
Vacant
Dawn Wood
Vacant
Charles Foster
Ken Wickham
Bob Calver
Rachel Fancy
Steve Adams
To be Advised

3. Introduction: Harbour Management Plan

The Crouch Harbour Authority faces several challenges over the next years, including sourcing new areas of income to support CHA services; regulating a possible influx of houseboats into various locations where pump out waste must be to the main sewers and not onto the Harbour water; developing new strategies to cope with changing environmental concern; impending regulation of Marine Conservation Zones; leisure use of the rivers and creeks, and water quality of any discharges into the Harbour waters.

There is an ever-increasing eclectic number of crafts now using the Rivers Crouch and Roach. These include Paddle Boards, Personal Watercraft, airborne Drones, Foil type sailing craft, unmanned aerial vehicle (UAV), bringing new challenges to the Authority in managing a safe water space.

The understanding of these latest generation sail boats and powered craft along with the varying levels of experience of those responsible for their operation necessitates a need for the Authority to review powers available in order to manage safe navigation for all.

Environmental and Social Governance brings new themes in cultivating a sustainable Harbour environment and that of the users.

Further Codes of Practice have been introduced by the Department for Transport which Statutory Harbour Authorities are obliged to comply with. These are the Port Marine Safety Code and the Ports Good Governance Guide

The 2023 Harbour Management Plan sets out the obligations of these Codes and the local area. How these are complied with and how compliance is measured.

It is very important that those who govern the Harbour, and the stakeholders, understand that the Authority can only do what is set out in the various Acts and Codes.

A Harbour Management Plan is a formal way of addressing possible changes.

The aim of the 2023 CHA Harbour Plan: -

- Marketing a strategy to enable stakeholders to understand the value and support the CHA objectives.

Possible Challenges facing the CHA: -

- Impact of new IFCA policies 2024
- Involvement in Tidal Flooding procedures
- River Water Quality and effects of legislation requirements
- Managing and licensing of Houseboats and the perceived issues of waste discharges
- Mandatory compliance to PMSC River Patrols
- Impact of Fishing or Cessation of shell fishing and Several Orders
- Training of CHA staff and board members
- Succession planning for staff and the various Committees
- Income generation including any State grants

Expenditure

- Maintenance of Buoyage and Marks
- Boats and Fuel and Staffing costs
- Office and computing development
- Harbour Guide and website overhaul
- Salvage and craft removal
- Annual planned maintenance and certification for all Harbour vessels

Sourcing possible New Income

- Jetties and Pontoons
- Categories of Fees for Boats and Vessels

Key Performance Indicators

- Financial return actual over-expenditure forecasts against a Business Plan
- Compliance with PMSC and the Ports Good Governance Guide
- Accident Incident reports for month on month issued on a 6-monthly basis
- Number of commercial shipping visits month on month against estimated budget numbers

Considerations

- Develop initiatives involving local schools, District and Parish Councils and concerned organizations in stay safe projects, on water safety.

4. Summary: Harbour Management Plan

Mission Statement	The Crouch Harbor Authority will protect and enhance all operations within the Harbour, openly, accountably, and with commercial prudence, to strike a balance that fully respects the interests of all stakeholders. This includes commercial considerations and leisure activities to eventually hand it on in the same or better condition to succeeding generations.
Vision Statement, achieved at end of 2024	To be respected as a professional, transparent, and efficient Trust Port Authority, meeting more than its statutory obligations. To be valued at the heart of the Rivers Crouch and Roach communities.
CHA Core Values	<ul style="list-style-type: none"> • Undertake and regulate marine operations to safeguard the Harbour, its users, the public and the environment. The CHA must take reasonable care, so long as the Harbour is open for public use, that all who may choose to navigate its waters may do so. • Run a safe, efficient, cost-effective, sustainable Harbour operation to benefit all users and the wider community. • Maximise its services', quality and value for money and maintain Dues at a competitive level to attract users to the Harbour. • Meet the national requirements in the Port Marine Safety Code and Guidelines. The Code represents the national standard against which Harbour Authorities policies, procedures and performance may be measured.