

FEES AND CHARGES 2014-15 – FERRIES, PIERS AND HARBOURS

1. EXECUTIVE SUMMARY

- 1.1 The main purpose of this report is to request a change to two charges within ferries piers and harbours for 2014-15.
- 1.2 At the Council meeting on 13 February 2014, a 3% increase in fees and charges for 2014-15 was agreed.
- 1.3 As a result of a rounding adjustment, two charges within ferries, piers and harbours were unintentionally increased by 25%, noted as follows:
- All vessels operating a scheduled ferry or pleasure service per gross registered tonne (staffed pier) – 8p per tonne in 2013-14 increased to 10p per tonne.
 - All vessels operating a scheduled ferry or pleasure service per gross registered tonne (unstaffed pier) – 8p per tonne in 2013-14 increased to 10p per tonne in 2014-15.
- 1.4 Members are asked to agree that the standard increase of 3% be applied which will result in the charge for 2014-15 being changed to 8.24p per tonne for both. This will have no impact on the budget as this was only increased by 3%.

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2. INTRODUCTION

2.1 At the Council meeting on 13 February 2014, a 3% increase in fees and charges for 2014-15 was agreed. As a result of a rounding adjustment, two charges were unintentionally increased by 25% and this report provides further information on the charges and requests a change to represent the standard 3% increase.

3. RECOMMENDATIONS

3.1 Members to agree to revise two charges within ferries, piers and harbours for 2014-15 as noted:

- All vessels operating a scheduled ferry or pleasure service per gross registered tonne (staffed pier) – charge for 2014-15 to be changed to 8.24p per tonne.
- All vessels operating a scheduled ferry or pleasure service per gross registered tonne (unstaffed pier) – charge for 2014-15 to be changed to 8.24p per tonne.

4. DETAIL

4.1 The Council raises fees and charges for a number of services it delivers and a review of the level of fees and charges is carried out each year.

4.2 At the Council meeting on 13 February 2014, a 3% increase in fees and charges for 2014-15 was agreed. In some cases where fees and charges are rounded up or down, this gives a variation from the standard 3% (ranging between 2%-5%) and for some smaller charges, the rounding effect may mean that the charge remains the same.

4.3 There are two charges within ferries, piers and harbours that have been increased by 25% as a result of rounding and these are noted below:

- All vessels operating a scheduled ferry or pleasure service per gross registered tonne (staffed pier) – 8p per tonne in 2013-14 increased to 10p per tonne.
- All vessels operating a scheduled ferry or pleasure service per gross registered tonne (unstaffed pier) – 8p per tonne in 2013-14 increased to 10p per tonne in 2014-15.

4.4 The charges as noted above were rounded to the nearest 5p but in doing so

this increased the charge by 25% and since this is a charge per tonne, the increase is significant for customers. It was not the intention to increase these charges by this level as the corresponding income budget has only been increased by 3%.

- 4.5 Increasing the charges by the standard 3% should have increased the charge to 8.24p per tonne in both cases.

5. CONCLUSION

- 5.1 The Council agreed to a standard 3% inflationary increase to fees and charges for 2014-15. As a result of a rounding adjustment, two charges have been unintentionally increased by 25%.
- 5.2 Members have been asked to agree that the two aforementioned charges are changed to reflect a standard 3% inflationary increase. This will have no impact on the budget as this was only increased by 3%.

6. IMPLICATIONS

- 6.1 Policy – The Council Policy was to increase fees and charges by 3% - there is no change to this policy, as the charges mentioned in the report were unintentionally by a greater percentage.
- 6.2 Financial - None – the budget was only increased by 3%.
- 6.3 Legal - None.
- 6.4 HR - None.
- 6.5 Equalities - None.
- 6.6 Risk - Open to challenge if the charges are not changed to reflect the standard 3% inflationary increase.
- 6.7 Customer Service - Potential financial implications for the customer if charges are not changed to reflect the standard 3% inflationary increase.

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