ABSTRACT
This report advises Committee of the conclusion of the Best Value Management Review of services and associated charges for services provided by the council at the harbour in Arbroath. The Committee is asked to note in particular that this review includes the routine biennial review of charges which will be presented to the next meeting of the Arbroath Harbour Joint Consultative Committee (AHJCC) and that the proposed charges will be reported back to this Committee once the views of the members of the AHJCC have been obtained.

1 RECOMMENDATION
1.1 The Director of Roads recommends that the Committee agrees to note:-

(i) the terms of the Best Value Management Review (BVMR) of services and associated charges provided at the Harbour;

(ii) that this BVMR was reported to and approved by the Monitoring Group on 7 October 2004;

(iii) that the BVMR includes proposals for revised Schedules of Charges levied for harbour services and that these proposals will be considered by the Arbroath Harbour Joint Consultative Committee (AHJCC) at its next meeting to be held on 26 November 2004

(iv) that a further report will be made to the Infrastructure Services Committee when final recommendations will be made for the schedule of charges which will be brought into effect from 1 April 2005

2 BACKGROUND
2.1 Charges at the harbour are normally reviewed every two years and the next review is due for implementation in April 2005.

2.2 Since the last review new pontoon berths have been installed and charges for these berths were approved by this Committee in April 04, and a third schedule of charges “Schedule C” was added to the list of charges levied at Arbroath Harbour.
3 CURRENT POSITION

3.1 A BVMR which considered the services provided at the harbour together with the charges made has recently been concluded and was considered by the Monitoring Group on 7 October 2004. During this review the services and charges were assessed against other similar facilities on the east coast of Scotland. The need for the level of charge to at least meet actual operational costs was also a factor taken into consideration in arriving at an initial set of proposals for new charges. Comments on these initial proposed charges were then invited from harbour users and user groups. The feedback received resulted in a reduction in the proposed increases in some of the charges. From the consultation, two additional issues would seem to merit further discussion with the representatives of the users groups. The first is the period of time over which the charges for the slipways should be increased. The second is the differential charges between fishing and commercial vessels and other craft. It is intended to discuss these issues at the next AHJCC with a view to bringing forward a recommendation to the next meeting of the Infrastructure Services Committee.

3.2 The BVMR was reported to the monitoring group on 7 October 2004 and a copy of the review report has been placed in the Members’ Lounge. This includes details of the charges now proposed (subject to the above discussions) for the two year period 1 April 2005 to 31 March 2007.

4 FINANCIAL IMPLICATIONS

4.1 The harbour is run as a quasi-trading account in the main revenue budget for the Roads Department. For the current financial year the total gross budget for expenditure is £125,000 per annum. The total gross budgeted income is £53,000 per annum. The budgeted net annual expenditure (deficit) is therefore £72,000.

4.2 It is estimated that the proposed charges if implemented will increase the income by approximately £4,500 per annum, thereby reducing the net expenditure by the same amount.

5 HUMAN RIGHTS IMPLICATIONS

5.1 There are no human rights implications arising from the proposals in this report.

6 CONSULTATION

6.1 The Chief Executive, the Director of Law and Administration and the Director of Finance have been consulted in the preparation of this report.

6.2 A consultation exercise has been undertaken for the purposes of the BVMR but it is intended that the proposed charges be further considered at the imminent AHJCC on 26 November 2004 before the final charges are
determined at the next meeting of the Infrastructure Services Committee in January 2005 for implementation with effect from 1 April 2005.

7 CONCLUSION

7.1 A Best Value Management Review of services and associated charges at Arbroath Harbour has recently been concluded. The proposed charges are intended to strike a balance between increasing income and providing a value for money service, and to be equitable in terms of a comparison with similar services at other harbour facilities on the east coast of Scotland. They are to be further reviewed by representatives of harbour users at the Arbroath Harbour Joint Consultative Committee on 26 November 2004 when final comments can be made, with the views of that sub-committee being reported to the Infrastructure Services Committee in January 2005.

Ronnie McNeil
DIRECTOR OF ROADS

NOTE:
The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information), were relied on to any material extent in preparing this Report:-

The paper presented to the BVMR monitoring group of 7th October 2004
“Best value Management Review, Arbroath Harbour Services and Charges, by the Director of Roads, Angus Council was used in the preparation of this report

GMG/JSG
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