

HARBOUR AND MARINA CHARGING APPRAISAL 2018 - 19	6th MARCH 2018
TO: ENVIRONMENTAL SERVICES COMMITTEE	
FOR DECISION – IN COMMITTEE	

Linkage to Council Strategy (2015-19)	
Strategic Theme	Protecting and Enhancing Our Environments & Assets
Outcome	Our natural assets will be carefully managed to generate economic and social returns without compromising their sustainability for future generations.
Lead Officer	Head of Capital Projects, Energy & Infrastructure
Estimated Cost:	£ N/A
Maintenance Cost:	N/A

This report is needed to highlight charging inconsistencies with various harbour customers which was a result of convergence of legacy Councils in 2015.

Charging options have been suggested within the report for Members to consider to ensure fairness and equality across the Borough.

Background

Council operate 13 harbour and marina facilities across the Borough, inclusive of various slipways and pontoon marinas. Primary user groups are:

- Leisure Craft
- Commercial Craft
- Fishing Craft
- Visitor Craft

Existing Financial Situation

INCOME						
2017-18 CHARGES						
	STATIC MOORINGS	FISHING VESSELS	FERRY INCOME	FUEL SALES	CASUAL BERTHING / SLIPWAYS	TOTAL NET INCOME
BALLINTOY HARBOUR	£538.72	£272.32				£811.04
BALLYCASTLE HARBOUR & MARINA	£80,210.77	£2,214.69	£32,000.00	£1,888.60	£23,870.00	£140,184.06
COLERAINE MARINA	£45,560.29	£0.00		£274.50	£14,500.00	£60,334.79
DALRIADA	£0.00	£0.00			£0.00	£0.00
DUNSEVERICK HARBOUR	£0.00	£0.00			£0.00	£0.00
MAGILLIGAN	£0.00	£0.00			£0.00	£0.00
PORT AN DHU	£0.00	£0.00			£0.00	£0.00
PORTBALLINTRAH HARBOUR	£592.00	£157.87			£200.00	£949.87
PORTRUSH HARBOUR	£32,495.14	£628.30		£3,292.30	£7,000.00	£43,415.75
PORTSTEWART HARBOUR	£6,313.04	£479.97				£6,793.01
RATHLIN HARBOUR	£2,998.15	£728.36			£6,500.00	£10,226.51
REDBAY HARBOUR	£296.53	£795.08				£1,091.61
WATERFORD	£0.00	£0.00				£0.00
					TOTAL	£263,806.62

	EXPENDITURE					
	OPERATIONAL					
	SALARY	MATERIALS, CONSUMABLES, RATES ETC.	OPERATIONAL MAINTENANCE	INSPECTION COSTS	UTILITY COSTS	TOTAL NET OPERATIONAL EXPENDITURE
BALLINTOY HARBOUR	£3,000.00	£5,813.49	£1,500.00	£8,312.50	£0.00	£18,625.99
BALLYCASTLE HARBOUR & MARINA	£45,000.00	£11,600.00	£3,000.00	£10,218.75	£14,200.00	£84,018.75
COLERAINE MARINA	£45,000.00	£8,500.00	£1,500.00	£10,218.75	£5,500.00	£70,718.75
DALRIADA	£1,500.00		£1,500.00	£10,218.75	£0.00	£13,218.75
DUNSEVERICK HARBOUR	£1,500.00		£1,500.00	£4,343.75	£600.00	£7,943.75
MAGILLIGAN	£3,000.00	£4,281.00	£1,000.00	£10,218.75	£7,200.00	£25,699.75
PORT AN DHU	£1,500.00		£1,500.00	£4,562.50	£0.00	£7,562.50
PORTBALLINRAE HARBOUR	£4,000.00	£400.00	£2,000.00	£10,218.75	£0.00	£16,618.75
PORTRUSH HARBOUR	£45,000.00	£10,420.00	£2,000.00	£10,218.75	£2,100.00	£69,738.75
PORTSTEWART HARBOUR	£4,000.00	£3,363.00	£2,000.00	£10,218.75	£1,100.00	£20,681.75
RATHLIN HARBOUR	£30,000.00	£3,000.00	£2,000.00	£13,808.75	£5,141.00	£53,949.75
REDBAY HARBOUR	£3,000.00		£0.00	£10,218.75	£500.00	£13,718.75
WATERFORD	£3,000.00		£3,000.00	£10,218.75	£0.00	£16,218.75
					TOTAL	£418,714.74

LIFECYCLE COSTINGS (to include dredging, maintenance, rock armour replacement etc)	
AVERAGE YEARLY COST BASED ON 32 YEAR PERIOD	
BALLINTOY HARBOUR	£16,578.12
BALLYCASTLE HARBOUR & MARINA	£120,718.75
COLERAINE MARINA	£39,531.25
DALRIADA	£2,812.50
DUNSEVERICK HARBOUR	£8,785.00
MAGILLIGAN	£38,810.62
PORT AN DHU	£7,343.75
PORTBALLINRAE HARBOUR	£50,156.25
PORTRUSH HARBOUR	£218,715.62
PORTSTEWART HARBOUR	£30,575.00
RATHLIN HARBOUR	£175,078.22
REDBAY HARBOUR	£24,337.50
WATERFORD	£9,610.94
TOTAL	£743,053.52

SUMMARY	
Income From All Harbours and Marinas	£263,806.62
Less Expenditure (Operational)	-£418,714.74
Less Expenditure (Lifecycle Costing)	-£743,053.52
TOTAL ANNUAL DEFICIT	-£897,961.64

Proposed Charging Alignment and Appraisal

Due to concerns and complaints regarding inconsistent charging regimes across the Borough, officers have assessed current charging (shown in appendix 1). Officers have received requests to consider that commercial boats (charter and work) avail of a similar discount to fishing boats (see pricing options later).

Note, the existing charging has also been assessed within the wider market place.

The assessment has highlighted the following;

- An inconsistent charging regime exists across the Borough (a result of convergence)
- An inconsistent approach to user group discounts without rational or clear policy across the converged Council.

- In some facilities we are under market value – based on case studies of other comparable facilities across NI / Ireland / Scotland. Appendix 2 clarifies the comparison charges for both harbour and marina facilities for comparable vessels.

The tables below indicate where percentage adjustments would need to be applied if all vessels were to be categorised as one.

PRICES PER MTR	ALL VESSELS (EXCLUDING FISHING VESSELS)								
	HARBOUR/ MARINA	ANNUAL (12 MTHS)	SEASON (7 MTHS)	SUMMER (6 MTHS)	3 MONTHS (JUNE-AUGUST)	NO. OF BOATS	TOTAL BOAT LENGTHS MTRS	PROPOSED INCOME (NETT)	
RATHLIN HARBOUR	£80.00	30.4% ↑		£50.00	10.6% ↑	9	26.3	£3,655.67	
BALLYCASTLE MARINA	£200.00	8.7% ↑				66	523	£87,166.66	
BALLYCASTLE HARBOUR	£105.00	-3%							
REDBAY HARBOUR	£60.00	-2%				1	5.8	£290.00	
BALLINTOY HARBOUR					£30.00	27% ↑	4	27.3	£682.50
DUNSEVERICK HARBOUR					£30.00	27% ↑			
COLERAINE MARINA < 7MTR	£175.00	-0.1%		£115.00	1.76% ↑	19	114.6	£12,341.62	
COLERAINE MARINA 7 > MTR	£200.00	0.0%		£140.00	8.4% ↑	12	113.2	£33,374.82	
PORTRUSH HARBOUR < 7 MTR			£85.00	-1%		45	259.51	£18,619.84	
PORTRUSH HARBOUR 7 > MTR			£105.00	-3%		17	154.7	£13,875.30	
PORTSTEWART HARBOUR < 7 MTR			£75.00	-1%		11	63.5	£4,015.32	
PORTSTEWART HARBOUR 7 > MTR			£100.00	-1%		3	27.4	£2,297.72	
PORTBALLINTRAH HARBOUR					£30.00	27% ↑	6	30	£750.00
							TOTAL INCOME	£177,069.44	

PRICES PER MTR	FISHING VESSELS								
	HARBOUR/ MARINA	ANNUAL (12 MONTHS)	SEASON (7 MTHS)	3 MONTHS (JUNE-AUGUST)	NO. OF BOATS	TOTAL BOAT LENGTHS MTRS	PROPOSED INCOME (NETT)		
RATHLIN HARBOUR	£80.00	138% ↑			3	26.20	£1,746.67		
BALLYCASTLE MARINA									
BALLYCASTLE HARBOUR	£105.00	77% ↑			5	44.90	£3,928.75		
REDBAY HARBOUR	£60.00	80% ↑			4	28.60	£1,430.00		
BALLINTOY HARBOUR				£30.00	27% ↑	2	13.80	£345.00	
DUNSEVERICK HARBOUR				£30.00	27% ↑				
COLERAINE MARINA < 7MTR									
COLERAINE MARINA 7 > MTR									
PORTRUSH HARBOUR < 7 MTR			£85.00	84% ↑		3	16.10	£1,140.41	
PORTRUSH HARBOUR 7 > MTR			£105.00	84% ↑					
PORTSTEWART HARBOUR < 7 MTR			£75.00	84% ↑		1	6	£375.00	
PORTSTEWART HARBOUR 7 > MTR			£100.00	84% ↑		1	8	£666.66	
PORTBALLINTRAH HARBOUR					£30.00	27% ↑	1	8	£200.00
							TOTAL INCOME	£9,832.49	

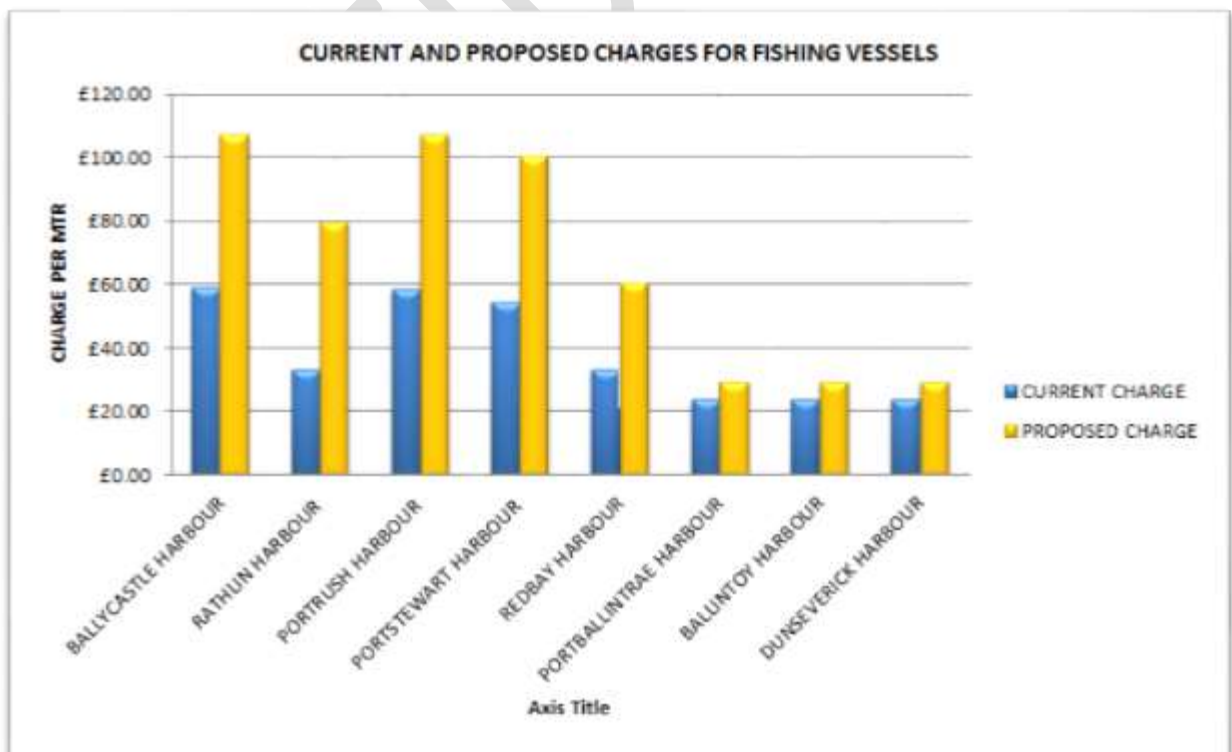
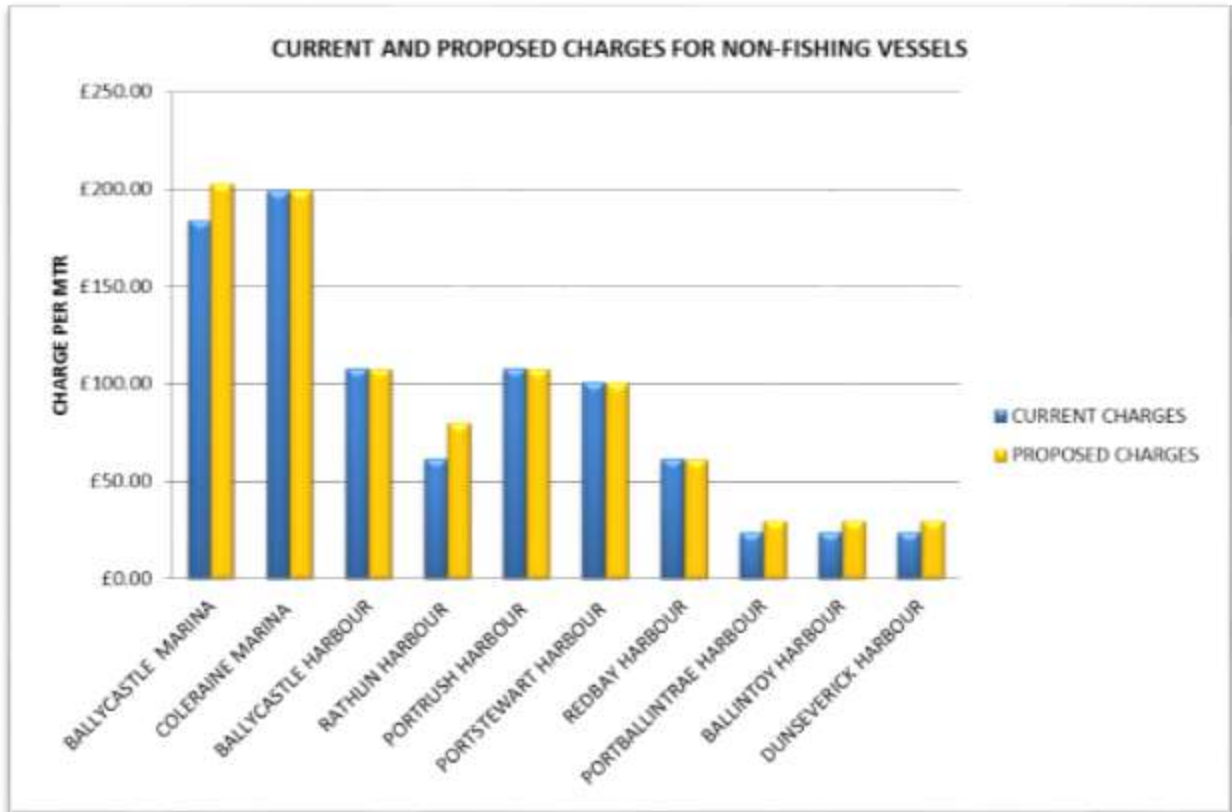
CURRENT INCOME 17-18 £ 174,281.22
 PLUS OTHER INCOME incl. Ferry Dues, Fuel Sales and Casual Berthing £ 89,525.40
TOTAL INCOME £ 263,806.62

PROPOSED INCOME 18-19 £187,600.72
 PLUS OTHER INCOME incl. Ferry Dues, Fuel Sales and Casual Berthing £ 89,525.40
PROPOSED TOTAL INCOME 18-19 £277,126.12

PROPOSED INCREASE **£13,319.50**
5.05% ↑

Please note there are currently 40 vessels on the waiting list for Ballycastle Marina.

These charges and alignments are graphically shown below – highlighting the difference between existing and proposed.



Consultation

Consultation has taken place offering all 230 berth holders across the Borough an opportunity to put forward their comments on the proposed charges and express any concerns.

Consultation meetings were arranged at Cloonavin, Portnagree House and Rathlin Island both on a group and individual basis, where officers listened to and recorded berth holders comments. These comments are included in Appendix 3

Following the various comments and issues raised during the consultation, it is recommended that (in the short term) all Rathlin Island rates remain at the current level, in harmony with Council's involvement with "Rathlin Island Action Plan" (a document produced by the Department of Infrastructure) to encourage economic development and business sustainability. Having consulted with Islanders and a representative of Rathlin Development Community Association (RDCA) it is essential that further collaboration and integration is necessary with the RDCA and the Department of Infrastructure to establish the appropriate economic pricing structure on the Island.

Recommendation

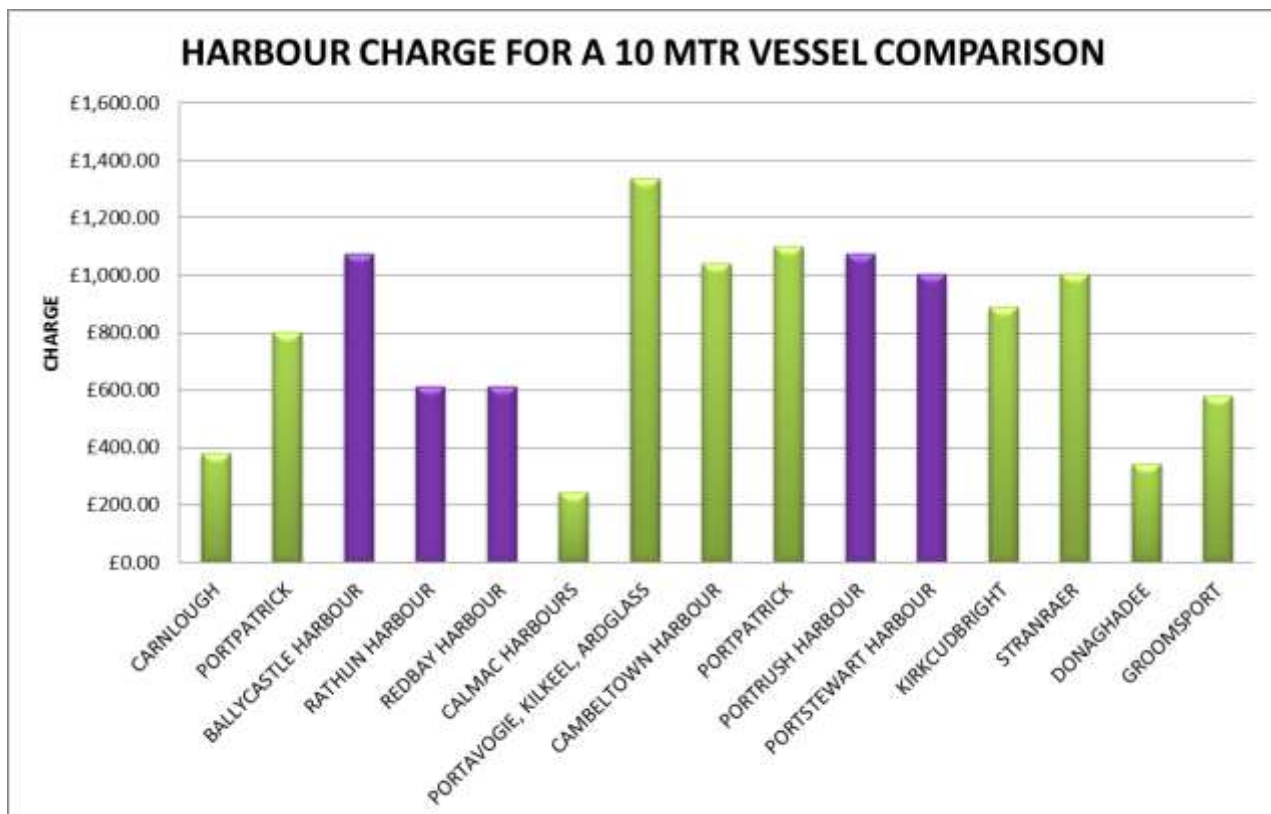
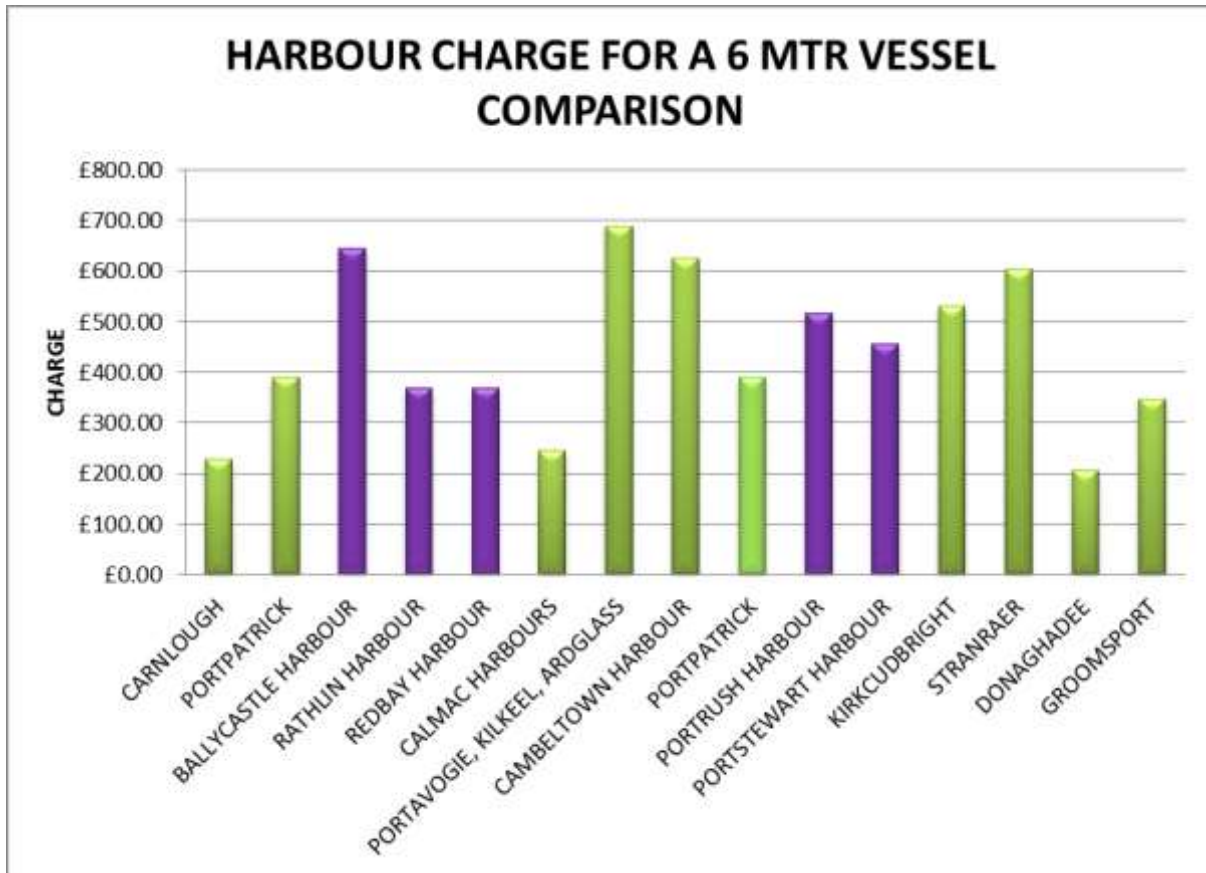
Charging Options 2018 -19				
Craft Type	Option A	Option B	Option C	Option D
Fishing	As proposed (i.e. discount removed)	Continue with existing discount (circa 50%)	Continue with existing discount (circa 50%)	Continue with existing discount (circa 50%)
Leisure	As proposed	As proposed	As proposed	As proposed
Commercial (inclusive of charter & work boats)	As proposed	As proposed	Freeze 2017-18 rates until further research is carried out to establish socio-economic need for discount and / or greater incentives. It is recommended that subsidy and incentives be assessed in conjunction with L&D (inclusive of Tourism) and commercial boat owners to establish the associated outline business case (OBC). The OBC would be brought to council at a later date.	Initiate a new discount category for charter and work boats. To mirror in line with fishing boats. It is recommended that research and a business case is carried out in advance of this option (as per option C).
£ Financial Impact	+ £11,643.67	+ £8,482.00	+ £7,105.45	- £3,518.00

It is recommended that Members approve the appropriate charging option to be implemented from April 2018.

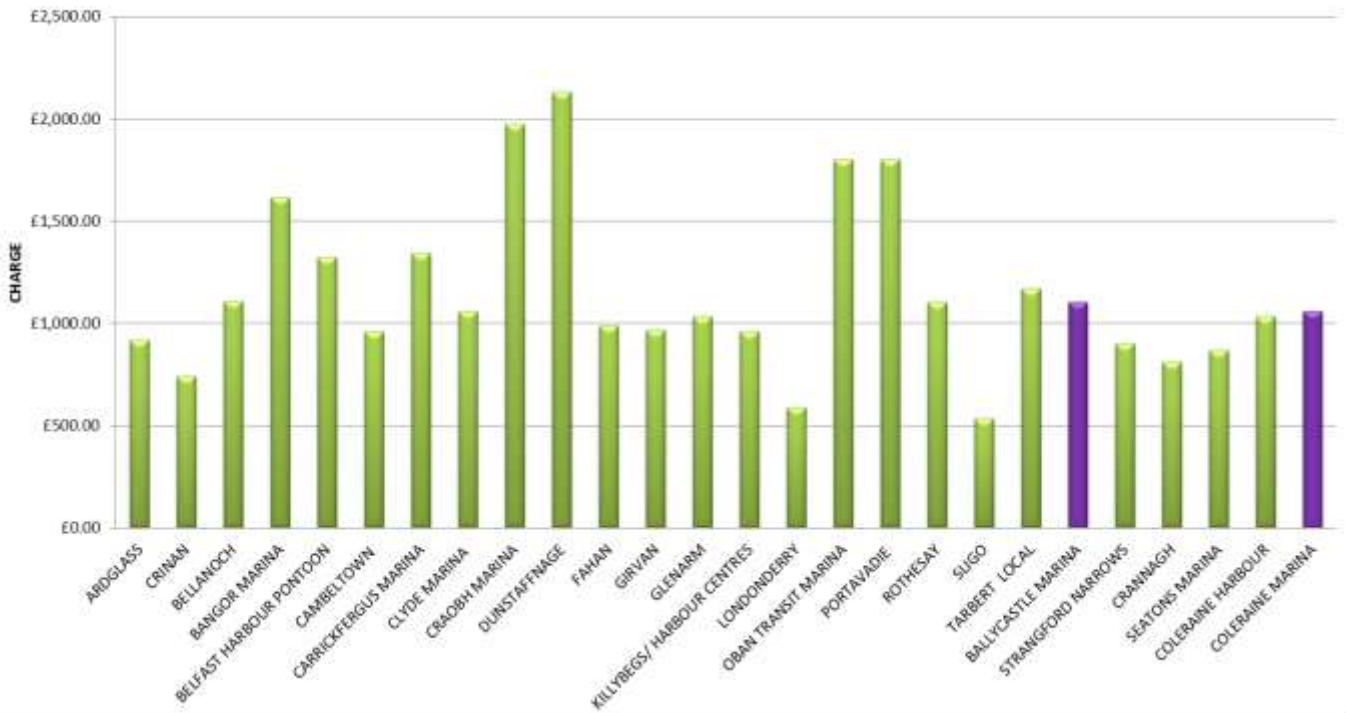
APPENDIX 1 – Current Charging Across the Borough

HARBOUR/ MARINA	ALL VESSELS (EXCLUDING FISHING VESSELS)							FISHING VESSELS						
	PRICES PER METRE				NO. OF BOATS	TOTAL BOAT LENGTHS (MTRS)	CURRENT INCOME (NETT)	PRICES PER METRE			NO. OF BOATS	TOTAL BOAT LENGTHS (MTRS)	CURRENT INCOME (NETT)	
	ANNUAL (12 MTHS)	SEASON (7 MTHS)	SUMMER (6 MTHS)	3 MTHS (JUN-AUG)				ANNUAL (12 MTHS)	SEASON (7 MTHS)	3 MTHS (JUN-AUG)				
RATHLIN HARBOUR	£61.35		£45.20		9	26.3	£2,998.15	£33.36			3	26.20	£728.36	
BALLYCASTLE MARINA	£184.04				66	523	£80,210.77							
BALLYCASTLE HARBOUR	£107.63							£59.19			5	44.90	£2,214.69	
REDBAY HARBOUR	£61.35				1	5.8	£296.53	£33.36			4	28.60	£795.08	
BALLINTOY HARBOUR				£23.68		27.3	£538.72			23.68	2	13.80	£272.32	
DUNSEVERICK HARBOUR				£23.68						23.68				
COLERAINE MARINA < 7MTR	£176.51		£113.01		19	114.6	£12,215.91							
COLERAINE MARINA 7 > MTR	£199.11		£129.15		12	113.2	£33,344.37							
PORTRUSH HARBOUR < 7 MTR		£86.10			45	259.51	£18,619.84		£46.83		3	16.10	£628.30	
PORTRUSH HARBOUR 7 > MTR		£107.63			17	154.7	£13,875.30		£58.53					
PORTSTEWART HARBOUR < 7 MTR	£75.88				11	63.5	£4,015.32	£41.27			1	6	£206.33	
PORTSTEWART HARBOUR 7 > MTR	£100.63				3	27.4	£2,297.72	£54.73			1	8	£273.64	
PORTBALLINTRAH HARBOUR				£23.68	6	30	£592.00			23.68	1	8	£157.87	
					TOTAL INCOME			£169,004.63				TOTAL INCOME		£5,276.59
												TOTAL COMBINED INCOME		£174,281.22

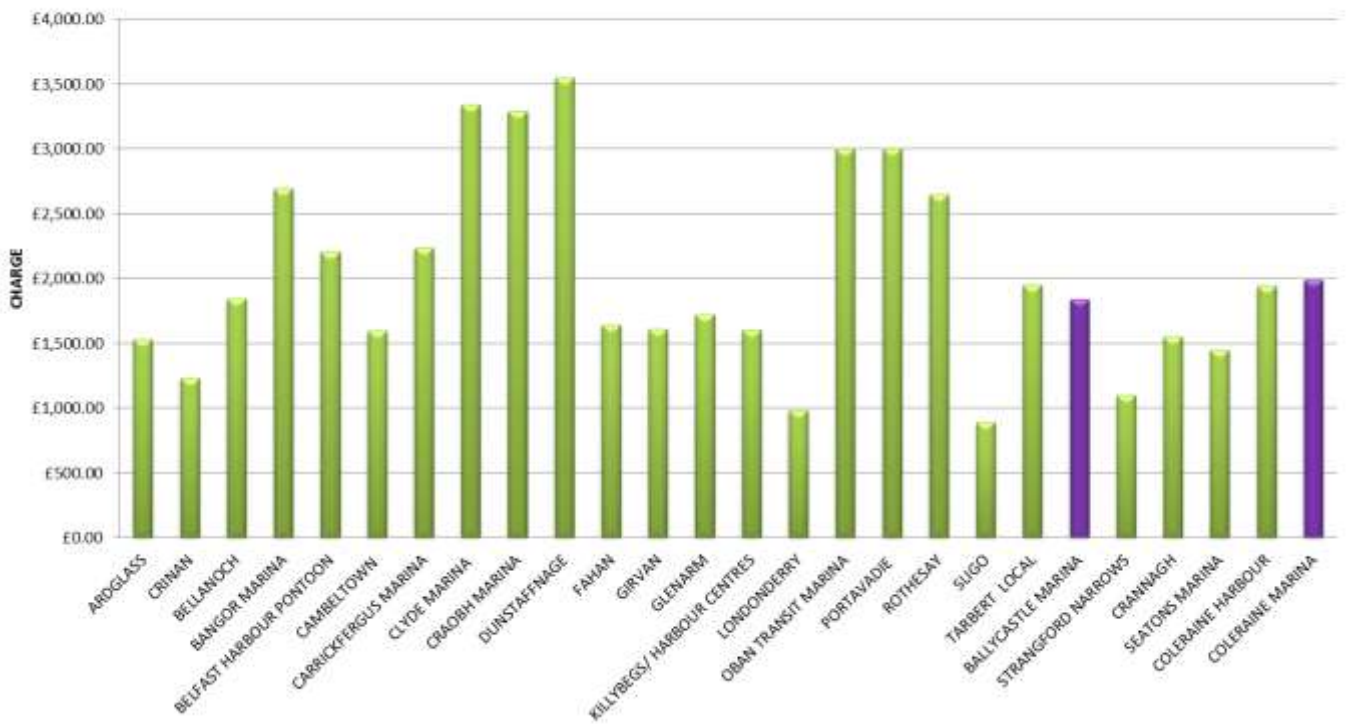
APPENDIX 2 – Comparison of Charges Between Similar Facilities
 (Note: The maximum contract period varies between some of the facilities)



MARINA CHARGE FOR A 6 MTR VESSEL COMPARISON



MARINA CHARGE FOR A 10 MTR VESSEL COMPARISON



APPENDIX 3 – Customer / Berth Holder Feedback from Consultation Meetings

Meeting Held At: Large Committee Room, Cloonavin, 66 Portstewart Road, Coleraine

Date: Monday 12th February 2018 @ 10:00am

Attendees: Harbour and Marina Team: JR, JM, RMcA, RA and LB
 Harbour and Marina Customers
 (32 attendees out of approx. 145 customers)

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 The main comments and queries were recorded as follows:

Summary of Comments / Feedback	
1.	Asked for clarification on the length of term used to calculate the bar graph on the harbour and marina comparisons. Not consistent comparison as some figures quoted are on a 6 month basis, others on 12 month basis.
2.	Disputed the percentages quoted on presentation – said they were incorrect. Stated that there was no point in continuing with the presentation if Council couldn't quote accurate figures.
3.	Extremely upset and angered about commercial rate being “scrapped”. Annoyed that Council officers haven't listened to comments raised by commercial fishermen.
4.	Fishermen cannot be expected to fund the maintenance and lifecycle cost of harbours and marinas.
5.	Stated all fishermen are united and spoke on behalf of all commercial and charter boats alike, to condemn all the proposals based on the following: <ul style="list-style-type: none"> • No proposal to cancel commercial rate. Fishing businesses constantly have an uphill battle to survive, and cannot sustain these increases therefore would like reinstatement of the commercial discount • Would like a fixed rate price for 10 years to allow business to plan ahead • Oppose not just the increase of mooring fees, but also the introduction of punt charges • Pontoon was grant funded so why are the fishermen being persecuted for our own facility • The fee for storage on quayside is too high
6.	Feels that Portstewart Harbour offers nothing for either commercial fishermen or leisure users – no facilities. To have such a high increase for a bit of cement is ridiculous, as are the charges for boat storage on quayside.
7.	Portstewart Harbour has always been a 12 month season. Have consistently asked for better facilities such as electric box, boat washing facilities, mooring chains but nothing has been done.
8.	There is a difference in mooring a boat in Ballycastle Marina and somewhere else therefore universal pricing as a policy is a bad one. Council shouldn't run the harbours and marinas as a business, but instead run them as a public service. Pricing should be based on a waiting list i.e. supply and demand.
9.	In relation to the figure which shows the large deficit – this is paid by the ratepayers, of which he is one. Why should he pay the same for a mooring as someone who is not a ratepayer of the Borough? There should be a concession for ratepayers, either that or non-ratepayers of the Borough should pay more. How can Council agree to charge their own ratepayers twice?

10.	Raised the Independent ROI Tourism Taskforce’s strategy document entitled “Unlocking the Growth Potential for Tourism to NI from ROI Market”. Stated Council’s pricing strategy goes against this document.
11.	Caravan Parks make good profits – can these not be used to off-set deficit for harbours?
12.	A leisure boat owner for 30+ years at Portrush Harbour. The harbour needs big improvements to aid safe access to punts. Difficult to get down a ladder especially for people in their later years.
13.	In order to cover some of the deficit Council should consider the following options: <ul style="list-style-type: none"> • Putting a ‘headage’ payment on ferry travellers using Rathlin and Magilligan Ferries • Increasing the charge per head for landing cruise passengers
14.	Queried zero income against Magilligan Ferry.
15.	Portrush Yacht Club provide tourism opportunities for people by running sailing and kayaking courses etc. If Council introduce tying up charges this will create difficulties for the club and increase their costs dramatically.
16.	It’s clear from the ‘benefits’ slide that the discount which you remove from the commercial customers is being given out to the leisure customers instead.
17.	Councillors should be made aware that the commercial fishermen are helping Council to obtain the second round of funding.
18.	As a private boat owner who berths in Coleraine Marina, the following points were raised: <ul style="list-style-type: none"> • Toilet and shower facilities at Coleraine Marina are a disgrace. Embarrassed to have visitors use them • Dredging needs to be a priority at the facility • £10 charge to use other facilities is very expensive • Complaints about toilet use at Portrush Harbour – someone keeps moving person on
19.	Issues with the security of boats at Coleraine Marina. On several occasions the security gate has been tied open, particularly by contractors which puts the boats at risk. Also the security code for the gate should be changed on a more regular basis.
20.	Clarified when Council will be fitting new chains in Portstewart Harbour - Timescale.
21.	There is a need for a 10 year pricing plan to allow businesses to plan ahead. Mooring charges are a huge cost particularly when they have to be paid at the start of the season when cash is limited.
22.	Do not accept the proposed fees / charges. Too short a time to adequately consult.
23.	Local people should be given preferential treatment over others and be prioritised on a waiting list. There is not enough local involvement in the Coleraine Marina.
24.	As a ratepayer and leisure boat owner there needs to be a strategy in place to plan for the future – can’t increase fees without a viable strategy. Boat owners need to be involved in the bigger plans and then fees should be linked to this.
25.	Would like to see Magilligan slipway opened up for public use, not just exclusively for the ferry. The political importance of the ferry link should not be undermined. Important to realise and retain this link.
26.	Cannot put a figure on the level of tourism generated by the harbours and marinas. This should be considered when setting the charges.
27.	Requested the mooring chains in Portrush be made to a 12 month specification.

In summary, the following points to be considered:

- 1. Ratepayer Discount**
- 2. Commercial Discount and/or Charter Boat Discount**
- 3. 10 year pricing plan**

Meeting Held At: Portnagree House, 14 Bayview Road, Ballycastle

Date: Monday 12th February 2018 @ 3:00pm

Attendees: Harbour and Marina Team: JR, JM, RA and LB
Harbour and Marina Customers
(23 attendees out of approx. 75 customers)

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The main comments and queries were recorded as follows:

Summary of Comments / Feedback	
1.	There doesn't seem to have been any effort to calculate / put a figure on the income which tourists bring in due to the harbours and marinas being there.
2.	The total income generated by increasing these fees has much more impact on the boat owners, than the Council. The loss figures of harbours and marinas are so great this increase isn't beneficial.
3.	Vast increase between leisure and commercial / charter boats. Can you explain this reasoning as both vessels have access to the same facilities?
4.	Why would Council increase charges – they should be reducing them instead. These rushed increases mean commercial boats cannot plan ahead within their businesses. There hasn't been enough time to consult with boat owners before the Council meeting.
5.	Almost £3,000 for a 3 month berthing season. Too much for pensioners and young boaters to pay. I commend the excellent facilities at Ballycastle Marina, however I think Council needs to do more to encourage younger people into boating.
6.	Agreed with comments made above in relation to trying to actively encourage everyone, particularly younger people to get out and use the water. High fees would seriously impact on this.
A lengthy discussion on the possible introduction of car parking charges at Ballycastle Harbour and Marina took place. Boat owners were opposed to having to pay for parking when using their boat, and commented that this would be adding further costs on top of the mooring charges. Queries were raised as to how charter boats and fishing boats were to load equipment such as diving gear etc if no access to parking. It was also suggested that Council tackle the real issue of all day workers parking in the spaces, rather than penalising people who use their boats. The idea of having reserved car parking spaces for boat owners and their passengers / visitors was discussed also as well as implications for charging disabled blue badge users. Query was raised as to the wording of the original grant application for the marina at Ballycastle – car park was included in funding as it was to be used by the berth holders. John Richardson clarified the situation and explained that the proposals did not include the Harbour car park at this stage.	
7.	The proposals don't make any sense. Rathlin boats are being excluded from mooring at Ballycastle Marina?
8.	Council should consider introducing rate payer discount, and also pensioner discount.
9.	Similarly to the point raised at Cloonavin, reference was made to the Independent ROI Tourism Taskforce's strategy document entitled "Unlocking the Growth Potential for Tourism to NI from ROI Market". Stated Council's pricing strategy goes against this document.
10.	There should be headage charges for passengers using the Magilligan and Rathlin Ferries. This would be an alternative way to generate revenue rather than increasing the mooring fees.
11.	Why should boat owners pay for dredging at the harbours? Surely this isn't feasible.

12.	Can the Rathlin Island Ferry Company be billed for the total cost of maintaining the slipway at Rathlin? They are the only business who is allowed to use this slipway so others shouldn't have to pay for the privilege.
13.	Is there room for negotiating these prices? Could there be a change before they go to Council for approval? Would Council possibly consider a staged increase of fees to spread the cost?
14.	Payments were changed from standing order payment to direct debit payment. Why did this happen? This is added cost to the customer as it costs more to pay a direct debit.
15.	Council are cavalier to think that people will still use Ballycastle when other places such as Belfast are cheaper. When taking these pricing proposals to Council the Members should be encouraged to think of the Causeway Coast and Glens area and how to benefit it directly.
16.	Customers are being told that there is a demand for this facility – can the people who pay their fees see the waiting list to verify this?
17.	Why is there a slipway charge? Many other harbours and marinas don't have such a charge e.g. Fermanagh.
18.	Would there be a possibility of introducing a lift to Ballycastle?
19.	Encouraged officers to check the slipway funding agreement as there is a clause within which states slipways must be open to the public on a certain number of days per year.
20.	Suggested that slipways should be free for use by small boats. This would go some way in encouraging the younger people.
21.	Raised query as to whether Ballycastle charter boats could avail of the same facilities as charter boats in Portrush i.e. containers, signage etc.
22.	Rathlin harbour facilities are a total disgrace. Council needs to make investment here.
23.	Causeway Coast and Glens have a monopoly on harbours and marinas along the coastline. Consultation is good, and people have to buy into that and work together.

Meeting Held At: Rathlin Island

Date: Wednesday 14th February 2018 @ 2:40pm

Attendees: Harbour and Marina Team: JR, JM, RA and LB
Harbour and Marina Customers

RDCA representative welcomed everyone to the meeting and agreed an estimated finishing time to coincide with the last ferry sailing. One berth holder advised John Morton that they had limited time, and it was decided to run through the presentation as swiftly as possible to allow any questions to be raised before they left. John thanked everyone for attending and began the presentation. It was stressed throughout the meeting that the purpose of today was to take note of all comments and feed these back to the Members to inform them fully before any decisions are made. The main comments and queries were recorded as follows:

	Summary of Comments / Feedback
1.	Questioned why the ferry income was allocated against Ballycastle Harbour – should this not be allocated against Rathlin? Accused Council of manipulating the figures to show an overall substantial loss for harbours. Called such figures biased and based on lies.
2.	Felt that the comparison between harbours across the market research was flawed as there are no harbours similar or equivalent to Rathlin. None of the harbours within the research were islands.
3.	Feels strongly that the research and proposed pricing structure doesn't take into account the economic benefit of harbours and marinas. A letter was sent to Council over a year ago, outlining issues and proposals in relation to Rathlin. This has never received a reply, nor were any of the key points addressed by Council.
4.	Explained that incomes were low on the Island and as a result, few people actually own their own homes. Stressed the importance of building sustainable business to ensure a future for the Islanders.
5.	Voiced the opinion that pricing needs to be “needs based”
6.	Reacted angrily to the interference of Council who have introduced a new water system on the Island without consultation with the Islanders or harbour users. Also, no consultation took place when installing the CCTV system – this was unwanted by Islanders but still went ahead. These price proposals will be just the same.
7.	Feels there is a lack of understanding and regard for Island living. Encouraged Council to go back, consult with RDCA and then present a new strategic plan to the harbour users. The proposed fees in their current state are unacceptable.
8.	Council have to look at the marine economy and provide a dispensation for businesses – at the moment marine businesses are being penalised.
9.	Commercial discount must stay.
10.	Rathlin harbour can't be penalised to fund work at all the other harbours e.g. Portrush.
11.	Rathlin harbour doesn't cost Council anything - this should be reflected in the charging.
12.	If these proposed charges go ahead, people who make their living on the Island will be forced to go elsewhere. It's going to kill Rathlin. The indigenous people will be driven out, and only the rich people will stay on the Island. Everything costs extra for Islanders – this needs to be considered.
13.	There are two different types of boats within the harbours – Commercial boats and Leisure boats. Commercial boats are those which are needed to make a living; leisure boats are for personal choice / lifestyle choice. There is a clear difference between these two types of user and this should be evident in the pricing also.

14.	Accept there have to be charges of some level, however special consideration must be made for the Island. Asked for clarification on the pricing 10-15 years ago, and details of any increases since.
15.	Are there any legal issues for Council to consider e.g. is there a requirement to charge equally for all types of boat and location?
16.	Repeated comments as noted at all the previous consultation meetings – in relation to the Independent ROI Tourism Taskforce’s strategy document entitled “Unlocking the Growth Potential for Tourism to NI from ROI Market”; and the suggestion of increasing cruise passenger landing charges.
17.	Disagreed with comments above in relation to targeting cruise passengers as this would drive tourists away instead of encouraging them.
18.	Feels that Council have detached themselves from the people of Rathlin. Installing CCTV at Rathlin harbour means Islanders are constantly being spied on. Cannot trust Council anymore, nor the officers who work for them therefore cannot trust the officers to take these comments back to the Councillors. Price increases will go ahead without any consideration for Islanders despite this consultation.
19.	Encouraged everyone to get back to the issue of harbour charges and to think of the valid points which should go back to Councillors for consideration.
20.	Proposed a current rate freeze based on the following reasons: <ol style="list-style-type: none"> 1. There is no valid argument to increase charges 2. No more work can physically be done to Rathlin to improve the harbour 3. The harbour area for use by fishing boats doesn’t require any upgrade works and doesn’t cost Council anything 4. Leisure boats are an individual’s choice to have, therefore leisure boats should be hit with the increases to offset the pontoon maintenance.
21.	The proposed 136% increase is too much in one hit.
22.	Commercial boat ownership is only a handful of boats across the whole Borough. The impact is too great on these businesses.
23.	Rathlin is not equal to other places in the Borough and therefore should not be treated as similar.
24.	The marine economy is propping up tourism. Can’t penalise people who are helping growth of tourism.
25.	Fishing boats on Rathlin have the additional cost of landing their catches on the mainland.
26.	Council should give consideration to the introduction of resident or islander rates for boats.
27.	Expressed concern over having to pay for short stays of 3-4 hours on the mainland.
28.	The sea is Rathlin’s “road” and should not be treated any differently.

In summary the following points to be considered by Members:

- 1. Concession should be given to commercial and fishing boats**
- 2. Concession should be given to charter and business boats**
- 3. Should be an Island concession**
- 4. Sea is a roadway, and shouldn’t be treated as a barrier on which to charge a toll**