

# South Hams Salcombe Harbour Board



<b>Title:</b>	<b>Agenda</b>								
<b>Date:</b>	<b>Monday, 20th March, 2023</b>								
<b>Time:</b>	<b>2.30 pm</b>								
<b>Venue:</b>	<b>Cliff House, Salcombe</b>								
<b>Full Members:</b>	<p style="text-align: center;"><b>Chairman</b> Cllr Brazil</p> <p style="text-align: center;"><b>Vice Chairman</b> Mr I Stewart</p> <p><i>Members:</i></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">Cllr Brown</td> <td style="width: 33%;">Mr P Brown</td> </tr> <tr> <td>Cllr Foss</td> <td>Mr C Plant</td> </tr> <tr> <td>Cllr Long</td> <td>Mr A Owens</td> </tr> <tr> <td>Ms A Jones</td> <td>Mr I Shipperley</td> </tr> </table>	Cllr Brown	Mr P Brown	Cllr Foss	Mr C Plant	Cllr Long	Mr A Owens	Ms A Jones	Mr I Shipperley
Cllr Brown	Mr P Brown								
Cllr Foss	Mr C Plant								
Cllr Long	Mr A Owens								
Ms A Jones	Mr I Shipperley								
<b>Interests – Declaration and Restriction on Participation:</b>	Members are reminded of their responsibility to declare any disclosable pecuniary interest not entered in the Authority's register or local non pecuniary interest which they have in any item of business on the agenda (subject to the exception for sensitive information) and to leave the meeting prior to discussion and voting on an item in which they have a disclosable pecuniary interest.								
<b>Committee administrator:</b>	Democratic.Services@swdevon.gov.uk								

- 1. Apologies for Absence**
- 2. Minutes** **1 - 4**  
to approve as a correct record the minutes of the meeting of the Board held on 14 November 2022;
- 3. Urgent Business**  
brought forward at the discretion of the Chairman
- 4. Division of Agenda**  
to consider whether the discussion of any item of business is likely to lead to the disclosure of exempt information
- 5. Declarations of Interest**  
In accordance with the Code of Conduct, Members are invited to declare any Disclosable Pecuniary Interests, Other Registerable Interests and Non-Registerable Interests including the nature and extent of such interests they may have in any items to be considered at this meeting;
- 6. Public Question Time**  
a period of up to 15 minutes is available to deal with questions from the public
- 7. Feedback from Harbour Community Forums**  
to receive verbal reports from Board Members who attend the Harbour Community Forums on behalf of the Board
- 8. Harbour Master's Report** **5 - 48**
- 9. Commercial Pontoon Allocation**  
Discussion item

**MINUTES OF THE MEETING OF  
 THE SALCOMBE HARBOUR BOARD  
 HELD AT CLIFF HOUSE, SALCOMBE, ON MONDAY, 14 NOVEMBER 2022**

<b>Members in attendance</b>			
* Denotes attendance		∅ Denotes apology for absence	
*	Cllr J Brazil (Chairman)	*	Mr P Brown
*	Cllr D Brown	∅	Ms A Jones
*	Cllr R J Foss	*	Mr A Owens
*	Cllr M Long	*	Mr C Plant
		*	Mr I Shipperley
		*	Mr I Stewart

**Other Members in attendance and participating:**

Cllrs H Bastone and J Pearce

Item No	Minute Ref No below refers	Officers in attendance and participating
All agenda items		Director of Place & Enterprise; Salcombe Harbour Master; Deputy Harbour Masters; Deputy Section 151 Officer and Democratic Services Manager

**SH.19/22      APOLOGIES FOR ABSENCE**

It was noted that an apology for absence for this Board Meeting had been received from Ms Jones.

**SH.20/22      MINUTES**

The minutes of the Salcombe Harbour Board meetings held on 13 June 2022 and 26 September 2022 were both confirmed as a true and correct record.

**SH.21/22      URGENT BUSINESS**

There were no items of urgent business raised at this meeting.

**SH.22/22      DECLARATIONS OF INTEREST**

Members were invited to declare any interests in the items of business to be considered during the course of the meeting, and the following was made:

Messrs Owens and Stewart both declared a disclosable pecuniary interest in all related agenda items by virtue of paying harbour duties. As a result of the Deputy Monitoring Officer having granted each Board Member a dispensation, they were able to take part in the debate and vote on any related matters (Minute SH.05/22 refers).

**SH.23/22      PUBLIC QUESTION TIME**

In accordance with the Public Question Time Procedure Rules, there were no Questions raised at this Board Meeting.

SH.24/22

**FEEDBACK FROM HARBOUR COMMUNITY FORUMS**

The Board received verbal update reports from those Members who attended the Harbour Community Forums. The updates were given as follows:

**Salcombe Kingsbridge Estuary Conservation Forum (SKECF)**

The Board was informed that the Forum had met on 18 October 2022. Items that were discussed included:

- A presentation had been received from two University of Plymouth students on their Estuary research projects;
- An update on the publication of the Area of Outstanding Natural Beauty guide;
- A recent Natural England survey had established that oyster and limpet species were significant within the Estuary. The Forum was informed that a specific oyster removal project was planned to be carried out during the winter months;
- The ongoing Washabrook stream silt project;
- An update on the East Portlemouth seagrass issue;
- The role of the Harbour Authority with regard to the disposal of dead birds. Whilst DEFRA had produced mixed messages regarding their disposal, the Harbour Master confirmed that the Harbour Authority continued to follow the published guidance and was currently looking to find an approved disposal contractor;
- Water quality monitoring. With the agreement of the Board, the Forum representative committed to setting up a Briefing for the Board on the key issues affecting water quality in the Estuary during the spring of 2023.

**South Devon & Channel Shellfishermen**

The representative advised that the price of crab meat had increased and the Shellfishermen were generally content.

The Shellfishermen had expressed their support for a meeting being held with the Harbour Master and the re-build of the Fish Quay continued to be an ongoing saga.

**Kingsbridge and Salcombe Marine Business Forum**

As advised earlier, the Board representative had submitted her apologies to this meeting and there was therefore no update given.

**Kingsbridge Estuary Boat Club (KEBC)**

Having been reported to the Board at its last meeting (Minute SH.16/22 refers), the representative informed that the Boat Club remained adamant that the Kingsbridge Slipway could be better utilised. In particular, the introduction of a dinghy rack and a kayak storage area would be most welcomed additions. The Board recognised that a meeting was being held with the Chairman and Vice-Chairman of the Boat Club on 22 November and it was felt that this would be an appropriate opportunity to discuss these points further.

The Boat Club had also expressed some concerns over access issues associated with the Kingsbridge Skatepark proposals. In light of these, officers committed to following these up outside of this Board meeting.

Finally, the Boat Club had made the point that the Security Key Code for the pontoons had been the same for a good period of time and should be changed.

### **East Portlemouth Parish Council**

The representative confirmed that there were no issues arising from the Parish Council.

SH.25/22

## **GOVERNANCE ARRANGEMENTS – MEMORANDUM OF UNDERSTANDING WITH THE EXECUTIVE**

The Board considered a report that reminded it that a review of the Council's governance arrangements had resulted in the Executive assuming the role of duty holder for the purposes of the Port Marine Safety Code with the Board thereby becoming an advisory board to the Executive.

The report sought approval for the Board Chairman to sign a Memorandum of Understanding with the Executive setting out the respective roles of the Board and the Executive.

In discussion, the following points were raised:

- (a) It was confirmed that Executive Members had now been in receipt of Duty Holder Training and that any recommendations from the Board would be presented to the Executive for onward consideration;
- (b) The Board requested that the Harbour Board Guidance Notes (Annex 3 of the published agenda report refers) be updated to reflect that the Board comprised 4 appointed South Hams District Council Member representatives and 6 Co-Opted Member representatives. Furthermore, it was agreed that the Notes should include the point that the Vice-Chairman of the Board had to be a Co-Opted Member;
- (c) With regard to whether the Council or the Harbour Authority was responsible for certain 'wet side' and 'dry side' assets, the Harbour Master committed to seeking further legal advice following this Board meeting.

It was then:

### **RECOMMENDED**

That the Board agrees to its Chairman signing the Memorandum of Understanding with the Executive in relation to the exercise of the Executive's Harbour functions and its role as Duty Holder for the purposes of the Port Marine Safety Code and **RECOMMENDS** that the Executive authorise the Leader of Council to also sign it on behalf of the Executive.

**SH.26/22 REVENUE BUDGET MONITORING 2022/23**

A report was presented that updated Members on income and expenditure variations against the approved budget and provided a forecast on the year-end position.

In discussion, the following points were raised:

- (a) A Member felt it would be helpful to have a better understanding of the competing demands that were placed upon the Harbour Reserves;
- (b) The Harbour Master informed that the piles were tested every year but acknowledged that the outcome of this exercise was not always reported to the Board;
- (c) Some Members were of the view that the Harbour Authority required a detailed Asset Management Plan;
- (d) With regard to the interest payable to the Council, officers confirmed that the interest rates were fixed at the time that the loan was taken out and the Council did not make any income from these arrangements;
- (e) The Board recognised that some of the variances were attributed to the unprecedented circumstances related to the COVID pandemic over the last two years.

It was then:

**RESOLVED**

That the forecast income and expenditure variations for the 2022/23 Financial Year and the projected surplus of £92,200 be noted.

(Meeting commenced at 2:30 pm and concluded at 4:05 pm)

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Chairman

Report to: **Salcombe Harbour Board**  
Date: **20 March 2023**  
Title: **Harbour Master's Report**  
Portfolio Area: *Salcombe Harbour*  
Wards Affected: **All**  
Relevant Scrutiny Committee: **Overview and Scrutiny Panel**  
Urgent Decision: **N** Approval and clearance obtained: **Y**

Author: **Cameron Sims-Stirling** Roles: **Harbour Master**

Contact: **Tel. 01548 843791**

**E-mail: [cameron.sims-stirling@swdevon.gov.uk](mailto:cameron.sims-stirling@swdevon.gov.uk)**

**Recommendations:**

**That the Board RESOLVES to note and endorse the content of the Harbour Master's report.**

## **1. Executive summary**

**1.1** This report updates the board on a number of recent issues affecting the Harbour. The report updates on a service performance, major projects and any other issues which impact upon the Harbour.

## **2. 2023/2024 Projects & Procurement**

### **2.1 Batson Commercial Units & Harbour Depot.**

**2.1.1** The Commercial Units are due for completion around the end of March with works currently focused upon constructing the far retaining wall and addressing residual defects. SHDC estates are aware of this programme and are in contact with the prospective tenants.

**2.1.2** With a new ground worker having been recently appointed the SHDC / SHA project team has been continuing to stress the importance of maximising the Harbour Depot progress over the next three weeks. Works are focused upon the completion of any residual ground works and ensuring business continuity is addressed in advance of the attendant's hut being demolished.

Given the constant challenges faced by the Contractor in meeting any programme the SHDC / SHA project team are now holding daily calls with the Contractor to identify issues and provide the best platform for short term deliverables to be met. These deliverables currently include the expectation that the remaining ground works, roof replacement and scaffold removal will be completed before the May bank holiday.

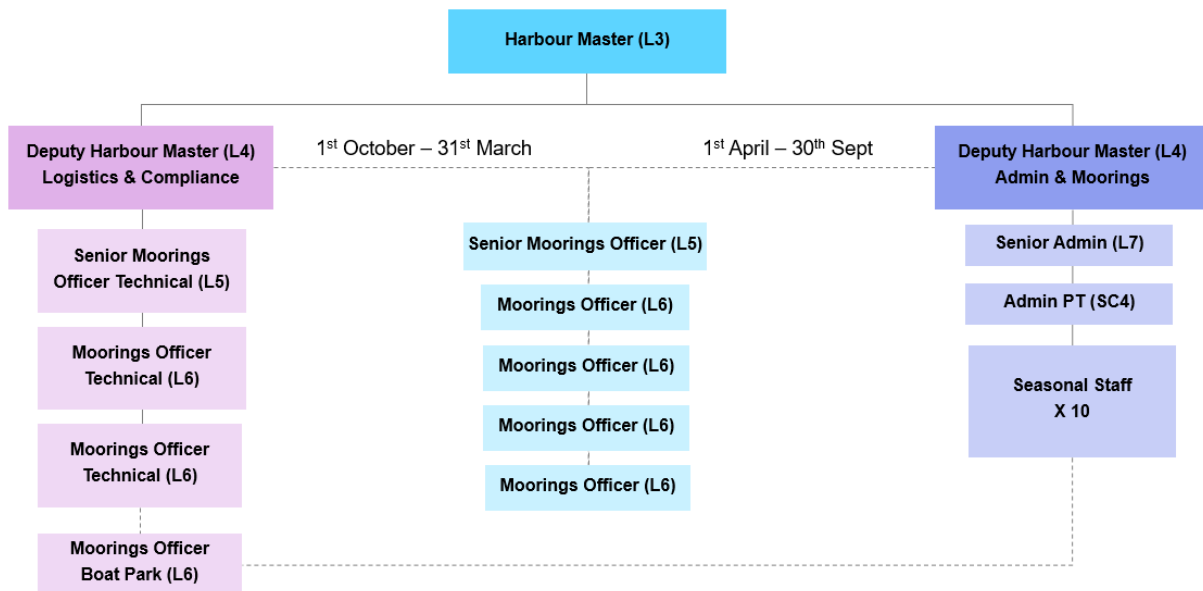
## 2.2 Security

**2.2.1** The external security contract has not been put forward for procurement from 1<sup>st</sup> April 2023. The service will be provided in house as a combined approach to improve presence afloat, education, stakeholder engagement, security and byelaw enforcement. This will include funding for new CCTV and safety projects.

The mooring officer team will provide this following an internal restructure and backfilling recruitment.

## 2.3 Staff structure

**2.3.1** As proposed during the January Harbour Board Workshop a submission had been put to SHDC to restructure certain roles, partly driven by the changes to security above. HR have approved the below configuration.



Internal recruitment and interview process has taken place for the Senior Moorings Officer appointment and the successful candidate is Sam Viles. We are now advertising externally to backfill his Moorings Officer role.

## 2.4 5 Year Plan

**2.4.1** No further update at this time.



## **2.5 Carbon neutral**

**2.5.1** SHDC's Climate and Biodiversity target includes for carbon emissions to hit net zero for the organisation by 2030. Projects looking to tackle SHA emissions are being resourced through the Council's UKSPF programme. A Marine Projects Officer role is out to the market so as to drive forward works streams including the marine fleet, lower ferry and visitor emissions.

The carbon footprint of SHA marine assets has been assessed by the Carbon Trust, report attached in Appendix 1.

In parallel with this, SHA is looking to invest in promoting carbon capture and increasing biodiversity both within the harbour and the local area by comparing our footprint against protecting/enhancing the natural carbon sinks within our estuary and other avenues such as planting trees. Below is a provisional outline of part of this work. We are currently in talks to survey our eelgrass beds, especially where we have seen expansion beyond previous survey data. Various stakeholders have also been involved in a plan to reinstall advanced mooring systems to help protect areas of the seabed from the working scope of a traditional chain arrangement, with funding offered to help facilitate installation and ongoing maintenance.

A report will be brought back to this committee in 2023 setting out the opportunities for offsetting within the SHA context.

## **2.6 Mini-digger**

**2.6.1** To assist with small scale shoreside and foreshore maintenance duties SHA have purchased a 1.5t tracked excavator capable of being deployed by road or barge.

## **3. Performance Indicators**

The Harbour Board endorsed the introduction of a set of Performance Indicators (PIs) and to have them reported as a standing agenda item (SH 26/06). The Performance Indicators (PI's) are presented in a seasonal format and will expand and demonstrate patterns going forward with both our summer and winter PI's.

*Please see Appendix 1 + 2*

### **3.1 Appendix 2 – Winter PI's.**

Appendix 1 shows the harbour has satisfied most of its normal winter performance markers. Mooring maintenance is now in the 'spring cleaning' stage as opposed to the physical checking and changing of mooring components. The workshop team are now focussing on launching Zone 1 boats before the Easter holidays and handing back the majority of the car park and boat park to normal operations. Refitting of the harbour launches will continue in the background to enable the staggered deployment of vessels as the season progresses.

### **3.2 Appendix 3 - Facility Turnover.**

Appendix 2 reflects in what areas our facilities are being given up and reallocated and should aid us in the future to make informed decisions on any further projects. Of particular note, as per last year, a number of facilities have been removed for non-payment of SHDC Council Tax, as opposed to having been relinquished as no longer required. 2 facilities were mooring licences which have now become harbour moorings. On average this year we have seen approx. 3.5% of all facilities being relinquished which is an improvement on last year. This is particularly evident in the number of dinghy storage and foreshore connected pontoon facilities turned over, however some have been removed for the non-payment of council tax. The turnover of other facilities is about the same as in previous years. Over the last three years we have allocated all facilities in the harbour, in comparison to previously having unallocated foreshore facilities at Newbridge and Frogmore.

### **3.3 Options available and consideration of risk.**

Monitor and report; periodically review PIs for their utility.

### **3.4 Proposed Way Forward.**

Continue monitoring PIs with regular reports back to the Board.

## **4. Staff Training**

**4.1** As part of our compliance to the Oil Pollution Prevention Preparedness, Response and Cooperation convention SHA have just completed and passed the three yearly Incident Management Exercise where tier 2 equipment is deployed in cooperation with other response teams and stakeholders, reacting to a locally viable spill scenario.

Oil spill 4P refresher training has also been completed by both Deputy Harbour Masters.

Other staff will be engaged in external training directly through work or with associated organisations where training can be of benefit to the harbour, such as Ashford's Enforcement training and RNLI Advanced Engineering Courses.

Plant Training will also be required for the use of our mini digger.

## **5. Implications**

Implications	Relevant to proposals Y/N	Details and proposed measures to address
Legal/Governance	Y	The Pier and Harbour (Salcombe) Confirmation Order 1954.
Financial	Y	Any financial implications arising from this report will be funded from the General (Revenue Account) Reserve under delegated authority.

Risk	N	None directly arising from this report.
Supporting Corporate Strategy		None directly arising from this report.
Climate Change – Carbon / Biodiversity Impact		None directly arising from this report.
Comprehensive Impact Assessment Implications		
Equality and Diversity	N	None directly arising from this report.
Safeguarding	N	None directly arising from this report.
Community Safety, Crime and Disorder	N	None directly arising from this report.
Health, Safety and Wellbeing	N	None directly arising from this report.
Other implications	N	None directly arising from this report.

**Supporting Information**

**Background Papers:** Appendix 1, 2 and 3.

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SOUTH HAMS DISTRICT COUNCIL

# Footprint Report

Hector Wilson

Mary Harvey

December 2022

OUR MISSION

**To accelerate the move  
to a decarbonised future.**

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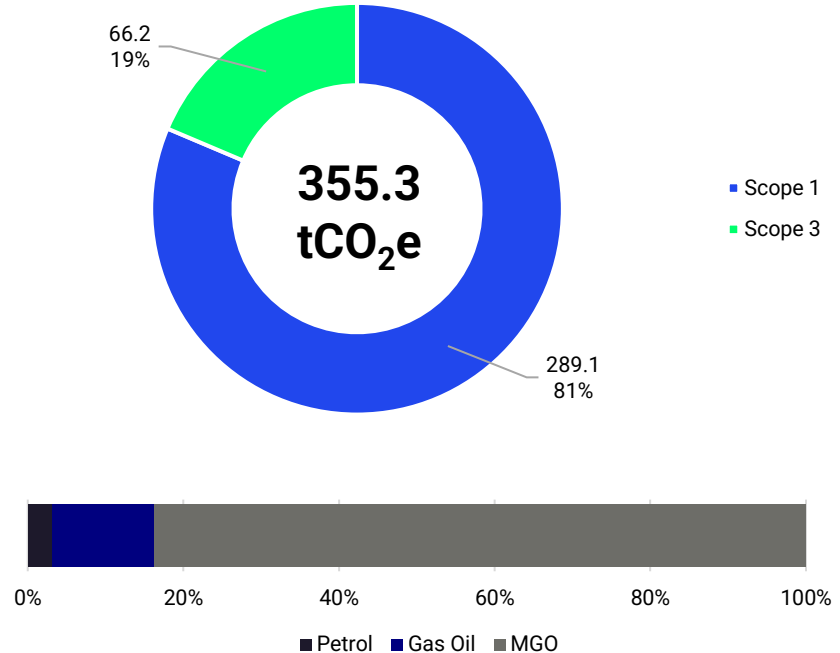
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Internal



# Carbon footprint

- The total carbon footprint for the vessels owned and operated by SHDC and SHA for the period Oct '21 – Sep '22 has been calculated to be **355.3 tCO<sub>2</sub>e**.
- This is the equivalent mass of emissions that would be produced if an average petrol car were to drive to the moon and back more than twice.
- These emissions can be split in to:
  - Scope 1 (**81%**) - those from the direct burning of fossil fuels within the engines to power the vessels
  - Scope 3 (**19%**) - those indirect emissions that arise from the extraction, refinement, transportation and distribution of the fossil fuels consumed by the vessels.
- The emissions arise from the combustion of three different fuel types:
  - Petrol, 3%
  - Gas Oil, 13%
  - MGO, 84%

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## FOOTPRINT REPORT

# Contents

1. Introduction and Background
2. Methodology
3. Results
4. Next Steps
5. Appendices

FOOTPRINT REPORT

# Introduction and Background

# Climate change

Since the industrial revolution the amount of greenhouse gases (GHGs) in the atmosphere has increased by almost 50%. This has resulted in an increase in annual average global temperatures of about 1°C.<sup>[1]</sup>

If we, as a global society, continue to emit GHGs at the current rate then we can expect the global average temperature to increase by a further 2.6 to 4.8°C by the end of the century.<sup>[2]</sup>

Such warming will have serious implications: increased extreme weather events, droughts and crop shortages, rising sea levels, increased spread of typically geographically limited diseases. These particular implications and their knock-on effects are undoubtedly of grave concern.

Across the globe, almost all nations now understand the importance and urgency of addressing climate change. As such, most have signed the Paris Climate Accord – an agreement to limit global warming to well below 2°C and ideally 1.5°C.<sup>[3]</sup>

The Intergovernmental Panel on Climate Change (IPCC) has run numerous scenarios to determine the carbon reduction pathways needed to limit warming to that outlined in the Paris Climate Accord – and these show that net zero emissions must be achieved between 2042 – 2059.<sup>[4]</sup>

The UK made the decision to be net zero by 2050, the most ambitious national target at the time the decision was taken, in 2019.

Most businesses and public sector bodies are aware of the importance of limiting the effects of climate change and have set equivalent, or more ambitious targets, such as North Lincolnshire Council's 2030 net zero ambition.

[1] – [https://cdiac.ess-dive.lbl.gov/pns/current\\_ghg.html](https://cdiac.ess-dive.lbl.gov/pns/current_ghg.html)

[2] – <https://royalsociety.org/topics-policy/projects/climate-change-evidence-causes/>

[3] – <https://unfccc.int/process-and-meetings/the-paris-agreement/the-paris-agreement>

[4] – [https://www.ipcc.ch/site/assets/uploads/sites/2/2019/02/SR15\\_Chapter2\\_Low\\_Res.pdf](https://www.ipcc.ch/site/assets/uploads/sites/2/2019/02/SR15_Chapter2_Low_Res.pdf)

# South Hams district council



South Hams District Council (SHDC) has acknowledged the significance and scale of the impacts that Climate Change poses to the residents, ecosystem, and infrastructure of South Hams.

As such in 2019 South Hams District Council declared a **Climate and Biodiversity Emergency**.<sup>[1]</sup> As a result of this, SHDC has been developing a set of aims and plans, with the following being committed to:

1. That the Council aim to reduce its organisational carbon emissions to net-zero by 2030;
  2. That the Council commit to working with partners through the Devon Climate Emergency Response Group to aim to reduce the District of South Hams' carbon emissions to net-zero by 2050 at the latest;
- Page 19
- That the Council aim for a 10% Biodiversity Net Gain in the habitat value of its green and wooded public open space by 2025.

So far SHDC have created a footprint for their own organisational emissions (4,471 tCO<sub>2</sub>e in 2020/21)<sup>[2]</sup>, this is being used to inform their decarbonisation plan. Furthermore, they are also tracking their area-wide emissions using the annually published BEIS sub-national emissions statistics<sup>[3]</sup>.

[\[1\] Climate Declaration](#)

[\[2\] SHDC GHG 20/21 Summary](#)

[\[3\] Climate Change and Biodiversity Strategy](#)

# Salcombe harbour



- Salcombe harbour is situated within the South Hams District region and is managed by the Salcombe Harbour Authority (SHA).
- The harbour is home to almost 6,000 different vessels, ranging from canoes to large motor boats, these are owned by members of the general public and moored within the harbour.
- Furthermore there are 10+ vessels owned and operated by SHA, including vehicle ferries which are owned by SHDC and managed by SHA.
- The vessels residing within the harbour are required to produce zero emissions in line with SHDC's are-wide net zero 2050 target, similarly the vessels owned and operated by the SHA will need to meet SHDC's organisational net zero target by 2030.
- Given the harbour's geographical location and sensitive biodiversity<sup>[1]</sup>, addressing climate change, acting on emissions and meeting net zero targets is a key priority.

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## **"You can't manage what you don't measure"**

- The emissions associated with the vessels both kept within the harbour and owned by the SHA/SHDC is currently unknown.
- Quantifying these emissions will be the first step in developing an action plan to reduce them.

[1] – [Salcombe Harbour Biosecurity Plan 2020](#)

# Project plan



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*Task 1 objective: Analyse baseline carbon footprinting data to support development of low carbon marine fleet for the council.  
Analyse baseline carbon footprinting data to support development of low carbon marine fleet for the council.*

This first task focused on 2 areas:

1. Based on current Footprinting data of the organisation-owned assets, perform a refreshed carbon footprint of the current marine vessels with additional data.
2. Perform a baseline carbon footprint of all moored boats in Salcombe Harbour, and determine the next steps for improving accuracy.

FOOTPRINT REPORT

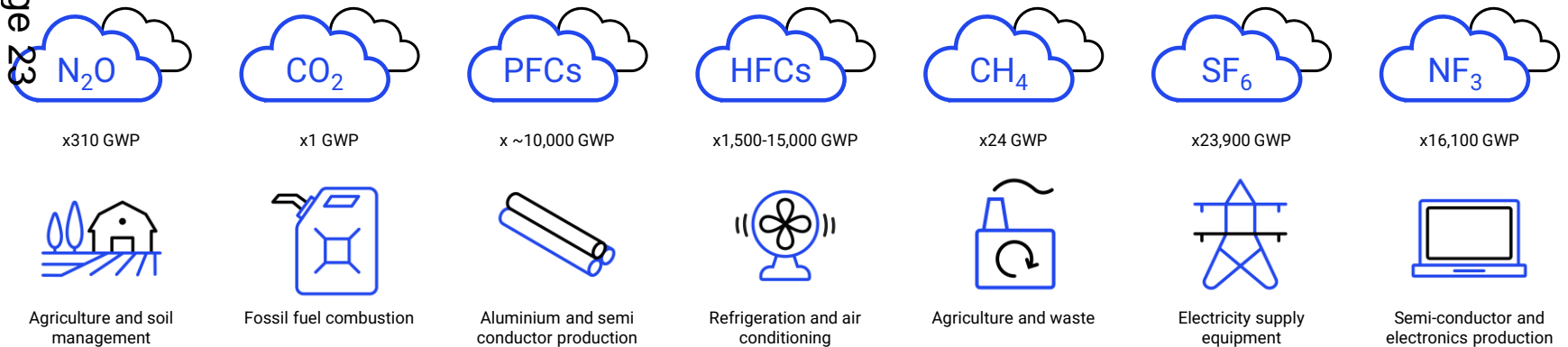
# Methodology



# Greenhouse gases

- Greenhouse gases are not limited to CO<sub>2</sub> and under the Kyoto protocol we must consider the emissions of several other GHGs when producing a footprint.
- Each GHG has a specific global warming potential (GWP).
- We measure all gases in tCO<sub>2</sub>e – tonnes of carbon dioxide equivalent; this reflects the global warming potential of each gas relative to CO<sub>2</sub>.
- When a footprint is quoted in terms of CO<sub>2</sub>e, this means that all gases under the Kyoto protocol are included.

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# Greenhouse gas protocol

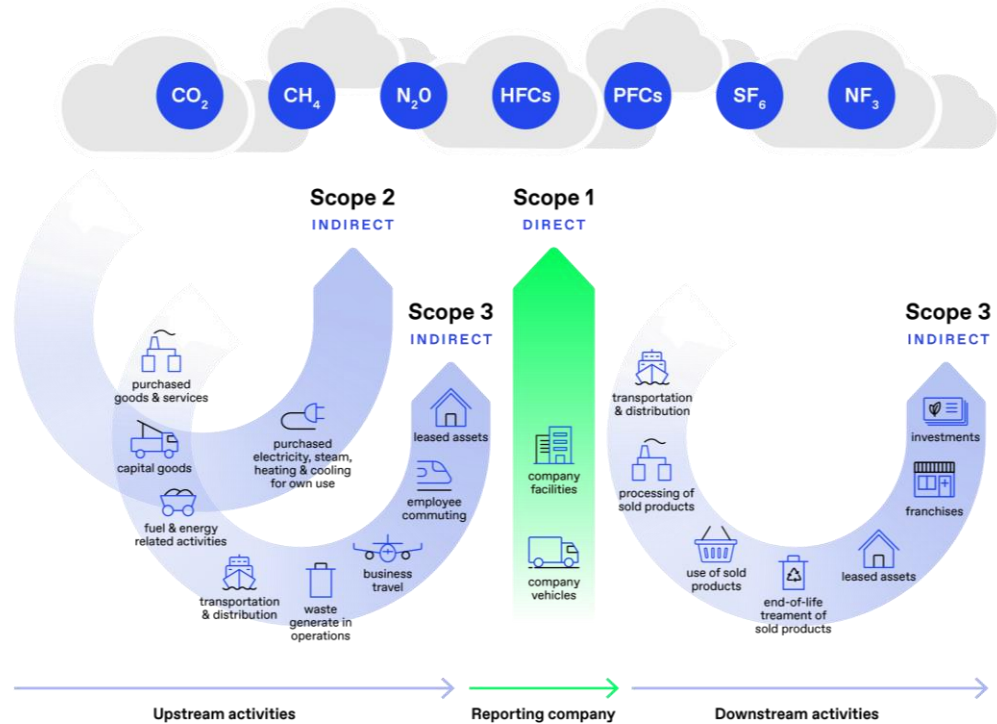
## Corporate Standard

- Organisational greenhouse gas emissions are accounted for using the globally accepted greenhouse protocol – corporate standard.
- This sets a framework for understanding the boundary of emissions to be accounted for, how emissions should be calculated and how to categorise emissions.

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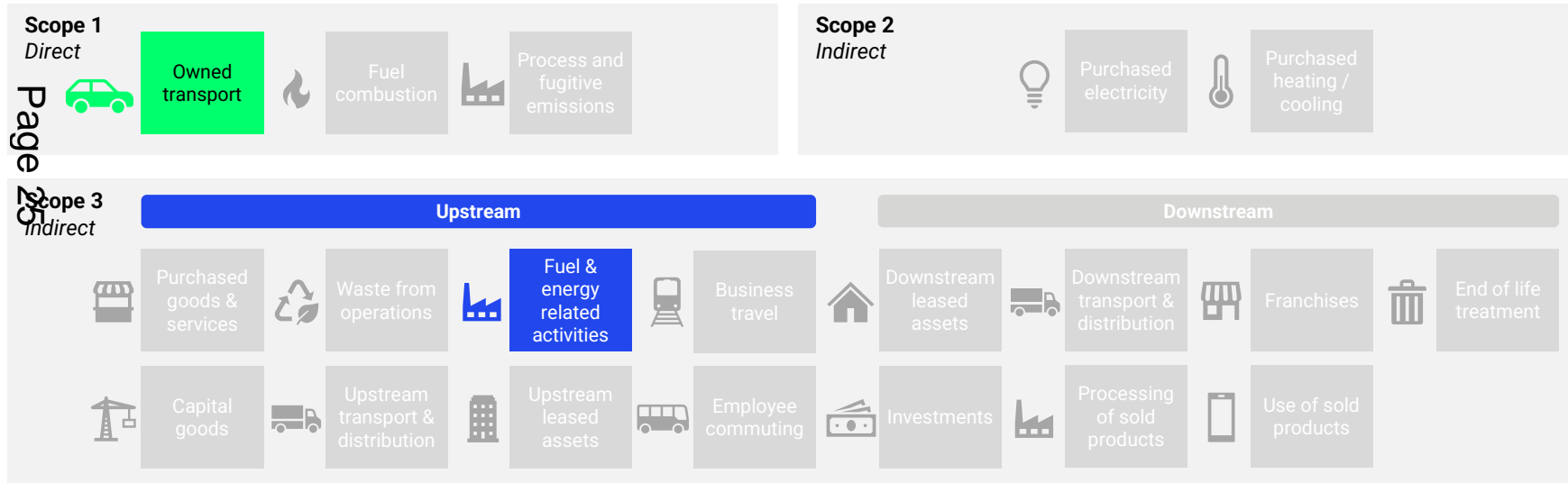
The image (right) provides an overview of how emissions are categorised. These can be explained as follows:

- Scope 1:** emissions that are directly released by the organisation, either through combustion (e.g. gas boilers) or otherwise (e.g. refrigeration leaks)
- Scope 2:** emissions that are indirectly produced by the organisation from the consumption of energy (e.g. electricity)
- Scope 3:** emissions indirectly produced by an organisation from all other activities. Split by upstream (generally categorised as activities that an organisation pays for) and downstream (activities that are bought from an organisation).



# Emissions boundary

The agreed emissions boundary for the footprint being analysed within this project as agreed with SHDC is highlighted below. The emissions sources being reported on are ‘owned transport’ (SHA/SHDC owned vessels), and ‘Fuel & energy related services’; these are the proportional emissions associated with the extraction, refining, and transportation of fuel used within the SHA/SHDC owned vessels. All other emissions sources have been excluded for the purpose of this study.

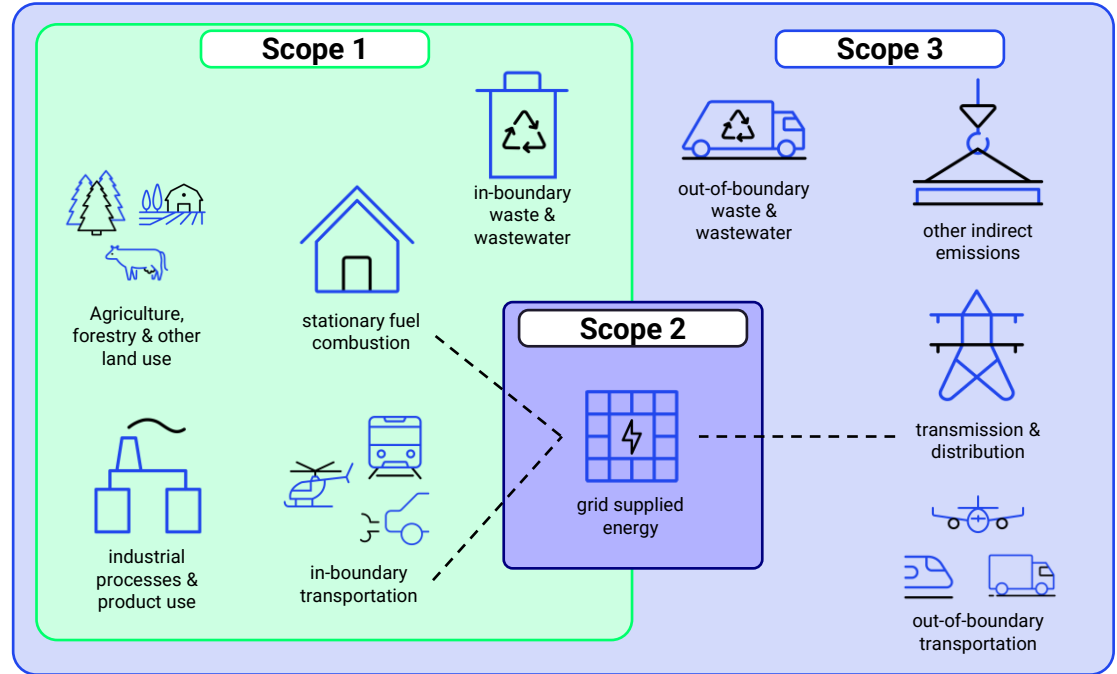


# Greenhouse gas protocol

## Global Protocol for Community-Scale Inventories

- The GHG protocol has also created a standard defining how regional emissions should be reported.
- This standard apportions emissions based on the geographical boundary of where they are produced:
  - **Scope 1** – emissions from sources located within the geographical boundary
  - **Scope 2** – emissions occurring as a consequence of the use of grid-supplied electricity, heat, steam and/or cooling within the city boundary
  - **Scope 3** - All other GHG emissions that occur outside the city boundary as a result of activities taking place within the city boundary
- As agreed with SHDC the emissions being included within the scope of this project are scope 1, in-boundary transportation (specifically vessels within Salcombe Harbour).
- All other regional emissions are excluded from the analysis of this project.

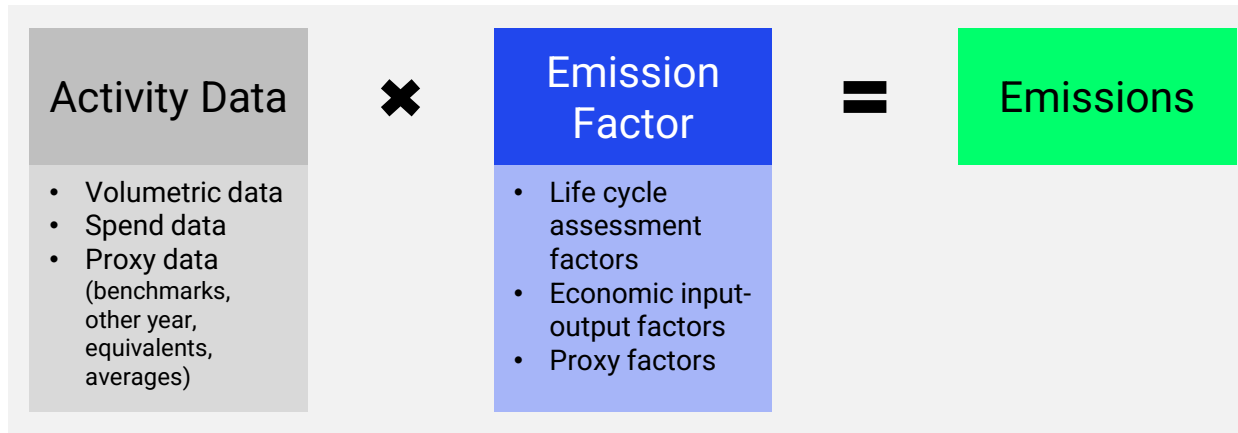
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# Calculating emissions

- The methodology used to calculate a carbon footprint follows the guidance set out in the GHG Protocol's *corporate standard*.
- This requires an activity to be matched to a relevant emission factor to calculate the actual emissions from that activity.
  - Activity may refer to emission sources such as gas and electricity consumption, fleet usage, purchasing goods and services. In each of these instances you should collect primary data (utility bills, expense forms, mileage cards) for each activity outlined under the GHG protocol and within the emission boundary. Where primary data is unavailable estimates can be made using proxies.
- Emission factors for numerous activities can be found publicly, and the most common activities have their relevant emission factors provided by [the UK Government](#).

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# Project approach

## SHA/SHDC owned vessels

- The carbon footprint for SHA/SHDC owned vessels has been calculated using primary activity data in the form of fuel reports for the period Oct '21 – Sep '22.
- These have been provided on a vessel, date (dd/mm/yy), and fuel type breakdown for the majority of vessels; with the exception of ferries and tugs where data was provided on a fuel basis and partial annual average running.
- Emissions factors for all commonly used fuels (including all of those used by SHA/SHDC) were available from the BEIS emission reporting datasets.
- This has allowed for a detailed and accurate footprint to be calculated, with a vessel, fuel type, scope and time series breakdown.

## Salcombe harbour vessels

- The individual fuel usage or distance travelled by each vessel owned by members of Salcombe harbour are not readily available.
- As a result, a survey approach will need to be taken to gather as much data as possible about the type and usage of the vessels moored within the harbour.
- This will yield the necessary data required to create a carbon footprint of the vessels moored within Salcombe harbour.

# Owned vessel details

Vessel Name	Vessel Type	Fuel Type
Blackstone	Small craft	Red Diesel
Saltstone	Cygnus	Red Diesel
Poundstone II	Cygnus	Red Diesel
Eelstone	Cygnus	Red Diesel
Winstone	Ex-ships life boat	Red Diesel
Mewstone	Orkney dory	Unleaded Petrol
Sandstone	Orkney dory	Unleaded Petrol
Farmstone	Orkney dory	Unleaded Petrol
Hamstone	Orkney dory	Unleaded Petrol
Baray	Dellquay dory	Unleaded Petrol
Mudstone	Dellquay dory	Unleaded Petrol
Eddystone	Zodiac	Unleaded Petrol
Tomstone	Wilson flyer	Unleaded Petrol
Brimstone	Dory	Unleaded Petrol
Hauley IV	Tug	MGO
Hauley V	Tug	MGO
Hauley VI	Tug	MGO
Tom Avis	Float	MGO
Tom Casey	Float	MGO

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# Results

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# Owned vessel fleet

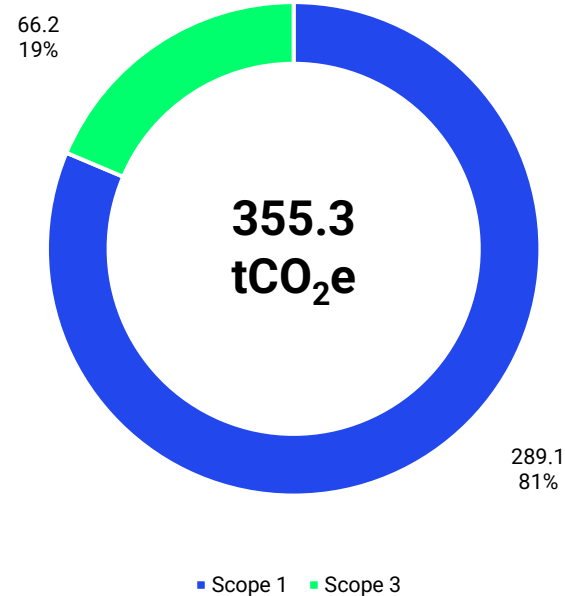
## Emissions by scope

- The total carbon footprint for the vessels owned and operated by the SHA/SHDC for the period Oct '21 – Sep '22 has been calculated to be **355.3 tCO<sub>2</sub>e**.
- This is the equivalent mass of emissions that would be produced if an average petrol car were to drive to the moon and back more than twice.

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These emissions can be split in to:

- Scope 1 (**81%**) - those from the direct burning of fossil fuels within the engines to power the vessels
- Scope 3 (**19%**) - those indirect emissions that arise from the extraction, refinement, transportation and distribution of the fossil fuels consumed by the vessels.



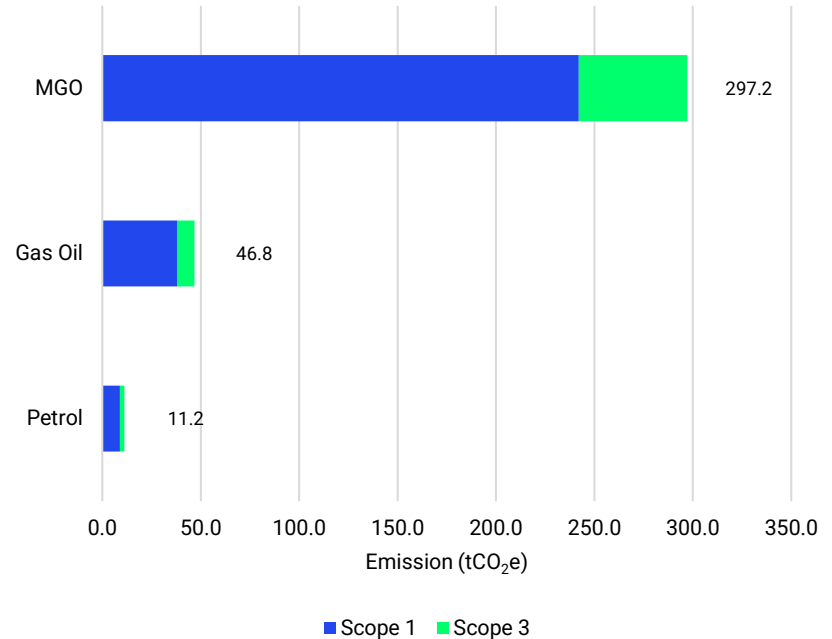
# Owned vessel fleet

## Emissions by fuel

- The chart (right) details a breakdown of the emissions arising across the three different fuel types used within the SHA/SHDC vessel fleet.
- The emissions have been further split in to scope 1 and scope 3.

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The overwhelming majority (84%) of emissions arise from the use of marine gas oil, entirely used by the small ferries, tugs and floats. Gas oil and unleaded petrol make up a much smaller proportion of emissions produced (13% and 3% respectively).

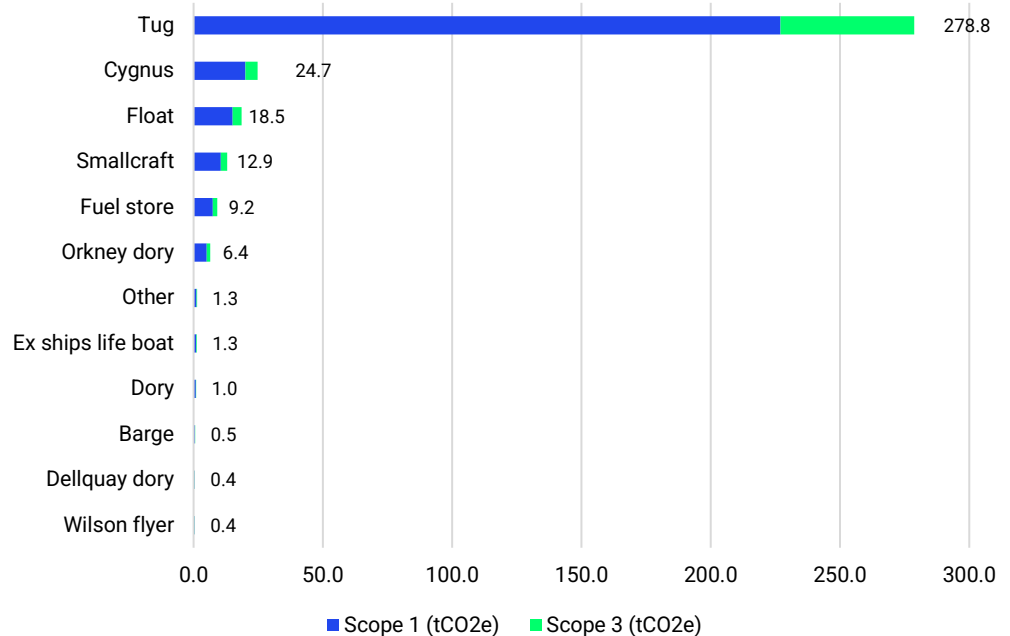


# Owned vessel fleet

## Emissions by vessel type

- Here we analyse the emissions breakdown by vessel type of the SHA/SHDC fleet as provided by SHDC.
  - The top three emitting vessel types produce over 90% of all emissions; with the largest proportion of emissions from the use of the tugs (78% of total emissions).
- From this chart and the previous chart on emissions by fuel type it is clear that the tugs and floats need to be the predominant area of focus for SHDC if they want to meaningfully reduce their carbon footprint.

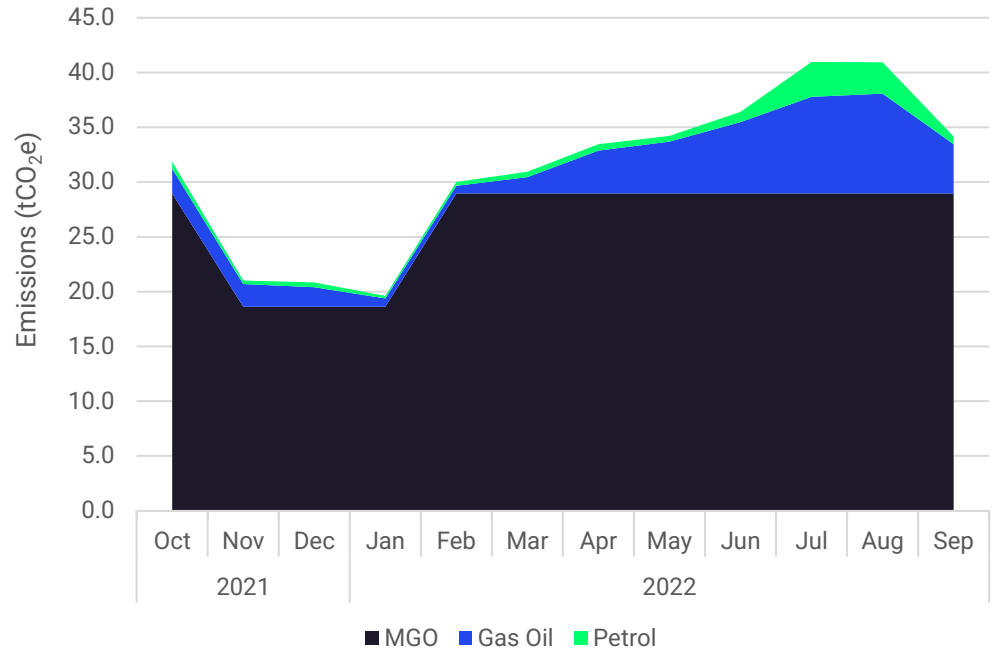
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# Owned vessel fleet

## Time series emissions

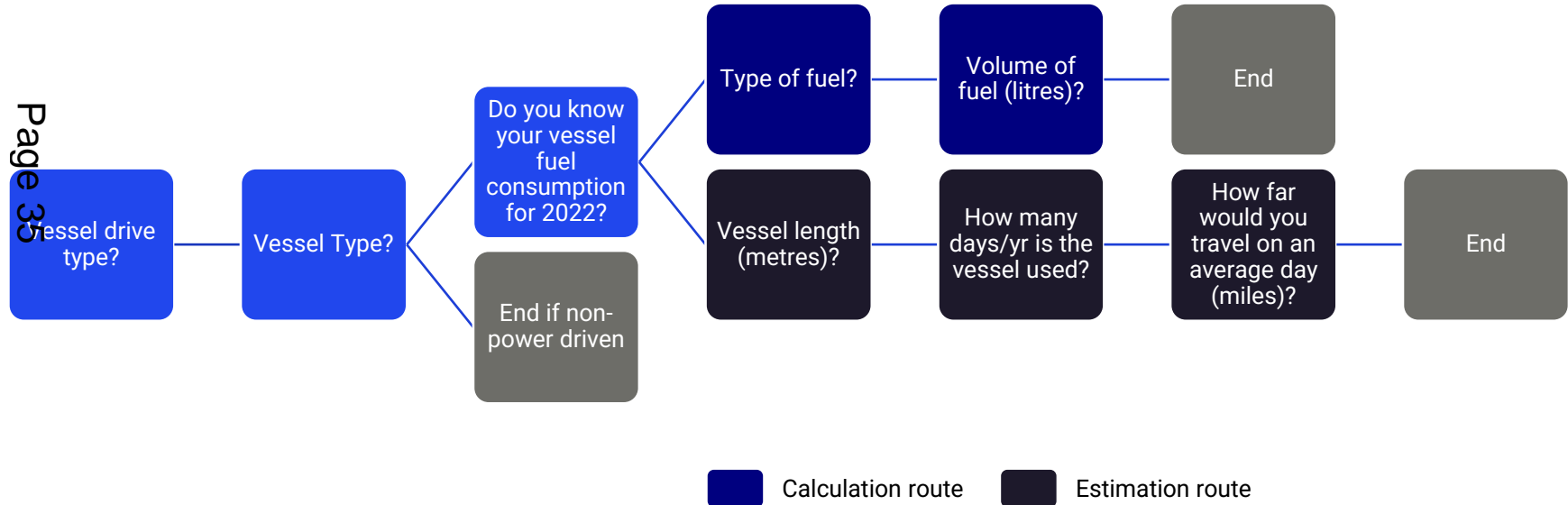
- This chart highlights the time series of emissions related to fuel consumption from the SHA/SHDC vessel fleet.
- Granularity of data on tug and float fuel consumption results in a fairly crude representation of emissions. The remaining vessels however have day by day fuel reports.
- Emissions during the peak summer period can be almost double that of the winter period.
- The time series analysis allows for an opportunity to optimise vessel usage to reduce emissions. For example by comparing emissions with demand for ferry crossings, could there be opportunities to reduce the number of crossings?



# Salcombe harbour vessels

## Survey

- A suggested survey has been created to collect the necessary data such that a carbon footprint can either be calculated or estimated. The survey questions and flow are provided below.



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# Next Steps

# Recommended next steps



## Survey distribution

The survey that has been described in the results section of the report will need to be distributed to owners of vessels within Salcombe Harbour.

The most appropriate form should be taken to distribute the survey, that takes in to account privacy and GDPR.

Resulting data from the survey can be extrapolated across the known log of vessels that are kept within Salcombe harbour.

See Appendices for further details on Norfolk Broads example.



## Data collection

For the SHA/SHDC owned vessels there needs to be a step change in data collection and reporting to ensure an accurate as possible carbon footprint can be produced. This will be integral for understanding opportunities for decarbonisation and allowing for informed monitoring and reporting of progress.

Suggestions include:

Moving to digital fuel cards for owned vessels

Collecting more granular daily data on fuel usage in tugs and floats



## Decarbonisation opportunities

Work should be undertaken to understand the decarbonisation opportunities available to South Hams District Council in terms of the operations and users of Salcombe Harbour. This should be based on understanding where the maximum impact can be made in terms of carbon reduction.

Fully understanding the quantified carbon reduction potential of these opportunities will be key, and will be essential in informing the sustainability strategy and action plan for South Hams District Council.

## Project next steps

*Objective: provide an overview of the challenges and opportunities of decarbonising the vessel owned fleet and the Salcombe Harbour moored vessels.*

- *Assess other initiatives to determine impact of decarbonisation on the SHDC area.*
- *Research the role of the community along with opportunities and challenges in switching to a low-carbon marine future, including a high level economic benefit.*
- *Engage with key stakeholders to discuss challenges and key themes for future decision making.*



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# Appendices

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# Assumptions

- All emissions factor used are based on BEIS emission reporting figures
- Float and tug monthly usage was assumed constant over the time periods provided
- All data has been provided for the period Oct 2021 – Sep 2022.

## Stakeholders engaged

- Marcus McCheyne
- Chris Brook
- Chris Shears
- Cameron Sims-Stirling
- James Martyn
- Adam Williams
- Lloyd Turner

# Data sources and quality

Emissions Source	Data Quality	Footprint Quality	Data Source	Comments
Page 42 Gas Oil MGO			Fuel log report data (monthly)	Primary activity data provided for all SHA owned vessels, disaggregated by date, fuel type, unit, volume, and vessel. Data was in written form and therefore liable to human error, processes should be automated in future. This data quality issue follows through to the quality of the footprint.
			Fuel log report data (monthly)	Primary activity data provided for all SHA owned vessels, disaggregated by date, fuel type, unit, volume, and vessel. Data was in written form and therefore liable to human error, processes should be automated in future. This data quality issue follows through to the quality of the footprint.
			Anecdotal written	Data was provided in the form of typical usage across the year in the form of written data. Exact consumption data should be collected regularly and properly collated in a digital format.

# Norfolk Broads Greener Boating Survey Launched

- The Norfolk Broads authority launched a survey via their website in 2019 to understand boating habits from their users.
- The objective was to achieve a more accurate base case Carbon Emissions of the Broads waterways, rather than using assumptions.
- The survey was open on their webpage for ~4 weeks and was set up via Survey Monkey.
- We would recommend a similar exercise is run for Salcombe Harbour, to help validate any assumptions made for the vessel usage at this time. This would give a more accurate base case, based on authentic usage data.
- Carbon Trust are aiming to discuss the survey results further with Norfolk Broads Authority. Results to be discussed in Task 2 of this project.



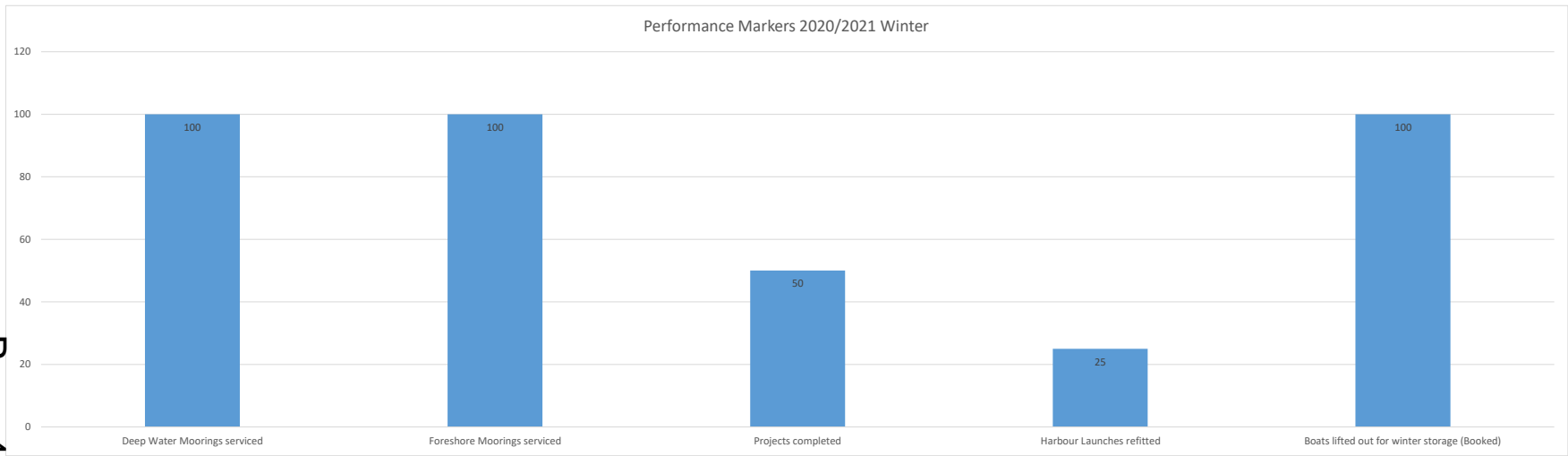
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Performance Markers 2022/2023 Winter - Appendix 1

	As at 01/03/2023	Total	Percentage	Comments
<i>Deep Water Moorings serviced</i>	291	291	100	Completed working alongside our Dive Contractor (Nov-Dec for a duration of 25days, including pile testing). Visitor buoys currently being painted.
<i>Foreshore Moorings serviced</i>	578	578	100	Complete and currently undergoing cleaning and painting.
<i>Projects completed</i>	1	2	50	Harbour Depot/Workshop build ongoing, commercial units available from April.
<i>Harbour Launches refitted</i>	3	12	25	The two main boatman launches and the first taxi are ready for service.
<i>Boats lifted out for winter storage (Booked)</i>	119	119	100	Launching has just begun and will continue in 2 stages until the end of April.



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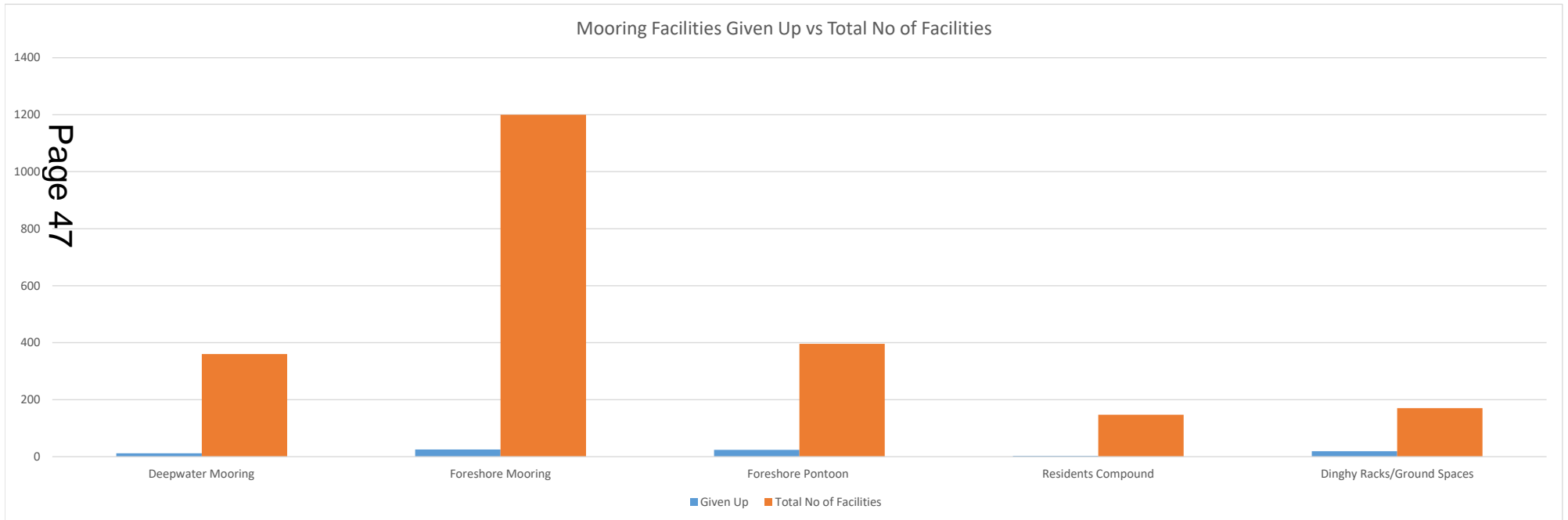


**Facility turnover 2022/2023 - Appendix 1**

<u>Location</u>	<u>Total No of berths</u>	<u>Given Up</u>	<u>% Given Up 2022</u>	<u>% Given Up 2021</u>	<u>% Given Up 2020</u>
Deepwater Mooring	360	12	3	3	4
Foreshore Mooring	1200	25	2	2	2
Foreshore Pontoon	396	24	3	2	4
Residents Compound	147	3	2	1	4
Dinghy Racks/Ground Spaces	170	19	11	4	3

3.4                      2.4                      3.4                      Average %

<u>Location</u>	<u>Berths</u>
Batson	257
Shadycombe	63
Victoria Quay	76
<b>Total:</b>	<b>396</b>
Batson Dingy Rack	36
Kingsbridge Slip	15
Newbridge (Both)	102
Whitestrand (Both)	17
<b>Total:</b>	<b>170</b>
<b>Residents Compound</b>	<b>147</b>



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