

Exeter Harbour Board – 14th March 2022

Briefing Paper of Previous Harbour Revision Order

1. The previous Harbour Revision Order application (2008) was made on the basis of moving from the traditional Municipal Port status to that of a Trust Port
2. The intention was to create an Exe Estuary Navigation Authority (EENA) to take on the operation and responsibilities of the Port of Exeter, relinquishing Exeter City Council of such liabilities
3. Core to this being successful was the ability for the newly created EENA to be able to raise funds in order to discharge their duties in terms of maintenance of navigational aids etc
4. Initial strong support for the HRO amongst stakeholders began to waiver with concerns over the financial viability of a Trust Port
5. This followed suggestions that income projections, based on both the number and length of vessels mooring within the Port, were too ambitious
6. A resulting public inquiry allowed supporters and objectors to make their cases
7. The HRO application proceeded to the Department for Transport where it remained for a number of years awaiting a decision
8. In 2014 a legal challenge of a similar HRO in the North East halted any further decisions and the process was deemed to have been illegal
9. At this stage Exeter City Council chose instead to embrace the Port as an asset and work towards Port Marine Safety Code compliance
10. In order to reach compliance the Council would require additional powers to enable enforcement to deter unsafe practices within the Port
11. Therefore we are again seeking a Harbour Revision Order but with a completely different ambition and the expectation of little objection amongst users
12. A future HRO application will be aimed at helping ECC operate the existing Municipal Port effectively rather than passing on responsibility to a Trust Port model

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