Tegen Mor Fisheries Consultants Ltd.

Strategic review of fish & shellfish landing and storage facilities at Weymouth

For:

Weymouth and Portland Borough Council

From:

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Review of landing facilities at Weymouth

1. Background

1.1 Overview:

Situated to the East of the Portland Bill peninsula, Weymouth Harbour is a picturesque harbour at the seaside town of Weymouth in Dorset. The harbour is long and narrow, and formed the estuary of the River Wey until the building of a bridge to Westham, which separated the harbour's backwaters from Radipole Lake.

For centuries the harbour was a passenger terminal and trade and cargo port: goods handled included wool and spices, and in the 20th century Weymouth was a bulk importer of fertiliser and cars. The old harbourside, on both sides of the seaward end of the harbour, still hosts a fishing fleet, with docks, unloading areas, and, until recently, a cross-channel ferry terminal. Fishing and cargo trading employ fewer people in the area since their peak in earlier centuries, but in 2016 local fishermen landed the 2nd largest quantity of bass of any port in the United Kingdom.

The inner harbour has been refurbished in two phases, in 1994–1996 and in 2002; these included a new marina with hundreds of berths for pleasure boats, cruisers and sailing boats. Local pleasure boats offer fishing and diving trips, coastal cruises along the Jurassic Coast and to the Isle of Portland.

Figure 1: Map of Weymouth harbour

1.2 Fisheries Local Action Group (FLAG)

Fisheries areas across the EU are facing significant challenges. The continuous decline in income and employment in the fishing sector has underlined the need for innovative responses that are both sustainable and inclusive.

Community-Led Local Development (CLLD) is a tool that enables local fisheries communities to address these challenges at a grass-roots level using the knowledge of local stakeholders to tackle local issues. The European Maritime and Fisheries Fund (EMFF) in England has funded 6 Fisheries Local Action Groups (FLAGs) to deliver fisheries focused CLLD in England.

The Dorset & East Devon FLAG launched in March 2017 and was awarded £800,000 to deliver community-led Local Development in the area's fisheries, aquaculture and seafood sectors between Swanage and Beer. A local development strategy (LDS) has been developed by working with key stakeholders – their key priorities include:

- encourage and enable effective collaborative working across and within sectors
- strengthen the aquaculture sector in Dorset
- improve infrastructure and equipment to enable safe, sustainable working ports and harbours
- enable innovation to increase the value of catch and products
- support the industry by enabling diversification, up-skilling and training, and increase the knowledge and understanding of the sector to attract a younger workforce

As part of the work to deliver the FLAG LDS, the FLAG officers worked with Weymouth & Portland Borough Council, fishing industry stakeholders and the harbour master to discuss and develop a fishing community bid to develop the fisheries infrastructure in Weymouth and to inform the wider development of the Peninsula project (see below).

1.2 The Peninsula project

The Pavilion Theatre was built in 1960 on a peninsula of reclaimed land between the harbour and the esplanade after the Ritz Theatre was destroyed by fire in 1954. The Pavilion was owned and operated by Weymouth and Portland Borough Council, providing a venue for local community groups and schools, and hosting seasonal 'end-of-the-pier' entertainment and year-round shows and events.

In 2006 it was announced that the Pavilion complex and surrounding area would be entirely redeveloped from 2008 to 2011, in time for the 2012 Summer Olympics. The proposed complex was to include a refurbished theatre, a World Heritage Site visitors' centre, a new ferry terminal, a 140-bed 4-star hotel, an underground car park, a shopping arcade, offices, around 340 luxury apartments, 110 affordable homes, public squares, promenades, and a 290-berth marina, but the redevelopment never took place.

In 2017 the 'Peninsula Project' plans re-emerged and consultants Cushman & Wakefield were engaged by Weymouth and Portland Borough Council to develop new plans to regenerate the area.

2. Introduction

2.1 Aim:

The aim of this study was to deliver a discrete piece of work to review existing fish and shellfish landing and storage facilities at Weymouth in the context of the wider Peninsula development in order to provide actionable, costed plans for future developments.

The work has been undertaken by an experienced project team bringing complimentary specialist skills, knowledge and expertise gained from working within the UK seafood supply-chain for many years. Each member of the team has direct commercial expertise in seafood supply chains to ensure the review is commercially relevant, structurally sound and financially robust.

Options developed within the report are underpinned by data from MMO landing statistics, commercial market intelligence and stakeholder experience from similar developments in other areas of the UK.

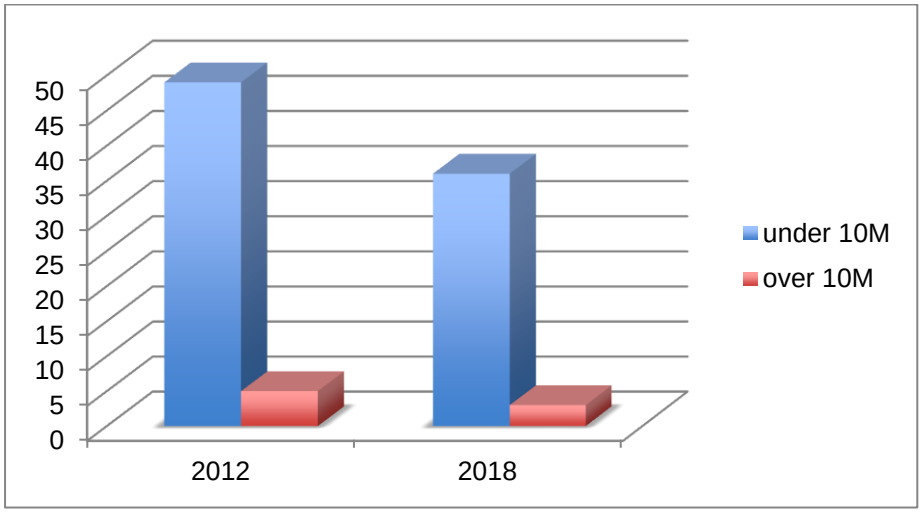
3. Fishing fleet and activity

3.1 Local fleet size:

As of January 2018 Weymouth was the home port of 36 under 10M fishing vessels and 3 over 10M fishing vessels. The majority of the fleet are engaged in static gear vessels fishing either with nets, pots or traps or rod fishing for bass. There are two towed gear vessels that can trawl for mixed demersal fish or dredge for scallops. The average length of the under10M fleet is 6.9M and the average vessel age is 28yrs. The under 10M fleet has reduced by 33% in the last 5yrs, largely due to greater fisheries management restrictions being placed on the bass fishery (further details below).

There are 3 over 10M vessels that are all static boats either potting or line fishing. The average length is 12.2M and the average is 30yrs. The over 10M fleet has reduced by 40% in the last 5yrs. Full lists of vessels recording Weymouth as home port are shown in Annex I.

Fig 2: Graph showing local fleet trends of over / under 10m vessels over 5yrs



3.2 Visiting fleet

Weymouth is used as a landing port for a number of regular visiting vessels due to its geographic location (between Poole to the East and Brixham to the West), its large quayside, relatively sheltered, non-tidal access and proximity to both fishing grounds and ferry terminal for exports to Europe in Poole.

There are two groups of visiting vessels: a) a small number of vessels that berth at Portland but land into Weymouth during the whelking season to fit into the logistics of the buyer; and b) nomadic crabbers (10-15M in length), 'supercrabbers' (> 15M in length) and whelkers that fish nomadically and land into Weymouth seasonally. Both groups are static gear vessels ranging in size from 10 to 22M in length and targeting crabs, lobsters and whelks with pots.

The value and tonnage of landings from these vessels has increased in recent years, with the value of landings from visiting vessels accounting for 44% of total landings into the port in 2016 [MMO data request].

Fig 3: "Helen Clare" is a regular visiting crabber / whelker landing at Weymouth

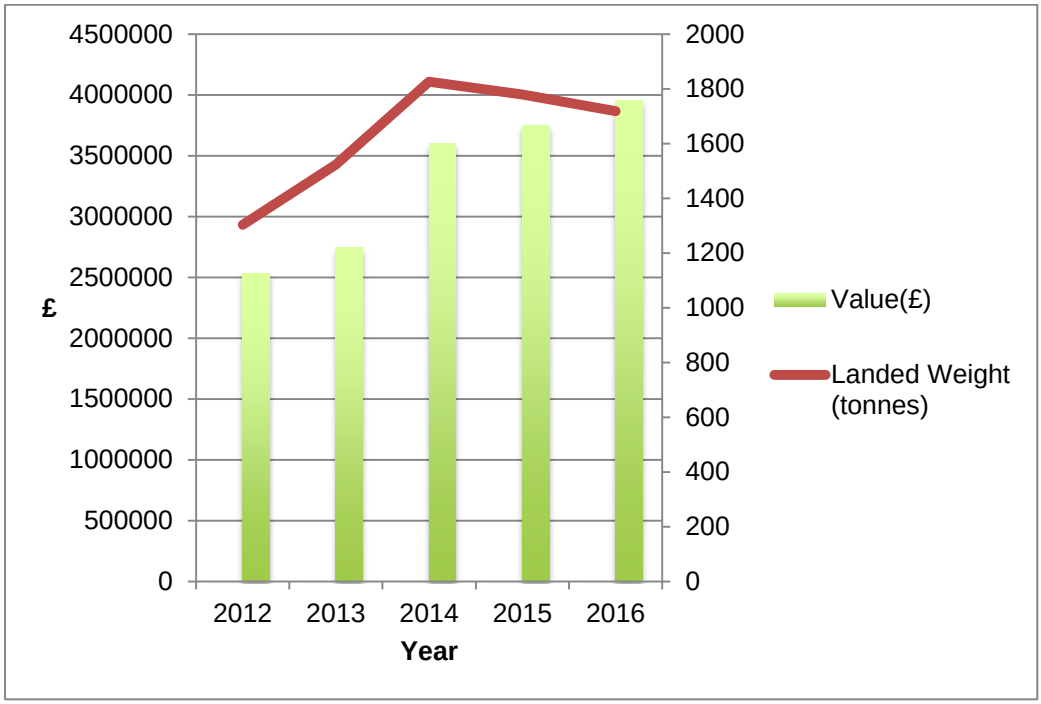
3.3 Landings

The official landing statistics recorded by MMO for 2017 were not available at the time of the study. In 2016, the most recent full-year available, the total recorded landings by all commercial vessels landing at Weymouth was 1718 tonnes, worth £3,955,583, making it the 10th largest port (by landed value) in England. Anecdotal evidence suggests that the landing figures for 2017 will be broadly similar to 2016. A full breakdown of landings is shown at Annex II).

Despite contraction in the local under 10M and over 10M fleets landings at Weymouth have increased over the past 5yrs. In 2012 1303 tonnes were landed at a value of £2,531,974. Landings in 2016 therefore represent a 56% increase by value and a 32% increase in tonnage (see fig 4 below). This increase is largely attributed to the more frequent use of Weymouth as an overlanding port by visiting potting vessels (see section 3.3.2 below).

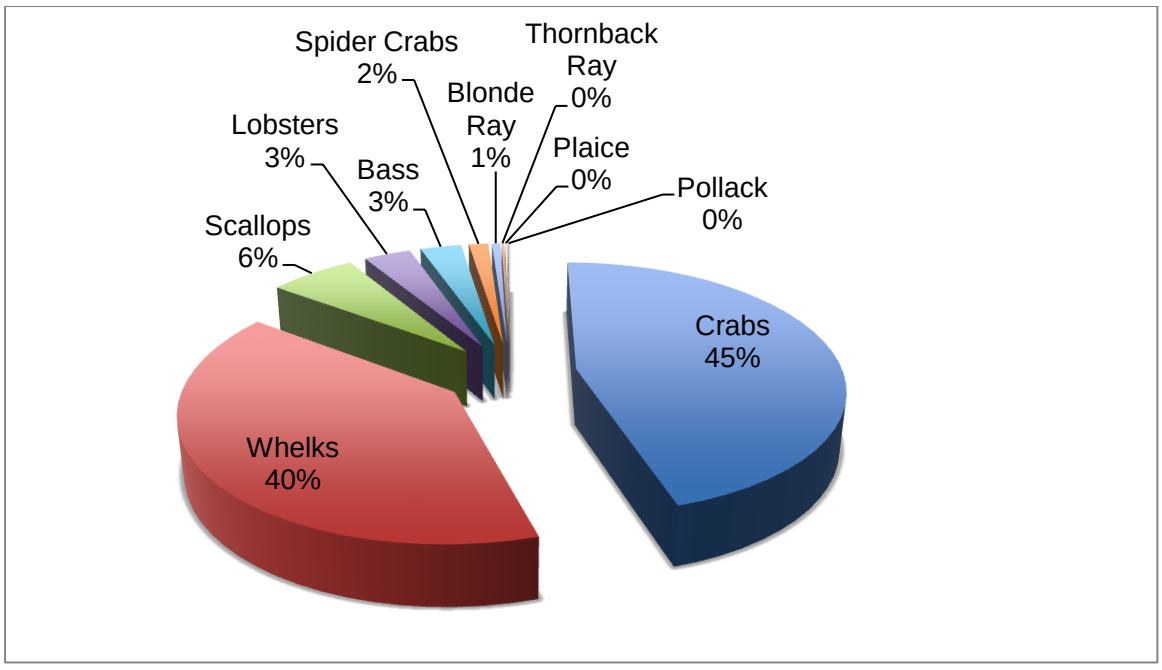
Landings in both years were largely made up of shellfish species, accounting for > 95% of the total landed value.

Fig 4: Graph showing total tonnage and value of landings at Weymouth 2012-2016



Landings of over 40 species of fish and shellfish were recorded. The top 10 species by landings for the whole fleet are shown below (see fig 5).

Fig 5: Breakdown of top 10 species landed (by weight) at Weymouth in 2016

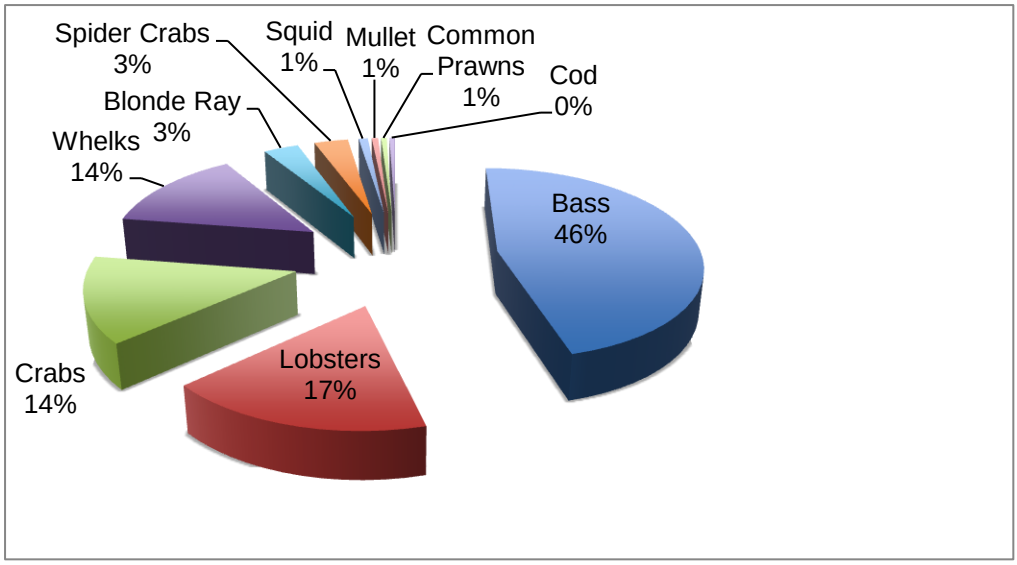


3.3.1 Under 10M fleet landings

Landings by the under 10M fleet over the same 2012 to 2016 reference period showed a 23% increase in value and 10% increase by weight. The increase in value is largely attributed to the increase in bass prices (from the rod and line fishery) from an average of £9.83/kg to £11.27/kg and an increase whelk prices from £693/tonne to £1016/tonne.

Under 10M	2012	2016	% change
Value (£)	1079408	1331756	23%
Tonnes	400	441	10%

Fig 6: Landings composition from the under 10M fleet (by value) in 2016

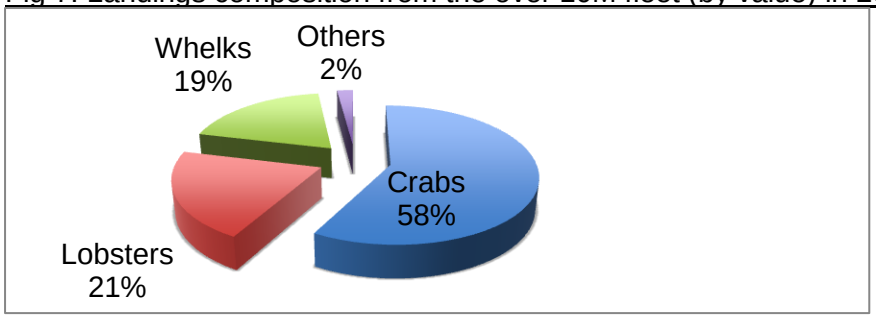


3.3.2 Over 10M local fleet landings

Statistics available from MMO includes landings from the over 10M fleet based in Weymouth and from those over 10M vessels using Weymouth as an overlanding port. There was a marked increase in both the value (81%) and tonnage (42%) landed by these vessels. These increases can be attributed to an increase in crab and whelk prices but more significantly due to the increase in landings from visiting vessels.

Over 10M	2012	2016	% change
Value (£)	903	1278	81%
Tonnes	400	441	42%

Fig 7: Landings composition from the over 10M fleet (by value) in 2016



3.3.3 Landings of visiting vessels

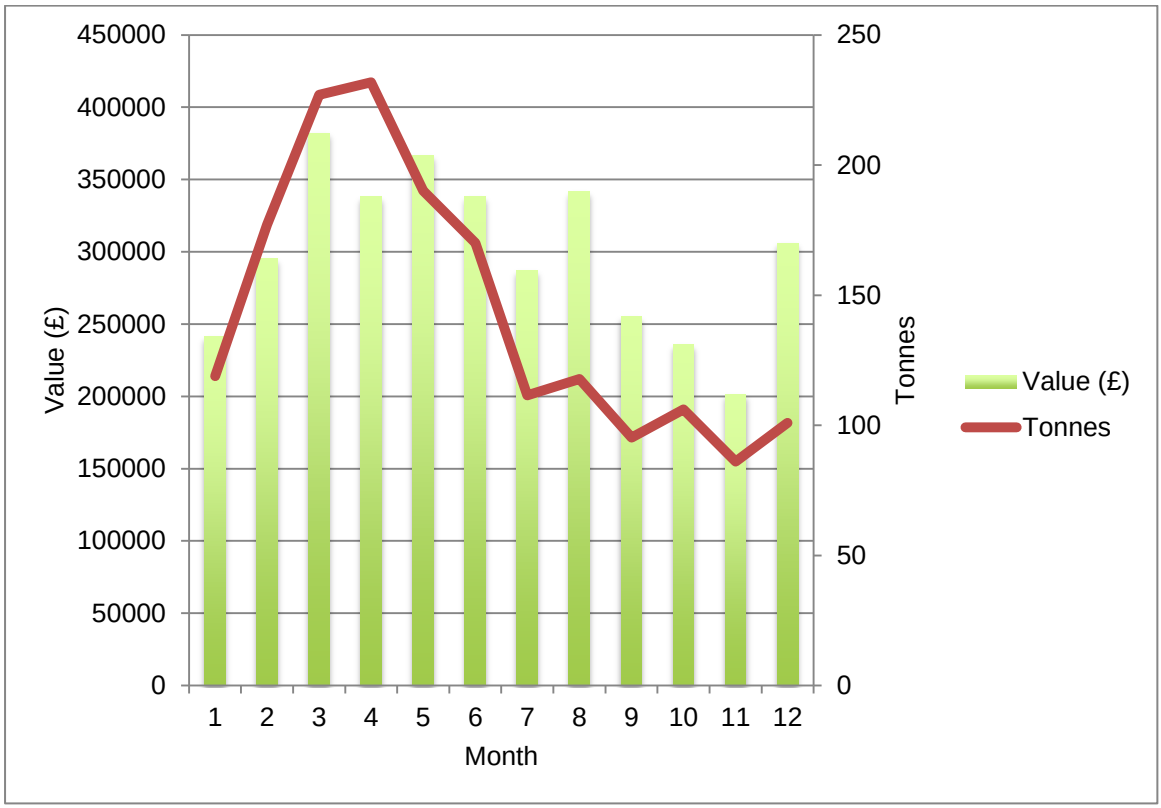
Access to individual visiting vessel landings are protected by MMO data sharing rules; however, landing figures from visiting vessels were provided (on request) by MMO in aggregated form. These figures showed that the value of landings from visiting vessels increased from £757k in 2012 to £1,727k in 2016, accounting for 44% of the total value of landings at the port in 2016, underscoring the increase in landings from the over 10M fleet (detailed above) and the wider importance of landings from visiting vessels at Weymouth.

Landings from visiting vessels are dominated by crab, lobster and whelk landings for which Weymouth is the closest port to the fishing grounds used by these vessels.

3.3.4 seasonality of landings

Landings (tonnage and value) peaked in late spring / early summer, possibly linked to an increase in water temperature triggering activity and feeding in shellfish.

Fig 8: graph showing seasonality of total landings (weight and value)



4. Supply chain / markets for locally landed fish and shellfish

4.1 Markets

This section seeks to identify landing and storage requirements of the end markets / supply chains for the commercially most significant commercial species landed at Weymouth in order to determine the facilities required by the Weymouth fishing community.

4.1.1 Crab

A total of 772 tonnes of crab worth £1.6m were landed in Weymouth in 2016, of which, 540 tonnes (70%) were landed by visiting vessels. With the exception of small landings of crab claws from inshore netters the bulk of the landings are of live crab. Crabs are typically landed in 40/50kg plastic bongos (an 80litre heavy duty plastic chemical drum cut in half with rope handles inserted in either side) or 40kg plastic fish boxes.

The larger visiting vessels have large vivier (seawater circulating) tanks onboard that can store crab alive until full, or there is sufficient quantity to fill a lorry. These vessels typically land 2-4 times a week (depending on catch rates) into a waiting 38-tonne articulated lorry fitted with vivier tanks that would then transport directly to the continent via the ferry port at Poole.

Smaller vessels either have to land daily or use store pots that are submerged cages that are tied off to a ladder or pontoon until enough quantity can be stored to justify collection by the buyer. Local processors try and arrange collection in the morning to avoid the worst of the traffic that can cause delays in the height of the summer season.

A small proportion of crab is processed (boiled and picked) in Poole while the bulk is exported alive. Currently, the main markets for this are: France, Portugal, Spain and China with the latter creating significant demand in recent years resulting in a marked increase in prices received by fishermen. With such high demand fishermen are not struggling to sell catches and therefore there is little incentive to look to add value before selling. To add value to the product the local fishers would either a) have to become active in processing or b) purchase and operate their own transport capable of transporting live shellfish to the continent, both of which would require significant investment and financial risk.

The supply chain and end markets have limited requirement for traceability and hygiene conditions beyond the statutory minimum.

4.1.2 Lobster

In 2016 57 tonnes of lobster worth £764k was landed at Weymouth with a significant proportion of these being landed by visiting vessels. Lobster are kept alive either on board vessels or, if being stored, in store pots or cages. Although there is a limited market in the UK foodservice (pubs, hotels & restaurants) sector the majority of lobsters landed at Weymouth are destined for live export to France, Portugal or Spain. Demand and therefore price were reported as strong in 2017. The lobsters are landed and transported immediately to avoid mortalities.

In other parts of the country where shellfish landings are significant, such as Whitby and Bridlington, fishermen have formed co-operatives to store their lobster catches on land in tanks to exert greater control on the market in order to achieve a better price. In Bridlington the largest co-operative has 22 vessels landing to it and is seen as a great success by the co-op members by providing top prices for lobster sales. The scale of this operation supports three full time employees to ensure the animals are correctly stored and marketed.

In Whitby shellfish storage tanks were built with the assistance of EU funds and the local development agency (Yorkshire Forward) but unlike Bridlington this project has not benefitted fishermen due to technical issues from the start and a different management structure. As a result of strong market demand and the significant investment required to build and manage onshore storage tanks there was little appetite amongst local fishermen to develop a similar an onshore live shellfish storage facility at Weymouth.

4.1.3 Whelk

In 2016, 679 tonnes of whelks worth £690k were landed at Weymouth. These are stored onboard and offloaded from vessels in 40kg sacs - usually directly onto transport arranged by the main processor that collects from ports across SW England. The main market for whelks is in Asia (in particular China and Korea).

Whelk processing is specialised and requires significant investment in processing equipment that includes pre-cook washing and grading systems, cooking units, crushing units, cyclone meat separation, shell meat separation and blast freezing. The main whelk processors in the UK are based in N Devon, Fleetwood and NE Scotland.

4.1.4 Scallop

105 tonnes of scallops worth £185k (average £1761/tonne) were landed at Weymouth in 2016. As with other shellfish the scallops are not sold at auction but are sold to processor at an agreed price, although this maybe based on the 'cut out' (i.e. processed) weight of the catch and not the live / sac weight. Scallops are temperature sensitive and therefore must be landed and transported immediately or stored in chilled storage until collection by the buyer.

The main markets for scallops are: i) export markets of Italy and France, and ii) domestic foodservice markets. Both market channels require scallops to be shucked or cleaned and presented as a half-shell product. This is usually undertaken in the SW by specialist processors that will arrange collection from the vessel when landing.

4.1.5 Bass

In 2016 Weymouth recorded bass landings of 50 tonnes worth £562k making it Weymouth the 2nd largest bass landing port in England. Weymouth has had a strong rod and line bass fishery for around 12 years but in recent years catches and landings have declined due to the introduction of quota restrictions aimed at improving bass stocks. A further quota reduction in 2018 is likely to impact on landings from the fishery and threaten the economic viability of some of the larger vessels engaged in the fishery.

The majority of the bass are landed in boxes or slush ice bins and driven by each fisherman in their own transport to a private chill store facility at Ferrybridge. Fish are weighed, iced and stored here at a price of c 20p/kg until collection by Brixham Trawler Agents for transport to Brixham where the catch is graded (by size) and sold at auction on a commission basis. Other fishermen land bass catches to local fishmongers / merchants and some have entered into agreements with foodservice companies like M&J Seafood (part of the Brake Bros. group). The market for wild line caught bass continues to be strong with prices averaging £11/kg in 2017.

5. Existing facilities

A review of existing facilities was carried out during two port visits, a meeting with fishermen and telephone interviews with a range of stakeholders from the fishing community.

5.1 Fuel

- Red diesel fuel is sold by two local merchants; one operates a mobile tanker the other a fixed quayside facility.
- Visiting vessels either re-fuel from a local merchant or arrange for a larger fuel tanker lorry to re-fuel them during landing
- Access to fuel was not seen as an issue
- Petrol is not sold on the quayside though this would be beneficial to a number of the inshore static gear fishing vessels which have petrol outboards

5.2 Ice

- There is a 1500kg per day ice plant at the top of the harbour that is owned and operated by the Dorset Handline Fishermen's Association (DHFA).
- The site of the ice plant is leased by the DHFA from the harbour authority
- Ice is sold to members and non-members (e.g. charter vessels) at £2.50 per box though this provides little / no profit to the organisation

5.3 Water

- Water is available at various points adjacent to the pontoons
- There is a spray hose and reel at the landing platform area
- All of the local fleet are 'dayboats' and do not require large volumes of water
- Use of water by the fishing community is not charged separately

5.4 Bait

- There is no dedicated pot bait store
- Bait not collected or taken to sea can quickly smell if not iced or refrigerated, the run off from which could contaminate the landing area or be a source of complaint from members of the public
- Some skippers had their own stores away from the harbour area while others relied on their merchant bringing bait for them when catches were collected

5.5 Fridge

- There is no communal harbour side cold / chill store for catches to be stored
- The local fish merchant / monger was keen to re-establish links with the fishing industry - after recent owners of the business had chosen not to work with local fishermen - and has a fish chill adjacent to the harbour available for this purpose
- Fishermen sending wetfish to Brixham market for auction store catches at a privately owned coldstore facility at Ferrybridge at a price of 20p/kg

5.6 Gear store

- The harbour offers gear storage in two areas:
    - Small amounts (e.g. 1 or 2 net bins) can be stored in the gear store adjacent to the landing area in well-marked, designated areas; these is currently no charge for this.
    - Larger quantities of fishing gear are stored within the harbour compound on the old Condor ferry terminal site again in designated areas and a per area

per week fee structure. Out of hours access to this area was raised as an issue by fishermen.

- A number of fishermen rent garages and stores nearby at commercial rents

5.7 Parking

- There was no formal fishermen's parking area; however, fishermen are entitled to buy Loop car park permits that provides exclusive parking in the Loop car park at Commercial Road. This car park is for the exclusive use of commercial boat owners.

5.8 Un-loading

- The landing area is a raised platform on the quayside thought to be part of the old railway station platform.
- A spencer carter type landing winch and swing davit arrangement is fixed at the landing berth. The age of the crane is unknown but it is regularly serviced and appears fit for purpose
- Larger visiting vessels using the landing site use the vessel's landing gear (boom and winch arrangement)
- Smaller local vessels often land onto pontoons and then drag or trolley catches to their vans. There was concern amongst fishermen that this practice would be prevented if the harbourside area became fully pedestrianised as had been proposed by the local council
- The landing area is secured on three sides to prevent access by members of the public and is well signposted.
- No issues were raised by any stakeholders over the landing area itself though issues were raised about accessibility for larger articulated lorries during peak summer season

5.9 Access / ladders

- The condition of access ladders, walkways and ramps all appeared to be in relatively good conditions and free from obstruction.
- Lighting over the ladders could be improved particularly in the landing berth.

5.10 Live fish and shellfish storage

- Live fish and shellfish were seen stored in sacs / bags / pots and cages

6. Fishing community priorities

6.1 Local fishermen

A meeting was held with 10 local fishermen on 20th November 2017 to discuss possible improvements to fishing industry facilities at Weymouth. Further follow-up interviews were conducted with local fishermen in February 2018. The consensus views of the local fishermen are set-out below:

6.1.1 Fuel

- Fishermen were content with the service provided by the two existing fuel suppliers but felt this could be improved through the provision of an automated fuel delivery system so that fuel could be taken at any time of day or night, allowing maximum flexibility.
- A larger fuel storage tank was discussed as a means to increase bulk buying of fuel and possibly pass on cost reduction to users.

6.1.2 Ice

- The existing DHFA ice plant is approaching 10yrs old and likely to become more costly to maintain in the future.
- The DHFA are considering a bid to the FLAG for two new ice-makers 750kg to be located either at the existing site or potentially within a new fish quay complex.
- Having two ice makers would improve efficiency of ice production as when demand was low only one ice maker would be used
- An automated delivery system would provide flexibility for users

6.1.3 Bait

- A bait store capable of holding 10-12 pallets of frozen bait (for shellfish potters) was seen as a high priority in order to address the risk of bait being left out on the landing area and becoming a hygiene hazard.

6.1.4 Refrigerated chilled catch store

- A catch chiller within the harbour area would reduce the need to store catches at external sites.

6.1.5 Parking / pedestrianisation

- Parking was cited as an important issue as it was reported that limited numbers of permits were issued to fishermen
- Fishermen's parking would need to be considered as a key aspect of any possible future development
- Fishermen were concerned about proposals to pedestrianise the harbour area
- It was felt that some vehicular access was needed and as a compromise it was suggested that vehicle access could be permitted within designated times (e.g. before 10am).
- Removal of all parking from the lower harbour was also suggested as a means to improve accessibility for tourists

6.1.6 Landing / loading

- Due to the increased use of the port by larger visiting vessels there was at times increased congestion at the current landing site
- A larger (longer) landing site with two (or three) landing davits/winches at the landing areas with one raised platform for visiting vessels would alleviate this issue

- The possibility of a third crane for larger items (such as engines, gearboxes or winches) was also discussed
- Operators of small vessels suggested that ramps be installed on pontoons to make it easier to offload fish or gear on trollies or pallet trucks

6.1.7 Storage of live fish and shellfish

- Storage of live fish and shellfish was seen as a key issue as it was not always possible to arrange collection every day when catching smaller quantities of shellfish
- Due to likely costs involved of maintaining onshore tanks fishermen preferred the idea of a floating shellfish pontoon or raft (for attaching sacs or bongos)

6.1.8 Lighting

- Improved lighting in key areas (around vessel access points and landing area)

6.2 Visiting fishermen

Owners of four of the visiting vessels were contacted by telephone. These fishermen stressed the importance of continued access to Weymouth as a convenient and safe landing port. Operators of these vessels and the shellfish agents that collect their catches were content with existing facilities as a minimum.

In the event of a new fishing industry facility built these operators proposed:

a) a landing site with improved access for articulated vehicles; and
b) the provision of a waiting area with an electrical hook-up as it was not always possible to coincide arrival exactly with when vessels arrive into port and drivers needed to take necessary rest periods

Fig 9: Summary of existing facilities and potential improvements identified

Item	Existing	Potential improvement
Fuel	Mobile & static suppliers	Automated card based system and larger tank to accommodate larger vessels
Ice	Privately owned	Provision of 2 smaller ice machines to provide efficiency savings when demand is low
Water	Adequate	n/a
Bait	None	Provision of a frozen bait store
Fridge	None	Provision of refrigerated catch store
Gear store	Adequate	Larger area with 24/7 access and CCTV
Dedicated parking	None	Allocated permit scheme
Un-loading	Adequate	Additional landing area and improved access for articulated lorries
Live fish & shellfish storage	Adequate	Dedicated raft or pontoon to provide live fish and shellfish storage away from the quay and ladders
Ladders	Adequate	Improve lighting, with low impact LEDs

6.3 Local fish & shellfish processors

6.3.1 Dorset fish & shellfish

Dorset fish and shellfish is a well-established shellfish processor and exporter based in Poole. The company sources shellfish from three Weymouth vessels and, where possible, collects catches at times of day when road traffic congestion is minimal.

6.3.2 Weyfish

Weyfish is a fishmonger and wholesaler based adjacent to the harbourside at Weymouth. The new owner acquired the business in December 2017. The business is keen to work closely with local fishermen by providing a consistent demand, stable prices and weekly settlements in return for their commitment for regular landings. Weyfish will also provide supporting services to fishermen such as ice, cold storage and shellfish storage.

The owner of the business was however concerned that having recently taken on a long-term lease that the business could face competition or displacement by plans for a community-led fish stall that the owner has seen on artistic impressions of the Peninsula development.

6.3.3 Samways

Samways fish merchants in nearby Bridport is one of the largest fish processors and exporters on the whole south coast of England, supplying retail, wholesale and foodservice markets across the UK with fish and shellfish. The company reported sourcing the majority of its 'wetfish' from auction markets at Newlyn, Brixham and Plymouth. Smaller quantities were purchased direct from vessels at West Bay and occasionally from Weymouth, though in both cases the fishermen delivered catches to the factory premises. The company was supportive of any plans to improve facilities that would maximise the quality of seafood landed and the safety of fishermen.

6.3.4 MacDuff shellfish (Clearwater)

Now part of the Canadian seafood company Clearwater, MacDuff shellfish operating from Mintlaw in north-east Scotland is the UK's largest whelk processor. Most of their raw materials however come from ports on the south coast of England. The company runs a daily service to Weymouth and other ports along the Coast from Lyme Bay to Poole, collecting landings from vessels and delivering bait.

Where possible the lorry will receive landings direct from the vessel but at times this may not happen due to traffic on the roads, in this case catches are left covered on the quay until collected and bait in bins for collection. The driver recognised that this arrangement could be improved through the provision of a cold store and bait store.

6.4 Brixham Trawler Agents (BTA)

BTA confirmed that at times the value of catches (mostly line caught bass) collected from the private coldstore at Ferrybridge (outside Weymouth) was significant. However, the company believed there were times of the year when the value of catches did not justify the transport costs and therefore questioned the economic feasibility of a chill store facility on the quay in Weymouth. BTA preferred collecting catches from an out of town chillstore in order to avoid the worst of the summer traffic and to enable convenient collection of catches from Portland vessels which were stored at the same location.

6.5 Fuel suppliers

One of the existing fuel supplies was contacted by telephone. The company had operated a mobile tanker and supplied local and visiting vessels for 18years. The operator was keen to continue this business and wished to be involved in any further consultations regarding the future supply of fuel at Weymouth.

6.6 Shellfish exporters

Three companies involved in the purchase and collection of shellfish from local and visiting vessels were contacted by telephone. All of the companies confirmed that the existing site was satisfactory but suggested that a parking bay and power hook-up for lorries would provide greater flexibility for landings. This would also allow drivers to catch up on statutory rest periods.

7. Options for developing the fishing industry facilities at Weymouth:

7.1 Option A: budget option

There was broad agreement across the range of stakeholders consulted (see Annex IV) that existing facilities for the fishing industry at Weymouth were safe, fit-for-purpose and cost efficient. These were believed to be a bare minimum to meet the industry's needs.

All stakeholders were cautious that further development would lead to increased annual user costs or financial commitment. Without clarity over which organisation would co-finance capital and on-going revenue costs of the potential fish quay project, this option sets out the scope for a limited upgrade of the existing landing station area.

Items to be upgraded:

i. Upgrade the spencer carter landing crane with a new crane and davit
ii. Installation of a new ice plant at the current site of the DHFA ice plant
iii. Install low light emitting impact LED
iv. Coverage of gear storage as strong UV light is known to cause monofilament nets and pot netting and rubber to become brittle and weak – greatly decreasing the working life of gear and its catching efficiency

Under this option gear storage would continue within the existing harbour compound and ring fence equivalent the present sq.m of land for gear storage within any future development of the Peninsula area.

7.1.1 Costs

The estimated costs for the upgrade of the existing landing area and facilities as outlined above would be c. £50k

7.1.2 Funding

The opportunity to secure EMFF funding to support larger capital works to the harbour area looks limited as funding under this budget area within the English Operational Plan (OP) appears virtually exhausted. However, through the FLAG there is still the opportunity to secure funding for standalone projects like upgrading ice facilities or funding for a new landing crane. MMO have indicated that these projects should be eligible for EMFF grant at 75% intervention rate.

7.1.3 Operational costings

Currently all repairs and maintenance of facilities used by the fishing industry are undertaken by the harbour authority. The annual revenue costs required by this option should be broadly similar to the current costs met by the harbour so no increase in harbour dues would be anticipated.

7.2 Option B: Development of 'Fish quay' option

This option is based on input from stakeholders and lessons learned from other fishing ports and seeks to provide all of the facilities and services required by the fishing industry in a self contained area to the East of the existing landing site. The proposal (shown on pg 20) has been designed to fit into an area designated on an artistic impression of the Peninsula development though its exact location is not fixed and could be moved to other areas with suitable quayside and vehicle access.

The key elements and main advantages of the 'fish quay' option over the existing landing area would be:

a) easier access for lorries and less traffic in the area
b) secure facility
c) restricted public access
d) a dedicated bait store
e) a dedicated chill store for catch storage prior to collection or local sale
f) a dedicated automated fuel supply system
g) ice machine and weighing scales on site
h) significant area for gear storage on site (though unlikely to be enough to store all gear)
i) a pontoon for the storage of live fish and shellfish would be part of this development and moored close by.
j) additional landing berth to accommodate local and visiting vessels at the same time
k) proximity for parking
l) ease the burden on fishermen if the area ariund existing landing site were pedestrianised
m) wash room and WC facilities
n) improved lighting

The main obstacles and disadvantages would be:

a) identifying sources of funding or (match funding in the event of public funds being used)
b) increased costs to users
c) increased management responsibilities for 'fish quay' operators

7.2.1 Costs

The estimated costs for 'fish quay' option as outlined above would be c. £263k. For full quote please refer to Annex IV.

7.2.2 Funding

The opportunity to secure EMFF funding for larger capital works at the harbour is low as MMO have reported that funding for this part of programme is fully committed. Furthermore, any applications would be required to provide evidence of full planning permissions and this is unlikely to be achieved within the remaining lifespan of EMFF.

MMO have however stated that post European funding the UK will run a national fisheries grant scheme though this is believed to be at least two years away as an act of parliament would be needed to enable this. However, advanced planning could be beneficial for when future funding opens up as more thorough applications with sufficient information and permissions in place are more likely to succeed.

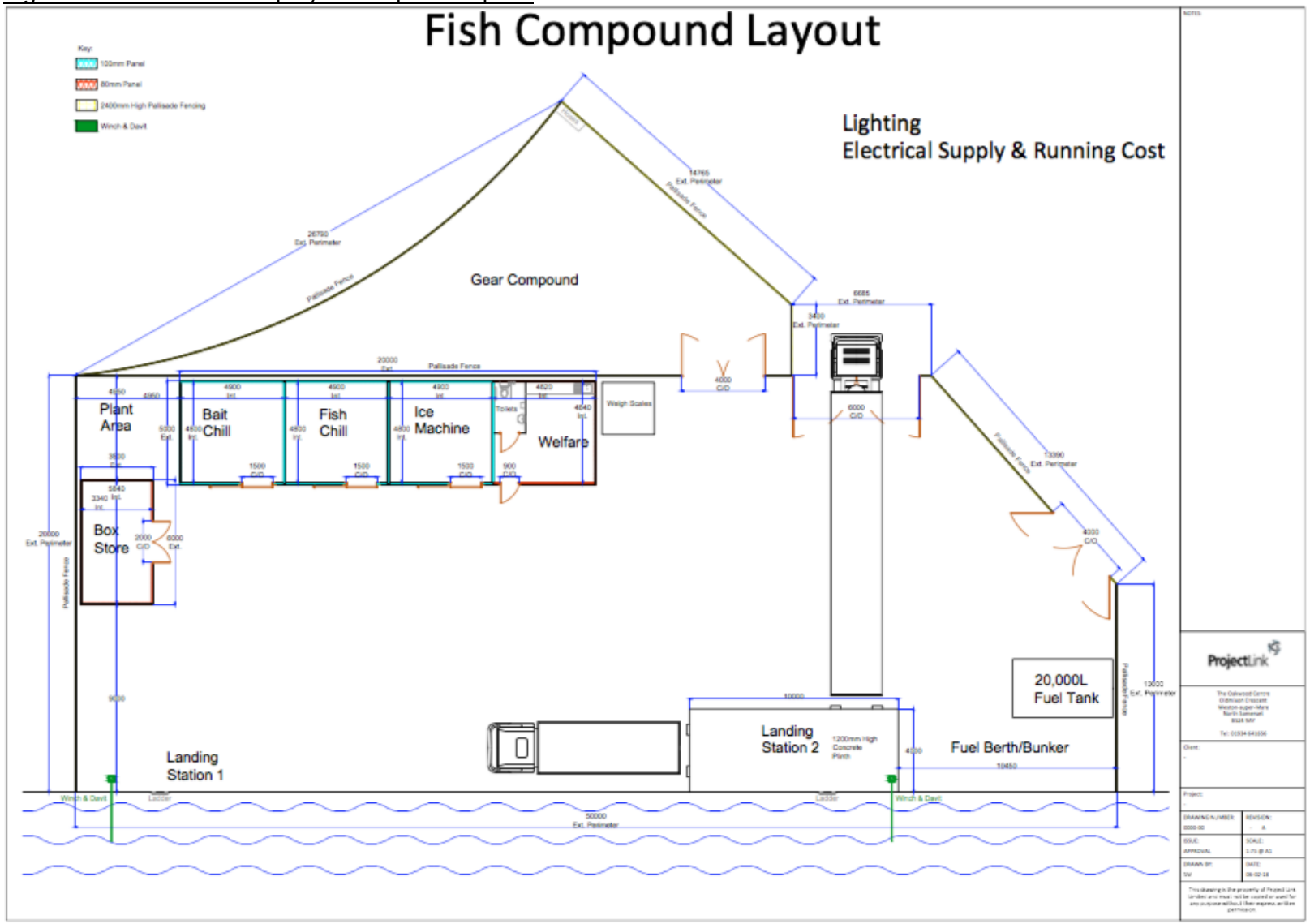
In the short term External funding could be available through the Crown Estates 'coastal community fund' or Big Lottery coastal fund as both funds have targets to deliver sustainable economic benefits in seaside / coastal resorts.

7.2.3 Operational costings

The annual revenue costs required by this option would be more than at the existing sites and an additional charging structure would have to be developed for the use of bait store, chill store, ice etc. Some of these costs could be offset by an increase in revenue generated

from visiting vessels through a change to a landing dues based on a % of the total catch value (typically 2% in many fishing harbours).

Fig 10 : Plan view of fish quay development option



7.2.4 Day to day management

With the exception of the private ice plant and independent fuel suppliers the harbour is managed and maintained on a day-to-day basis by the harbour authority. Harbour authority staff undertake checks for defects and effect repairs and maintenance as required.

There appeared to be limited appetite from local fishermen to deviate from this management model though the local fishmonger / merchant expressed an interest in co-financing and managing a fishing community facility subject to necessary support / commitment from local fishermen to land catches.

7.2.5 Food safety & hygiene requirements

The Seafish report (SR550) provides the legal framework for food hygiene that applies to fish landing sites, these are summarised below:

The Food Safety (Fishery Products and Live Shellfish)(Hygiene) Regulations 1998
Schedule 3, Chapter II - Requirements During and After Landing

1. *Unloading and landing equipment must be constructed of material which is easy to clean and disinfect and must be kept in a good state of repair and cleanliness.*
2. *During unloading and landing, contamination of fishery products must be avoided. It must in particular be ensured that-*
   - *unloading and landing operations proceed rapidly;*
   - *fishery products are placed without unnecessary delay in a protected environment at the temperature required on the basis of the product and, where necessary, in ice in transport, storage or market facilities, or in an establishment.*
   - *equipment and handling practices that cause unnecessary damage to the edible parts of fishery products are not authorised.*
3. *Parts of auction or wholesale markets where fishery products are displayed for sale must -*
   (e) *when they are used for display or storage of fishery products, not to be used for other purposes; vehicles emitting exhaust fumes which may impair the quality of the fishery products must not be admitted to markets*

If further a further processing facility is planned then establishments handling, preparing or producing products of animal origin for which requirements are laid down in Regulation (EC) No 853/2004, must be approved by the competent authority in accordance with Article 3 of Regulation (EC) No 854/2004 and Article 4 of Regulation 853/2004.

Local Authorities are responsible for the approval of establishments which process or handle food products of animal. Premises that handle or process fishery products and live bivalve molluscs must be approved under European Union Regulation 853/2004. Guidance on the approval of establishments can be found below.
https://www.food.gov.uk/enforcement/sectorrules/fishapprove/

There are some exemptions from registration and the most applicable exemption is "*the direct supply, by the producer, of small quantities of primary products to the final consumer or to local retail establishments directly supplying the final consumer*".

The Seafish report (SR550) also provides general guidance for the build and finish of landing sites or quays:

Quays, Jetties and their aprons etc. must be of hygienic design and construction in accordance with general recommendations provided in section 5.1.2.2. They should have sufficient length/capacity for the speedy discharge of all vessels. Ideally they should have depth of water that allows access at all states of tide.

Concrete surfaces are generally recommended for quayside aprons etc. Granolithic concrete is recommended for areas subject to heavy use. Power- floated finishes are not recommended as they are slippery when wet and potentially dangerous. Wood decking is not recommended as it cannot be kept clean and may also be slippery when wet. Asphalt and bituminous macadam may be suited for lightly loaded roadways but are not recommended for fish handling areas as they are not hard and are subject to attack by oils, including fish oils.

Where practical, solid quay and jetty structures are preferred to open structures. Open structures may harbour debris, encourage vermin and can cause problems of vessels fouling on the structure on a rising tide. Bollards, fendering and other features should be simple and unadorned to avoid the lodging of debris and to facilitate cleaning. Systems of vertical fendering without horizontal surfaces that may collect debris, particularly fish dropped during unloading, are recommended. Rubber car tyres etc. are not recommended for use as fenders as they harbour waste and are unhygienic.

Landing quays etc. should be equipped with pressurised clean water for purposes of cleaning in accordance with recommendations provided in section 5.1.3.2. Surface drainage slopes of 1 in 70 or 80 to a hygienic drainage system are recommended. Slopes of 1in 50 are noticeably steep and hazardous, and slopes of 1 in 100 require a high standard of finish to avoid puddles. Landing quays should not drain over the quay into the dock or over fishing vessels.

Good lighting is essential on quays and sites where fish is handled, both for reasons of safety at work and for the maintenance of hygiene standards. It is recommended that lights are distributed to create an even level of lighting without excessive glare or deep shadow. Lighting should be so directed that it cannot be confused with navigation lights by fishing vessels. Particular attention should be paid to the lighting of any warning signs, quay intersections and dock safety ladders. Light fittings should be weather-proof and fitted with shatterproof plastic diffusers.

8. Experiences from other similar fishing port developments

8.1 Hayle, Cornwall

Hayle harbour on the North Coast of Cornwall is privately owned by ING group. It is predominantly a shellfish port with around a dozen active full-time fishing vessels and around the same number of part time or seasonal vessels. Through regeneration of the quay in order to build a marine renewable energy park the fishermen's landing area was relocated further along the quay at the cost of the land developer.

The Hayle Fishermen's Association (HFA) were offered (and accepted) a lease from the Harbour Authority for the securely fenced 70M x 12M fish quay away from other harbour users. Through the Cornwall FLAG the fishermen then accessed EMFF grants to fit out the compound with a bunded fuel tank and delivery system, two landing davits, an ice machine, a cold store and storage for several thousand crab / lobster pots.

The 10 HFA members each pay approx. £1200 a year to cover the cost of the lease, annual repairs, electricity, water, maintenance and equipment testing. Both the fishermen and harbour master agreed that the arrangement works well and both were happy to share any experience gained with fishing industry stakeholders from Weymouth.

8.2 Whitehaven, Cumbria

The fish hall at Whitehaven in Cumbria was built with FIFG EU funds in 1999. It provided full fishing industry support facilities (ice, fuel, water, cold storage, bait etc), a fish auction hall, a number of offices and welfare areas. The local fleet declined by over 70% in the early 2000s due to an effective moratorium on fishing for cod in the Irish Sea. Today, the resident fishing fleet at Whitehaven consists of less than 10 full time boats. The management and operation of the fish quay has been delegated by Whitehaven Harbour Commissioners to the local fishermen's association. The association employs a part-time manager to oversee activities and maintenance. The main revenue stream for the association is provided by landing charges levied on larger vessels that use Whitehaven as an overlanding port.

8.3 Salcombe, S. Devon

In 2012 South Hams Council accessed funding from the European Fisheries Fund (EFF) to undertake a £400k re-development the fishermen's landing area. The development of a fish quay away from the town provides moorings, gear storage, bait storage and a landing area for the port's vibrant shellfish fleet.

The landing area is away from the main town, has good road access and provides a n example of a Council led project to 'de-conflict' potentially competing harbour users and residents, whilst supporting the local fishing economy. The council own and operate the facility.

8.4 Appledore, N Devon

In 2009 the South West Regional Development Agency delivered a £3.9M upgrade to fishing facilities as the small port of Appledore on the N Coast of Devon. These provided well appointed cold storage, ice, fuel, an engineering workshop and landing facilities for the local fleet and visiting vessels.

On completion the operation and management of the building was handed over to a co-operative of local fishermen. As a result of a drastic reduction in the fleet caused by regulatory factors (bans on the mainstay spurdog and ray fisheries) the co-op struggled to

maintain and run the facility in recent years. Therefore, in order to ensure proper maintenance of the site and ensure future access by the fishing industry the local council agreed to step in and assume control.

The demise of the local fisheries could not have been predicted but serves as an example for what can happen in the event of fisheries patterns changing.

9. SWOT analysis and risk assessment

9.1 SWOT of existing facilities

Strengths	Weaknesses
- fit for purpose - cheap to run / maintain - location (pinch point in summer)	- limited space - poor drainage from lorries - congested when several boats landing - limited scope to attract more vessels
Opportunities	**Threats**
- limited upgrade with FLAG funding	- changes to hygiene regulations could impact on landing facilities - changes to live shellfish storage within the harbour limits

9.2 SWOT of potential fish quay development

Strengths	Weaknesses
- offer greatly improved facilities - provide greater space for landing - offers greater security and safety	- sources of funding / co-funding not identified - increased on-going maintenance and management costs
Opportunities	**Threats**
- encourage more visiting vessels to boost harbour revenues - provide facilities for a generation of Weymouth fishermen	- changing fishing patterns - increase costs may threaten economic viability of local fishermen - Un-certainty over land available as part of Peninsula project

9.3 Risk assessment of other relevant factors

9.3.1 Brexit

Though relatively minor in UK GDP terms the fate of the UK's fishing industry post Brexit is seen by many political commentators as the 'acid test' of Brexit. At this stage it is too early to predict in detail what changes to the management of fisheries in UK waters could have to Weymouth.

To date, Prime Minister Theresa May and the fisheries department (Defra) have listed the following priorities in the 'white paper' on fishing setting out post-Brexit ambitions:

i. decrease in foreign fishing fishing activity in UK waters;
ii. increased availability of quota to UK vessels

Both of these could result in greater landings being made at Weymouth.

9.3.2 Changes to fishing patterns / market forces

The current surge in whelk, crab and lobster landings has largely been driven by increased global demand (China and Korea especially) fuelling significantly higher prices for fishermen. Both markets in the past have however demonstrated great fragility (UK exports of crab to China were banned in 2015 and the Korean whelk market has a history of boom and bust dating back to the late 1990s). Therefore, some caution should be exercised when considering investment supported by these fisheries.

9.3.3 Changes to bait storage and live fish / shellfish storage

Changes to existing bait or shellfish storage arrangements (for example through a harbour byelaw) could significantly impact on fishing operations and would require changes (e.g. a bait store) that would be difficult to implement at the existing landing site.

The cost of building and maintaining onshore live shellfish storage tanks was investigated as part of this study but, taken over a year, the costs would almost certainly outweigh any financial benefit.

An alternative would be to build a dedicated floating pontoon or raft to hold fish and shellfish bags, sacs or cages until they were landed. Fishermen at Hayle have recently been awarded a grant from Cornwall FLAG towards the cost of building a shellfish raft to fulfil the same purpose.

10. Conclusions

i. Weymouth is a popular leisure port, the UK's premier charter angling port and a vibrant fishing port offering safe berthing to local fishermen and a convenient location for visiting potting vessels. Meeting the needs of this diverse range of harbour users is a challenge but the harbour authority appears to keep in balance the potentially conflicting needs of these groups.

ii. The port has limited facilities for the fishing industry relative to ports of a similar size and catch profile though the main facilities and services required for a fishing port are present and fit for purpose.

iii. The vast majority of landings (by value and volume) is shellfish (crab, lobster and whelks) which are either stored alive in the harbour or landed directly into waiting transport. The main requirements for the shellfish fleet are therefore:
   a. secure, accessible gear storage
   b. shellfish landing site with access and loading for articulated vehicles
   c. bait store – this need being the most acute
   d. live fish and shellfish storage

iv. The other significant fishery is the rod and line bass fishery. Catches are currently mostly sold via Brixham fish auction. The main requirements for the shellfish fleet are therefore:
   a. Ice
   b. Cold (chilled) storage

v. All supply chain stakeholders reported that existing facilities meet the needs of the industry, albeit at a minimum level. Limited improvements to the existing landing site could be funded via the FLAG.

vi. Changes to charges on visiting vessels (to 2% on landed value) could increase harbour revenue by £37k pa

vii. Broader plans being developed to regenerate the Peninsula could impact on the fishing industry but the lack of detail currently available on these plans has limited the assessment of the extent of potential impacts.

viii. In the event of strategic development of the harbour area plans for a possible dedicated 'fish quay' area have been developed in line with ports with similar activities and needs. A pre-requisite for further development of these plans would be clarity over responsibilities for capital costs, on-going revenue costs, management and maintenance

ix. The local fishing community would like to see improvements to these facilities but there appeared to be is limited appetite to take on the operation of a fish quay

11. Recommendations

1. Based on findings of this report a meeting be held to discuss fishing industry funding, operation and management of fishing industry facilities in Weymouth as both the harbour authority and the fishermen need to communicate the appetite for possible improvements and the capital and revenue costs implications that would go with any new development.

2. Harbour board / managers may wish to consider changes to the charges on visiting fishing vessels from a fixed fee to a % based on gross catch value (possibly 2% in line with other similar ports).

3. Consideration should be given to the use of FLAG funds to undertake preliminary marine civil engineering appraisals to support costing and planning of any future infrastructure development of the lower quay area.

4. Explore with the FLAG and MMO funding to undertake standalone project items e.g. new landing crane or upgrade of existing landing area.

5. Local fishermen should formally meet with the new owner of Weyfish with a view to reducing the risk of duplication of facilities or displacement of commercial activities.

Annex I - MMO vessel lists (January 2018)

Vessels under 10M

Home port	PLN	Vessel name	Length (M)	Reg. tonnage	Engine Power	Year Built
WEYMOUTH	WH741	CHELSEA	4.02	0.49	11.9	
WEYMOUTH	WH326	DELLA M	4.27	0.56	3	1982
WEYMOUTH	WH442	PAM	4.8	0.74	6	1998
WEYMOUTH	WH57	NEW DAWN	4.93	0.88	4.47	1967
WEYMOUTH	WH36	FEARLESS	4.99	0.96	6	1968
WEYMOUTH	WH29	STELLA ANN	5.1	1.24	6	1969
WEYMOUTH	WH760	BOUDICCA	5.3	0.74	66.2	2008
WEYMOUTH	WH783	HELENA J	5.5	0.88	22.38	2012
WEYMOUTH	WH148	RAMPANT	5.55	1.75	17	1984
WEYMOUTH	E24	AVA	5.58	1.38	13.43	1988
WEYMOUTH	WH336	JIMMY JOE	5.62	1.51	15	
WEYMOUTH	WH370	RAINBOW	5.65	3.27	7	1979
WEYMOUTH	WH769	BETHANY MILLICENT	5.75	1.33	11.03	1976
WEYMOUTH	P107	SHERPA	5.79	1.61	13.5	1968
WEYMOUTH	WH8	DREAM CATCHER	6	1.2	59.68	2010
WEYMOUTH	WH4	MARY J	6	1.21	58.8	2010
WEYMOUTH	BD3	PHOEBE	6.2	1.27	27	1980
WEYMOUTH	FY764	BOY WILLIAM	6.32	2.18	12	1989
WEYMOUTH	WH1236	UTSKER	6.6	2.32	120	1990
WEYMOUTH	WH13	BLACK PEARL	6.8	1.83	99.3	2010
WEYMOUTH	WH6	DAISY T	6.89	2.27	119	2008
WEYMOUTH	WH511	WAIKIKI	6.9	1.83	84	1985
WEYMOUTH	WH2	SEALG BRIGH	6.93	1.28	59.68	2008
WEYMOUTH	WH445	JOCELYN	6.94	1.79	30	1970
WEYMOUTH	PE1094	Y NOT	6.95	3.72	90	1999
WEYMOUTH	WH311	MALIBU	7.1	3.19	111	1974
WEYMOUTH	WH66	ALLYCAT	7.17	1.52	104.4	2005
WEYMOUTH	WH515	MASADA	7.2	1.33	108	
WEYMOUTH	WH744	WAHOO	7.24	2.69	89	1990
WEYMOUTH	WH407	KAREN LYNN	7.3	3.52	63	1988
WEYMOUTH	PE1124	SHANIA	7.35	3.29	55.7	
WEYMOUTH	WH401	AUDREY	7.45	3.84	134	1964
WEYMOUTH	WH684	ALMORAH	7.5	1.61	36	1960
WEYMOUTH	WH99	KINGFISHER	7.53	4.05	44	1967
WEYMOUTH	WH709	RUM RUNNER	7.62	2.58	149.2	1999
WEYMOUTH	WH763	GORDEANO STAR	7.95	4.16	156.4	2009
WEYMOUTH	WH704	SOLE VENTURE	8	2.02	82	1988
WEYMOUTH	WH14	SPIRIT	8.02	2.88	140	2010
WEYMOUTH	WH5	KELSEY JANE	8.05	2.41	140	2008
WEYMOUTH	WH48	ARETHUSA	8.11	6.31	131	2010
WEYMOUTH	WH777	SHAMAN	8.2	3.96	205	1999
WEYMOUTH	WH197	FISH EAGLE	8.49	2.81	158	1990
WEYMOUTH	WH586	SUPERSTAR	8.65	2.63	149	1968
WEYMOUTH	WH22	MARAUDER	9.22	1.99	104.44	2013
WEYMOUTH	WH256	SARAH LOUISE	9.49	7.56	93	
WEYMOUTH	MR3	NIL DESPERANDUM	9.75	7.08	140	1998
WEYMOUTH	CK109	BOY MICHAEL	9.98	12.67	77.6	1986
WEYMOUTH	NN111	CHARISMA	9.99	11.9	353	1989

MMO vessels over list (under 10M):

Home port	PLN	Vessel name	Overall length	Registered tonnage	Engine power	Year built
WEYMOUTH	WY37	NICOLA L	13.6	35.65	197	1984
WEYMOUTH	WH296	PORTLAND ISLE	12	18.87	179	1990
WEYMOUTH	WH425	QUARTER BELL	11	13.94	127	1986

Annex II - MMO landing figures for Weymouth 2012,2016

2012

Row Labels	Value(£)	Weight (tonnes)
Crabs (Brown)	929850	535
Bass	546449	56
Whelks	357807	516
Lobsters	355972	33
Scallops	148295	87
Sole	48619	4
Spider Crabs	42452	39
Blonde Ray	24104	7
Thornback Ray	14816	5
Plaice	8194	4
Pollack	6981	4
Common Prawns	6527	1
Mullet - Other	5373	2
Cod	5185	2
Squid	5110	1
Small-eyed Ray	4433	1
Brill	3969	1
Turbot	2868	0
Razor Clam	2058	0
Mackerel	1995	1
Spotted Ray	1838	0
Red Mullet	1674	0
Cuttlefish	1493	1
Pink Shrimps	1065	0
Conger Eels	1000	1
Crabs - Velvet (Swim)	578	0
Lemon Sole	565	0
Gurnard and Latchet	511	0
Cockles	341	0
Sea Breams	314	0
DS Squal Sharks & Dogfish	280	0
Black Seabream	249	0
Whiting	216	0
Unidentified Dogfish	182	0
Dabs	130	0
Green Crab	109	0
Monks or Anglers	91	0

Pouting (Bib)	72	0
Gurnards - Red	48	0
John Dory	48	0
Brown Shrimps	24	0
Wrasses	21	0
Smoothhound	17	0
Dogfish (Scyliorhinidae)	15	0
Sandy Ray	13	0
Herring	10	0

2016

Species	Value (£)	Tonnes landed
Crabs	1623270	772
Whelks	690067	679
Scallops	185262	105
Lobsters	763862	57
Bass	562470	50
Spider Crabs	26001	24
Blonde Ray	30535	10
Thornback Ray	7222	3
Plaice	6228	3
Pollack	6335	3
Conger Eels	2502	2
Cuttlefish	2953	2
Sole	11561	1
Mullet - Other	3119	1
Undulate Ray	1917	1
Brill	5475	1
Cod	2410	1
Common Prawns	7344	1
Mackerel	994	1
Sea Breams	2117	1
Turbot	3874	0
Gurnard and Latchet	616	0
Gilt-Head Seabream	1458	0
Squid	1985	0
Spotted Ray	908	0
Black Seabream	1139	0
Lesser Spotted Dog	294	0
Whiting	118	0
Lemon Sole	597	0
Nursehound	153	0

Razor Clam	387	0
Shrimps - Pink (Northern prawn)	1020	0
Red Mullet	524	0
Small-eyed Ray	170	0
John Dory	256	0
Pouting (Bib)	23	0
Gurnards - Red	62	0
Monks or Anglers	145	0
Flounder or Flukes	48	0
Skates and Rays	65	0
Herring	31	0

Annex III – estimated costs of building 'fish quay' option

ProjectLink
Food Industry Design & Construction

Budget Quotation

Quotation Details	
Client	Weymouth Harbour Commissioners
Site Address	13 Custom House Quay, Weymouth, Dorset, DT4 8BG
Project	Fishing Storage & Equipment
Quote Ref	5119-02
Date	9th March 2018
Prepared By	Darren Williams

Item	Description	Cost
1	125mL of 2m high pallisade fencing to compound, inluding 3 x vehicle gates and 2 x personnel gates.	£13,500
2	1.5t / 24 hour flake ice plant, mounted on 1200 high galvanised steel frame	£29,750
3	4.9m x 4.8m x 3m high (internal) Bait Chill. PIR insulation with white foodsafe laminate coated steel faces.Uninsulated floor with concrete plinth and ramp. Refrigeration equipment to maintain +1°C at 32°C ambient. R134a gas.	£9,125
4	4.9m x 4.8m x 3m high (internal) Fish Chill. PIR insulation with white foodsafe laminate coated steel faces.Uninsulated floor with concrete plinth and ramp. Refrigeration equipment to maintain +1°C at 32°C ambient. R134a gas.	£9,125
5	4.9m x 4.8m x 3m high (internal) Ice Store. PIR insulation with white foodsafe laminate coated steel faces.Uninsulated floor with concrete plinth and ramp. Refrigeration equipment to maintain +1°C at 32°C ambient. R134a gas.	£9,125
6	4.9m x 4.8m x 3m high (internal) Welfare Building. PIR insulation with white foodsafe laminate coated steel faces.Uninsulated floor with concrete plinth and ramp. Toilet, sink worktop, electric waterheater and wall heater. Floor covering. Sockets & lighting.	£8,500
7	3.34m x 5.8m x 3m high (internal) Box Store. PIR insulation with white foodsafe laminate coated steel faces.Uninsulated floor with concrete plinth and ramp. Lighting.	£7,000
8	Roof-over structure to the bait chill, fish chill, ice machine and welfare area. Galvanised steel frame bolted to concrete slab. Legs, rafters, bracings, covered with a trapezoidal steel sheet with plastisol coating.	£29,000
9	Roof-over structure to the box store. Galvanised steel frame bolted to concrete slab. Legs, rafters, bracings, covered with a trapezoidal steel sheet with plastisol coating.	£7,500
10	Electric lights to coldstores, under canopy and refrigeration supplies	£3,000
11	4no CCTV cameras to cover the compound area and recievers located in the welfare area. Cameras to be pole mounted.	£5,500
12	2 x 15m hoses with spray nozzel and pipework.	£280
13	250kg capacity quayside unloading davit (based on Spencer Carter quotation 40044. Including delivery and installation	£20,000

14	500kg capacity quayside unloading davit (based on Spencer Carter quotation 40044. Including delivery and installation	£25,000
15	Construction of a concrete landing plinth 10.0m x 4.0m x 1.2m high. Safety rail around the perimeter of the plinth, access ladder / steps. Vehicle bumpers.	£13,600
16	2no galvanised steel ladders fixed to the harbour wall	£4,000
17	20,000 litre diesel dispensing tank. Price includes delivery and installation onto a suitable slab prepared by others.	£27,000
18	Site establishment, welfare signage, site management based on a 12 week contract	£30,000
19	Lighting to compound area	£9,000
20	Line marking of slab	£3,000
	Notes:	
a	All prices are net of any further discounts or retentions	
b	All prices exclude VAT that should be added atb the prevailing rate	
c	The prices assume that suitable water and electrical supplies are available on the site within 2m of the coldstores.	
d	We have not included for any drainage works	
e	We have assumed that the above will be constructed on a clear and level concrete slab provided by others.	
f	No investigations into the suitablility of existing services and utilities has been undertaken. This would be required and the final price could vary considerably subject to the outcome of these reports.	
g	This is an indicative budget price only and subject to change.	
h	We have not included for planning permission, building regs approval or any other specialist reports and / or surveys that may be required for this project.	
i	All as per ProjectLink standard terms and conditions of business	
	Total cost (net, excluding vat)	**£263,005**

Annex IV - List of consultees

Organisation / business	Name
Blazeby Maritime	Nigel Blazeby
Brixham Trawler Agents	Barry Young, Matthew Bailey
Dartmouth Crab Company	Rick Mitchelmore
Doreset Fishermen's Assoc.	Bob Summer Hayes
Dorset and E Devon FLAG	Rhiannon Jones
Dorset Fish |& Shellfish	Les Lawrence
Fuel supplier	Andy Alcock
Hayle Harbour	Peter Haddock
Hayle Fsihermen's Assoc.	Scott Phillips
Ice	Bob Hope
Imex International	Pete Newton
Local cold store	Martin Foley
Local fishermen	x 10
MacDuff Shellfish (Clearwater)	Mario
MMO	Michael Johnson
Rotogel	Shellfish tanks
Samways	Clive Samways
Seafish	Gus Caslake
Southern IFCA	Simon Pengelly
Visiting vessel "Helen Clare"	Rob Simmonds
Visiting vessel "Aquila"	Rick Mitchelmore
Weyfish	Sean Cooper
Weymouth Harbour	Keith Howarth