

Targets & Objectives

SECTION 4.1 – PROCEDURE

Targets and Objectives will be consistent with the environmental policy statement and specified by the Harbour Master at the annual internal audit by looking at the key aspects relevant to the Harbour Authority's areas of jurisdiction.

Where stated, targets and objectives will be measurable and describe the means and timeframe by which they are to be achieved.

SECTION 4.2 – TARGETS & OBJECTIVES

4.2.1 Sewage & Waste Water Discharges

Present Situation:

1. Vessels are encouraged to use the shore facilities on Whitestrand, Batson or the free pump-out facility, or retain waste in their holding tanks until >3nm from land. However it is recognised that the number and level of facilities available is currently insufficient to accommodate all vessels at the height of the season.
2. The capacity of the town's sewerage system can be exceeded during poor weather (run-off) or during the height of the season, resulting in leaks or deliberate (licensed) discharges into the estuary.
3. Good water quality is imperative to the health and sustainability of the harbour as a port and recreational area, and its natural environment for its use, enjoyment and resources.

Objective:

To reduce nutrients, organic wastes and micro-organisms indicative of human faecal matter in harbour waters.

Targets:

1. Wherever possible, SWW's upgrading and improvement of sewage pipelines, outfalls etc. which are located within the estuary will be actively encouraged and supported.
2. Vessels will continue to be encouraged to use the land-based waste ablutions or internal holding tanks while within the estuary.
3. Wider public awareness campaigns that encourage all aspects of water conservation such as the RYA's *Green Blue* and the *Phosphate Free Salcombe* will be actively supported.

4. Opportunities to develop chemical w.c. & toilet disposal sites to be identified.

4.2.2 Anchoring & Mooring Policy

Present Situation:

Anchoring of small vessels takes place in a number of permitted locations within the estuary.

Objective:

To ensure that the sensitive sites of the harbour – in particular the seagrass beds - are not significantly damaged by moorings or boats' anchors.

Targets:

1. Vessels will continue to be discouraged from anchoring in the more sensitive parts of the estuary; if necessary this will be enforced
2. The regular seabed surveys will continue.
3. Reduce the impact of Harbour moorings on the seabed environment to a sustainable minimum.

4.2.3 Litter Control

Present Situation:

The Harbour Authority is responsible for providing waste reception facilities as outlined in the Port Waste Management Plan and to comply with MARPOL Regulations. At present there are 2 afloat facilities, each containing general and recycling bins, as well as a number of skips and bins located on the Fish Quay and at Batson Car Park for use by users.

Some areas are cleaned by SHDC Environmental Services, and some others by members of the Harbour Authority staff. Large pieces of floating debris are removed by the staff from the harbour when they are either reported or encountered.

Objectives:

To reduce the amounts of litter occurring within the harbour area.

Targets:

1. A programme of periodic 'beach cleans' by volunteers will continue and be encouraged with the support of the AONB Estuaries Officer & others to remove visible litter from beaches at low tide.
2. Assess the effectiveness of the ports litter collection facilities and ensure their correct strategic placement.
3. Ensure staff, whilst out on the water or working around the harbour, collect any waste items found and help others recognise the litter that they may have lost.
4. Continue to locally support litter awareness campaigns and report incidents of fly tipping e.g. garden waste from shoreside properties.

4.2.4 Dredging and Spoil Disposal

Present Situation:

Maintenance dredging takes place within the estuary approximately every 5 years on an 'as required' basis. Water agitation is the presently preferred method employed in order that spoil is either carried out of the harbour using tidal flushing or is re-deposited on existing mud flats within the estuary.

Objective:

To limit wherever possible the impact caused by dredging and disposal on marine wildlife and habitats.

Target:

1. Procedures to be followed during all dredging works

These are:

- (a) Timing of dredging works to ensure minimal adverse environment impact.
- (b) Dredging methods should take into account likely waterborne movement of disturbed sediment, which should be kept to a minimum.
- (c) Pre- and post- dredging surveys to baseline and measure the effect of dredging, and monitoring of works to ensure that suspended sediment is not adversely affecting surrounding habitats.
- (d) Alternative methods of spoil disposal other than tidal flushing should be considered at the planning phase in partnership with relevant authorities.

Dust Control

Present Situation:

Activities which create dust occur infrequently. Dust extractors with filter boxes are located within the Harbour Workshops. Other traders, particularly along Island Street, also undertake activities which create dust but these are not within the Harbour Authority's control.

Objective:

To improve the quality of the environment by minimising dust pollution from harbour activities.

Target:

To keep the production of dust to a minimum. Seek help from the relevant advisory authorities where dust from third parties is causing a nuisance.

4.2.5 Oil/Fuel Contamination into the Harbour

Present Situation:

Harbour Authority activities with the potential to release oil/fuel contamination into the harbour include re-fuelling, wash-down in maintenance areas, and from waste oil storage areas. In all cases, adherence to work practises should eliminate this risk. Hydrocarbons are a significant issue affecting the health of the natural environment, including many commercially important fisheries.

Objective:

To reduce wherever possible any oil/fuel contamination from land based sources or from vessels.

Targets:

1. Activities which contain risk of potential oil/fuel contamination which are carried out by Harbour Staff on vessels and vehicles will be done with due regard to operational procedures to minimise the risk of a spill entering the estuary.
2. A programme to initiate awareness in land and vessel fuelling operators of the effects of hydrocarbon spillages on water quality will be ongoing. HA will set high standards by example and strongly discourage the complacency of spills during refuelling operations by harbour users.

3. Regular in-house and participant reviews of the Oil Pollution Contingency Plan to ensure that roles and procedures are understood by all will be undertaken every six months.
4. All oil and oil/water from all HA maintenance activities will be recycled.
5. Efforts to limit oily waste run-off from quays and maintenance areas will be continued.

4.2.6 Control of shellfish/fish waste into the harbour

Present Situation:

Both shell fish (predominantly crab) and wet fish are landed in Salcombe. Additionally, some shell fish are temporarily kept in under-water storage cages. Although infrequent, dead crabs are sometimes discarded in the vicinity of the storage cages or alongside the Fish Quay, which is a form of pollution within the harbour and of concern to visitors finding decaying crabs along the shores.

Objective:

To ensure that organic waste from fish catching and processing activities does not make its way into harbour waters.

Targets:

1. Fishermen and their transport contractors will continue to be discouraged from dumping dead crab anywhere into the harbour.
2. Bye-laws regarding dumping into the harbour will be enforced.

4.2.8 Use of biocide and anti-fouling agents

Present situation:

1. An approved algae clearing agent is currently used on harbour slipways, ladders, steps etc., to control slip hazard algae and other marine growths.
2. Herbicides for weed control are used within the harbour land area – as approved for use near to watercourses.
3. The application, polishing and removal of antifouling is permitted at the 'scrubbing grid' at Batson and, although not permitted, may infrequently occur by vessels using the pilings and slipway at Kingsbridge.

Objective:

To minimise from the harbour area the amount and use of all toxic substances which are detrimental to marine life and to the atmosphere.

Targets:

1. The minimum amount and use of algae cleaning solution is to be used to effect cleaning of harbour infrastructure.
2. The use of herbicides around the harbour will be reduced with the aim of replacing herbicides with other methods of weed control. The Harbour Authority will keep abreast of environmentally sustainable herbicide developments and practices, and purchase and manage practices accordingly.
3. The Harbour Authority will keep abreast of environmentally sustainable antifouling developments and practices, and purchase and manage practices accordingly. (All antifouling paints used by the Harbour staff are of a non TBT nature).
4. The Harbour Authority will continue in raising awareness of the toxic and persistent nature of many antifoulants within the marine environment. The Harbour Authority will support, observe and encourage the current best practices of antifouling use by all vessels within the Harbour.

4.2.9 Screening of Suppliers**Present Situation:**

The major products currently purchased are wood pontoon decking, chain, paints, solvents, emulsifiers and paper.

Objective:

To ensure that purchased products or services are not directly or indirectly damaging the environment and those suppliers are not contributing to destructive practises.

Targets:

1. A programme of awareness for employees, which will encourage the purchase, and use of 'environmentally friendly' products will be ongoing.
2. Suppliers will be chosen wherever possible who are carrying products which are, so far as possible, sustainably resourced and/or which have the least environmental impact.

4.2.10 Recycling**Present Situation:**

Recycling is encouraged and facilities are provided at the Visitors' Pontoon, off Normandy Pontoon and at Batson.

Objective:

To increase, wherever possible and practicable, the proportion of materials recycled.

Targets:

1. Increase the scope of recycling facilities (eg introduce battery recycling etc).

4.2.11 Recreational Disturbance to Wildlife Flora and Fauna

Present Situation:

Marine activity can disturb the wildlife present within the estuary and the Harbour Authority, in partnership with other organisations, actively encourages a balance of sustainable use and enjoyment of the estuary. To celebrate this, Frogmore creek is designated as a 'quiet creek' where boat users are encouraged to watch and enjoy the wildlife whilst taking actively minimising their disturbance - there are plans to expand this to other areas. An eco-mooring trial is taking place to see if innovative mooring solutions can minimise and reduce seabed 'scour' and the disturbance of the rich community the seagrass supports.

Objectives:

To respect the nature of the estuary and further reduce disturbance to wildlife within it.

Targets:

1. Continue to educate the public on the potential impact of their activities on wildlife, flora and fauna in partnership with AONB Estuaries Officer and local stakeholders.
2. Consider designating more areas as 'quiet' areas or creeks.
3. Monitor the effectiveness of the ongoing 'eco-mooring' trial and investigate other alternatives.
4. Manage the navigation of vessels when cetaceans are present within the harbour and report those suspected of reckless harassment

4.2.12 Resource Consumption - water, electricity & fuel

Present Situation:

Records are maintained for the consumption of electricity, water and fuel. Whenever possible, journeys by vehicles and boats are kept to the minimum in line with the efficiency of the service.

Objective:

To minimise the use of resources without reducing service levels.

Targets:

1. All water, electricity and fuel consumption will be recorded and monitored in order to give a clear understanding of the consumption levels by the Harbour Authority and to check for any leaks.
2. All staff will be briefed on energy efficiency at regular intervals and encouraged to actively reduce energy consumption in their operations.
3. Through-life resource consumption will be a consideration during equipment acquisition (eg selecting fuel efficient models or buying smaller engines).
4. Encourage the public to conserve water, particularly on the pontoons.