

Introduction

Teignmouth Harbour Commission (THC) is a Trust Port created by statute. It is primarily responsible and accountable for the marine safety in harbour waters.

THC is the Statutory Harbour Authority, Competent Harbour Authority for pilotage, Local Lighthouse Authority for the aids to navigation, Navigation Authority regulating the marine operations within the harbour and estuary from the harbour entrance at the Ness to the entrance to Stover Canal at Newton Abbot. It is also the Mooring Authority administering and managing all moorings within the estuary.

THC provides a pilotage service for all shipping over 30m LOA, which trade with the port. It ensures the harbour remains open for public use and that it can be navigated without danger. It complies with the Port Marine Safety Code to ensure a high degree of safety is maintained for the operation of the port, all its users and the community as a whole.

Its main sources of income are through dues raised from ships trading with the port, consultancy and the provision of moorings and leisure services.

The harbour is managed by the Chief Executive Officer and Harbour Master Commander David Vaughan OBE RN supported by a small operational team. He reports to the Commission, a non-executive board consisting of nine voluntary Commissioners all of whom are required to have a set of specific but complementary skills and experience. The board provides both strategic and business guidance and direction as well as being ultimately responsible for the application of and compliance with the Port Marine Safety Code.

Results

The post-tax trading loss for the year was £194,619 but without the exceptional costs of dredging (see below) and the pension fund payments the net profit after tax would have been £15,990.

The annual cargo throughput increased from 338,044 tonnes last year to 351,932 tonnes this year and the ship tonnage increased from 440,393 to 459,025 tonnes.

The accounts for this year are distorted by the expenditure of £270,817 on exceptional dredging to deepen the navigable channel as I mentioned in my report last year. There are early signs that this has resulted in an increase in the size and number of commercial vessels using the Port and if that continues I hope for an increase in commercial revenues. We will continue to make use of the services of the dredger Mannin to maintain the channel depth and this will be a continuing challenge and we are very grateful to ABP for their financial contribution to the maintenance dredging costs.

The leisure side of the Commission's activities has maintained a healthy trend thanks to the hard work put in by all of the team.

All our vessels are regularly serviced and maintained fit for purpose.

Key Performance Areas.

The greater channel depth has largely been achieved at Chart Datum +1.0m.

The Commission's Marine Management and Operation has been independently audited and successfully complied with the requirements of the Port Marine Safety Code.

Aids to Navigation have been maintained and achieved to the standards set by Trinity House.

There have been no major incidents and few minor incidents and there is no requirement for trend analysis.

No serious injuries to staff have been reported.

Return on capital employed was (-62) %

The Year Ahead

The commercial imperative continues to be to seek to increase the throughput of cargo and thus improve the bottom line surplus, enable the Commission to meet the liability to the PNPF and start to build reserves.

We expect to continue to maintain and improve the depth of water in the channel and to be able to offer our customers the widest possible window for vessels to use the port.

There has been a formal triennial review of the PNPf as at the 31 December 2016. Initial results indicate that the level of contributions in the existing deficit recovery plan should be able to be maintained out to 2028.

On leisure we continue to seek to improve our services (mooring installation, survey and maintenance, mast stepping/unstepping, flare disposal, dirty oil disposal, scrubbing out facilities) and have sought to increase awareness of the safety measures that can be taken to reduce the risk of marine theft. We are constantly looking for ways in which we can expand and improve upon the services we offer.

The rise in minimum living wage, the cost of automatic pension enrolment for all staff and the increase in inflation have amongst other things increased our operating costs which has had to be reflected in rising dues and mooring licence charges which we have sought to keep to a minimum and in line with inflation.

Our Harbour Master plays a significant role through his offices with Teign Estuary Partnership; South West Regional Ports and the UK Harbourmasters Association in maintaining the profile of Teignmouth both regionally and nationally.

I wish to record my thanks and appreciation to our staff and to our Pilots who have shown a high degree of professionalism and commitment.

I also wish to thank our customers and stakeholders for their continued support and welcome their contributions whether directly or through the Consultative Body.

GGNBond

Graham Bond.
October 2017