

## **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 (SHA), Competent Harbour Authority (CHA) for pilotage, Local Lighthouse Authority (LLA) 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, 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 (PMSC) and has a Marine Safety Management System (MSMS) based on Risk Assessment (RA) 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 source of income is through dues raised from ships trading with the port 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 of 7 staff members. He reports to the Commission, a non-executive board consisting of ten 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 PMSC.

As advised by the Port Marine Safety Code this statement includes an assessment of THC's performance against the published Marine Safety and Continuous Improvement Plan 2019-2021.

## **Results**

The post tax trading profit at £116,158 reflects a continued sound trading position during the year. The position continues to be distorted by the liability to the Pilot's National Pension Fund (PNPF) and will do so for many years to come. The Commission has met its current annual payment to the PNPF and whilst a S75 Pensions Act event is possible the Commission expects to be able to avoid it.

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.

The cash flow remains positive, and the position would be a great deal healthier but for the millstone of the need to meet the proportion of the shortfall in the PNPF imposed upon us unexpectedly by the decision of the High Court that CHAs are liable even though their pilots are self-employed.

The Commission has benefited from the dredge undertaken in 2016 reflected in an increase in the size (up to 5,000 tonnes) and number of commercial vessels using the port as had been anticipated. LOA remaining at about 90m but draught up to 1m in addition to the height of tide.

The annual cargo throughput reduced slightly from 472,638 tonnes last year to 457,654 tonnes this year and the ship tonnage reduced from 585,833 to 578,225 tonnes but this is still a marked improvement on previous years.

All our vessels are commercially coded, re-fitted and overhauled annually and are fit for purpose.

### **Key Performance Areas.**

Channel depth has been maintained at Chart Datum +1.0m or more throughout the year.

The Commission has been independently audited by its Designated Person and the ABP Designated Person and has been assessed as successfully complying with the requirements of the PMSC.

Aids to navigation have been maintained to the standards set by Trinity House.

There have been 25 recorded incidents in the year. There were no major incidents. 2 incidents were notified to the MAIB (MV Antwerp minor fire in cargo hold; MV Jeurgen K grounding). 1 incident (speedboat capsized resulting in leg amputation) was reported to the MAIB by the MCA as it happened outside the harbour limits; 12 incidents were mooring tackle related and the remaining 10 incidents were: a repossession, ran out of fuel, yacht loses mast on going under bridge, young person's untying boat's mooring strops, sea horse found in sand eel box, man overboard, steering gear failure, commercial cockle picking and 2 unexploded ordnance incidents managed by the MCA outside harbour limits.

There have been no pollution events.

There have been no incidents resulting in personal injury

No serious injuries or accidents to staff have been recorded or reported.

Return on capital employed was 10.2 %, a considerable improvement on the previous year.

## **The Year Ahead**

Trade has taken a downturn. Although there is every prospect this will improve, the commercial activity of the port is not immune from macro-economic factors and the continuing uncertainty over Brexit has had a negative effect. It is impossible to foresee what (if anything) it might do post Brexit, but the best information that we have is that it is unlikely to have a very adverse effect.

We expect to negotiate terms with the PNPF that will enable us to meet our commitment within our anticipated commercial income.

On the leisure side we continue to look for any opportunity to increase the services we can offer our customers. Although the weather this summer has not been as kind as last year the income we have been able to recover from our visitor moorings has not appreciably diminished.

It is I think worth mentioning that Commissioners are not paid for fulfilling their role and I am indebted to them for their support and advice.

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 in particular in operating with larger vessels and a deeper channel.

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

Graham Bond.

October 2019