

Chairman's Report Year ending 31 March 2018

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, 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 source of income is through dues raised from ships trading with the port, 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 Port Marine Safety Code.

Results

The post tax trading profit at £57,732 reflects an improved trading position during the year. The figures continue to be distorted by the liability to the Pilot's National Pension Fund so that of the profit £57,627 represents the surcharge on dues raised in order to meet that liability leaving an overall surplus of £105.

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 Pilot's National Pension Fund imposed upon us unexpectedly by the decision of the High Court that Competent Harbour Authorities could be made liable even though their pilots are self-employed.

The Commission has benefited from the major dredge undertaken last year reflected in an increase in the size (up to 5,000 tonnes) and number (from 153 last year to 180 this year) of commercial vessels using the port as had been anticipated.

The annual cargo throughput increased from 351,932 tonnes last year to 472,638 tonnes this year and the ship tonnage increased from 444,558 to 585,833 tonnes.

The Syd Hook has undergone a major refit and all our vessels are coded and fit for purpose.

Key Performance Areas.

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

The Commission has been audited and successfully complied with the requirements of the Port Marine Safety Code.

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

There were no major incidents but the following 2 incidents were notified to MAIB: MV RIX PLATO breakaway from Quays; MS ALLER propulsion failure leading to impact with Quays.

There have been 45 recorded incidents in the year of which 23 were the result of mooring strop (boat to mooring buoy) failures, 10 from other mooring associated failures and the remaining 10 were from other minor incidents.

There have been no pollution events.

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

Return on capital employed 1 %

The Year Ahead

There is every indication that the increase in commercial trade enjoyed in this year will continue subject only to any impact Brexit may have. That should enable us to meet our current obligation to the PNPF liability.

On the leisure side we continue to look for any opportunity to increase the services we can offer our customers, and the fine weather this

summer has significantly increased the income we have been able to recover from our visitor moorings.

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 2018