

Minutes from THC Consultative Body Meeting Monday 3rd June 2024

Meeting Opened at: 7:00pm

1. Welcome and Apologies

Present:

Consultative Body

Peter Stenner	PS
Amy Stenner	AS
Chris Clarence	CC
Mark Brookfield	MB
Roger Bufton	RB
Rob Hughs	RH
Kev Clifton	KC
Steve Pocock	SP
Claire Stolye	CS
Bill Hook	BH

Teignmouth Harbour Commissioners

Richard Ward	RW
Vic Weston	VW
Jo Sparks	JS

Teignmouth Harbour Staff

Toby Dean	TD
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Apologies:

Sue Astbury	Giles Squirell
Richard Perks	Ricky Cox
Nick Clarence	Graeme Smith
Karen Hook	

2.	Minutes of the May Meeting Adoption of minutes: Proposed: Roger Bufton Seconded: Steve Pocock Matter Arising:	
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	<p>Shaldon Pool moorings The moorings have always been set out at 6.71m. People these days, do not generally wish to be on a drying out mooring with a boat larger than this. The HM has confirmed that the tides can run very strong up through the Pool on a Spring Flood tide.</p>	
3.	<p>User Updates</p> <p>KC shipping busy, dredging has made channel better. New pilot boat being coded. 2 new pilots shortly. Mark Flemming retired</p> <p>RH sea safari busy, lots of late bookings. Marine scientist from Plymouth University coming onboard.</p> <p>MB Boat quiet. Pontoon lost plans to replace and will liaise with THC when it arrives.</p> <p>AS TMS busy</p> <p>BH ferry good restless quiet</p> <p>PS new fishing boat doing well, fishing for Whelks, crabbers are at sea.</p> <p>CC Regatta committee complained about beach, parish council have sorted</p> <p>RB Shaldon sailing club doing well and sculling regatta successful next one in October.</p> <p>SP TCYC sailing as usual events on website lots of social events this summer.</p>	
4	<p>MMO letter</p> <p>Letter sent form concerned individuals regarding dredging. No reply as yet. RW all members of CG should be sent a copy.</p>	<p>Claire Stoye to send copy of letter to all CG members</p>
5	<p>THC Update</p> <p>Please see PDF attachment to this document.</p> <p>RH asked about his mooring, TD advised he spoke to Humphrey or Marcus</p> <p>BH why was there flat bedding off Morgans Quay,</p>	

TD I have spoken with some staff members, and I can confirm that when the vessel goes out to flat bed, she sometimes lowers the plate after leaving her pontoon off the sand quay and proceeds out to her main target area in the channel with the plate lowered. The area in the river that is addressed is the Salty Reach. This being the channel that the commercial vessels proceed along when approaching and departing the docks. It has been explained that a spit of sand sometimes extends from Salty (adjacent to the Morgan Giles Quay) in the area where the two tides meet I can confirm that no intensive flat bedding is undertaken and only what is considered necessary to ensure the safe navigation of the vessels entering and departing the port.

CC asked if any Environmental Impact Assessment is planned. TD no as no requirement from the MMO

TD advised of meeting between THC and EA, EA concerned flooding etc. suggested that dredging had very little effect on sand levels. Permanent structures are much more damaging.

RH public pontoon on fish quay has silt underneath and is making it unstable. Has not had a response from Graeme Smith.

TD I have written to Graeme Smith informing him of the matter and made it clear that should he wish to employ the services of the Mannin; we would be happy to see this undertaken under our MMO Licence.

PS 2 unusable mooring at the point due to sand movement
The HM has confirmed that we shall attempt to go in between the beach and the moorings on the next spring tides in the early morning to see if we could achieve the desired result for all parties.

Submitted questions

Q1/ We have heard rumours that Mark Flemming the long-standing local pilot has been removed from post. Please can the Acting Harbour Master give the stakeholder group an update on this situation and on the pilotage, arrangements going forwards?

A1/ We can confirm that Mark Flemming is retired. Any employment and/or contractual arrangements between THC and its employees and/or contractors is private between those parties and not for general discussion. There will be no further comment on the matter.

Q2/ Nick Clarence asks - Following the question that was submitted by Nick Clarence at our last meeting re incidents

involving larger commercial vessels which wasn't really answered. When will the Acting Harbour Master be in a position to share the key safety findings of the investigation reports and any improvements that may have been identified or actioned to our stakeholder group and the wider audience (harbour users), as plenty of time has passed since these incidents, to surely share this information. Naturally, many harbour users and our group would like to know the root causes of these incidents and in particular what additional safety measures have been put in place to protect harbour users and mooring holders from risks like this from commercial vessels going astray in the future? To simply quote in meeting minutes "issuing a LNTM or by means that the AHM considered appropriate" isn't the answer!

A3/ Whilst a full investigation was conducted by senior staff in respect of all three incidents we are not presently in a position to release the full findings due to legal matters.

We can confirm however, that following two of the three incidents re our Pilots and our contract with Pilotage & Marine Services (Teignmouth) Ltd, the following have been introduced:

- Introduction of an electronic eMPX file to all ships arriving and sailing from the port of Teignmouth (This MPEX is designed to develop a standard exchange of information practice as per the recommendation of IMO Resolution A.960, Annex 2, Section 5 (Procedures for Maritime Pilots). It should supplement and assist - not substitute for - an ongoing verbal information exchange between pilot and bridge team).
- The introduction of digital recording devices which are to be employed by all authorised pilots;
- Continuous Professional Development (CPD) record to be maintained up to date;
- Pilot Peer reviews to be conducted once in every two year period;
- Compliance with Marine Pilots National Occupational Standards;
- Trainee Pilots to undertake Pilotage Diploma and

Q3/ Giles Squirrel - Please can the Acting Harbour Master update our group on the position of the THC HRO with accurate timescales etc. and what this process is expected to cost THC? Also, what impact this will have on various harbour users and mooring holders, as THC still has not answered this question, which has been asked by several members of this group previously?

A3/ See the HRO process slide presented at this meeting. As previously indicated, the timescales are not in THC's control. However our legal representative has committed to giving you and us a heads up as and when we get near to issuing public notices for consultation. The cost is not a consultation topic, however it should be noted the THC has a legal obligation to keep the HRO up to date and relevant to current conditions. All this information has been discussed, by our legal representative, with your representatives.

Q4/ Suggest someone asks - Please can the Acting Harbour Master give our group a detailed update on their upcoming MMO license renewal application, timings, any license requirements and how our group, harbour users, local councils and the public will be consulted, with timescales?

A4/ Submission of sample analysis to be submitted to the MMO within the next week. Once the MMO are in receipt, it will be a waiting game until such time that we hear from them.

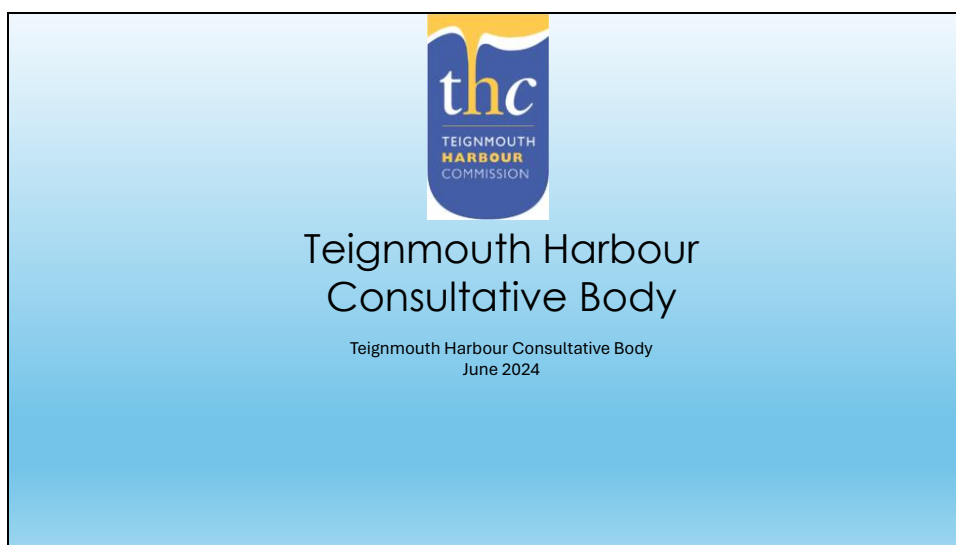
Q5/ Teignmouth Maritime Services (Giles Squirrel) asks - We submitted a proposal to the Acting Harbour Master for additional moorings to be added in the harbour, off Teignmouth Back Beach. This proposal was refused by the acting Harbour Master on the grounds of a risk assessment highlighting the moorings posed to high a risk to paddleboarders/swimmers. We believe there was no objection from the Local Pilots from a risk perspective. Would THC therefore please share this risk assessment done by the Acting Harbour Master. Surely given the financial situation of THC and the demand for good moorings this proposal would have helped increase income for THC and we cannot understand why THC have not taken this up?

A5/ Project was turned down on the basis of risk to members of the public (paddleboarders and swimmers) and to potential damage sustained by vessels on the moorings during strong westerlies and boat owners manoeuvring onto and off their moorings. This was to be reviewed after a 12 month period.

Q6/ Shaldon Sailing Club would like the acting Harbour Master to be able to confirm if any studies or modelling is being conducted on THC's commercial dredging activities to highlight the devastating impact they are having on the immediate surrounding beaches off Teignmouth and Shaldon and natural flood defences? Shaldon beach is a complete mess with stones everywhere, making it extremely hard to launch our sailing dinghies and rescue boat every week without causing damage or

	<p>making it safe.</p> <p>A6/ THC confirmed at the January 2024 consultation meeting that it will not be changing its dredging regime, whilst the Beach Management Plan is being constructed. On 28 May THC met with senior representatives of The Environment Agency (SW Area) to discuss THC's concerns about shingle erosion and flood risk. At that meeting it was confirmed that Plymouth University will be modelling all environmental effects, including that of THC's dredging, as part of the BMP that is currently under construction. THC were informed that the plan will be iterative and will include input from the stakeholder group, and once completed, available to the public. See the BMP slide presented at this meeting. For up to date information on sand erosion and accretion, please see:</p> <p>Q7/ From SR - Shaldon Regatta Committee have just formally written to Shaldon Parish Council (as the lease holder) expressing their grave concerns over the lack of sand on Shaldon Beach and the impact it is going to have on their regatta events and the knock on effect this will have on attracting visitors to the village. Shaldon Parish Council have replied stating "The Parish Council is just as concerned as you about the sand movement and this is being investigated, I understand, at Harbour Commission level". Please would the acting Harbour Master like to officially confirm this and detail what the harbour commission is investigating and planning on doing about it, as they hold the statutory powers to replenish the beach and make changes to their current dredging methods?</p> <p>A7/ See answer 6, above</p> <p>Q8/ <i>Asked at the meeting.</i> RH debris in river, in particular an oak trunk on the New Quay beach, now unsightly, please can it be sorted</p> <p>A8/ The Pilot (Kevin Clifton and THC staff did on the Wednesday the 5th June, chain saw the timber and remove it from the ar</p>	
6	<p>BMP update by email from Graeme Smith</p> <p>The beach management plan is progressing more or less on schedule. We have received a series of draft baseline assessments- environmental, economic, defence and have just received- but I haven't as yet reviewed- an initial modelling report.</p>	

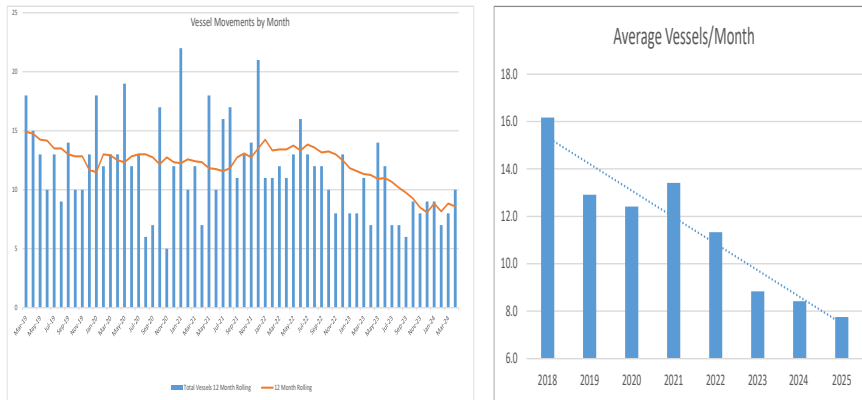
	Will update group properly at the next scheduled meeting	
7	<p>Bathing Waters Update</p> <p>Shaldon Parish Council decided in November last year to reduce the designated bathing area. The old area dating back from 1988 encompassed the whole of Salty to the low water mark. The new area is now between the Clipper Quay and the Ferry Boat Shelter, with the testing site half way along instead of at the mouth of the river. This does not mean that people can't swim where they want to, just that the water is tested in the area which the bathers use the most. The quality of the bathing areas in general are very good or excellent, but in times of excessive rain are poor, mainly due to excessive discharge from SWW overflows.</p>	
8	<p>AOB</p> <p>Jo will no longer be doing the minutes. Someone else will need to step up for the next meeting, post meeting suggestion, which ever chair is not chairing does them.</p> <p>RB asked when accounts released TD year end March.</p> <p>Next Meeting: 9th September 2024 7pm Rugby Club</p>	





Shipping

Shipping Movements & Tonnage



Shipping Movements had started poorly in April 2024 with improvements through May 2024



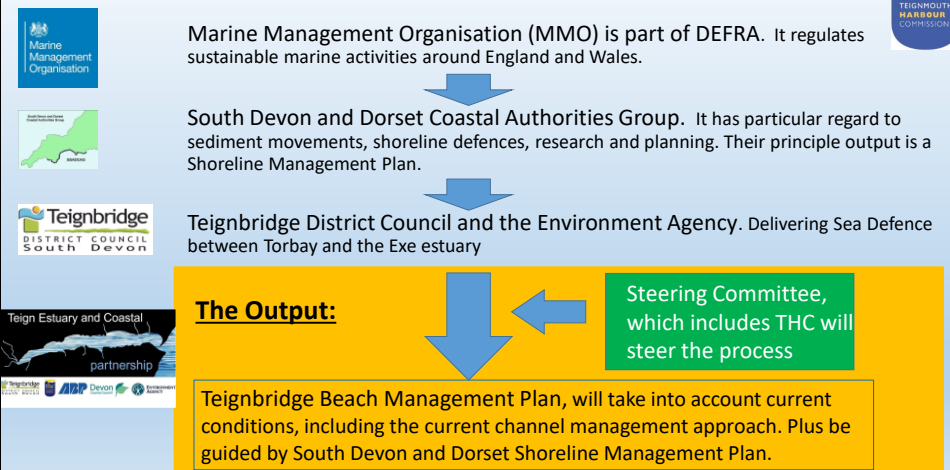
Channel Management

Channel Management Update

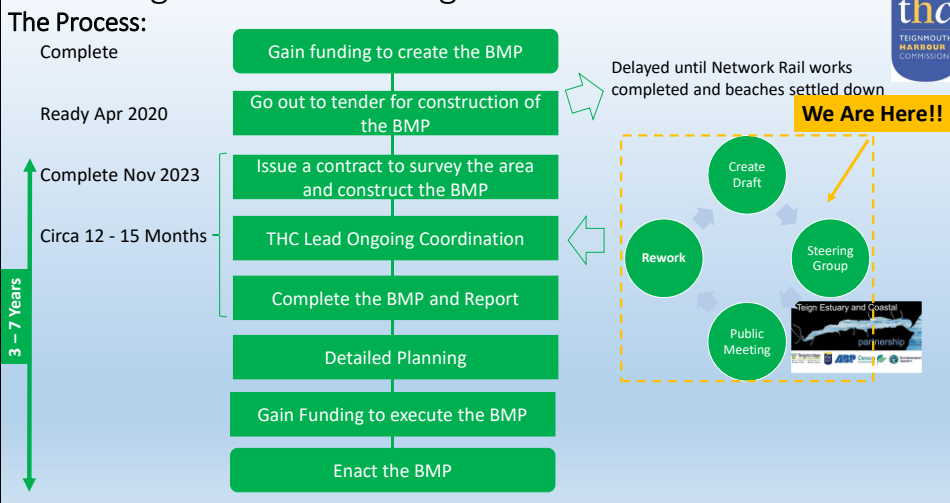


Topic	Comments
BMP	TDC working with Jacobs (Surveyors), who in turn have assigned work to Plymouth University who shall be looking at the technical details. THC is committed to working closely with TDC on this project as a member of Stakeholder Group. We can confirm that to avoid any variables during this survey process, we shall continue to follow our current channel management approach.
South West Coastal Monitoring Programme	Undertaken by the Plymouth Coastal Observatory (financed by TDC). An ongoing process which was commenced in 2002 with records up to date to 2022. Information readily available to members of the public on the following link: https://drive.google.com/file/d/1boeV4ctOm_UHEyQQcg_-Bvhc17mMplHO/view
Navigable Channel	Presently at 1.3m below CD

Hierarchy to Shoreline Management.....



Delivering the Beach Management Plan



Update: Teignmouth Harbour Revision Order

June 2024

Harbour Revision Order (HRO) Process so far.

- The Commission engaged Ashfords Solicitors to draft the Order and submit it to the MMO. They have acted for around 80 other UK Harbours and have developed a common approach.
- The HRO has been submitted during w/c 11 September to avoid a significant price increase deadline.
- The submission and review process is slow and thorough, once Ashfords advise that the THRO is being addressed by the MMO, the Consultative Body will be advised.

MMO = Marine Management Office

HRO Process

MMO = Marine Management Office

*Very Approximate Timescale.
12 – 18 Months is expected.*



Questions, Questions, but No Answers Yet.....



- We are now eight months into a lengthy legal process.
- The HRO is unlikely to be law for at least a further 12 months.
- The Harbour Commission has not yet thought through any detail around possible changes.
- However, in reality, The Commission will have to manage: -
 - The financial risk if shipping movements do not recover.
 - The leisure side of the business does not break even.
 - Everyone who uses the river, does not contribute to it's upkeep.

CEO and Harbour Master's Report



Topic	Comments
New Pilot Boat	We hope to have the new pilot vessel on station by the end of June, first week of July. The Commission has purchased a retired Mersey Class RNLi vessel.
Spring Dredge	The Mannin completed her Spring Dredge and moved in the order of 15.5k tonnes to our designated spoil ground.
Renewal of MMO Licence	Analysis has been completed. All information as required by the MMO for the renewal of our licence will be shortly forwarded to their offices for approval.
Water side and on water events	Please ensure you complete an events form and risk assessment on our website and where necessary liaise with our office.



QUESTIONS