



CATTEWATER
HARBOUR
COMMISSIONERS

ANNUAL REPORT
2021/22

www.plymouthport.org.uk

LAT 50° 21.5' N LONG 4° 07.0' W VHF Channel 14/16

CONTENTS

1	Chairman's Introduction
2	Harbour Master's Report
3	Strategic Objectives
4	Port Overview Commissioners
6	Commissioners Attendance
7	Port Operations
12	Vessel Movements Within The Cattewater
13	Cargo 2021-2022
14	Financial
15	Environment
16	Maritime 2050
17	Safety Incidents 2021-2022
18	Training & Development



CHAIRMAN'S | INTRODUCTION



Like virtually every other business in the UK, the Harbour Commissioners activities in 2021/22 were overshadowed by the effects of the pandemic. When the first wave struck in the early months of 2020, traffic levels dropped dramatically as a result of lockdowns and the wider impact of the pandemic on the economy. In 2021/22, the question was always one of how well would activity in the port recover. I am pleased to say that for the most part freight cargos broadly returned to pre-pandemic levels and the port benefitted from the growth in domestic leisure activity. The continuing restrictions on international travel did mean that ferry traffic was well down on pre-pandemic levels and it remains to be seen how long that takes to recover fully. Throughout the two years of the pandemic the port has remained fully operational and played an important part in supporting the local economy. The Harbour Master and staff deserve credit for all their hard work in making that happen.

Looking forward there are continuing uncertainties. COVID is still with us, but the rise in energy prices and events in Ukraine make it difficult to plan with much confidence. Together they bring the threat of an economic slowdown and the potential to have a direct effect on some of the products passing through the port: demand for petroleum products will be affected by the sharp increase in prices and the markets for clay and fertiliser are vulnerable to the knock-on effects of the Ukraine conflict.

The Commissioners have a duty to maintain the charted depths in the navigation channels and this year we undertook a significant dredging programme which is essential to ensure safe navigation for shipping. The Cattewater is used by both commercial and leisure traffic and a good deal of effort goes in to ensuring those activities fit together safely. Harbour staff work closely with QHM and Long Room Port Control to ensure that local regulations such as speed limits are adhered to and will use our enforcement powers where that is appropriate. In 2021 CHC applied for a Harbour Revision Order which will provide us with the powers of General Directions.

CHC has been working to encourage greater access to the water for leisure users and in 2021 we installed a landing pontoon at the Commercial Wharf to enable boat users to access the Barbican. CHC has worked with Plymouth City Council to support its ambitions for improving access and developing Plymouth's marine attractions by managing new swim platforms, supporting the preparations for SailGP etc.

Finally can I record my thanks to the staff and my fellow Commissioners for their support over the past year.

CEO HARBOUR MASTER | REPORT



The last year has been a positive year for Cattewater Harbour Commissioners, with trade returning close to similar pre-pandemic levels.

Piloted vessel moves increased by 15%, and the total volume moved through the port increased by 17% to 2.2million tonnes.

Safety remains at the forefront of all operations, and it is pleasing that last year no LTI's or RIDDOR reportable accidents occurred. Once again, the highest amount of incidents around the port continues to be inappropriate behaviour or breaches of local legislation, which are in place to ensure the safety of all water users. We will discuss the approach required to reduce this recurring stat here in Plymouth.

This year we welcomed new staff members Sean Marshall, Katie Rich and Emma Maunder. Sean has taken on the role as Marine Manager, and brings with him a wealth of experience in the maritime industry, including serving as the Lifeboat Coxswain here in Plymouth for 30 years. Katie and Emma are enrolled in our apprentice programme and have quickly established themselves as key members of the team.

During the year the port carried out a successful dredge campaign. Maintaining the charted depths is one of our key duties, due to a number of factors our dredging can often be far more expensive than our competitors, so we are actively looking at better ways of managing or conducting the work, more economically.

We have to recognise that much of the wider port infrastructure needs significant investment to future proof the Cattewater as the main commercial port in the Westcountry in terms of cargo volume. There is huge potential for the Cattewater, the gateway to the South West to drive our local economy, grow the maritime supply chain, provide low carbon transport and freight solutions, in turn assisting the port and the city's net zero targets.

The maritime technology based within the Cattewater continues to grow, and these stakeholders will play a pivotal role in the renewable energy market of Offshore Wind around the South West, as will our docks in a supporting role if necessary changes are made over the coming years. We will work for the benefit of our stakeholders to leverage any funding that may assist in this critical phase, as well as look at greater collaboration.

As always none of this could have been achieved without our dedicated workforce which is renowned for providing a level of customer service that is second to none here in Plymouth. I would therefore like to thank each and every one of them for all their efforts in making the port a continuing success.

Richard

STRATEGIC OBJECTIVES

Safety

Safety is the overriding objective. Safety and support for our colleagues is paramount and we will continue to strive to build a constructive safety culture amongst colleagues and stakeholders.

People

We rely on highly skilled staff to provide a service, and to fulfil our statutory duties, we will continue to reward and invest in the right colleagues who want to succeed. We are fully committed to developing a diverse workforce.

Environment

We will act responsibly, making positive environmental choices with due regard to commerciality and sustainability.

Stakeholders

We will work closer with our stakeholders to facilitate future economic prosperity, providing a positive effect on the Port, stakeholders, the city of Plymouth and the wider community.



PORT OVERVIEW | COMMISSIONERS

As a statutory trust port, Cattewater Harbour Commissioners are responsible for the conservancy and safe navigation of the Cattewater. Located on the River Plym. It operates commercially for the benefit of our diverse range of port stakeholders. CHC are also the Competent Harbour Authority for Plymouth, responsible for the pilotage of all non military vessels not navigating to an MOD berth.

Our board and staff are custodians of the Cattewater, whose main role is to conserve, maintain and future proof the Port for the benefit of future generations.

The board consists of 10 Commissioners. Board members are selected for their expertise in areas appropriate to the management of the harbour.

Board members are selected for terms of three years with the Chair and Deputy Chair appointed by the Board. Board Members are appointed in accordance with the Trust Port Review and the Cattewater Harbour Revision (Constitution) Order 2005.

All Commissioners are expected to undertake Duty Holder familiarisation, based on the Ports Good Governance Guidance. Two sub committees operated during the year, the Audit & Skills and the Remuneration Committee



Alan Nichols

Chair

Alan became a Commissioner in 2013 and became the Chair in 2019. He is an economist and held a number of senior planning and finance posts in the Department of Transport and British Rail. He is a boat owner and an RYA Race Officer.



Will Rahder

Deputy Chair

Will joined the board in 2014, becoming Deputy Chair in 2019. He is a Director/Manager of Yacht Haven Quay, since 2007. Prior to this, he was Boatyard Manager and Assistant Marina Manager at Plymouth Yacht Havens. Will enjoys sailing and has skippered yachts extensively all over Europe.



Richard Allan

Harbour Master & Chief Executive

Richard joined the Cattewater Harbour Commissioners as Deputy Harbour Master in 2017, becoming Harbour Master/CEO in 2020. Following a successful career at sea as a Master Mariner, he is pleased to be working in his home port. He is an affiliated Member of the Nautical Institute.



Nick Webb

Commissioner

Nick joined the board in 2016. After 30 years with ECCI (latterly Imerys) at Fowey, Nick is now a Shipping Agent at Victoria Wharf for Sanders Stevens. He is a long time member of the Institute of Chartered Shipbrokers and a qualified PFSO. He is a keen boat owner and sea angler, and an occasional sailor!



Nigel Godefroy

Commissioner

Nigel joined the board in 2016 He is an experienced CEO and FD in both the public and private company arenas across a variety of sectors. Nigel was formerly CEO of Sutton Harbour Holdings plc.



Dr. Pamela Buchan PhD

Commissioner

Pamela joined the board in 2019 and is a marine social scientist, specialising in marine citizenship and governance, with a background in marine biology and coastal zone management. She is Vice Chair of Devon & Severn IFCA, has a former career in public engagement with science and volunteer management, and served as an elected Plymouth City Councillor from 2018-2022.



Peter Costalas

Commissioner

Peter joined the board in 2021. He is a qualified Master Mariner who spent over 40 years at sea and ashore. He has held senior positions including at MD level in shipping companies in the UK and abroad. He has served as a board member on both private and publicly listed companies. He is a passionate sailor and a lead organiser of a Classic Yacht Regatta.



Guy Walker

Commissioner

Guy joined the Board in 2021. He is a Solicitor specialising in marine legal work and currently a Consultant Solicitor at Thomas Miller Law in Plymouth, after many years as Senior Partner of Nash & Co Solicitors in Plymouth. Guy is a Yachtmaster and has sailed and raced a variety of boats since childhood days. He retains a particular interest in commercial fishing and yacht and boat activities.



Carl Necker

Queen's Harbour Master Plymouth, Commissioner

Carl joined the Board in 2011, following his appointment as Queen's Harbour Master, Plymouth. Firmly committed to the local Maritime scene, he is Chairman of both the Tamar Estuary Consultative Forum and the Port of Plymouth Marine Liaison Committee.

COMMISSIONERS | ATTENDANCE

Attendance of the monthly meetings, May - March 2022

COMMISSIONER NAME	APR	JUN	JUL	SEP	OCT	NOV	JAN	FEB	MAR	TOTAL MEETINGS ATTENDED	TOTAL <i>COULD</i> HAVE ATTENDED
Alan Nichols Chair	1	1	1	1	1	1	1	1	1	9	9
Will Rahder Dep. Chair	1	1	1	1	1	1	1	1	1	9	9
Alan Blackmore	1	1	1	1	1	-	-	-	-	5	5
Carl Necker	1	1	0	1	1	1	1	0	1	7	9
Maria Hammett	1	0	1	1	1	-	-	-	-	4	5
Nigel Godefroy	1	1	1	0	0	1	1	1	1	7	9
Nick Webb	1	1	1	1	1	1	1	1	1	9	9
Pam Buchan	1	0	1	1	1	1	1	1	1	8	9
David Petherbridge	1	0	0	0	1	1	1	1	0	5	9
Guy Walker	1	-	-	-	-	1	1	1	1	4	4
Peter Costalas	-	-	--	-	--	1	1	1	1	4	4
Richard Allan	1	1	1	1	1	1	1	1	1	9	9

PORT | OPERATIONS

Safe marine operations are the fundamental priority for the Harbour Commissioners' operations as a Port Authority. Without a safe and efficient marine operation, the other functions of the Harbour and Port would not take place. There are ever-increasing statutory functions and responsibilities to be met and Cattewater Harbour aspires to achieve these challenges to the highest standard .

PORT MARINE SAFETY CODE (PMSC)

The aim of the Port Marine Safety Code is that all UK Ports should, within their statutory powers, apply nationally agreed standards for the safety of marine operations. These standards are represented by the PMSC.

As the duty holder under the Code, the Harbour Board are fully committed to providing a safe environment for any person within the Cattewater Harbour limits. To meet the standards required, a Marine Safety Management System has been formulated which is subject to both internal and external audit and is adopted annually by the Board. In addition a monthly Port Operations Report is given to the Board outlining all aspects of port operations.

The Board appoints an independent Designated Person (DP) who has direct access to the board. The DP continues to confirm the effectiveness of the Cattewater Safety Management System and that the organisation is fully compliant with the PMSC. The Harbour Master presents a report to the Commissioners at each monthly Board meeting

NAVIGATIONAL FUNCTIONS

Under the UK Government's Port Marine Safety Code all Aids to Navigation (AtoN) maintained by Harbour Authorities and any other existing Local Lighthouse Authorities (LLA) must be maintained in accordance with the availability criteria laid down by the General Lighthouse Authority (GLAs) and must be subject to periodic review. The characteristics of these AtoN must comply with Guidelines and Recommendations laid down by the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA). In addition, the GLAs require Harbour Authorities and any other existing LLAs to be responsible for ensuring that any third party AtoN, within their area of responsibility, are also established and maintained to the same standards.

Trinity House is the GLA responsible for the Cattewater and recently completed an audit of the port's Aids to Navigation including a visual inspection which produced a full compliance verdict with no major recommendations.



MOVEMENTS AND PILOTAGE

Over 900 commercial vessel movements were recorded during the year 21/22, which represents a 15% increase from the year before, a year which was greatly affected by Covid 19 and the slowdown in trade and industry.

The easing of Covid restrictions resulted in a 12% increase of Gross Tonnage using the port, and a 17% increase in cargo through the port. Total cargo shipped through the port was 2.2 million tonnes.

The largest ships visiting the port remain the 18684t DWT 150m L Class Thun tankers, the largest general cargo ship to visit this year was the 9682t DWT 134m Georgios Alexios which took a cargo to Mexico.



CONSERVANCY

CHC has a duty to conserve the harbour so that it is fit for use as a port and has a duty of reasonable care to see that the harbour is in a fit condition for a vessel to utilise it safely. They should provide users with adequate information about conditions in the harbour. This duty covers several specific requirements:

- to survey as regularly as necessary and find and mark the best navigable channels;
- to place and maintain navigation marks in the optimum positions which are suitable for all conditions;
- to keep a 'vigilant watch' for any changes in the sea or river bed affecting the channel or channels and move or renew navigation marks as appropriate;
- to ensure that hydrographic information is published in a timely manner; and
- to provide regular returns and other information about the authority's local aids to navigation as the relevant General Lighthouse Authority may require
- To dredge as required in the main approach channels, ensuring the necessary advertised depth is met. 3rd party facilities are responsible for the maintenance dredging of their own berths.



MARINE SERVICES AND TOWAGE

Both pilot vessels and the Port's tug Prince Rock and workboat Plym Catte remain fully compliant with the MCA small commercial vessel code following annual survey and out of water inspection. The vessels continue to provide a service in all port operations, from towage assisting Pilotage moves, cold moves, 3rd party project work and charters, as well as ensuring all of the moorings within the Cattewater remain fully serviced and inspected in line with our moorings policy. Harbour Patrol remains active during the busier periods, assisting water users where necessary.



SECURITY AND CRUISE

Port security is a necessary function, not only to ensure the security of the Port of Plymouth but to provide coverage as part of the nation's international commitment to security. During 2021/22 terrorism continued to be a global concern, further emphasising the need to follow the requirements of the International Ship and Port Facility Security Code (ISPS). This code outlines a standardised, consistent framework for evaluation of risk, enabling Government to offset changes in security threat with changes in vulnerability for ships and port facilities.

To ensure compliance, the Port Security Framework includes the Port Facilities Security Plans and Port Facility Security Officers. Cattewater Harbour work in collaboration with all port facilities and local agencies to manage port security. The Cattewater Harbour are the Port Security Authority for the Port of Plymouth. These plans are constantly reviewed, updated and approved by the Department for Transport. The security of our borders and the prevention of terrorism is the responsibility of the UK Border Force. Cattewater Harbour work closely with these and other agencies, our Harbour Patrol staff will receive further awareness training about trafficking of people and drugs aboard leisure craft in the near future.

The Barbican welcomed their first ever cruise visitors this year, passengers landed at the Barbican Landing Stage. The HM is the Port Facility Security Officer for the facility and is supported by the team who have undertaken further security training. The HM also chairs the Port Security Authority in Plymouth. It is an aim to steadily increase cruise tourism in Plymouth, working closely with cruise agents, Destination Plymouth, PCC, ABP and of course the Barbican Business Association.



ENFORCEMENT

One of our Port duties is enforcement, when required in line with our enforcement policy action may be necessary. This may range from words of advice, education, official warning letters, meetings with the HM, and if appropriate, prosecution. Enforcement may be used for a wide range of factors, such as commercial vessels, oil spills, breaches of local regulations, as well as illegal fishing within the Cattewater.

EMERGENCY RESPONSE

The Civil Contingencies Act 2004 provides a framework for civil protection in the event of an emergency that threatens serious damage to human welfare, the environment or security. Harbour authorities are classified as category 2 responder "cooperating bodies".

Cattewater Harbour routinely carry out exercises, such as oil spill response scenarios internally, as well as with other Port stakeholders in the Dockyard Port of Plymouth.

MAINTENANCE

Providing a service afloat is key, and requires well trained and competent staff. The staff rely on a fleet of craft ensuring that assets are available as required to fulfil their role.



COMMUNITY AND WATER SAFETY

Cattewater Harbour Commissioners are committed to supporting its local communities by working with organisations that :

- Support children and young people
- Improve health and well being through water based activities
- Help the communities around the Port
- Water safety initiatives

One of the most successful and enjoyable community projects we have supported is via a new link with Plymouth Children in Poverty. As well as school visits, and careers sessions by staff, a local primary school class would spend the day with us, learning about us, maritime careers, the cargoes that they may see being transported in and out of Plymouth, before spending the afternoon on the water with Harbour staff.



VESSEL MOVEMENTS WITHIN THE CATTEWATER

A 12 month comparison.

TOTAL CARGO THROUGHPUT (TONNES)

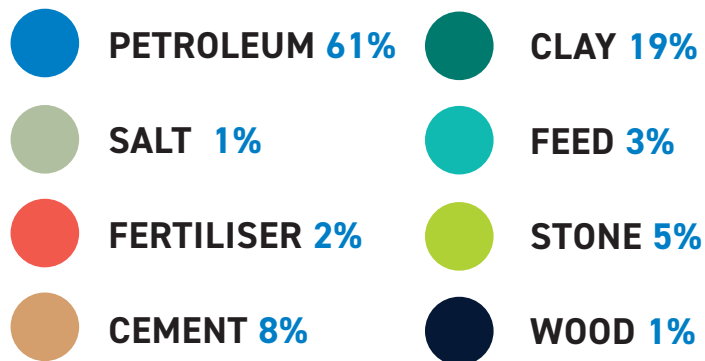
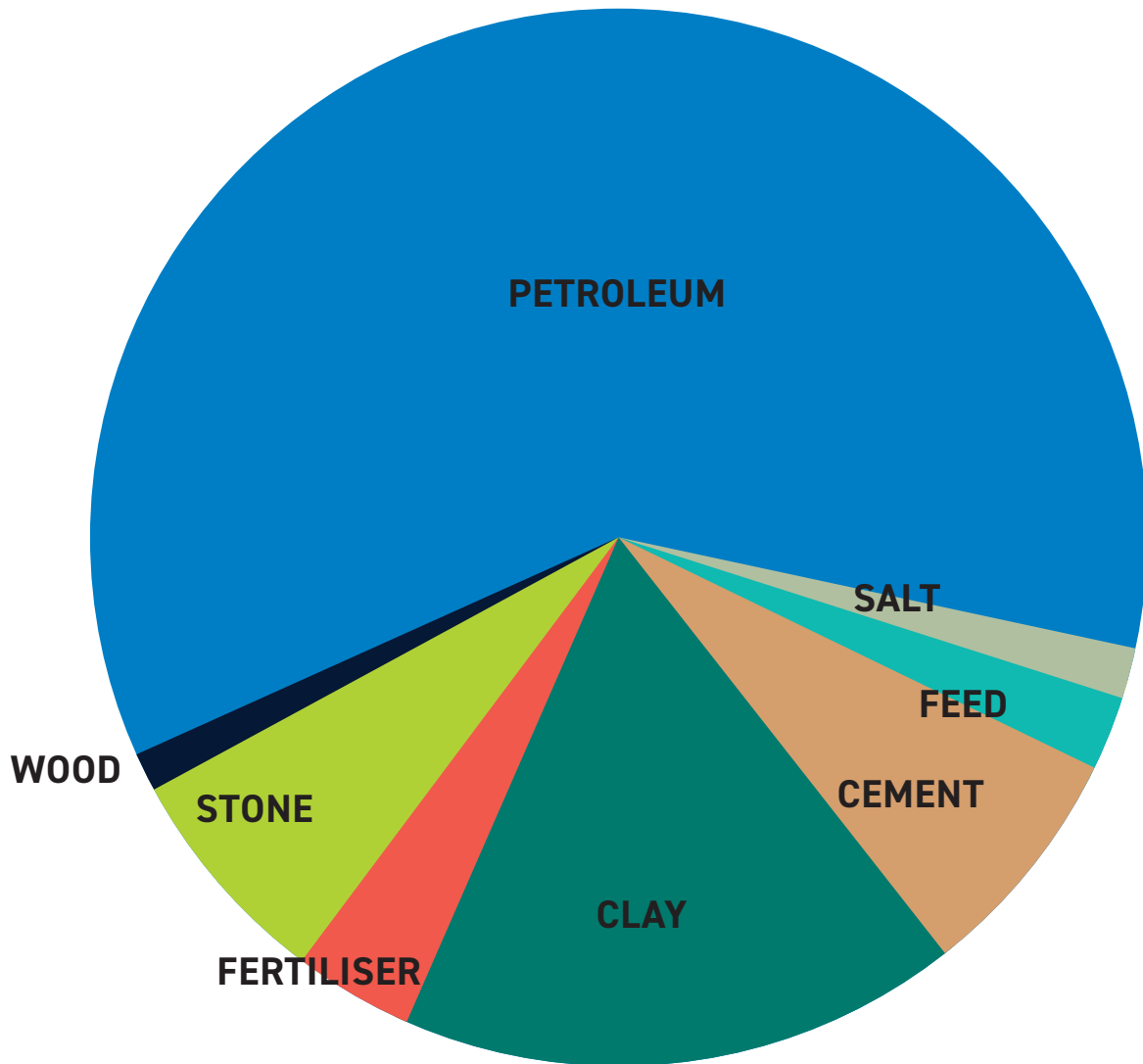
2020 - 2021	1839922
2021 - 2022	2210112
DIFFERENCE	+370190

TOTAL PILOTAGE MOVES

2020 - 2021	797
2021 - 2022	921
DIFFERENCE	+124

CARGO | 2021-2022

The chart below shows the Cargo handled within the Cattewater 2021/2022



FINANCIAL | 2021-2022

FINANCIAL POSITION

	<u>2021/22</u>	<u>2020/21</u>
YEARS ENDING 31ST MARCH		
REVENUES		
COMMERCIAL DUES	829,283	623,918
PILOTAGE	696,561	612,398
MARINE SERVICES	315,407	241,755
LEISURE INCOME	211,223	133,613
PROJECTS	62,067	0
MISC	12,684	15,250
RENTAL	156,611	162,198
	<u>2,283,836</u>	<u>1,789,132</u>
COSTS		
OPERATING AND MAINTENANCE	426,168	349,668
STAFF	621,359	538,534
PILOTAGE	732,366	687,434 *
DREDGING	201,178	50,805
INSURANCE	30,088	30,389
SUBSCRIPTIONS	7,458	7,861
PREMISES	11,396	10,992
ADMINISTRATION	65,204	83,931
PROFESSIONAL	27,094	30,112
DEPRECIATION	84,004	82,534
CHARITABLE DONATIONS	8,455	3,068
	<u>2,214,770</u>	<u>1,875,328</u>
NET OPERATING REVENUE	<u>69,066</u>	<u>-86,196</u>
INVESTMENTS	36,727	549,337
BANK INTEREST	0	428
PROFIT BEFORE TAXATION	<u>105,793</u>	<u>463,569</u>
TAXATION	132,399	43,383
PROFIT RETAINED	<u>-26,606</u>	<u>420,186</u>

* Includes provision for PNPf payment.

FINANCIAL RESULTS FOR 2021/22

The audited accounts for the Cattewater Harbour Commissioners can be found on the Ports website.

Overall, the figures show a loss of £26'606 on a turnover of just over £2million. As noted elsewhere in this report we undertook a significant programme of dredging late on in the financial year and the cost of that programme, which is shown separately in the accounts, together with a provision for deferred tax offset the solid performance in the Commissioners' core business. The dredging programme was the first on that scale undertaken for a number of years and we would expect that small scale plough dredging would be sufficient to maintain the navigation channels for some time to come.

Income from commercial shipping largely recovered from the downturn in 2020/21 which was the result of the COVID pandemic and the various shutdowns implemented. Ferry traffic was much slower to recover as the restrictions on international travel remained in place much longer: this in turn meant that pilotage income derived from ferry movements remained depressed.

ENVIRONMENT

TECF

The Commissioners are key stakeholders in the Tamar Estuaries Consultative Forum (TECF) which oversees the management of the beautiful waters that we work on. The term 'Marine Protected Area', or MPA, is a general way of describing the Plymouth Sound & Tamar Estuaries marine site because it is protected (designated) under multiple pieces of European and UK legislation. The legislation that applies protection to our marine areas can be complex and, because of the wide variety of internationally important marine habitats and species that are found in our MPA, the Plymouth Sound & Tamar Estuaries are no exception. We have three key marine designations, along with overlapping terrestrial and coastal protected areas around the site. These designations include: A Special Area Of Conservation (SAC), Special Protected Area (SPA), Marine Conservation Zone (MCZ), Site Of Special Scientific Interest (SSSCI) and An Area of Natural Beauty (AONB). For more information on these designations and the work of TECF please visit:

www.plymouth-mpa.uk

The Port has an important role to play in helping to manage these designations and therefore continue to work closely with conservation bodies including the Marine Management Organisation and Natural England. The Port are one of the Members of Tamar Estuaries Consultative forum (TECF) It has been pleasing over the last year to see the increase of migratory birds, Otters, Dolphins, Salmon within the Cattewater.

The port, as part of its air quality strategy continues to monitor emissions in the port environment. Berth operators continue to be fully engaged in this paper as we and stakeholders aim 'to do better' and meet the 2050 UKGOV requirements.

Plymouth University reviewed the emissions data and a link to the report can be found below.

<https://plymouthport.org.uk/air-quality-report-from-university-of-plymouth/>

The Port also :

- Continues to be accredited to Plastic Free Plymouth, taking steps to reduce wastage
- Signed up to the UK Chamber of shipping single plastic use charter
- Installed an e charging point at Breakwater Hill for staff
- Continues to provide a cycle to work scheme for employees
- Reviews technology to improve day to day operations
- Support Remedies project with Seagrass projects in the Plymouth Sound

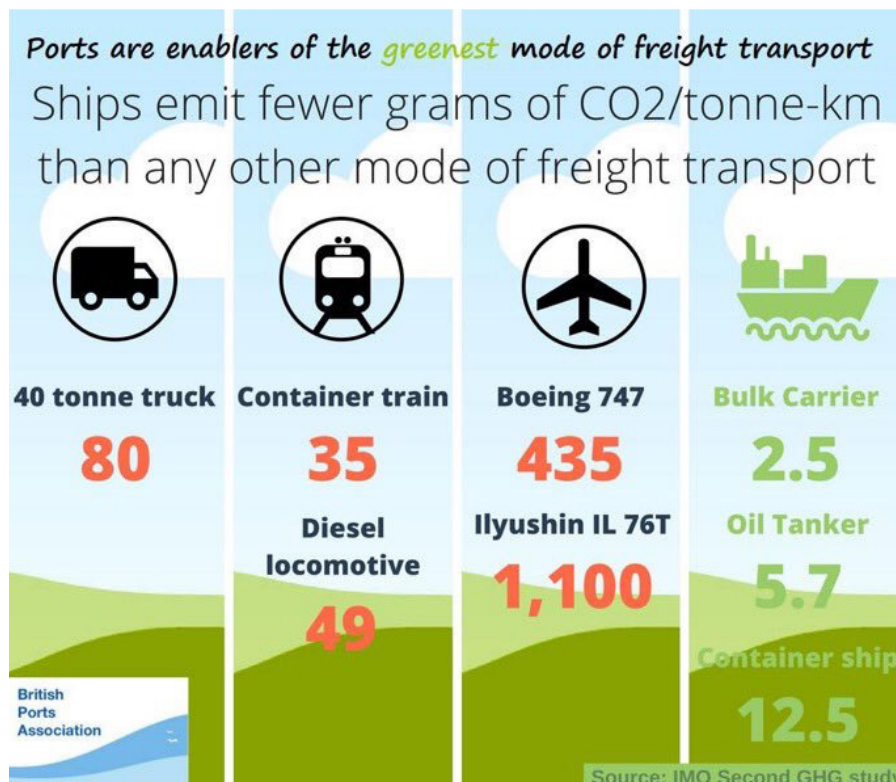




In 2019 the government set out its ambitions for the UK to remain a world leader in the maritime industry for the next 30 years.

Read more about the maritime 2050 strategy:

www.gov.uk/government/publications/maritime-2050-navigating-the-future



Did you know that shipping is one of the greenest modes of transporting freight?

Infographic from Twitter @BritishPorts

SAFETY INCIDENTS | 2021-2022

Safe marine operations are the fundamental priority for the Harbour Commissioners' operations as a Port Authority. Without a safe and efficient marine operation, the other functions of the Harbour and Port would not take place.

There are ever-increasing statutory functions and responsibilities to be met and Cattewater Harbour aspires to meet these challenges to the highest standard.

By monitoring the frequency of such incidents, mitigating actions can be implemented to reduce the incidence of these events in the future.

INCIDENT CLASSIFICATION	2021/2022
Near Miss	7
Pollution	5
Collision	2
Grounding	1
Man Overboard	1
Contact	6
Inappropriate Navigation	9
Fire	0
Injury	2
Mooring Failure	3
Machinery failure	4
Other	1
TOTAL	44

To report an incident to the harbour office please visit:
plymouthport.org.uk/safety/incident-report/

TRAINING & DEVELOPMENT

Staff training remains an important element in the Commissioners' commitment to provide safe and efficient port operations and services. Training is a continuous process and during the year training has been completed for staff to acquire new skills, refresher courses and some to meet legislative compliance requirements.

Training courses include the MCA Approved Engine Course, 2P-4P oil spill response training for staff, STCW courses including sea survival, LOLER training, Harbour Master distance learning, Trust port training and Duty Holder training. This year pilots attended the manned models at Solent University, which received positive feedback and we look to incorporate into future training budgets.

A lot of effort has been made to future proof the workforce here in the Port, and one of the outcomes has been an exciting link up with maritime training providers Searegs based in Turnchapel Wharf. We have two workboat apprentices currently working for CHC, learning a wide range of new skills, whilst obtaining a high level of certification.





CATTEWATER
HARBOUR
COMMISSIONERS

Contact Us

2 The Barbican, Plymouth, Devon PL1 2LR

Tel. 01752 665934 | Cattewater

Tel. 01752 662708 | Pilots

Tel. 01752 836953 | QHM Longroom



Cattewater Harbour Commissioners



@PlymCatte



cattewatercaptured

www.plymouthport.org.uk | info@plymouthport.org.uk