

An aerial photograph of a harbor serves as the background. A large, semi-transparent blue circle is centered over the water, containing the title and logo. The harbor features several boats, a large barge in the lower left, and a coastal town with buildings and a pier on the right. The sky is clear and light-colored.

ANNUAL REPORT

LANGSTONE

HARBOUR BOARD

2024/25

About the Board

Langstone Harbour is designated a Trust Port by the Department for Transport (DfT). It is an independent body run by a Board for the benefit of the harbour's stakeholders and operates within DfT guidelines published in the Ports Good Governance Guidance. The Board consists of six Council appointed Councillors from Portsmouth City and Havant Borough Councils, with one Council appointed Councillor from Hampshire County Council. As recommended by the DfT, the Board consults and seeks guidance from an Advisory Committee whose members represent the users and stakeholders of Langstone Harbour. The Chair and Vice-Chair of this committee also sit on the Board.

The Langstone Harbour Advisory Committee is an integral part of good governance, allowing stakeholders to bring ideas and raise concerns to the Board. It is also a perfect vehicle for the Board's Officers to assist in the flow of information to harbour users and the local community. The Committee are consulted on all matters affecting the management of Langstone Harbour, including maintenance, safe navigation, conservation, protection, and regulation.

Portsmouth City Council

Graham Heaney (Chair)

Kimberly Barrett Peter Candlish
Darren Sanders Lee Tindal
Raymond Dent

Havant Borough Council

Paul Tansom (Vice-Chair)

Gwen Robinson Gillian Harris
Jonathan Hulls Netty Shepherd
Sarah Milne

Hampshire County Council

Lance Quantrill

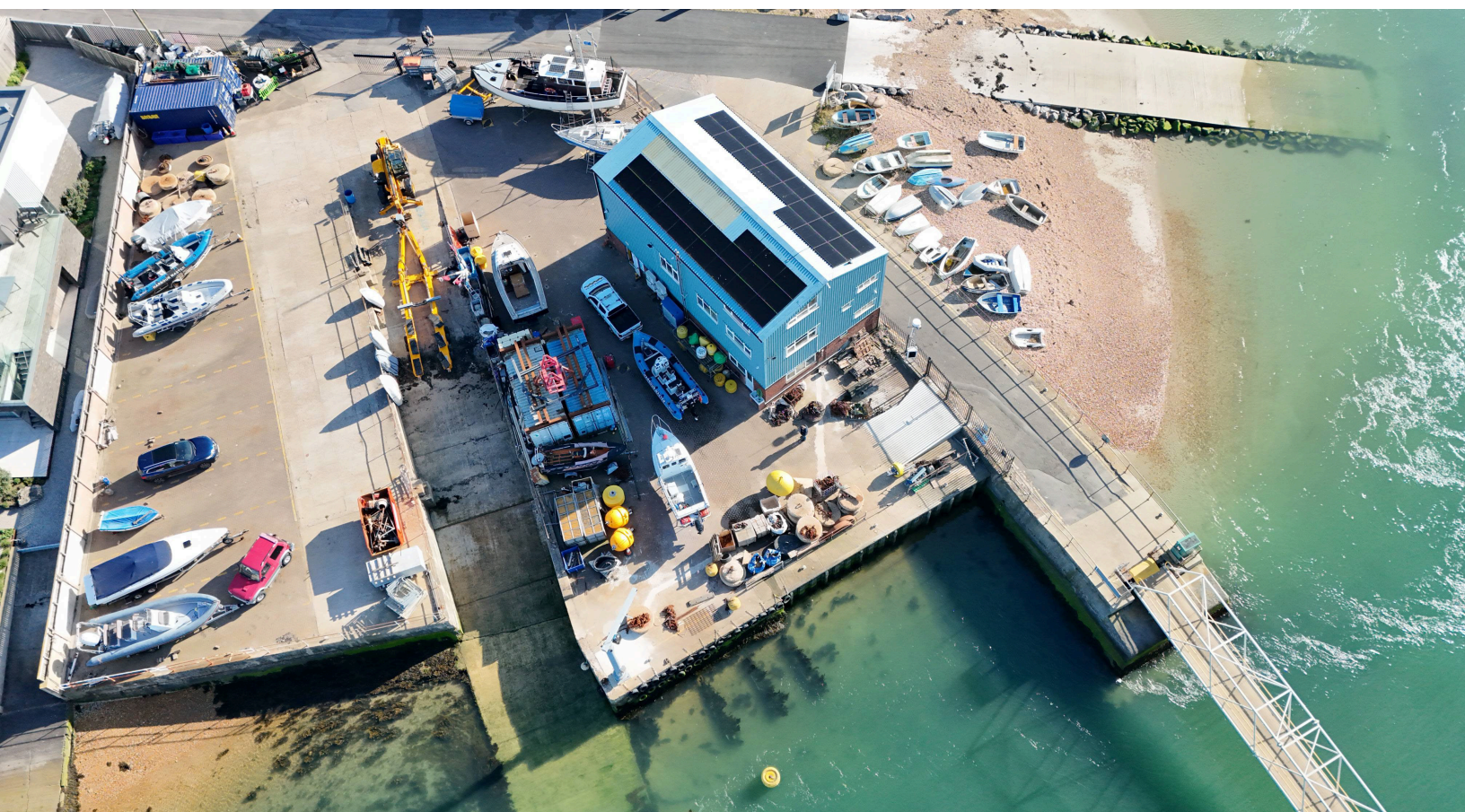
Advisory Committee

Mark Pullen (Chair)

Rob Bailey (Vice-Chair)

Principle Officers of the Board

Billy Johnson	Harbour Master
C Braby ACMA	Treasurer
Capt. Rob Dunford	Deputy Harbour Master
Tom Hands	Office Manager
Meg Roberts	Environment Officer



HARBOUR MASTER'S REPORT

It has been a fantastic year for Langstone Harbour, with progress continuing on many fronts. Highlights have certainly been the replacement of the ageing slipway at Ferry Road, Hayling Island, and the completion of maintenance packages on the dolphin piles and pontoon at Eastney, and the dolphin piles on the Hayling pontoon. All this was made possible through another successful application to the UK Seafood Fund which, this year, contributed £160 thousand towards our continued investment in harbour infrastructure - now standing at over half a million pounds in the last two years.

It's not only the local fishing community that have benefitted from improvements around the harbour, though. The real-time tide and weather station which is now operational at the Harbour Office is available for all harbour users - from kayakers right up to our resident dredger. Continued efforts to reduce the number of wrecked and abandoned vessels, especially in the Eastney Lake area are not only having a positive environmental impact but also helping to reduce levels of anti-social behaviour in the area.

At the same time, we have also been working hard to develop our marine services offering. Our RIBs have been chartered to the University of Portsmouth and Portsmouth City Council, and our workboat Delilah has been put to good use working for the King's Harbour Master in Portsmouth, and Havant Borough Council maintaining the Hayling seafront swim zone buoys. The Harbour Office yard has also seen an increase in activity, with boat owners taking advantage of improved lift-out facilities available for short term and over winter storage.

Looking to the future, we will continue to invest in our marine services, and to build on recent work with the Councils in developing much-needed strategic plans for Langstone Harbour. The Harbour has a huge amount to offer our users, and the community more widely, so ensuring that we are at the heart of decision making locally will be a key priority. As our regular users already know, Langstone Harbour is a true hidden gem. We are now in a better position than ever to champion the Harbour more widely as a safe and vibrant destination to access the water, but also as a critical haven for nature.

I hope you enjoy reading our report on the year April '24 to March '25! As always, if you have questions about activity in the harbour or what we are doing to support the environment and our local communities, please do contact the Harbour Office!



Billy Johnson, Harbour Master

A Year In Numbers

396,082 Tonnes of cargo landed

250 Commercial ship visits

43,566 Passenger journeys

630 Visiting vessels

373 Resident vessels

70 Deep-water moorings

£1,074,743 Total income

£1,067,178 Total expenditure

£64,854 Capital investment

+£7,565 Variance to budget
(0.86%)

70 Attendees at the Open
Forum

24 Organisations on our
Advisory Committee

£12,592 Investment in
training

2 New Assistant
Harbour Masters

5 Full-time staff

13 Part time staff

54 Incidents reported

12 Lives saved

104 AtoN in the harbour
(66 owned by LHB)

98.25% Cat 2 AtoN availability

99.6% Cat 3 AtoN availability

8 AtoN casualties
restored

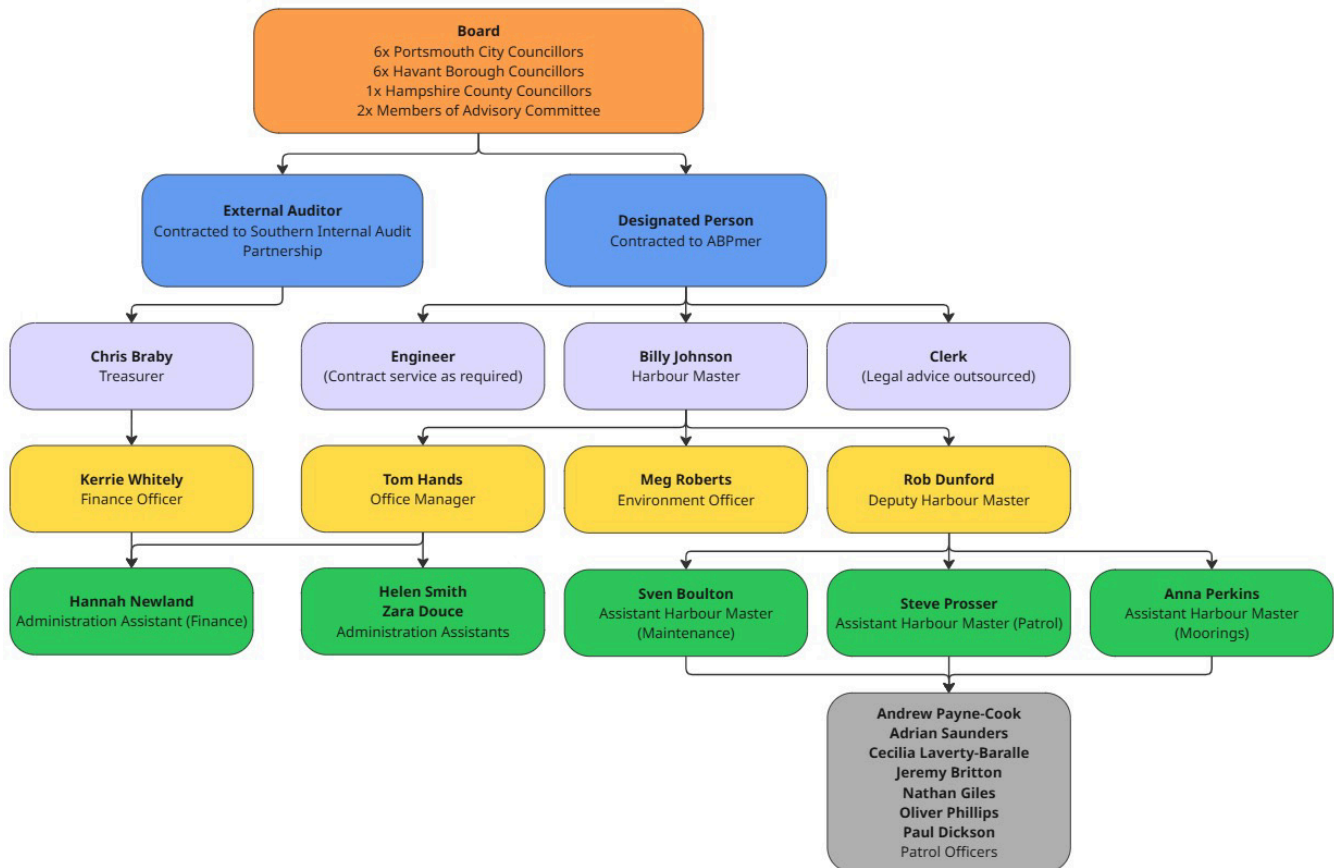
10 Wrecks removed

4.7MWh Renewable energy generated

14 Environmental surveys
completed

Meet the Team!

We have eight full time roles covered by eleven members of staff on flexible arrangements, which allows us to improve our cover during the busier parts of the year. We also employ two members of staff on a weekly part time basis to manage our finances, and recruit between six and ten additional marine staff, on zero-hour contracts to make up our patrol team over the summer.



This year, we welcomed two new Assistant Harbour Masters in Sven Boulton and Anna Perkins, as well as two new patrol officers in Cecilia Laverty-Baralle and Andrew Payne-Cook. We're incredibly lucky to have a diverse pool of staff - allowing us to call on a range of skills and experience. This gives us the flexibility to take on a range of tasks involved in running a small harbour.

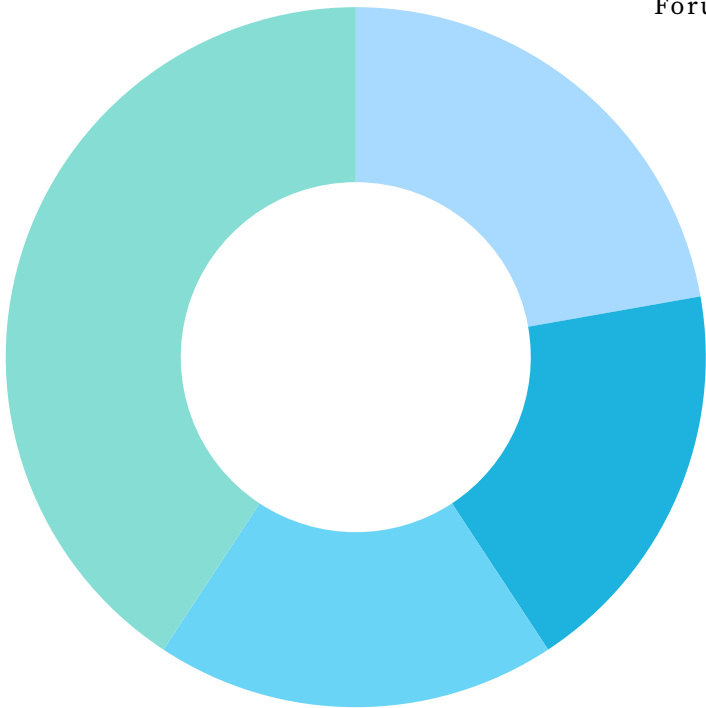
I - Incident Reporting

Managing safety is one of LHB’s primary responsibilities and ensuring that the harbour is a safe place includes the maintenance of marine infrastructure and the management of activity on the water. Effective incident reporting is a key part of this.

There were 54 separate incidents logged in 2024/25. Most of these incidents have been minor, involving motor and sailing vessels and members of the public. All incidents are reported to prevent recurrence and improve operations. Having a team afloat during the busy summer period providing assistance or recovery of people in difficulty can significantly reduce the burden on our Search and Rescue organisations locally and can prevent a minor incident escalating into something more serious.

Under local byelaws, commercial and leisure incidents are required to be reported to the Harbour Master.

Reported incidents in 2024/25 by type:



- Vessel adrift (12)
- Member of the public stranded/in difficulty (10)
- Vessel sunk/sinking (10)
- Other Incidents (22)

The LHB is not an emergency service, but through our patrol service, our officers are often first on the scene. The team undertake exercises with various agencies, including HM Coastguard, Marine Police, Border Force, and Fire and Rescue Service.

The patrol team will also carry out enforcement activity to keep harbour users safe. Enforcement can take the guise of advising people of the regulations, which can escalate to a verbal or written warning, or result in prosecution. The Board completed one prosecution in 2024/25 where an individual was found guilty at Portsmouth Magistrate’s Court of exceeding the 10 knot speed limit. The fine, costs, and victim surcharge totalled over £6k.

It is estimated that LHB saved 12 lives during 2024/25, nine of which were related to the use of paddleboards or kayaks. This highlights a trend seen at the coast, in that it has become increasingly easy to purchase equipment and get afloat without the need to undertake any training or understand vital factors like weather and tides, leading to dangerous situations. The Board will continue to engage with the RNLI, RYA and local Water Safety Forum to promote awareness.

The three most reported incidents in 2024/5 were: vessels adrift (12), members of the public in difficulty (10), and vessels sunk or sinking (10).

Reportable incidents:
MAIB - 1 (outside of Statutory Harbour Area)
HSE - 0
RIDDOR - 0



II - Emergency Planning

To ensure preparedness for incidents such as fuel and oil spills, it is essential for the team to receive accredited training for pollution response and regularly exercise emergency procedures. In 2024/25, five Officers received Oil Spill Responder training, and the Harbour Master received Oil Spill Commander training, bringing the total number of trained staff to eight.

During 2024/25, LHB carried out two Tier 1 oil spill exercises and its 3-yearly Incident Management Exercise (IME), in collaboration with Chichester Harbour Conservancy. The IME is an MCA requirement to validate our Oil Spill Contingency Plan, while testing our ability to effectively manage an incident, protect the environment, and improve organisational interoperability.




During 2024/25 LHB responded to three confirmed Tier 1 oil spills. In May, a 100m sheen was reported outside the Harbour Office. A vessel on the slipway trailer in LHB's yard was held at such an angle whereby the bilge system was discharging. The vessel owner was notified, and the problem rectified. LHB staff deployed sorbent booms, and the RIB conducted surface agitation. Since the incident, vessels on the slipway are held at an appropriate angle and vessel owners are reminded to switch off bilge pump systems.

As part of our continual training programme, the marine team carry out training over the course of the year to maintain skills and ensure effective emergency response. During the 2024 season, in house training consisted of towing, person recovery, CPR and defibrillator training, pacing drills, DELILAH deck brief, and oil spill response.

III - Port Marine Safety Code

The Port Marine Safety Code (PMSC) sets out a national standard for every aspect of port marine safety. Its aim is to enhance the safety for everyone who uses, or works in, the UK port marine environment. The annual review of the Harbour’s Marine Safety Management System (MSMS) was conducted by ABPmer in October 2024, acting as the Board’s Designated Person, in accordance with the PMSC. LHB were issued no non-compliances and was found to be fully compliant with the Code.

The PMSC audit reported 9 **Observations** relating to improvement opportunities for management consideration. This marks the fewest ever observations LHB has been required to address. The audit also identified 87 items as **Satisfactory**, as well as 5 areas of **Best Practice**, including LHB’s internal staff training matrix and the Enforcement and Prosecution Policy.

Number	Key Measures Ten-Point ‘Health Check’			
1	Duty Holder	0	1	5
2	Designated Person	0	0	2
3	Legislation	0	1	6
4	Duties and Powers	0	7	47
5	Risk Assessment	0	0	5
6	MSMS	0	0	10
7	Review and Audit	0	0	4
8	Competence	0	0	3
9	Plan	0	0	3
10	Aids to Navigation	0	0	2
Total		0	9	87



IV - Harbour Activity and Conservancy

Occupancy of Board maintained deep water moorings has decreased, with 70 licenced moorings across the main areas. Total occupancy has also decreased since the previous year, largely due to a temporary pause on licencing new tidal mooring sites, whilst clearance of wrecked and abandoned vessels is taking place.

Hayling Ferry

The Hayling Ferry operates a scheduled passenger service between the Hayling Island and Eastney pontoons - an invaluable active transport link into Portsmouth city. During 2024/25, 43,566 trips were made across the harbour via the Ferry. It is estimated that the operation saves 357,000 car miles between Hayling and Portsmouth each year. The Board makes a per passenger charge which goes towards the general management of the Harbour, including pontoon maintenance (£76,096 in 2024/25).

Aggregate Import

The harbour is an important site for the landing of sea-dredged aggregate destined for the construction industry, via Kendall's Wharf in the north-west of the harbour. The sight of the 84m AI AVOCET arriving and departing the harbour over high water is a regular one, and the continued relationship between the LHB and Holcim UK Ltd, who operate the wharf, is crucial to the future of the harbour.

The 2024/25 year saw a record volume of cargo landed at Kendall's Wharf - 396,082 tons over 250 visits. This important trade is central to the funding of the harbour and being able to successfully host industrial aggregate import in close proximity to leisure activity, in an environmentally sensitive site without adverse impact on harbour users or our designated features is a huge positive for us.

Pilotage

Holcim UK Ltd are the primary customer for the LHB's pilotage service. This statutory responsibility is covered by a team of three pilots - two in-house (HM and DHM) and one externally recruited to provide further cover. The service was used on 34 occasions during the course of the year, 9 times to cover crew change on the AI AVOCET, and 24 times for the CITY OF CHICHESTER which called at the harbour in August '24.

The Board operates a system of pilotage exemption for appropriately experienced Masters and Deck Officers. During the course of the year the Board authorised 2 new Pilotage Exemption Certificates (PECs) for the AI AVOCET and the local workboat STOREBROR, and renewed 2 existing PECs for the AI AVOCET.

Conservancy

The Board recognises its duty to conserve the harbour so that it is fit for use as a port, and safe for the public to use. We put in measures to assist safe navigation i.e. lights and buoys, commission hydrographic surveys, and run a seasonal patrol service to oversee vessel movements and maintain public safety on the water. LHB complies with the Harbour Master's Guide to Hydrographic and Maritime Information Exchange (UKHO, 2025). Records of hydrographic surveys are kept by the harbour office, and are sent to the UKHO to update the local chart (BA 3418, Ed 12).

Limited dredging takes place within the harbour, as most channels are considered to be self-scouring. Licenced berth maintenance dredging takes place at Kendall's Wharf to maintain the berth pocket for AI AVOCET, but none was required in 2024/25.

Premier Marina Southsea manage dredging surveys in the marina approach channel, but no works were carried out in 2024/25.



V - Environment and Sustainability

The 2024/25 period has been a productive and collaborative year for environmental work in Langstone Harbour. I'm pleased to highlight the progress being made in protecting and understanding this unique coastal ecosystem.

Shingle recharge by the RSPB improved roosting and breeding habitat for birds. We continued water testing, on behalf of Southern Water, supporting their efforts to establish real-time monitoring across the district. Our involvement in Project Portunus included intertidal surveys focused on invasive species, while seal and small fish monitoring provided valuable ecological insights.

We partnered with Bird Aware Solent to publish Watersports with Wildlife, guiding harbour users on routes that minimise wildlife disturbance. Two work experience students also joined us, gaining hands on conservation experience.

Finally, the Board approved budgeted spend to support the renewal of the Langstone Harbour Management Plan, first published in 1997. This, alongside findings from the Solent State of Nature Report, will help to shape our future priorities.

Thank you to all our partners, volunteers, and colleagues who contributed to another year of meaningful environmental action!

Meg Roberts
Environment Officer

Langstone Harbour is designated as a Site of Special Scientific Interest, Special Protection Area, Ramsar wetland, and forms part of the Solent Maritime Special Area of Conservation. The Wildlife and Countryside Act 1981 requires landowners/occupiers to conserve the special features of the site. Similarly, the Conservation (Natural Habitats, &C) Regulations 1994 require relevant authorities within, or adjacent to, a European marine site to be responsible for the management of the site.

Oil Spill Contingency Plan

It is a requirement under the Merchant Shipping (Oil Pollution Preparedness Response and Co-operation Convention) Regulations 1998 that any harbour facility has an Oil Spill Contingency Plan. We must be capable of responding to a Tier 1 oil spill, and hold an appropriate stock of equipment, a contract with a Tier 2 response organisation, and exercise the Plan. The primary purpose of the Plan is to set in motion the necessary actions to stop/minimise a discharge and to mitigate its effects. LANGSPILL has been approved until July 2026, subject to annual review.

In May, the Maritime and Coastguard Agency (MCA) audited LANGSPILL. Concluding remarks were that the LHB team are prepared for incident response, but some matters require improvement. As a result, a maintenance regime has been implemented, with kit stock inspected once a month, and a full stock inspection twice a year. No non-compliances were noted.





Port Waste Management Plan

The Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 apply to any harbour or terminal within the UK. Every harbour authority must provide waste reception facilities adequate to meet the requirements of vessels using the harbour – commercial and leisure. In addition to the provision of facilities, there is also a requirement to produce a Port Waste Management Plan, valid for three years. The Plan was reviewed and submitted to the MCA for validation in October 2024.

A copy of the PWMP can be found at www.langstoneharbour.org.uk

Renewable Energy

As part of our success in Round Three of the UK Seafood Scheme, a solar array was installed on the Harbour Office roof as part of our decarbonisation plans and to offer green energy to fishers to wash down gear and carry out vessel maintenance on the Harbour Estate. The system is predicted to save 4.5t of CO2 annually.

Seabird Breeding Data

2024 saw the permanent closure of the RSPB islands in the harbour, after many years of a dedicated landing site at the southern tip of Long Island. This decision was made to protect nesting seabirds, after a tumultuous few years, as well as to protect members of the public from concerns regarding avian influenza.

Little Tern parents had their most productive year since 2017, with 4 fledglings, a 50% increase from 2023. There was a similar number of nests as observed in 2023, after a two-year low period in 2020 and 2021, suspected as a result of disturbance pressure from the lifting of Covid-19 restrictions.

An amazing year for our Sandwich Terns (aka 'sarnies'), with the highest ever recorded number of nests and fledglings at 233 and 178, respectively.

Since 2017, rafts installed by the RSPB at the Old Oysterbeds have provided dedicated nesting habitat for terns.

Species	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Black headed gull	3844 (785)	3472 (910)	4897 (1059)	5581 (1492)	3984 (1898)	4040 (372)	3517 (1232)	3482 (1892)	4096 (2017)	4984 (1827)
Mediterranean gull	386 (398)	883 (697)	835 (442)	1737 (623)	128 (176)	1579 (271)	1249 (601)	673 (429)	2184 (1252)	1731 (1289)
Common tern	118 (2)	104 (4)	154 (52)	149 (79)	110 (82)	71 (56)	67 (60)	76 (73)	93 (5)	23 (5)
Little tern	36 (2)	11 (0)	36 (27)	57 (1)	49 (1)	22 (0)	3 (0)	6 (0)	13 (2)	12 (4)
Sandwich tern	93 (70)	112 (49)	73 (44)	113 (42)	59 (20)	113 (21)	5 (4)	9 (6)	217 (125)	233 (178)
Oystercatcher	-	-	-	-	-	-	-	18 (8)	13 (6)	13 -
Ringed plover	-	-	-	-	-	-	-	12 (10)	9 (10)	9 (2)

Number of active seabird nests in Langstone Harbour 2015-2024. Number of successfully fledged chicks shown in brackets after nest numbers.

Langstone Harbour, together with Lymington Marshes, supports 85% of the breeding seabird colony in the Solent!

Small Fish Survey

Small fish surveys are conducted in Langstone to monitor the population and diversity of small fish species in the area. Surveys form part of an ongoing effort to track and understand changes in marine ecosystem over time to assist conservation and management decisions.

A total of 19,535 fish were caught during the 2024 surveys, representing 13 species. Clupeid and sand smelt accounted for over 98% of the total catch – due to the incidental capture of two shoals during net shooting. Sites include Bedhampton Wharf, Sword Sands, and Eastney Point – the latter being the site where 77% of the total catch was caught. The large quantities of small silver fry was a surprise, but welcomed by partners, as these fish represent an important food source for the harbour's breeding seabird colonies, as well as larger predatory fish such as Bass. Whilst large quantities of small fish were caught, it was a poor year for species diversity – the lowest in eight years of survey. Biodiversity is complex and dynamic - having high levels of biodiversity is indicative of a healthy and functioning ecosystem.

Coordinated Seal Monitoring

LHB have been involved in a coordinated seal monitoring effort since 2012, along with Chichester Harbour Conservancy, and more recently Beaulieu Harbour and volunteers on the Isle of Wight.

In 2024, there was a peak count of 13 animals in September. Anecdotally, Patrol Officers counted 16 animals during the summer months, on two occasions. No pups were confirmed during surveys, but three small animals were spotted continually outside of survey periods, suggesting it had been a successful breeding year.



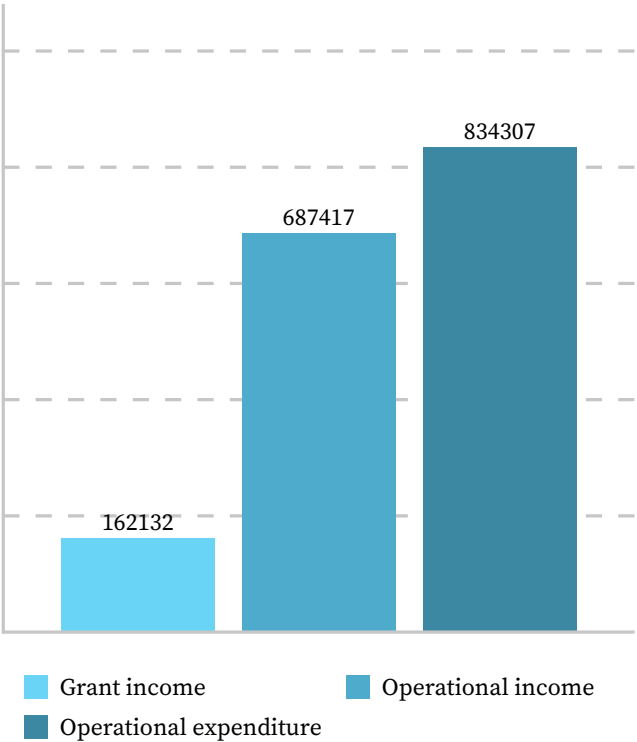
VI - Financial Performance

Foreword to the 2024/25 accounts

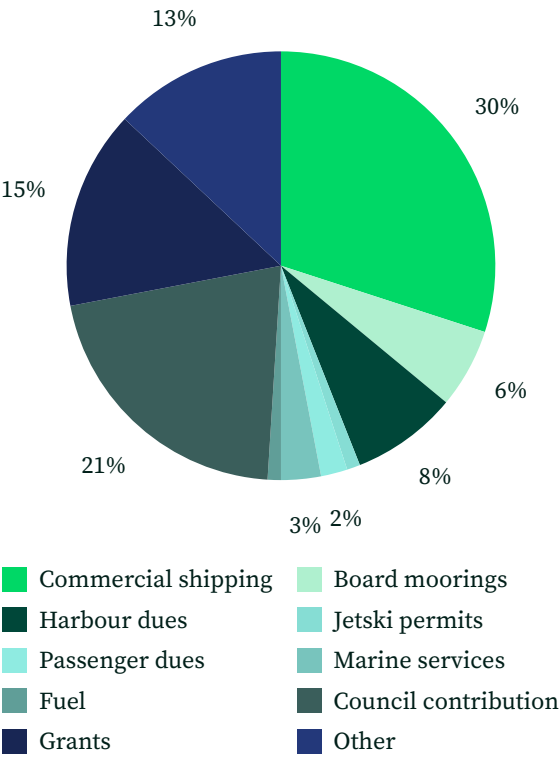
In the foreword to last year’s accounts, concern was expressed about the remaining useful life of the piles, in particular the Hayling Pontoon and the inevitable costs of replacement. Diving surveys revealed that with scheduled repairs and the fitting of new anodes, lifespans could be extended. Total costs in the year arising from the result of the survey of both the Hayling and Eastney pontoons totalled £76,000 - £62,000 over budget, £49,000 of which was covered from the remaining balance of the capital budget.

In March, a five-year financial projection was presented to the Board. This showed that under a “business as usual scenario”, the Harbour cannot be self-funding and thus will continue to partly rely on the precept.

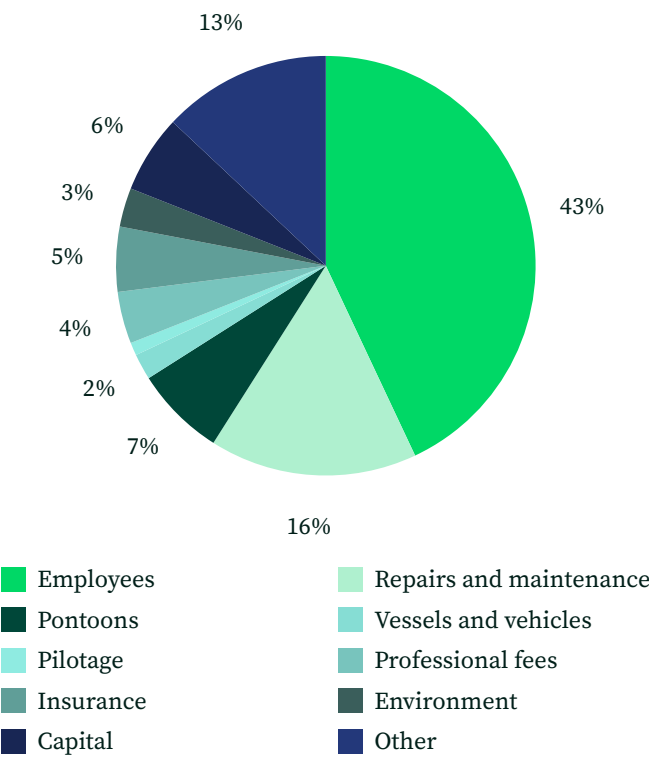
A full set of audited accounts, including explanatory notes, can be found on the website and are available to view at the Harbour Office.



Income Generation



Expenditure



Explanatory notes

Income

The financial year closed out with a £7,565 surplus. Income marginally increased by £46,224 in 2024/25. Marine Services income is £16,000 above budget, with a real drive within the organisation to promote these services. Work has included water sampling activity, mooring and AtoN maintenance for local authorities, and wreck removal. This is a service line that has steadily grown, from an income in 2021/22 of £3,048 to £35,118 in 2024/25 – a 1052% increase in four years!

The Board successfully obtained a second grant from the UK Seafood Fund: Infrastructure Scheme, Round 3, totalling £162,000, with total project spend of £203,000. When the Board approved the grant application, it was able to provide match funding of £41,000 from the 2024/25 capital budget of £90,000 set aside for a rebuild of the Hayling slipway, which was subsequently included in the grant. The grant also enabled significant investment in a quayside crane and the installation of a solar array on the Harbour Office roof.

Expense

Expenditure also marginally increased by £8,850 in 2024/25, when compared to the previous year. After more grant success, repairs and maintenance ended up with £200k above the budgeted spend, with £90k spent on refurbishing the Hayling slipway. Huge savings have been made by our Assistant Harbour Masters, who have been undertaking repairs and maintenance on Board vehicles and vessels, as opposed to contracting maintenance in.

Running the Harbour, by nature, is labour intensive, with employee costs representing 43% of LHB's total operational costs. This is inclusive of all seasonal staff, employed on a zero-hour basis, to fulfil the vital patrol function. Of significance, is the salary 'on' costs, which include National Insurance contributions at 10% and employer pension contributions at 12.6%.

LANGSTONE HARBOUR BOARD

BALANCE SHEET AS AT 31ST MARCH 2025

	Mar-25	Mar-24
Current Assets and Liabilities:		
Stocks	3,086	2,214
Debtors	137,796	141,203
Cash and bank	233,081	187,141
Short Term Investment	11,910	0
Current Assets	385,873	330,558
Current Liabilities		
Creditors	(356,504)	(309,091)
Net Current Assets	29,369	21,467
Long Term Liabilities	0	0
	29,369	21,467
FINANCED BY		
General Reserves	21,467	21,467
Earmarked Reserves		0
Surplus/(Deficit) current year to date	7,902	0
Total Reserves	29,369	21,467

VII - Stakeholder Engagement

As a Trust Port, our stakeholders are key to our ability to improve and protect Langstone Harbour for all. We actively engage with many stakeholder groups, including conservation organisations, customers, businesses, regulators, communities, communities, and local authorities.

There is a range of channels we use to inform, educate, and communicate with stakeholders, including our:

- website
- social media channels
- public meetings
- annual Open Forum
- and Annual Report

Digital and Social Media Presence

Our website remains an important resource, attracting 55,192 page views over the year, with peaks in the summer (241 on one July day). Notices to Mariners are published online and emailed to over 1,000 registered vessel owners and subscribers.

Social media engagement continues to grow, with our Facebook page reaching 19.3k viewers, peaking in February due to the oil spill exercise with Chichester Harbour Conservancy. Although our following is modest (420+ Instagram and 250+ Facebook followers) it helps us reach a broader audience than simply watersports users.

Public Meetings and Local Engagement

LHB is committed to hosting an annual Open Forum, providing an opportunity for stakeholders to discuss management, environmental plans, and development strategies. The 2024 event, held at Eastney Cruising Association, featured a presentation by the Board's Environment Officer on the opportunity to utilise seaweed aquaculture as a tool for bioremediation.

The Deputy Harbour Master presented at a number of events on the topic of End of Life Vessels. During the last two years of EoLV clearance at Eastney, he has gained notoriety across the country for the approach and scale of removals. It is estimated that 3% of LHB's annual budget has been spent on EoLV clearance in the last two years.

The Board's Environment Officer was invited to speak at a number of public meetings, including the Friends of Langstone Harbour AGM, Hayling Island Residents Association, and the Milton Neighbourhood Forum. These provide a valuable link to the wider community, who have a vested interest in local environmental management.





Environmental Partnerships

Collaboration remains central to effective management of the harbour environment. To this end, we are involved in the following partnerships (not exhaustive list):

- Solent Forum
- Solent European Marine Sites Management Group
- Three Harbours Partnership
- South Coast Marine Conservation Group
- East Hants Catchment Partnership
- Farlington Marshes Management Committee
- South West Aquaculture Network

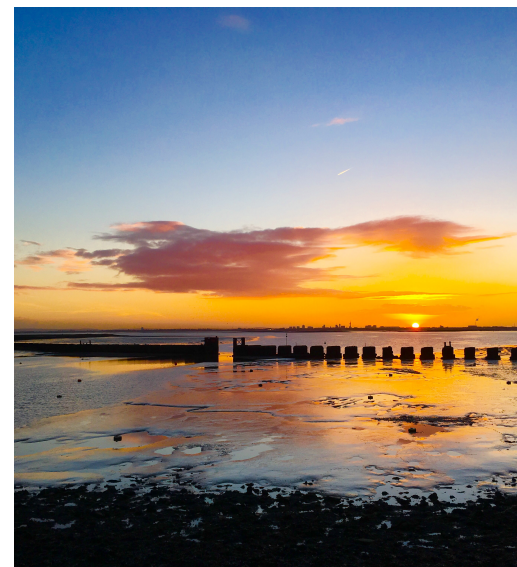
These partnerships ensure Langstone's role in regional conservation efforts and policy discussions.

Solent Wide Co-Operation

The Solent Navigation and Pilotage Coordination Committee (SNPCC), made up of pilotage authorities in the Solent meets every eight months. Its focus is on navigational safety and accident review, and is crucial to maintaining a coordinated approach to safety and navigation in the Solent. The most recent meeting took place in March 2024, hosted by Cowes Harbour Commissioners, and was attended by the Harbour Master.

Southern and Solent Harbour Master's Association (SASHMA) is designed to support harbours through the sharing of knowledge and experience. In response to the identification of engine failure as one of the primary causes of incidents in the region last year, SASHMA launched a joint Propulsion Failure Safety Campaign, targeted at reducing the number of engine failure incidents seen across the Solent, and this will be reviewed ahead of the 2025 season.

The Portsmouth Water Safety Forum is hosted by Portsmouth City Council and aims to provide local organisation with a direct interest in public water safety an opportunity to share good practice, keep up to date with each other's activity, and develop co-ordinated inter-agency approach to water safety.



Accountability

The Board regularly reviews risk management, audit procedures, and internal controls. Annual audits ensure compliance, with the 2024 review concluding that *a sound system of governance, risk management and control exists*.

Key risks include storm damage, staff retention challenges, reliance on a single trade for income, and governance arrangements. Risk mitigation efforts include improved IT systems, staff training, vessel and infrastructure maintenance, and seeking a Harbour Revision Order (HRO) to modernise the statutory provisions governing the Board's duties and powers.

The Board does not recruit its members but relies on nominations from local Councils and the Advisory Committee. All Board members are required to attend training sessions for Duty Holders, arranged by the British Ports Association. High levels of turnover at the Board level will continue to be a challenge for us. By continuing to develop close working relationships with Portsmouth City and Havant Borough Councils, we can promote a wider understanding of the harbour and its functions.

Until 2014, the Board operated with an annual budget deficit, which was met by a precept on the two constituent local Councils. The deficit was eliminated in 2015, but it has not been possible to sustain this position. The provisions of the harbour's establishing Act of Parliament, enabling the Board to call upon the constituent Councils, have been retained.

Commercial Accountability

The statutory and governance arrangements for Langstone are designed to share responsibilities for running the harbour rather than developing

commercial opportunities. Notwithstanding this, the harbour has a duty to maximise income where possible and manage costs where incurred.

Langstone Harbour's Business Plan was published in June 2017 and is overdue for review. An update was outlined to the Board in February 2023, but a full review is awaiting the conclusions of the Officer Working Group, brought together by HBC and PCC to analyse the findings of the Fisher Report (2023).

Reporting

Transparency and governance are key priorities for us. In order to achieve this, we publish annual accounts and governance returns on our website. These documents demonstrate that the Board operates fairly, balances interests, and provides essential information for stakeholder assessment.

Advisory Committee

Engagement with our Advisory Committee is at the heart of our efforts to communicate effectively with all stakeholders and demonstrate transparency and accountability.

Groups with an involvement in the Harbour also attend these meetings, so if you are interested in joining, please contact the Harbour Office.

Current members include:

- *Portsmouth and Langstone Sailing Association
- *RYA
- British WaterSki Federation
- Portsmouth Canoe Club
- Andrew Simpson Watersports Centre
- Friends of Langstone Harbour
- *Langstone Wildfowlers
- *Hayling Health Society
- *Langstone Harbour Fisherman's Association
- Holcim UK Ltd.
- Hayling Ferry
- *Hampshire and Isle of Wight Wildlife Trust
- *RSPB
- *Heritage England
- *Natural England
- *Southern Inshore and Fisheries Conservation Authority
- *Environment Agency
- Southern Water

***Statutory members**

Stakeholder Benefit

This section describes some of the Board's activity and explains the proportional compliance with the Department for Transport's governance guidelines. LHB provides essential infrastructure and services that directly benefit stakeholders, supporting both local communities and harbour users.

Public access and infrastructure:

- Pontoon landing facilities at Eastney and Hayling Island serve leisure, commercial, passenger, and fishing vessels up to 24m in length.
- Scheduled ferry service between Eastney and Hayling Island offers a vital transport link.
- Emergency services (HMCG & RNLI) rely on the pontoons for casualty landings.
- The fuelling system on Hayling pontoon supports harbour operations.

These facilities enhance accessibility, connectivity, and safety, making the harbour an essential local resource.

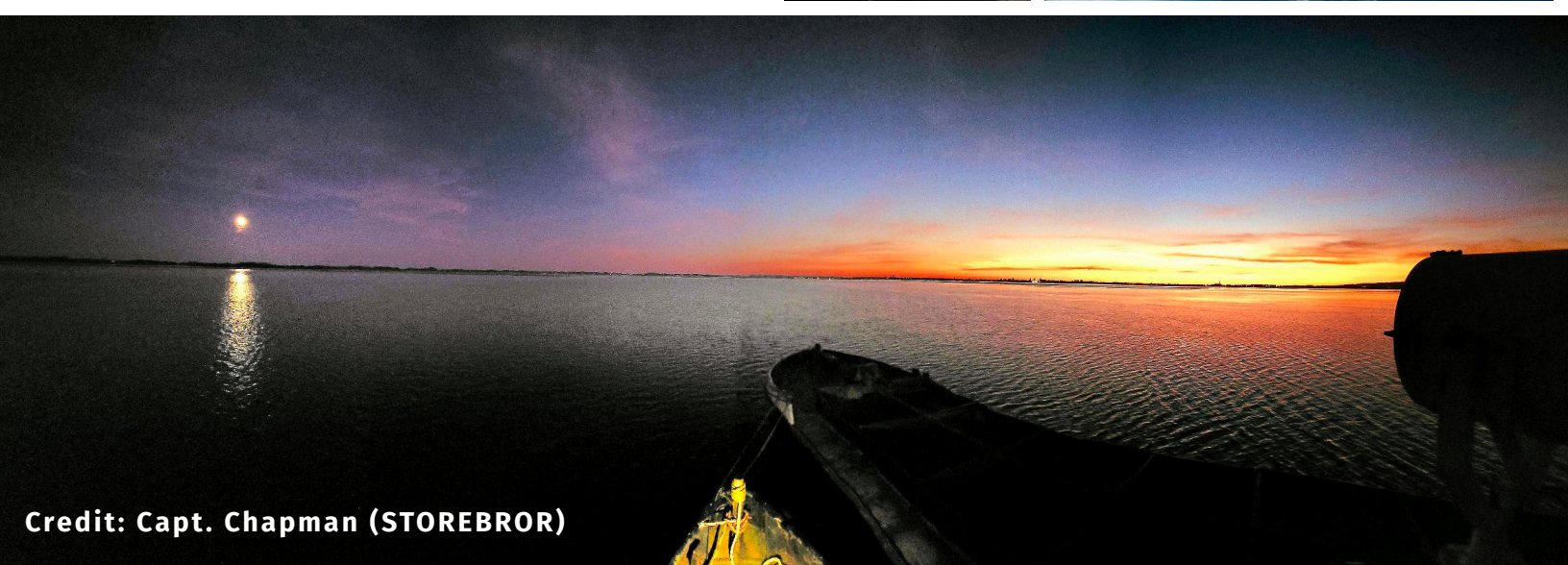
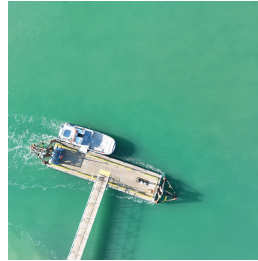
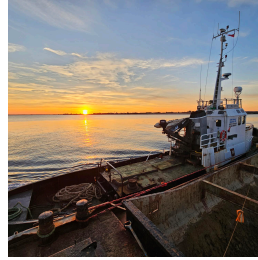
Remuneration

Board members, including stakeholder representatives appointed from the Advisory Committee, do not receive remuneration. The Board's current policy is to review staff pay scales with reference to the annual British Ports Association salary benchmarking figures, and to offer part-time administrative and patrol staff pay in line with the National Living Wage Foundation hourly rate.

Governance and Risk Management

Each year, the Board reviews its internal audit arrangements and governance effectiveness. The Annual Governance and Accountability (AGAR) ensures compliance with financial regulations. External audits confirm governance integrity - the 2024 audit concluded that a sound system of risk management and controls exist.

Although LHB is not solely commercially driven, its governance structure encourages fiscal responsibility, while maintaining a collaborative approach to harbour management.





An aerial photograph of Langstone Harbour, showing a large body of water with numerous sailboats and a few motorboats. A long pier extends from the shore into the water, with a small boat docked at its end. The shoreline is lined with various buildings, including houses and commercial structures, and a sandy beach area. The sky is clear and blue.

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