

2022-23

LANGSTONE

HARBOUR BOARD

Annual Report



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Introduction from the Harbour Master

Our annual report summarises activity taking place in the harbour over the last year (April 22- March 23).

Following from a period of recruitment and training, the focus for the year was undoubtedly to re-build our operational capability. Our aim was to clearly demonstrate value for money for all our stakeholders whether that be with our workboat Delilah, patrol and enforcement activity, the effective running of the office or our communications with harbour users. I genuinely think we have made progress in all these areas.

One of the highlights for me has been seeing the Delilah return to operational service and carrying out maintenance of moorings and aids to navigation in the harbour. Having this capability is vital in allowing us to offer safe moorings and ensuring that we are meeting our obligations as a local lighthouse authority. The Delilah also offers a great multi-purpose platform for us to carry out a range of other operations afloat and gives us the capability to respond in an emergency. It is no co-incidence that with the Delilah's return to service we didn't see a single LHB mooring failure over the winter period.

The other area that has seen real progress is the continued clearance of wrecked and abandoned vessels at Eastney. Working closely with the local council, it is now clear to everyone that we are making great progress in the area. I am really pleased to see that the considerable efforts of our marine team are paying off and have no doubt that we are improving the environment, providing community benefit, and improving the prospects of generating better income for the harbour - all at the same time.

Another highlight was of course the replacement of the Hayling pontoon linkspan. It was great to see this project finally completed and, with harbour infrastructure on the Hayling side now well in hand, we can turn our attention to the Eastney pontoon and linkspan.

Having said this, I remain acutely aware that the harbour faces considerable financial challenges. The historic surpluses generated through the aggregate trade are now long gone. The reality we face is one where the harbour has been running at an operational deficit for 10 of the last 12 years and is now in receipt of annual funding through the local councils, and we need to be very mindful of that.

There are opportunities out there though! We continue to explore options for moorings in the newly cleared sections in the Eastney Lake. We continue to work closely with our commercial aggregate customer, Aggregate Industries, to ensure that the trade remains in the harbour, and we are now offering improved higher specification moorings to commercial customers to maintain Langstone as an attractive mooring option within the wider Solent.

The next task will be developing a coherent vision of opportunities around the whole harbour and to work with the local authorities towards a more financially secure and environmentally sustainable future. In my last report I said that there was “certainly plenty of work ahead”, the fact is, we are only just getting started!

I hope you find this report interesting and informative as an overview, but feel free to contact the Harbour Office if you have questions or would like to talk about something in more detail.



Billy Johnson

Harbour Master, Langstone

Harbour Activity

A snapshot of our busy year.

April 2022

- *Pre-season Patrol training for Patrol Crews*
- *Annual Open Forum meeting held at the Andrew Simpson Watersports Centre*

May 2022

- *Pre-summer Water Safety Forum meeting*
- *Seal survey programme commences*

June 2022

- *Internal audit for FY21/22*

July 2022

- *Langstone stakeholder working group meeting*
- *Installation of fibre broadband to Office*
- *Hayling linkspan installation*
- *Work experience student placement*
- *Repair and maintenance work onboard Delilah*
- *Fish survey with Blue Marine Foundation*

August 2022

- *Eastney wreck and abandoned vessel clearance with Portsmouth CC*

September 2022

- *Flag Theofano memorial service*
- *Oil Spill Exercise – Ex Merganser*

October 2022

- *Seagrass collection with HIWWT*
- *Mooring maintenance work with Delilah*
- *Solent Forum*
- *Port Marine Safety Code Audit*
- *Endocrine Disruptors Symposium*

November 2022

- *Board duty holder training*
- *Joint Working Party and Staffing Sub-Committee meeting*
- *Further wreck clearance at Eastney*
- *EO and DHM deliver lecture to UoP Coastal Management students*

December 2022

- *Annual staff reviews*
- *Mooring maintenance work with Delilah*

January 2023

- *Annual Oil Spill Return*
- *Coastal Futures conference*

February 2023

- *Delilah out of water maintenance period*
- *Fisher Associates service review*

March 2023

- *Commercial Coding of LHB Patrol Rib1*
- *NMOC Visit*

Commercial Shipping and Marine Aggregates



Langstone Harbour hosts a single wharf used for the landing of sea dredged aggregate. Kendall's Wharf is owned by Aggregate Industries UK Ltd who operate the trailing suction hopper dredger (TSHD). The MV AI AVOCET is dedicated to supplying the facility at Copnor with aggregates dredge from licensed areas around 10 nautical miles south of Hayling Island throughout the year.

Kendall's Wharf

Imports in 2022/23 remained relatively stable although at slightly reduced levels, primarily due to this reliance on this single vessel. A total of 364,700 tonnes of sea dredged aggregate were landed in the harbour during the period. This was down 4½% on the previous year, primarily because the vessel was undergoing maintenance for the first two months of the year (April, May 2022).

Over 20 million tonnes of marine sand and gravel is extracted from over 65 licensed areas around the coast of England and Wales each year. Around 17% of the sand and gravel used in England and Wales is now supplied by the marine aggregates industry (source Crown Estate). Langstone Harbour handles the third largest volume of aggregates in the South Coast area (Shoreham to Poole) behind Shoreham and Southampton.

Pilotage

The Board has continued to provide a 24/7 pilotage service throughout the year with its in-house Pilots. The vast majority of the 223 visits to the harbour are by the AI AVOCET with ships officers operating under Pilotage Exemption Certificates (PECs).

In the absence of these locally qualified Masters and Mates, or when other vessels without regular local experience are contracted to land cargo within the harbour, the services of an LHB Pilot would normally be required. This happened three times at the start of the year when other vessels were contracted to bring material in to the wharf.

To maintain competency and share best practice, local arrangements have been made for our Pilots to join the AI AVOCET for monthly continuation training.

Pilotage is compulsory for vessels of 48 metres or more in overall length and vessels of 20 metres or more in overall length carrying more than 12 passengers. The charges levied go towards the hire of pilot launches from ABP Southampton to embark and disembark the Pilot and the costs of training, employing, and equipping our Pilots.



Moorings

Occupancy of Board maintained deep water moorings has remained stable year on year with 85 occupied moorings across the main areas for the calendar year. With the Delilah operational again, we have received enquiries about the potential to moor larger commercial vessels in the harbour which we are actively seeking to pursue.

Total mooring occupancy remained stable with 477 moorings being invoiced over the calendar year (verses 481 from the previous year). Mooring income therefore remained stable at £96,967. Mooring maintenance is undertaken in-house alongside maintenance of aids to navigation using the Board's mooring tender Delilah.



There are four main deep-water mooring areas in the harbour: two on the Portsmouth side and two on the Hayling side.

<i>AREA</i>	<i>Current occupancy</i>
<u><i>Entrance</i></u>	
<i>The Run</i>	6
<u><i>Portsmouth Shore</i></u>	
<i>A Area (Eastney to Locks Lake) Zones 1 and 2</i>	13
<i>D Area (Milton to Salterns Lake) Zones 2 and 3</i>	24
<u><i>Hayling Shore</i></u>	
<i>G Area (Mulberry) Zones 1 and 2</i>	12
<i>M Area (Sinah Lake) Zones 1, 2 and 3</i>	30



Recreational Sailing

Income from recreational harbour dues decreased slightly for the financial year from £72,981 (21/22) to £71,919 (22/23). Slipway launching fees were significantly down from £14,915 (21/22) to £3,957 (22/23). Primarily this can be attributed to a drop in the number of Personal Watercraft (PWCs or Jetskis) using the harbour, which reached a peak in the summers affected by Covid-19 as people used the coast in larger numbers. It should also be noted that the slipway by the Harbour Office is increasingly in need of repair and can be blocked by shingle - both factors which discourage its use. A repair to the slipway is planned for 22/23 if sufficient staffing resource can be found, but a longer-term replacement or renewal is considered a priority.

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Annual Harbour Dues (All Vessels)	1201	1193	1172	1122	1088	1081	1059	1057	1135	1118	1043	1085	1091	934
Daily Harbour Dues (All Vessels)	717	603	577	492	580	485	454	387	412	412	315	401	316	223
Jetski Permits (Annual)	226	228	203	184	173	195	152	169	224	233	224	402	314	118
Compound Plaques (Boat)	607	611	630	560	622	568	570	632	630	607	547	519	519	658
Waterski License	49	44	36	30	25	25	23	18	16	18	16	10	17	16
Moorings Occupied	550	560	552	532	552	520	521	526	515	525	507	466	481	477
Fishing Boats	23	21	19	19	27	23	20	34	18	8	4	4	3	16
Paddlesports													418	426

In addition to Southsea Marina and the Eastney Cruising Associations, there are 5 sailing clubs 4 fishing clubs, 2 rowing clubs and 2 sailing schools operating in the harbour with around 1000 leisure vessels using the harbour each year.



Passenger Ferry

The Hayling Ferry Company operate the scheduled foot passenger service running between the Hayling Island pontoon and the Eastney pontoon for Portsmouth and Southsea. During 22/23 a total of 47,936 trips were made across the harbour entrance. It can be estimated that the ferry saves around 357,000 car-miles between Hayling and Portsmouth each year¹.

The Harbour makes a per passenger charge which goes towards the general running of the harbour including the maintenance on pontoons. Expense on maintenance of pontoons in 22/23 was £27,549, along with £109,93 spent to replace the Hayling pontoon linkspan (see section see following section on Infrastructure).



The ferry passenger charge was reduced in July 2018 as a temporary measure to assist the service which was in danger of closing. This was intended to be a time-limited measure but was continued into budgets for the following year (FY 19/20) and was then extended during the period of Covid 19. The new offer reduced the per passenger charge from a sliding scale starting at 50p per passenger, to 15p per passenger for the first 50K passengers, rising to 30p per passenger after that. The rates were returned to a flat rate of 50p per passenger from April 2022 and will rise with inflation (along with other statutory charges) from April 23.

¹ Using DfT statistics ([NTSQ99011](#)) on passenger group size from 2002 onwards (2 persons average) and an equivalent distance by road of 14.9 miles.

Patrol and Enforcement



For six months of the year, from around Easter onwards, the Harbour has a dedicated patrol team on the water at weekends and bank holidays. This team, consisting of around 6 part time members of staff and a full-time duty officer, will often be first on scene to a variety of incidents on the water in and around the harbour.

Having the team afloat during the busier summer period providing advice or assistance such as the tow recovery of vessels or recovery of people in difficulty in the water reduces the burden on our Search and Rescue organisations locally and can prevent a minor incident escalating into something more serious.

The team will also carry out enforcement activity which can be advising people of the rules and regulations within the harbour or be escalated to a verbal or written warning or even result in prosecution. The harbour pursued one prosecution in 22/23 and on 29th November 2022 at Portsmouth Magistrates Court, an individual was found guilty of exceeding the harbour's 10 knot speed limit on a jet ski. The fine, costs, and victim surcharge totalled at £232.

The fine for exceeding the 10kt (11½ mph) speed limit in Langstone Harbour is up to £1,000.

Navigation & Marine Safety

Each year the harbour undergoes an external audit of our Safety Management System under the Port Marine Safety Code and of our management of Aids to Navigation by Trinity House, the General Lighthouse Authority for England and Wales.





















Port Marine Safety

Our designated person for port marine safety audit, Monty Smedley of ABPmer, attended the harbour in October 2022 and the results of this audit were formally presented to the Board at its December meeting.

The Harbour was found to be non-compliant in a number of areas including our Duty Holder, Legislation, Duties and Powers, and Aids to Navigation (see summary).

While it is acknowledged that our unusual governance set-up may preclude the harbour from functioning along the lines of a true trust or municipal port, the report highlights the clear need for an amendment to our legislation through a Harbour Revision Order (HRO) to better manage activity within the harbour.

SUMMARY OF FINDINGS AND RECOMMENDATIONS

	1	Duty holder: A large proportion of the Board have not taken the time to gain an appropriate insight and understanding of the port marine activities of LHB. It is clear that they do not fully understand their obligations as an SHA, CHA or LLA.	
	2	Designated Person: Independent DP in place with annual reporting and auditing in place.	
	3	Legislation: Most of the duty holders have not visited the harbour office, undertaken a harbour familiarisation tour, and undertaken duty holder training. It is not possible to confirm the duty holders are fully aware of the powers and duties related to marine safety.	
	4	Duties and Powers: LHB are missing significant powers within their legislation, which highlights significant issues to the application of the Code. Without these powers achieving compliance with the Code would be challenging.	
	5	Risk Assessment: The Risk Assessment in place is viewed as fit for the operations undertaken by LHB. However, the Risk Assessment process is compromised by the lack of CBA and revised FSA, should LHB look to reduce operating costs.	
	6	Marine Safety Management System: As per comments in section 5, the MSMS in place is fit for purpose for the marine operations currently in place. However, the lack of CBA and revised FSA may compromise its effectiveness to deliver.	
	7	Review and Audit: Review and audit is undertaken on an annual basis. The apparent lack of involvement from the Board as Duty Holders is a cause for concern.	
	8	Competence: Harbour marine staff are competent and have training and skill commensurate with their roles. There are areas of weakness around Pilot training and Board level duty holder training and marine experience.	
	9	Plan: 3-year plan published in public domain.	
	10	Aids to Navigation: Langstone has fallen into the 12 worse performing harbours in the country as reported in the latest Trinity House (GLA) Annual report. Some progress has been made, but more must be done with 3 rd party lights.	

Every three years the MCA carry out a national compliance exercise requiring all Statutory Harbour Authorities to declare compliance with the PMSC. The last exercise was completed in March 2021 and Langstone Harbour Board declared its compliance with the Code at this time.

Local Lighthouse Authority responsibility



Langstone Harbour Board are a local lighthouse authority and report to Trinity House as the General Lighthouse Authority for England and Wales. The Trinity House annual inspection of lights and buoyage on the water took place in November 2022 with a follow up audit conducted in June 2023. Management of Aids to Navigation (AtoN) was found to be satisfactory, however, historic availability continues to adversely affect our availability statistics and will do for at least another year. (See following section on Conservancy activity.)

Solent-wide co-operation

Solent Navigation and Pilotage Coordination Committee and Operations Group

The Solent Navigation and Pilotage Coordination Committee (SNPCC), comprising the pilotage authorities of Portsmouth Dockyard Port, Southampton, Portsmouth International Port, Langstone and Cowes meets every eight months and is chaired by the host harbour. The aim of this group is to brief Solent Port Directors and Chief Executives

on marine activities across the district and provide an update on the various ports business activities. This summer's meeting, held in Portsmouth, was delayed until September 2022, and the next meeting, scheduled for Cowes in May 2023, was attended by Langstone's Deputy HM.

The SNPCC Operations Group (SOG), which considers detailed issues of navigational safety and reviews accident reports and investigations, was also delayed, and met in January 2023 (hosted by ABP Southampton). These meetings are a key part of the co-operative approach to the management of safety and navigation in the wider Solent.

Portsmouth Water Safety Forum

Portsmouth Water Safety Forum is chaired by Portsmouth City Council and attended by representatives from Portsmouth City and Gosport Borough Councils, Hampshire Police, the Queen's Harbour Master (QHM), the RNLI, Portsmouth Coastguard Rescue Team, Portsmouth, and Southsea Volunteer Lifeguards and National Coastwatch, Gosport.

The aim is for interested organisations to meet before during and after each summer season to address leisure marine and public safety issues locally and to co-ordinate our approaches. Key topics continue to be the dangerous use of PWCs, anti-social behaviour, and members of the public jumping and swimming in both Portsmouth and Langstone harbours (tombstoning). The group met in May, July, and September of 2022 and again in March 2023 for the start of summer 2023.

The community approach to coastal public safety, including inshore leisure marine, is the most effective way of educating, changing behaviour and sharing resource when responding to these types of incidents and accidents.

Operation Wavebreaker

In 2020, responding to a surge in reports of anti-social behaviour on the water, Hampshire Marine Police launched **Operation Wavebreaker** to tackle dangerous use of vessels and other anti-social behaviour in the Solent and

other waterways across Hampshire and the Isle of Wight. The operation sees Hampshire Police Marine Support Unit working closely with partner agencies, including the RNLI and Maritime and Coastguard Agency, Harbour Masters, the MOD Police, and others throughout the season to address and resolve issues.

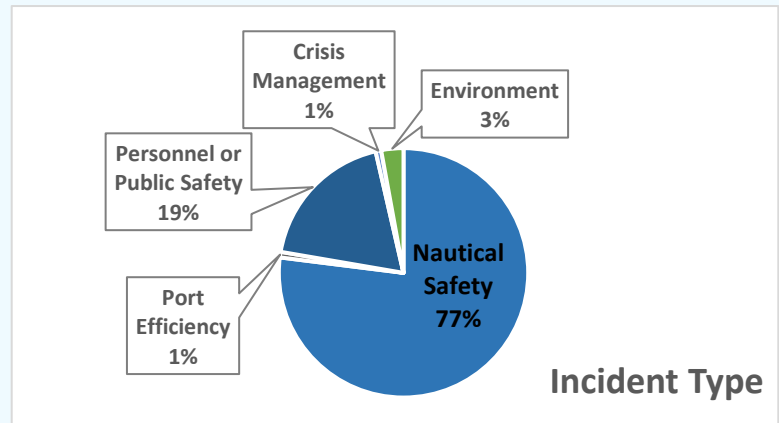
Operation Nautical

Operation Nautical is the dedicated policing response to the increased footfall expected up and down Southsea seafront and neighbouring areas in Portsmouth during the summer. The operation sees officers working alongside partners including Motiv8, Active Communities Network, Portsmouth City Council wardens, local harbours, Ministry of Defence police, Hampshire Fire & Rescue Service, street pastors, local councillors, businesses as well as local residents in the city and increasing patrols in areas where there is the potential for higher rates of anti-social behaviour as the weather gets warmer.

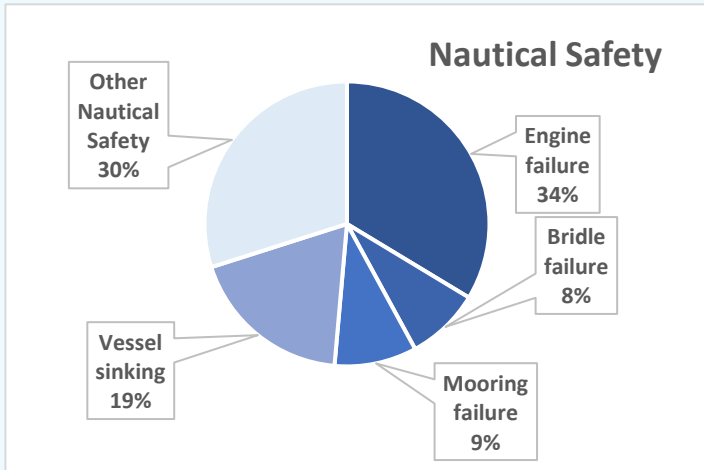
Incidents and Reporting

Accidents happen, and incidents involving small craft continue to dominate reports in Langstone Harbour. Incidents are generally concentrated in the sailing season (particularly during the holidays) and following heavy weather over the winter. A total of 139 incidents were reported to the Harbour Office during the period and of these: 77% were classified as “nautical safety” and 19% as “public safety”.

Of the 107 reported nautical safety incidents 15 were in response to HMCG tasking, MAYDAY calls received, or to assist persons in the water.



We estimate that 16 lives were saved through the actions of our Langstone Harbour Patrol team over the course of the season, mainly assisting paddlers (kayaks and SUPs) that had got into difficulty. Other reported incidents include one case of arson on the Eastney pontoon, and a member of Patrol staff being subjected to abuse and threatening behaviour.



The causes for the majority of incidents fit the general pattern for Langstone with mooring and bridle failures, vessels flooding or sinking, and engine breakdowns accounting making up the bulk. Every incident is of course unique, but we can make a few general comments on incidents often seen in Langstone:

'Vessels Adrift' Most of the incidents in this category concern small boats coming adrift from their moorings because of defective or neglected mooring bridles.

'Mechanical Failure' The summer season is marked by a significant increase in trailer-launched vessels, including PWCs. Pre-season checks are an important part of getting back out on the water.

'Tenders Adrift' One of the main reasons for tenders adrift in the harbour is the impact of high equinoctial tides on tenders not secured at the shoreline. Such tides normally mobilise several tenders on a single tide. It is important to name tenders so they can be returned to their owners.

'Moored Vessel Sunk/Sinking' The frequency of this category has not changed in recent years. Most of these incidents concern neglected boats on tidal moorings.

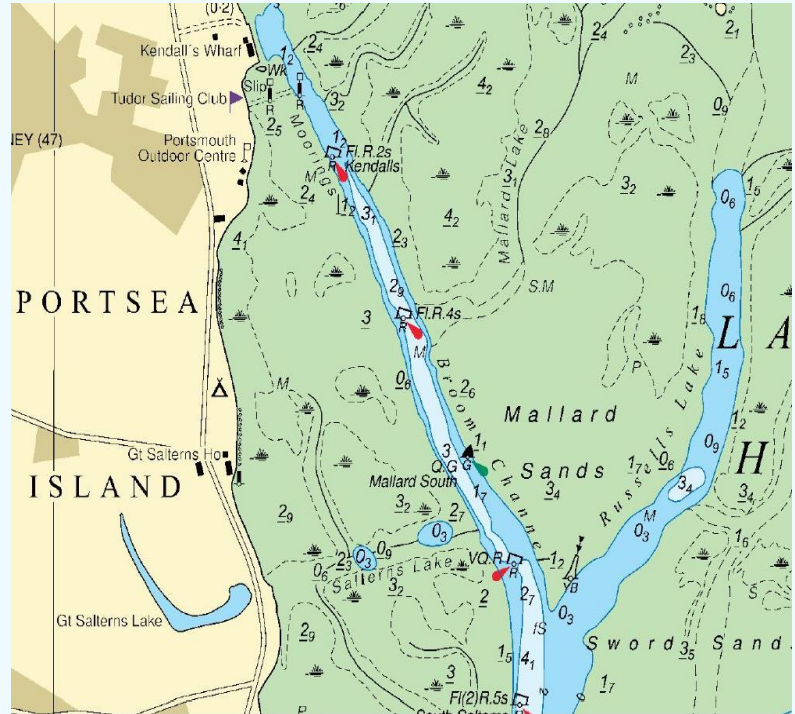
'Vandalism & Interference' Sadly many of these incidents are minor intrusions in, on and around moored vessels, but there is plenty that can be done to make your boat less exposed.

Conservancy Hydrography

All survey information gathered on behalf of the harbour is shared with the UK Hydrographic Office (UKHO) and we encourage any other operators carrying out survey work locally to do the same. The last survey of the approaches and main channel to Mallard Sands was carried out in March 2022. The next survey of the Broom Channel is scheduled for July 2023. A new edition of our local chart (BA 3418, Ed 12) was published in April 20-23 using this most up-to-date information.

Dredging

Limited dredging takes place within the harbour as both the Main Channel and the Broom Channel are generally considered to be self-scouring. Licenced berth maintenance dredging takes place at Kendall's Wharf to maintain the berth for the AI AVOCET. This is mainly silt wash-off from landed cargo which is returned to the Nab spoil ground in the Solent, but none was required this year.



Aids to Navigation (AtoN) and Charting

Updates on buoy positions and survey activity have been submitted to the UK Hydrographic Office throughout the year, and a new of chart BA 3418 was published in April 2023.

There are 258 separate AtoN within the harbour. Category 2 aids are mandated by the International Association of Lighthouse Authorities (IALA) to have a 99% availability. There are 22 Cat 2 AtoN within the harbour which we have a responsibility to restore within 3½ days of any failure. There are also 236 Cat 3 AtoN in the harbour with a 97% availability requirement, giving us 11 days to carry out any repair or replacement.

During the period from April 2022 to March 2023, there were three recorded failures of Aids to Navigation in the district, down from nine the previous year. One casualty was a buoy maintained by the Harbour Authority which was replaced within the IALA availability timescale (Bridge starboard channel marker), the other two were third party aids on approach to Southsea marina (one being a long-term issue). All of these casualties have now been rectified.

Wrecks

In January 2022 there were in the region of 120 vessels on the Eastney Foreshore, at least 40 of which were considered wrecks. There was a serious concern that several vessels were being converted into illegal houseboats and abandoned vessels were being used for fly-tipping. The Board received quotations for abandoned vessels and wreck removal of £60,000, in addition to the legal counsel required to put the process in place. In addition to the complex legalese of the required action, the issue is further complicated by the fact that the area has several landowners- Above Mean High Water areas are owned by Portsmouth City Council or University of Portsmouth. Below MHW LHB control. Harbour Board staff set up a working relationship with Portsmouth City Council workers to tackle the issue.

In 2022/23:

- 47 vessels have been removed from the Eastney Foreshore to a responsible waste facility;
- 3 have been disposed of by their owner;
- 3 were sold for scrap;
- 5 vessels impounded, 3 sold by LHB;
- 11 have been moved off the foreshore onto appropriate moorings.

Through our efforts, Langstone Harbour Board efforts have seen 67 tonnes of GRP fibreglass, 10 tonnes of metal and 8 tonnes of wood removed from the foreshore at a cost of £17,000 to the Board (not including staffing).



Portsmouth City Council have also made excellent progress, removing in the region of 30 vessels, numerous tenders, and other waste. As a result, approximately 30 vessels remain on the foreshore, 8 of which fall in LHB's controlled land. The cost of removing these should fall within the wrecks budget for 2023/24.

The efforts made to reduce wreck occurrence appear to be working- Namely- taking a more proactive approach to which vessels we lease moorings to, carrying out regular bridle (rope) checks and requiring new mooring customers to provide insurance documents.

Staff & Training

The focus throughout the period has been in getting our fairly new team up to speed and I am pleased to say that we have made great progress on this front. With a settled team now in place we can really look to improve some of our processes and improve services to harbour users both on and off the water.

Recruitment

We have recruited to augment our patrol team conducting interviews in March 2022, with Katie Jellis and Charlie Peirce joining the team for the 2023 season.

Training

Provision of suitably trained and qualified staff is a central part of our safety management system. We have continued to invest in training and where possible have looked to develop internal capacity so that as a small team we are more resilient and more flexible.

RYA Power Boat level 2 course	Attended by our Office Manager, Environment Officer, and Hannah Newland from our admin team, greatly enhancing our capacity to carry our boat-work within the team
British Divers Marine Life Rescue - Marine Mammal Medic	Attended by our Environment Officer for emergencies with marine mammals
MCA Oil Spill Commander (4P) course	Mandatory course for Environment Officer to meet the harbours Oil Spill response obligations

Harbour Masters PMSC and National Occupational Standards training	Continuous Professional Development for Deputy HM
Warsash Maritime School – Ship Handling (Manned Model)	Part of Pilotage training programme for DHM role

Our Patrol team all hold a minimum RYA Power Boat Level 2 qualification, but following feedback from the MCA, we will provide a pathway for any of our team to gain a commercial endorsement (which includes training in sea survival, first aid, Professional Practices and Responsibilities, VHF radio and a medical). One member of our Patrol team has completed this training now and it is hoped that more will follow suit. Having a level of marine training across all roles in the organisation allows us to be much more flexible, and gaining commercial endorsement will allow our team to carry out commercial work around the Solent which will offset the costs of running our patrol ribs.



Environment



Solent Seascape Project

The Solent is one of the most heavily used waterways in the UK and comprises a complex network of harbours, islands, spits, estuaries, and vast sandbanks. These threatened habitats provide refuge to a range of ecologically important species, including over 125,000 ducks, geese, and waders. The project aims to reconnect the Solent into a functioning seascape by improving the condition, extend, and connectivity of key marine and coastal habitats. Langstone Harbour is home to the four key habitats being restored – Native oysters, seagrass, saltmarsh, and seabird nesting habitat. By working with local stakeholders and communities, the hope is to create a long-term seascape recovery plan that supports better management of existing Solent marine and coastal habitats. The native oyster reef, created by Blue Marine Foundation, formed the start of restorative efforts in Langstone Harbour and we can't wait to see the successes this work will bring to the natural environment!

Langstone Harbour has some of the most extensive seagrass beds in England. Seagrasses are rare marine flowering plants which produce seeds containing a tiny bubble of oxygen so that they float in the tide.

Fisheries Management

Southern Inshore Fisheries and Conservation Authority (sIFCA) must manage the exploitation of sea fisheries resources in the district. Since being created in 2011, the IFCAs have been responsible for transforming the way in which fishing activities are undertaken in Marine Protected Areas. The Pot Fishing Byelaw was submitted to the Minister for the Department for Environment, Food and Rural Affairs for confirmation in April 2022. Commercial and Recreational Potting Permits requirements are introduced in this byelaw, as well as the requirement for fishers to mark their pots or strings of using marker buoys that clearly identify the vessel or permit number using those pots. In June 2022, sIFCA launched a consultation on the Bottom Towed Fishing Gear Byelaw, which manages the use of bottom towed gear within the district via a network of closure areas and gear restrictions – the revision seeks to update the spatial provisions currently managed under the existing BTFG 2016 Byelaw.

Langstone Harbour is a designated Bass Nursery under the Bass Order 1999. As such fishing for Bass (or any other fish using Sandeels as bait) from ANY boat in any part of the harbour is prohibited from 30 April – 1 November.

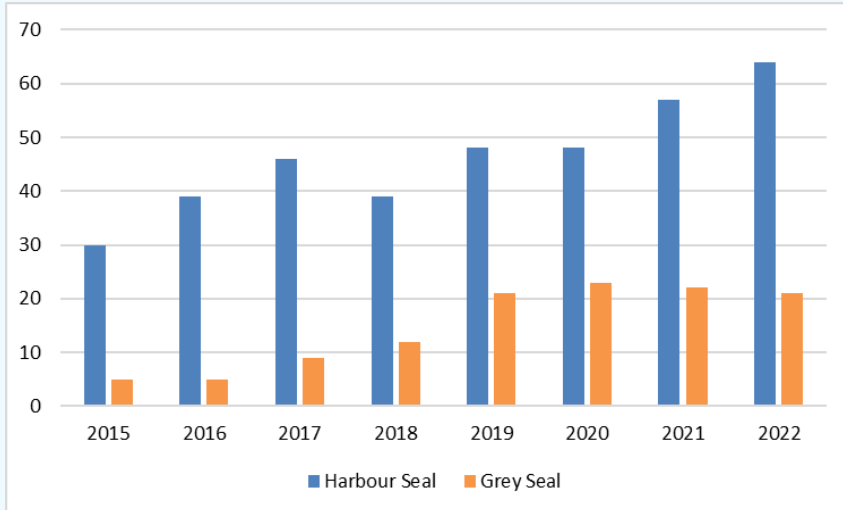


North Portsea Coastal Defence Scheme

The North Portsea Coastal Defence Scheme covers a total of 8.4km of Portsmouth's coastline, from Tipner to Milton. Most of Portsmouth is low-lying and many of the coastal defences are approaching the end of their viable lives. Climate predictions indicate that sea levels could rise by up to a metre over the coming 100 years, meaning the flood risk to the area will increase considerably. Phases 1-3 are complete, and Phase 4 is in progress, due to be complete by 2024, which involves the construction of a seawall along Eastern Road and road raising at the entrance to Kendall's Wharf. Year 3 of construction saw the completed sea wall at Harbourside and the Harvester, which includes a flood glass top to sections of the wall to ensure views are maintained. As thousands of protected bird species overwinter in Langstone Harbour, construction is restricted to summer months to minimise disturbance. The seawall is textured with an 'ecoformliner' to encourage habitat growth by retaining water over tidal cycles.



Solent Seal Colony

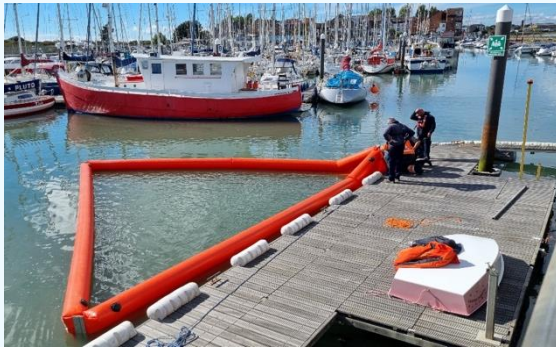


Since 2015, Langstone Harbour Board has been coordinating seal surveys with Chichester Conservancy in the aim of developing understanding of colony numbers and behaviours. Langstone provides one of the main haul-out sites for the Solent population of Harbour seals, and a number of Grey seals occasionally visit Langstone also. Minimising disturbance to haul-out and breeding areas is crucial for the conservation of seals in the Solent, as distress can adversely affect their health by causing them to use energy unnecessarily or abandon a haul-out site. Harbour seals were severely impacted by phocine distemper

virus in 1988 and 2002, which resulted in 50% reduction in some colony numbers. Over the last eight years, colony numbers have steadily been on the rise, with a record peak count of 68 harbour seals and 21 grey seals in 2022. This year also saw three Harbour seal pups born in Langstone, highlighting the successes that this population is having.

Oil Spill Preparedness

The Merchant Shipping (Oil Pollution Preparedness, Response and Co-operation Convention) Regulations 1998, SI 1998 No 1056 requires Langstone Harbour Board to maintain, update, and exercise an oil spill contingency plan. Every three years, LHB undertake an Incident Management Exercise, which aims to test all aspects of the plan. In September 2022, we put Langspill to the test. Attendance was brilliant, with representatives from Hampshire Fire and Rescue Service, Southsea Marina, Portsmouth City Council, RSPB, Chichester Conservancy, Natural England, MCA, and our Tier 2 contractor Adler and Allan turning out to offer their expertise. The exercise imagined a scenario in which a collision between two motor yachts resulted in a 1,000 to 2,000 litre spill of Marine Gas Oil. In house equipment was deployed according to the environmental circumstances, and additional booming gear was provided for deployment by Adler and Allan. To simulate the complexities of reality, an on-board fire was imagined after the MGO spill, which required the attention of the Fire Brigade. Exercise Merganser displayed a positive ability to respond to a pollution incident and we were delighted to see such excellent interaction from all attendees.



Clean Harbours Partnership

The beginning of 2022 saw the commencement of Clean Harbours Partnership 'Project Spotlight' which adopted a professional and evidence-based approach to investigate water pollution in Langstone and Chichester Harbours. It sought to bring those parties interested in harbour pollution together to delve into "what's in our harbour waters?". Clean Harbours Partnership designed a scientific study jointly with Professor Alex Ford of Portsmouth University and Dr Tom Miller at Brunel University, who are both European experts in their fields. Using their combined knowledge and advances in analytical techniques, CHP can establish the extent and likely effect of almost 200 chemicals that might be present in our waters. This includes pesticides, insecticides, pharmaceuticals, and chemicals from clothing and manufacturing. Project Spotlight involves the biopsies of five organisms, water sampling, and eDNA testing. Early signs from testing and analysis indicated several substances were present in harbour waters, including anti-depressants, nicotine, and several recreational drugs. Experts advise that these chemicals are not fully broken down by human bodies and are therefore most likely to enter the harbour via wastewater. Further results are expected in 2023!



Seabird Colony

Year	Black Headed Gulls	Mediterranean Gulls	Common Terns	Little Terns	Sandwich Terns	Oystercatcher	Ringed Plover
2007	4351	94	101	77	78	-	-
2008	4846	86	119	40	130	-	-
2009	5298	137	124	45	153	-	-
2010	5023	400	161	61	205	-	-
2011	4581	498	181	57	161	-	-
2012	3643	58	92	40	45	-	-
2013	3612	179	85	28	6	-	-
2014	4532	103	117	32	66	-	-
2015	3844 (785)	386 (398)	118 (2)	36 (2)	93 (70)	-	-
2016	3472 (910)	883 (697)	104 (4)	11 (0)	122 (49)	-	-
2017	4897 (1059)	835 (442)	154 (52)	36 (27)	73 (44)	-	-
2018	5581 (1492)	1737 (623)	149 (79)	57 (1)	113 (42)	-	-
2019	3984 (1898)	128 (176)	110 (82)	49 (1)	59 (20)	-	-
2020	4040 (372)	1579 (271)	71 (56)	22 (0)	113 (21)	-	-
2021	3517 (1232)	1249 (601)	67 (60)	3 (0)	5 (4)	-	-
2022	3482 (1892)	673 (429)	76 (73)	6 (0)	9 (6)	18 (8)	12 (10)

Table 1: Number of active nests recorded in Langstone Harbour 2007 – 2022. Number of successfully fledged youngsters shown in brackets after nest numbers for 2015 -2022.

Vessels

Delilah – 13m steel hulled mooring tender

Delilah has been put to good use maintaining our deepwater moorings and Aids to Navigation. All moorings are replaced on a 3-year rolling cycle due to wear on mooring tackle caused by salt water and the effect of tide and wave action. Carrying out this work in-house saves around £25K each year and allows our marine staff to maintain their competence. In February 23, Delilah was moved onto the yard slip and an in-house maintenance package was carried out. Key maintenance and repair activity was carried out on main engines, the auxiliary engine, bow roller, fuel system, steering gear, and engine controls.



It is hoped that with budgeted funds available in 23/24 the vessel may be returned to MCA Code requirements. If this can be achieved, it could unlock significant additional third-party income.

Patrol RIBs

The Patrol RIBs continue to provide a critical service to the harbour. Having reliable, shore-based vessels allow the marine staff to undertake the multitude of tasks around the harbour. The boats are recovered after each launch and washed down to prolong their life span. Rib 1 was purchased new in 2016, and Rib 2 was purchased in 2008. It is planned to Code these vessels for commercial use in local inshore waters during 23/24, but it is likely that Rib 2 will need to be replaced within the next few years.

Planned maintenance

During the period, we have made a conscious shift towards in-house maintenance in favour of third-party services. Each of our patrol RIBs require a minor service every 100 hours, with a major service every 300 hours. Typically, each RIB covers between 350-450 hours each year.

Carrying out these services in-house not only has significant cost savings, it also provides better control of vessel availability as we can schedule the work around our own commitments, rather than being controlled by external agencies, and this is especially important during the busy summer season.

This in-house engineering extends to our other equipment, portable generators, welding plant and our 4x4 truck.

Together, we now have a higher planned availability of our important assets, and clearer budgetary control over maintenance costs.



Harbour Infrastructure Pontoons and connecting linkspans



The two pontoons and their linkspans on the east and west sides of the harbour entrance are an essential part of the harbour's open port duty, providing safe and easy access for vessels to berth and take fuel.

They also provide passenger embarkation and landing infrastructure for the ferry which links Hayling Island and Eastney – so are a critical secondary transport link on and off Hayling Island, provide a casualty landing site for HMCG and RNLI at Eastney and are the only facility for the landing of fish and shellfish within the harbour.

The nature of the harbour means these structures need to be robust enough to withstand the challenging environmental conditions.

As in other years, harbour infrastructure (pontoons, linkspans and piles) on both sides of the harbour were inspected by our consultant engineers Ramboll UK in December 2022. The report again recommended that repair or replacement of the Hayling linkspan should take place. Following a competitive tendering process, the decision was taken that a full replacement option now represented best value for money and a contract was awarded to ML(UK). The new linkspan was lifted into place just in time for the summer holidays in July 2022. This significant investment in the harbour is long overdue and should provide safe public access to the Hayling pontoon for the next 25 to 30 years.

Elsewhere in the harbour, general maintenance repairs were carried out on the Eastney pontoon with works on pile guides, wearing plate and handrails taking place in March 23. At the end of the period, a significant work package was also awarded to P&D Marine for the Hayling pontoon which saw floats damaged by the force of the tide replaced using a crane barge on hire from Baker Trayte Marine. Repairs to the decking and fendering on the Eastney pontoon were delayed pending the outcome of our Seafood Infrastructure grant support bid.

Looking further ahead, we will continue to work with Councils on plans for the replacement of the pontoon and linkspan at Eastney and monitoring the state of the dolphin piles on both sides of the harbour. Perhaps the most significant other issue facing the harbour will be the need to replace the Hayling slipway in the next few years which is now showing significant signs of degradation.

Between 2013 and 2023 the expenditure on maintaining the Eastney and Hayling pontoons has amounted to £234,000 (without adjusting for inflation) on top of this, the capital spend to replace the Hayling Pontoon totalled an additional £224,000.

Governance

Leadership

The Langstone Harbour Board is the body holding responsibility as “Duty Holder” for Langstone Harbour in accordance with the Port Marine Safety Code. As a Trust Port, but one administered through a joint Board of local councils we are, to some extent, a hybrid of governance models. Members are elected by the local authorities with 6 councillors from both Portsmouth City and Havant Borough Councils, 1 councillor from Hampshire County Council and a number of standing deputies as required. They are joined by 2 members of the Advisory Committee representing a wide range of harbour stakeholders.

The Board is responsible to its stakeholders including local communities, commercial port users, local government, leisure port users, MPs and elected representatives, local businesses, and central government for setting the strategic direction for the harbour.

At the Board’s Annual General Meeting in June 2022, and following local elections, Cllrs Jeanette Smith and Robert New from Portsmouth City Council vacated their positions for Cllrs Charlotte Gerada and Lewis Gosling; and Cllrs Jackie Branson, Julie Thain-Smith, Tony Denton, Michael Wilson, and Isobel Scott vacated their positions to be replaced by Cllrs Pam Crellin, Elizabeth Lloyd, Julie Richardson, Kris Tindall, and Clare Satchwell from Havant Borough Council.

Councillors elected by Portsmouth City Council

Lee Mason (LHB Chair from June 22)	Darren Sanders (LHB Chair to June 22)
Graham Heaney	Lewis Gosling
Charlotte Gerada	Kimberly Barrett

Councillors elected by Havant Borough Council

Brenda Linger (LHB Vice Chair from June 22)	Pam Crellin
Elizabeth Lloyd	Clare Satchwell
Kris Tindall	Julie Richardson

Councillor elected by Hampshire County Council

Lance Quantrill

Board members elected by the Advisory Committee (AC)

Paul Tansom (AC Chair)	Mark Pullen (AC Vice Chair)
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Standing Deputies

Matthew Winnington (PCC)	Richard Stone (HBC)
Hugh Mason (PCC)	Rosie Raines (HBC)
Steve Pitt (PCC)	
Ryan Brent (PCC)	Jackie Branson
Judith Smyth (PCC)	(HCC, LHB Vice Chair to June 22)

All Board members must act in the best interests of the Statutory Harbour Authority (SHA) and with due regard to the statutory duties of the Board. The Board's Register of Interests holds no declarations of interest or related party transactions for Board members or officers in the year 2021/22.

The Chair and Vice Chair have been responsible for setting agenda items and allowing adequate time to address strategic issues faced by the Harbour. Strategic agenda items this year have included:

June 2022	Review of Business Risk Register, Approval of Accounts, New Signatory to Board Bank Account
July 2022	Funding of the Hayling Linkspan, Termination of Engineering Contract, Briefing from DfT
September 2022	Current Year Funding Decisions, Outcome of the 21-22 Internal Audit
November 2022	Minutes of Joint Working Party & Staffing Sub Committee
December 2022	Review of PMSC Compliance Audit, Review and Approval of Budget for 23/24 and Approval of Statutory Charges for Following Year, Annual Infrastructure & Engineering Report, Outcome of the 21-22 External Audit.
January 2023	Minutes of the SPECIAL Advisory Committee Meeting, Mooring Charges Review, Seafood Infrastructure Fund bid, Annual Safety Management System Review document
February 2023	Review and Adoption of Standing Orders and Financial Regulations, Five-Year Business Plan
April 2023	IT Infrastructure and Communications Software Upgrade, Review of the Effectiveness of Internal Controls, Board Member Induction Process, Water Quality Update

Board Effectiveness

The Board does not recruit its commissioners but relies on nominations from Portsmouth City and Havant Borough Councils. All Board members have been encouraged to attend training sessions for Duty Holders arranged by the British Ports Association. In July 2022 representatives from the Department for Transport attended a meeting of the Board where the requirement to act in the best interests of the harbour in discharging its statutory functions, in line with the Board's governing statute, was emphasised to all members.

Board Member Attendance 2022/23

Name	Elected by	17-Jun (AGM)	07-Jul	30-Sep	11-Nov	09-Dec	20-Jan	24-Feb	21-Apr	Duty Holder Trained
Clr Lee Mason	Portsmouth City Council	✓	✓	✓	✓	✓	✓	✓	✓	✓
Clr Darren Sanders	Portsmouth City Council	✓	✓	✓	✓	✓	✓	✓	✗	✓
Clr Lewis Gosling	Portsmouth City Council	✓	✓	✓	✗	✓	✓	✓	✓	✓
Clr Graham Heaney	Portsmouth City Council	✓	✓	✗	✗	✗	✓	✓	✓	✓
Clr Charlotte Gerada	Portsmouth City Council	✓	✓	✓	✓	✓	✓	✓	✗	✓
Clr Kimberley Barrett	Portsmouth City Council	✓	✗	✗	✓	✗	✗	✓	✗	✗
Clr Hugh Mason (Standing Deputy)	Portsmouth City Council	✗	✗	✓	✗	✗	✗	✗	✗	✗
Clr Matthew Winnington (Standing Deputy)	Portsmouth City Council	✗	✗	✗	✗	✗	✗	✗	✗	✗
Clr Steve Pitt (Standing Deputy)	Portsmouth City Council	✗	✗	✗	✗	✗	✗	✗	✗	✗
Clr Ryan Brent (Standing Deputy)	Portsmouth City Council	✗	✗	✗	✗	✗	✗	✗	✗	✗
Clr Judith Smyth (Standing Deputy)	Portsmouth City Council	✗	✓	✗	✗	✗	✗	✗	✗	✗
Clr Brenda Linger	Havant Borough Council	✗	✓	✗	✓	✓	✓	✓	✓	✓
Clr Pam Crellin	Havant Borough Council	✓	✗	✓	✓	✓	✗	✓	✓	✓
Clr Elizabeth Lloyd	Havant Borough Council	✗	✓	✓	✓	✗	✓	✓	✓	✓
Clr Julie Richardson	Havant Borough Council	✓	✗	✗	✓	✗	✓	✓	✓	✓
Clr Clare Satchwell	Havant Borough Council	✓	✓	✗	✗	✗	✗	✗	✓	✗
Clr Kris Tindall	Havant Borough Council	✓	✗	✓	✓	✓	✓	✓	✓	✗
Clr Rosy Raines (Standing Deputy)	Havant Borough Council	✓	✗	✗	✓	✗	✓	✗	✓	✗
Clr Richard Stone (Standing Deputy)	Havant Borough Council	✓	✓	✗	✓	✓	✓	✗	✓	✓
Clr Lance Quantrill	Hampshire County Council	✓	✓	✓	✗	✓	✓	✓	✓	✓
Clr Jackie Branson (Standing Deputy)	Hampshire County Council	✗	✗	✗	✓	✗	✓	✗	✗	✓
Mr Paul Tansom	LHB Advisory Committee	✓	✓	✗	✓	✓	✓	✗	✓	✓
Mr Mark Pullen	LHB Advisory Committee	✓	✓	✓	✓	✓	✓	✓	✓	✓

Mr Billy Johnson	Harbour Master	✓	✓	✓	✓	✓	✓	✓	✓	✓	N/A
Mr Chris Braby	Treasurer to the Board	✓	✓	✓	✓	✓	✓	✓	✓	✓	N/A
Mr Thomas Hands	Harbour Office Manager	✓	✓	✓	✓	✓	✓	✓	✓	✓	N/A
Ms Megan Roberts	Environment Officer	X	✓	✓	✓	X	✓	✓	✓	✓	N/A
Mr Robert Dunford	Deputy Harbour Master	X	✓	✓	X	✓	✓	✓	✓	✓	N/A

Key	
✓	<i>In Attendance</i>
X	<i>Absence/Apologies</i>
✓	<i>In Attendance (no voting rights)</i>
✗	<i>Not Board Member at Time of Meeting</i>
✓	<i>Duty Holder Training COMPLETED</i>
✗	<i>Duty Holder Training NOT COMPLETED</i>

All Board members should conduct “duty holder” training and should attend the harbour for a brief on harbour operations.

Accountability – Business Risk, Audit and Control

The Board has an obligation to consider risk management and internal control systems for the harbour. Each year the Board satisfies itself on the effectiveness of internal audit arrangements and the effectiveness of internal controls completing the Annual Governance Return and submitting to external audit.

The Board reviewed the effectiveness of the internal control and audit at its April 2023 meeting and was satisfied with the arrangements in place. The annual internal audit was undertaken in May 2023 by the Southern Internal Audit Partnership (SIAP), part of Hampshire County Council. The review sought to assess the effectiveness of controls in place focusing on those designed to mitigate risk in achieving the key objectives. The audit team concluded that a “generally sound system of governance, risk management and control was in place”.

Key business risks were presented to the Board at its June 2022 meeting. It is acknowledged that Langstone is naturally vulnerable in a number of ways including to storm damage during winter months, its reliance on a single trade for the bulk of income, the risks of maintaining capability with such a small staff, the commitment to provide a continuous pilotage service, its governance arrangements and as a provider of moorings. Action being taken to mitigate these risks includes continued work to improve IT systems, staff retention, the maintenance of the Delilah, the longer-term requirement for an HRO and development of a closer working relationship with local councils.

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.

Remuneration

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

Stakeholder Engagement

Langstone Harbour Advisory Committee

The Langstone Harbour Advisory Committee is a statutory stakeholder group and is a critical part of the management of the harbour. Members are drawn widely from stakeholder organisations within the harbour to represent both marine and environmental interests. The Advisory Committee meets one week prior to each Board meeting to consider the full Board agenda and is represented on the Board by the Chair and Vice Chair of the Committee.

Constituted in the 1999 Order		
Vacant	-	Royal Yachting Association (RYA)
Paul Tansom (Chair)	-	Portsmouth & Langstone Sailing Association (Tudor SC)
Brian Davies	-	Portsmouth & Langstone Sailing Association (Locks SC)
David West	-	Portsmouth & Langstone Sailing Association (Langstone SC)
Melvyn Gofton	-	Portsmouth & Langstone Sailing Association (Eastney Cruising Association)
Connor Reid Marina Rees	-	Natural England (NE)
Joe Rackstraw Tim Ferrero Ellie Parker	-	Hampshire & IoW Wildlife Trust (HIWWT)
Phil Grant	-	Langstone & District Wildfowlers and Conservation Association (LADWACA)
Bob Comlay	-	Solent Protection Society (SPS)
Vacant	-	Southern Inshore Fisheries & Conservation Authority (SIFCA)
Richard Hockey	-	The Langstone Harbour Fishermen's Association (LHFA)
Wez Smith Fay Pisani	-	Royal Society for the Protection of Birds (RSPB)

Currently vacant	-	Environment Agency (EA)
Nominated Bodies		
Simon Baldry	-	British Water Ski Federation (BWSF)
Mark Stephenson	-	Aggregate Industries Ltd (AI)
Peter Gray	-	Friends of Langstone Harbour (FoLH)
Jim Hobson	-	Hampshire Countryside Service (HCS)
Mark Pullen (Vice Chair)	-	Hayling Health Society (HHS)
Non-statutory Attendees		
Joe Chamberlain	-	Portsmouth & District Canoe Club
Colin Hill	-	Hayling Ferry
Daniel Wallbridge	-	Historic England
Josh Atherton	-	Andrew Simpson Watersports Centre
Rena Perri	-	Southern Water
Robert Bailey	-	Clean Harbours Partnership

The Advisory Committee is attended by the Harbour Master, Environment Officer as well as the Chair and Vice-Chair of the Board, and all the agenda items for Board meetings are discussed by this group. Minutes of Advisory Committee discussions are included in Board papers, and this ensures that the views of harbour users are heard before decisions affecting the harbour are made.

Publications

A local Harbour Guide is published annually and widely distributed as a free publication containing information about harbour regulation, safety, and local tides. A copy of this publication goes to each boat owner paying Harbour Dues.

Further specific guidance and education to user-groups is also made available in the form of various Codes of Conduct and management policies:

Recreational user safety	Waterski safety
LHB compound use	Seal watching
Wildlife watching	PWC use
Events planning	

and the Playsafe pamphlet series which are designed to encourage safe practice on the water:

Playsafe! – Small Craft	Playsafe! – Kayaks and Canoes
Playsafe! – Keeping a Boat in the Harbour	Playsafe! – Waterskiing in the Harbour

Public meeting

The Board has committed to hosting an Open Forum meeting at least once a year. The last forum was held at the Andrew Simpson Watersports Centre in Portsmouth in February 2022, for the first time following the relaxation of Covid-19 controls. The next open forum will return to its normal place in the annual calendar and take place in October 2023, at the Eastney Cruising Association.

Communications

Our website continues to provide a wealth of information for our harbour users, with 63,081 page views over the course of the year (Apr 22-Mar 23). We generally see 80-120 users per day in the summer months, with a peak daily use of 160 in July 2022, dropping to 10-40 users per day during the winter months. Local Notices to Mariners (LNtM) containing important safety updates are published on our website and are also sent by email to individuals signing-up via our homepage, and to any vessel owner on our database. Each local notice will reach just over 1,000 individual addresses.

We also have a social media presence and a News page on our website that we share information about activity and events in Langstone Harbour on. Although our following may be small, we reach a different demographic through our social media – those who may not have boats but are interested in the Harbour for other reasons e.g., its wildlife value. Our Instagram page has over 300 followers, Twitter has over 180, and our Facebook page has over 120 followers. We are keen to increase these numbers and are always looking at new ways of engaging with the public via these platforms.

During 2023 we also commenced issuing Press Releases to the Hayling Herald - a free, monthly, publication delivered to every household on Hayling Island - resulting in favourable articles being printed.

Partnerships

Partnerships are an important part of the way Langstone Harbour works. Participation in the Solent Navigation and Pilotage Co-ordinating Committee, Solent Operational Group and the Nab User Group chaired by the MCA all mean that Langstone has a direct link into the management of safety in the wider Solent. Our involvement with the Water Safety Forum chaired by Portsmouth City Council and Operation Nautical ensure that we are an integral part of the management of public safety and anti-social behaviour locally.

Environmental partnerships such as the Solent Forum, Solent Marine Site (SEMS), Bird Aware Solent, South Coast Marine Conservation Group, and Chichester Harbour Protection and Recovery of Nature (CHaPRoN) initiative mean that Langstone's voice continues to be heard locally and that we remain a core part of the collaborative approach to environmental management in the harbour and around the wider Solent.

Stakeholder Benefit

This section describes some of the Board's activity and explains the proportional compliance with the Department for Transport's governance guidelines. The Board maintains open pontoon landing facilities at Eastney and Hayling as well as managing the public slipway at Hayling Island. In addition to these wider benefits a fuelling system is offered at the Hayling pontoon.

The Board also maintains a Waste Management Plan covering other Clubs and berth operators within the harbour as well as public access to waste disposal and recycling facilities at the Harbour Office yard.

Patrol activity within the harbour between Easter and October can also be seen as a stakeholder benefit with patrol staff contributing to the safety of the public and property by responding to a host of minor incidents such as boats adrift from moorings or persons in the water and which if left unattended would inevitably cause wider or more significant problems.

Target Level of Return

In the context of the very limited scope of the Board's commercial activities and the limited market place the Board has not previously set an overall target level of return. However, a target level of return will be considered for inclusion in the next review of the Business Plan particularly with reference to fuel sales.

Commercial Accountability

Investment is limited to replacement of the Board's fixed assets and infrastructure. The Board maintains a General Reserve fund and an Asset Replacement reserve, with cash deposits invested through a Public Sector Deposit Fund. The Langstone Harbour Business Plan was published by the Board in June 2017. Contracts are market tested and reviewed as appropriate and our statutory (stakeholder) Advisory Committee is consulted on all such matters that are considered by the Board. The Board does not provide any in-house services that are not consulted on through the Advisory Committee and we therefore do not believe that an annual efficiency statement is appropriate to the Board's operation.

Annual Reporting Requirements

The Board publishes its annual accounts each year on our website along with the Annual Governance and Accountability Return setting out the responsibility for preparing the annual report and accounts, and, stating that they consider the annual report and accounts, taken as a whole, to be fair, balanced, and understandable and providing the information necessary for stakeholders to assess the port's position and performance, business model and strategy.

The Board's Management Plan, Business Plan and Annual Report are also publicly available and published on our website. The Business Plan covers the period to 2022 and now needs to be updated with reference to lower anticipated levels of cargo handling within the harbour and future investment in its infrastructure.

Finance

2022/23 Accounts

The total loss for the year at £114,000 is to be compared with a loss in 2021/22 of £77,000. The results were also at variance to the 2022-23 Budget by £36,000 which had projected a loss for the year of £78,000 in any event. This was driven primarily by a loss of income against budget during the year of £84,000 but this was negated by reduced, and in some cases delayed, expense minimising the impact of lost income by £48,000.

The major impact on income came from harbour dues lost as a result of the continuing absence of a customer's aggregate dredger into the first quarter of this financial year. This was a continuation of the problems which impacted the Board's income in the last quarter of the 2021/22 Financial Year.

During the year the passenger footbridge between the shore and the Hayling Pontoon was replaced. This was financed by a loan of £115,000 from Portsmouth City Council to be repaid over 10 years.

INCOME AND EXPENDITURE ACCOUNT for the YEAR ended 31st MARCH 2023		
	2022/23	2021/22
	£	£
INCOME		
Commercial Harbour and Cargo Dues	224,678	227,704
Pilotage Charges	7,455	6,359
Harbour Dues- Leisure	71,919	72,981
Slipway Launching	3,957	14,915
Pontoon Fees	35,967	34,178
Mooring Rents and Licences	113,339	113,955
Ferry Passenger Dues	23,968	7,283
Sale of Fuel	31,844	47,631
Boatshed and Boatyard Fees	17,540	15,607
Services Rendered	9,172	3,048
Other Income	6,627	11,275
Insurance Claims	0	76,420
Disposal of Assets	0	833
Interest Income	537	313
Local Authorities Loan	115,000	0
	662,003	632,502
EXPENDITURE		
Employees	391,583	341,106
Repairs and Maintenance	51,799	52,866
Elect, Water & Cleaning	5,176	5,310
Rent and Rates	35,596	38,144
Boats and Vehicles	17,980	90,907
Equipment, Furniture etc	3,711	3,332
IT	15,660	14,661
General Office Expenses	8,258	7,268
Travel and Subsistence	1,800	308
Insurance	44,124	36,657
Pilot and Pilot Boat Hire	3,273	2,297
Internal Audit Fees	4,000	5,000
External Audit Fees	1,300	1,950
Legal and Professional Fees	14,813	5,688
Purchase of Fuel for Resale	26,862	34,927
Support Service Charges	1,225	3,289
Rechargeable costs	1,690	0
Bank and credit card charges	5,278	6,112
Miscellaneous Expenses	2,612	4,018
Environmental Costs	29,779	25,192
Capital Purchases	109,943	30,968
	776,461	709,999
INCOME LESS EXPENDITURE	114,458	(77,497)

Balance Sheet

The Balance Sheet as of 31st March can be seen here.

Publication of Accounts

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



Christopher Braby, Treasurer to the Board

Explanatory notes:

BALANCE SHEET AS AT 31st MARCH 2023			
	Notes	2023	2022
Current Assets and Liabilities:			
Stocks	2	7,406	1,846
Debtors	3	88,178	79,133
Cash	4	90,581	182,831
Short Term Investment	4	0	0
Current Assets		186,165	263,810
Current Liabilities			
Creditors	6	(134,925)	(98,111)
Net Current Assets		51,240	165,699
Long Term Liabilities		0	0
		51,240	165,698
FINANCED BY			
General Reserves	7	31,240	165,698
Earmarked Reserves	7	20,000	0
Total Reserves		51,240	165,698

Stocks (2) - Stocks comprise gas oil and oils for resale and are valued at the average price paid for the deliveries remaining in stock and is not materially different from the lower of cost or net realisable value.

Debtors (3) -

	2022/23	2021/22
	£	£
Debtors Control Account (less reserve)	5,773	1,834
VAT	1,112	0
HMRC Fuel Duty	582	0
Unbilled Receivables	46,610	52,120
Payments in Advance	34,101	25,179
Rent Reserve	0	0
	<u>88,178</u>	<u>79,133</u>

Creditors (6) -

	2022/23	2021/22
	£	£
Sundry Creditors	57,404	36,223
Key Deposits	1,710	1,315
Income Received in Advance	43,887	38,405
Accrued expenditure	30,648	19,979
Warner mooring Fees	1,159	2,112
Fuel Duty	0	0
VAT	117	77
	<u>134,925</u>	<u>98,111</u>

Cash and short-term investments (4) -

Balances as at the 31st of March 2023 were as follows:

	2022/23	2021/22
	£	£
National Westminster Bank Plc	78,333	127,376
CCLA overnight deposits	3,675	53,493
On line payments awaiting bank clearance	7,889	0
Cash in Hand	684	1,963
	<u>90,581</u>	<u>182,831</u>

Movement of Reserves (7) -

	2022/23	2021/22
	£	£
GENERAL RESERVE		
Opening Balance at 1st April	165,698	200,000
Add surplus/(Loss) for the Year	(114,458)	(77,497)
Transfer from Earmarked Reserves		43,195
Transfer to Earmarked Reserves	<u>(20,000)</u>	
	31,240	165,698
EARMARKED RESERVES		
This sum is set aside in order to provide match funding should the Board's bid to benefit from the Seafood Infrastructure grant prove successful.		
	£	£
Opening Balance at 1st April	0	0
Transfer to General Reserve	0	0
Transfer from General Reserve	<u>20,000</u>	<u>0</u>
Closing Balance at 31st March	20,000	0

CONTACT INFORMATION

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